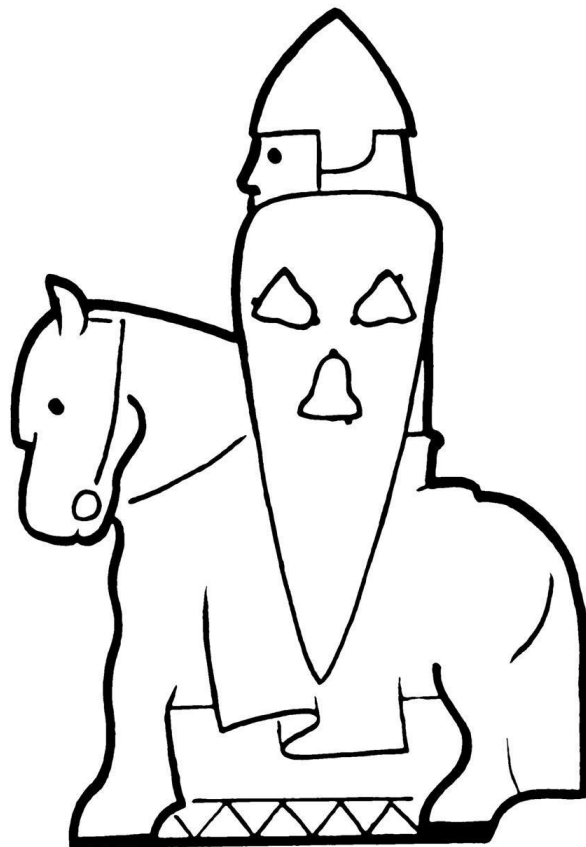




## Chronicles of the Yacht

# White Knight of Purbeck



Season 2 2020

*The (First) Year of Covid*

Lockdown Cruises in Scotland and beyond

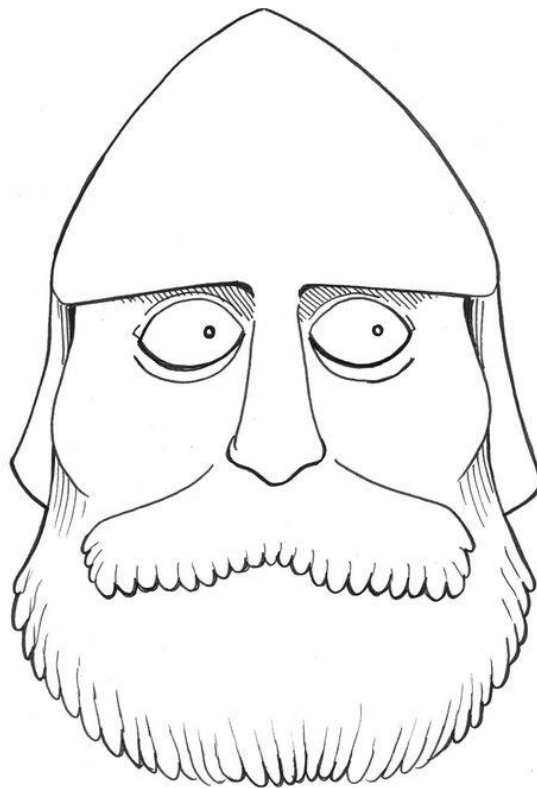
By: Chris Jones and the various crews of *White Knight*





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As a bard once put it "The best laid plans of mice and men gang aft agley".  
The following log is compiled, edited and expurgated from the deck log and other  
recollections of the cruises.



## Introduction

### ***The Idea***

Having found our boat, sailed her a bit and spent the winter undertaking the most urgent bits of refurbishment, it was time to spend the summer sailing her again. This log chronicles our adventures in our boat "*White Knight of Purbeck*" - How we adapted her to our needs and ourselves to her limitations while exploring one of the most beautiful cruising grounds in Britain (if not the world) and getting the crew competent and confident sailing a Contessa 32.

### ***The Crews***

- Owners: Ian, Chris & Jonathan
- Day Skippers: Jan & Elin
- (Competent) Crews: Jess, Scott, Martin

### ***The "Plan"***

Cruise plans for 2020:-

- Winter refit at Fairlie Quay, aiming to launch late March / early April.
- Spring cruises (April - June) The Clyde, Loch Fyne, around Bute, and Arran
- A Whitsun Whisky Cruise to Islay, Jura, Gigha and the Antrim coast
- Early Summer cruises (July) around the Clyde for the Fyfe Regatta and Jan's Loch Fyne Odyssey, then onto the Irish Sea and North Wales
- Late Summer (August - October) around Anglesey, Irish Sea, Isle of Man, Irish east coast from North Wales
- Winter Refit in North Wales

### ***What Happened Next***

Then, 3 days before launching, Covid 19 hit. The world and all plans changed.

4-6/7/20 Border reopened and across it within a few hours, with a trailer load of winterized kit and a list of stuff to do before launching. Reassembled engine completed installation of NMEA 2000 network and instrument pod. Reloaded life raft, dinghy etc, filled bolts around exhaust fitting, 3 coats of antifouling. Completed glass fiber work to anchor locker, cleaned out and repainted forward lockers. Prepared fore cabin sides for lining. Wired in USB charging point in fore cabin and a host of other "little jobs".

6/7/20 After putting on the third coat of antifouling and settling the accounts, *White Knight* was launched from Fairlie Quay. An awkward departure into a strong swell and the straps not sinking properly. Once clear, it was a lively bounce free then a short distance to Largs YH and an inside berth. *White Knight* was the first visiting yacht to arrive at Largs YH after lockdown. Ian arrived for a couple of days fitting the linings to the fore cabin, sealing the bright work and other bits of winter refit including a thorough vacuum through and cleaning.

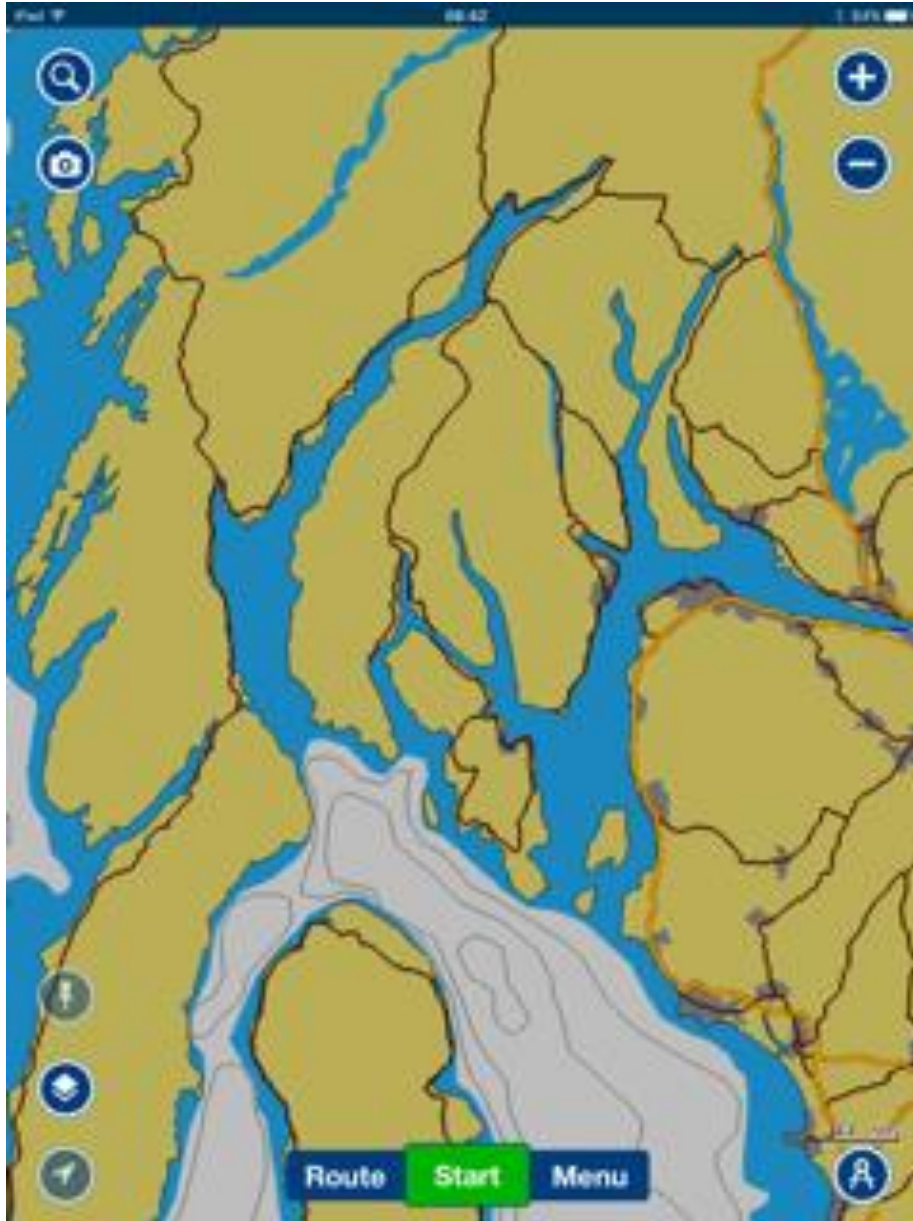
12/7/20 After a day of finishing off the winter refit and refueling, a shakedown sail with Jan around the Cumbraes. Across to the Bute shore past an outgoing Vanguard Class submarine, Mount Stuart and Rothesay to Port Bannatyne before turning and running back to Largs. Lost a shackle from the genoa clew and a reefing line inside the boom. Tightened rigging. Otherwise a successful first shakedown. Re-rigged the reefing lines back to the cockpit.





## The Logs

### ***Cruise 1 “Jan's Loch Fyne Gastronomic Odyssey”***



Jan's idea for a Gastronomic Cruise around Loch Fyne started as we came through Loch Fyne in summer 2019. Elin threw in her love of the Loch Fyne Oyster Bar and our frequent stops there as a waypoint on the car journey to and from Craobh. Why not sail there? Other gastronomic delights in the area came to mind: The Fish & Chip shop in East Loch Tarbert, a prized destination when I was a child; The Arran Distillery, Lochranza; Nardini's famous art deco ice cream parlour in Largs.

Through the long days of the first Covid lockdown and with the Whisky Cruise postponed, the thoughts of a potential gastronomic delights of Loch Fyne developed. Throw in the incredible beauty of the area with almost limitless anchorages and sheltered waters. Would a week be long enough?



Date	Saturday 18/7/20		
From	Largs YH	Towards	Port Bannatyne

Tides (BST)

Port	Dover						

Weather forecast

Time	06:00	Gale Warnings		
Gen Synop	Bright Sunny			
Area	Wind	Sea	Weather	Vis
Mog / MoK	W/NW 3 / 4	Sm / SI	Showers	Good
+24 Hrs	NW 4 / 5 inc 6	SI	Showers	Good

Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
11:15		5154	0	W4	SI	Depart Largs YH
12:00						Sails up engine off. Millport Bay
				W5+		Kilchattan Bay
				W4		Rothesay
				W5		Kyles of Bute, Maids of Bute via Wreck Bay
15:30				W4		Claddagh Harbour
16:00				W4		Porpoises off the Burnt Islands
17:00						No space left at Port Bannatyne
18:00						Anchored Claddagh Harbour, Scott & Elin snorkelling

Day Summary

Crew	Chris, Jan,	Elin & Scott	
Log	22		



Time	Notes
	<p><b>Summer cruise, week 1 Jan's Loch Fyne Odyssey</b>                      Chris, Jan, Elin &amp; Scott. Combining a more thorough shake down, testing and calibrating new instruments etc with "A gentle fun cruise" AKA a gastronomic tour of the Kyles of Bute, Loch Fyne and Arran, with snorkelling and paddle boarding thrown in.</p> <div style="display: flex; justify-content: space-between;"> <div data-bbox="368 445 759 837" style="width: 45%;"> </div> <div data-bbox="778 465 1380 801" style="width: 50%;"> <p>17/7/20, The 5 hour drive north to Largs, followed by loading and hauling Elin up the mast to refit wind vanes, anemometers, radar reflectors and a broken flag halyard. Then hauling Elin up a neighboring yacht's mast to refit a wind vane. On her earnings Elin then took her boyfriend Scott off to the Marina Restaurant (Scott's) for a slap-up burger, while Jan and I headed into Largs for fish and chips on the sea front.</p> </div> </div> <p>18/7/20 Up the beautiful Kyles of Bute through the Burnt Islands via Wreck Bay passage and onto Claddagh Harbour. Re-crossing to the Burnt Islands, we were in the midst of a pod of porpoises fishing.                      Coming back down the East Kyle a phone call to Port Bannatyne Marina confirmed they were full, so we returned for our first night at anchor in Claddagh Harbour. Scott &amp; Elin went snorkelling then had cockpit showers to clear the salt.</p> <div data-bbox="373 1135 1369 1823" style="width: 100%; text-align: center;"> </div>



Date	Sunday 19/7/20		
From	Claddagh harbour	Towards	East Loch Tarbert

Tides (BST)

Port	ELT					
HW	12:20	3.2				
LW	17:50	0.6				

Weather forecast

Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis
MoG - MoK	W / NW 3 / 5	Sm / SI	Showers	Good
+24	SW 3/4 > Var 2/3 > SW 4/5 Later	SI / Mod bec Sm/SI	Showers	Good

Deck Log

Time	Course	Log	Dist	Wind	Baro	Notes / Lat:Long
10:00						Dept Claddagh
						Loch Riddon
						Flukey winds down West Kyle
12:00						Tighnabruaich astern
						Ardlamont
				F5 / 6		Crossing Inchmarnock Water
15:30		5176				Arrive East Loch Tarbert Marina

Day Summary

Crew			
Log	22		





Time	Notes
	<p data-bbox="373 264 1369 398">Up Loch Riddon then a tricky beat through very gusty, flukey winds, down the West Kyles past Tighnabruaich. Bearing off down the West Kyle and out into Inchmarnock Water and lower Loch Fyne to try <i>White Knight</i> and her new reefing system in F6+ and a bigger swell.</p> <div data-bbox="373 434 940 1037"> </div> <p data-bbox="959 434 1380 734">Carving through the water with full genoa and single reefed main and 9 knots showing on the log (doubt that, somehow, but it feels good). Wind instruments giving AWA, TWA, AWS, Trend and a host of other new data in multiple formats. Nerd heaven here we come.</p> <p data-bbox="959 770 1380 969">Heading into Loch Fyne the AIS was warning of the departure of the Portavadie to East Loch Tarbert ferry. Crossed ahead of the ferry then tacked for East Loch Tarbert.</p> <p data-bbox="373 1005 1380 1272">The marina is a new addition to East Loch Tarbert, well, it has been built since I last stayed the night in the mid-1970s, no more need to anchor in the bay and row ashore. Now a friendly marina with good shore-side facilities at a reasonable price a short walk from the town's shops. After a bit of paddle boarding the crew demanded feeding, so off around the town to forage. Restaurants either closed or booking in advance only, so a Fish &amp; Chips supper, one of our childhood treats and still as good as ever.</p> <div data-bbox="373 1305 1380 1865"> </div>



Date	Monday 20/7/20		
From	ELT	Towards	Loch Ranza and ELT

Tides (BST)

Port	Dover						

Weather forecast

Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis
Mog-Mok	W/NW 4/5 > SW3/4	Sm / SL	Showers	Good
+24 hrs	SW 3/4 > Var 2/3 > SW4/5	Sm/Sl	Fair, Rain	Good occ Mod

Deck Log


Time	Course	Log	Dist	Wind	Sea	Notes / Lat:Long
12:00		5776		NW 4/5	Sl	Dept ELT
14:30		76		NW 5	Sl	Arrive Loch Ranza
						Whisky tasting at Lochranza Distillery
17:30						Dept Arran
20:00						Arrive ELT, Ancaster IV in ELT
						Tighten and mouse rigging

Day Summary

Crew			
Log	22		





Time	Notes
	<p>East Loch Tarbert was our base for the next couple of nights with a day sail to Loch Ranza and the Arran Distillery to stock up the drink's cabinet.</p>  <p>Hot breakfast rolls from the deli on the quay before heading south for Arran. A much calmer day to start off as we sailed out of ELT into the Loch and along the Kintyre shore. As we broke out to cross Kilbrannan Sound the NW wind picked up blowing directly into Loch Ranza. Two yachts in front of us fluffed the mooring pick up, slick work by the crew and a good mooring. A quick lunch, then inflated the dinghy for the choppy transfer to shore, leaving the pump on board. The short walk to the distillery was only a couple of miles, much to the chagrin of the crew; the mate kept her peace. As we walked a car drew up. "Good to see you back again" came the call. He must have a good memory; it is over 40 years since I was last here. More likely the easing of lockdown was much appreciated.</p> <p>The Arran distillery is a relative youngster built in the 1995. Cautiously reopening as lockdown eased, the distillery tour was limited to the shop, with a tasting of any of their single malts we were seriously interested in. We finally homed in on the 10 year old as a gift to Ian for all his work on the fore cabin. A set of 6 self-levelling glasses for the drink's cabinet and a few other knick-knacks were added to the skipper's invoice.</p> <p>Returning to the dinghy, it had part deflated, as somebody had inadvertently loosened a valve on the crossing to shore. Skipper and mate made the first crossing in the flexible flubber, re-inflated the dinghy then collected the crew. Lesson learned, always carry the pump.</p> <p>A grey crossing back to East Loch Tarbert with Elin demonstrating her skills as a blindfold helm. Boyfriend suitably impressed. A chance to fine adjust, tune and secure the standing rigging.</p>



Date	Tuesday 21/7/20		
From	ELT	Towards	Inveraray & Creggan

Tides (BST)

Port	ELT		Inveraray			
HW	13:50	3.4	14:20	3.1		
LW	19:10	1.0	19:50	0.2		

Weather forecast

Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis
MoG - MoK	Var 3 or less > S4/5 later	Sm / SI	Fair occ Sowers	Good occ poor

Deck Log




Time	Course	Log	Dist	Wind	sea	Notes / Lat:Long
08:30		76		0	Sm	Dept ELT
10:00						Calibrated log
11:00		85	9	0	Sm	Otter Narrows
11:30						Loch Gair
12:00		89	13	0	Sm	MOB Practice
12:40						Minard Narrows
13:45		98	22	W1	Sm	Creggan
15:00			27			Arr Inveraray
16:00			27			Dept Inveraray
17:00			32			Mooring Creggan Inn

Day Summary

Crew			
Log	32		





Time	Notes
	<p data-bbox="373 264 1374 432">After more breakfast rolls from the deli, a flat calm gave us the opportunity to give the engine a long run up Loch Fyne and a chance to calibrate the instruments. 9 knots on the log came down to 6 knots when calibrated against the GPS. Doesn't feel quite as impressive but gives a more reliable base for the navigation.</p>  <p data-bbox="373 896 1353 960">A passing trawler inspired the crew to get the fishing rod out. The corroded weight soon broke free but the paravane kept the hooks deep and veering.</p>  <p data-bbox="665 996 1374 1229">Through the Otter Narrows then up to Loch Gair where we took a detour to take and send some photos of Gordon's Uncle Wallace's Southerly Assegai. Back into the main loch for some MoB practice and on up though the Minard Narrows and on to Inveraray. We anchored off the quay in sight of the Duke of Argyll's impressive castle.</p> <p data-bbox="665 1265 1374 1431">An old puffer, the "<i>Vital Spark</i>" lies forlorn against the quay awaiting another jaunt with the eponymous Para Handy and his motley crew "three men and an enchuneer" all lovingly created by Neil Munro, a son of Inveraray.</p> <p data-bbox="373 1467 1331 1666">A tentative wander around the shops, masked against the virus, all respectfully 'social distancing'. Essentials of food, also some fishing lures and a small whisky for Grandma. The shop keepers grateful of the tentative tourists who were gradually returning by motorbike and car but 'respecting the destination'.</p> <p data-bbox="373 1702 1091 1971">Returning four miles back down Loch Fyne we picked up a visitor's mooring off the Creggan Inn, free with our pre-booked meals. Time to top up the water tanks from the tap at the back of the Inn, several ferry trips in the dinghy before getting into tidy clothes for dinner. Juicy steaks in a socially distanced dining space. Luscious desserts and tea then back on board for a quiet night on the visitor's mooring.</p> 





Date	Wednesday 22/7/20		
From	Creggan	Towards	East Loch Tarbert

Tides (BST)

Port	Inveraray					
HW	15:00					
LW	20:30					

Weather forecast

Time	06:00	Gale Warnings	
Gen Synop	Bright Sunny		
Area	Wind	Sea	Weather      Vis
MoG - MoK	S > W/SW 3/5	Sm / Sl	Rain, drizzle      Mod / Poor
+24	SW 3/4 > NW 3/5	Sm / Sl	Rain, drizzle      Mod / Poor

Deck Log


Time	Course	Log	Dist	Wind	Sea	Notes / Lat:Long
10:00		01				Dept Creggan Inn in the grey drizzle
11:30		10				Cairndow Visitors mooring
						Loch Fyne Oyster Bar, restaurant fully booked until 28 <sup>th</sup> , Carry out shellfish platter for lunch on board
14:30						Depart Cairndow, manoeuvring practice for Scott
17:00		22				Minard
18:00		26				Otter Narrows
19:20						Engine temp warning light on
19:30		35				ELT pontoons

Day Summary

Crew		
Log	38	





Time	Notes
	<p>A driecht morning of steady drizzle and calm entailed another morning under engine heading to the visitor moorings at the top of Loch Fyne and a short walk to the Loch Fyne Oyster Bar. The smell of the smoke houses permeated as far as the moorings, so the walk was genuinely short and the anticipation long.</p> <p>Crisis. All seats in the restaurant were pre-booked for the next week and a half. The crew was infuriated and letting her feelings rip. Dreamed of for weeks in advance through the months of lock-down, the disappointment was immense.</p> <p>As compensation we took a shellfish platter back on board for a socially isolated lunch.</p> <p>Fresh oysters, langoustines, three types of smoked salmon (one kept for later), fresh soda bread and lemon mayonnaise. The disappointment eased slightly.</p>  <p>After lunch a bit of manoeuvring and mooring practice for the crew, before heading back down the loch as the clouds lifted.</p> <p>Early afternoon came the first sign of the engine problems which were to dominate the next few days. The crew noticed that the hot water was very hot.</p> <p>Nearing East Loch Tarbert, the temperature warning light came on in the final approach. Throttling back, we kept going for the last few minutes to the marina. Removing some weed from the sea water inlet strainer and reducing the leak from the seawater impeller were the obvious fixes.</p>



Date	Thursday 23 / 7 / 20		
From	East Loch Tarbert	Towards	Brodick & Kilchattan Bay

Tides (BST)

Port	Dover						

Weather forecast

Time		Gale Warnings	
Gen Synop	Bright Sunny		
Area	Wind	Sea	Weather Vis
XC	W4		

Deck Log

Time	Course	Log	Dist	Wind	Baro	Notes / Lat:Long
						Temp & alternator light on until revved up. Resealed seawater pump, 2 threads almost stripped. Strainer cleared
12:00		35		NW 1/2		Dept ELT
13:00		39		NW 1/2		Sails up engine off
1330						Log check off Arran measured miles 55.4, 56.3, 57.2 under reading by 10%
16:00		35				Brodick visitor mooring
21:00		35				Dept Brodick
23:00		44				Turn off Rabh an Eun point
23:40		45				Anchored Kilchattan Bay (No visitor moorings)

Day Summary

Crew			
Log	32		



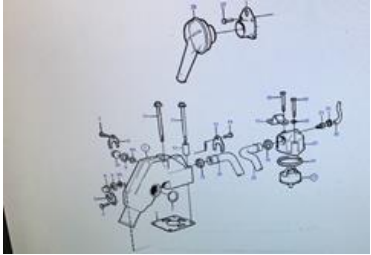


Time	Notes
	<p>A slow morning checking over the engine and chatting with friends from the 2014 Commonwealth Games Flotilla.</p> <p>We sailed for Brodick on Arran, ordering new screws from DDZ at Largs for the seawater impeller en route. On the north east shore of Arran are the measured mile markers used by the big ships.  <i>Log Check off Arran measured miles: - Log reading 55.4, 56.3 and 57.2. Under reading by 10% but corrected for tide seemed close enough. We did not reverse the route.</i></p> <div data-bbox="363 600 954 1025" data-label="Image"> </div> <p>We sailed close by Brodick Castle with its fabulous Victorian tropical gardens. The crew were more interested in playing a round of crazy golf than botany. Skipper and mate relaxed with a cup of tea.</p> <p>After dinner, night sail to Kilchattan Bay on Bute with the crew in charge. The engine temperature warning light came on within a few minutes, so engine off and a pleasant sail into the night. Skipper dozing below. Final approach into a very dark shelving bay, looking for the non-existent visitor's moorings. Smart work by the crew had us anchored before midnight in time for a whisky night cap.</p> <div data-bbox="373 1205 1362 1756" data-label="Image"> </div>



Date	Friday 24 / 7 / 20		
From	Kilchattan	Towards	Largs YH

Deck Log

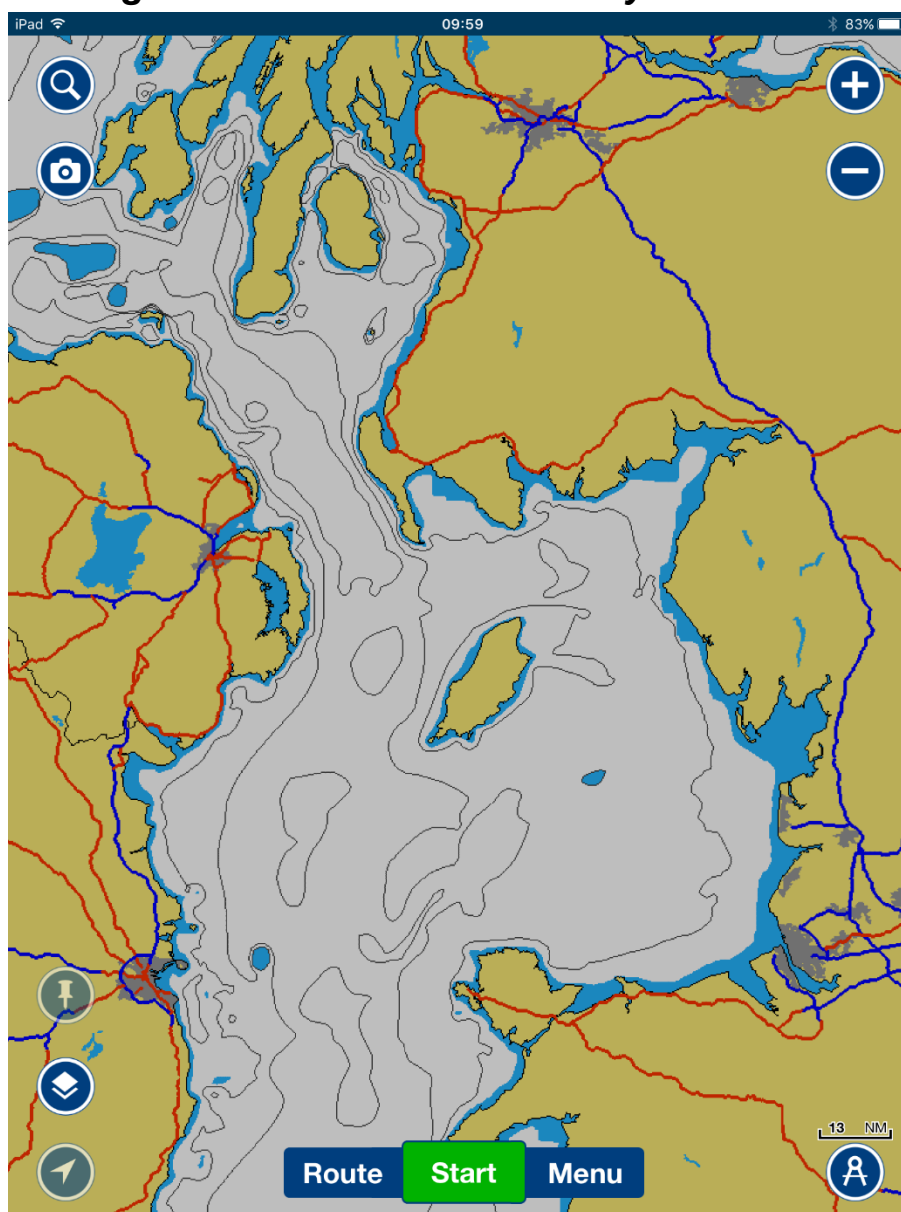
Time	Course	Log	Dist	Wind	Baro	Notes / Lat:Long
09:41		45				Dept Kilchattan
						Engine warning light on approaching Millport. Dumping heat running water through calorifier.
11:15		51				Arrive Largs YH

Time	Notes
	<p>An early morning motor to Largs Yacht Haven, temperature warning light blazing. There appeared to be a flow of cooling water through the exhaust, but the engine block was still getting very warm. To help dump heat we ran out our remaining drinking water through the calorifier.</p> <p>There were no engineers available to look at the engine but with the advice from Volvo Penta dealer, over the next two days I gradually dismantled, cleaned out and reassembled the seawater cooling system and heat exchanger.</p> <p>Meanwhile the replacement crew were en route from Wales, expecting to depart on Leg 2 around lunch time Saturday. No pressure.</p>
	<p>Engine repairs Round 1: Sea water cooling pump and Exhaust Elbow:-</p> <ul style="list-style-type: none"> <li>• Replaced screws and resealed sea water cooling water pump.</li> <li>• Removed checked and cleaned the exhaust elbow and thermostat.</li> <li>• Thermostat moves when dropped in hot water. All <i>appeared</i> ok.</li> <li>• Called Ian to bring the spare exhaust elbow from the spare engine.</li> <li>• Reassembled the engine and test run, still overheating.</li> </ul> <div style="display: flex; justify-content: space-around;">    </div> <p>Round 2: Heat Exchanger</p> <ul style="list-style-type: none"> <li>• Bought socket set rather than rely on the spanner set.</li> <li>• Removed heat exchanger then took it to the bench to open it up, clean out the muddy crust, replace seized nuts and reassembled it.</li> <li>• With the cooling water drained I gave the engine a good flush, before reassembling it all again. A fiddly job in the hard-to-reach crevices of the engine locker.</li> <li>• Finally reassembled with fresh bolts, nuts and seals, the engine was tested again. A steady stream of cooling water coming through the exhaust. An hour later and all <i>seemed</i> well.</li> </ul>





## **Cruise 2 “Nightmare of the Green Donkey”**



In theory a straightforward delivery trip to get *White Knight* home to North Wales. But the challenges for the skipper included balancing the wish to get south and home to Wales, with a questionable engine, also the dynamics of the new crew: An excited but inexperienced new crew full of anticipation and the anxieties that go with it. A new mate; a long-standing friend, co-owner of *White Knight*, a young naval architect also experienced on sail training ships. But an unknown entity to me on a small yacht. Then Elin, staying on for her second week, competent on top form, but missing her boyfriend, who had been called home. Throw in a deteriorating weather forecast and growls from the Scottish Nationalists about closing the border again. No pressure.

The rough idea was to introduce Jonathan & Jess to cruising *White Knight* through the beautiful Kyles of Bute, before crossing to Arran, down Kilbrannan Sound to Campbeltown, our departure point for the Antrim coast. The third leg would follow the Ulster coast to Ardglass before crossing directly to North Wales. The Isle of Man was closed to visitors with no landing permitted.



Date	Saturday 25/7/20		
From	Largs	Towards	Port Bannatyne

Tides (BST)

Port	Largs					
HW	16:50	3.1				
LW	22:10	0.5				

Weather forecast

Time		Gale Warnings	
Gen Synop			
Area	Wind	Sea	Weather Vis


Deck Log

Time	Course	Log	Dist	Wind	Sea	Notes / Lat:Long
						Engine repairs
						Crew change
18:00		5845		W 1	Sm	Dept Largs YH
20:10		47	2(?)			Arrive Port Bannatyne. Log not reliable

Day Summary

Crew	Chris, Jonathan, Elin & Jess	
Log	12	



Time	Notes
	<p>We managed to divert the approaching crew and gain an hour by suggesting a shopping trip to Duncan's Yacht Chandlers in Glasgow.</p> <p>First job of the morning, I removed the heat exchanger and cleaned out the muddy crust, before reassembling it all again - hopefully working reliably.</p> <p>Just as I was refitting the heat exchanger and an old bolt was refusing to bite, the new crew arrived for Week 2. Jonathan and Jess full of excitement and youthful vigor replacing Jan and Scott for our delivery trip to North Wales. But first, finish reassembling the donkey and an engine test on tick over in the marina. All seemed ok, but oh! how we were being deceived by the malevolent green donkey.</p> <p>With the engine reassembled and the cabin cleared up, the new crew started loading their dunnage and food. Skipper, trying to avoid the unavoidable chaos, retired for a hot shower, late lunch and a mug of tea. Returned to chaos, but a few helpful hints on where stuff could be stowed allowed order to eventually be restored.</p> <p>Next the crew safety briefing and a rough outline of the plan for the trip and the many options and constraints to be balanced. The first leg of week 2 was to head east to Port Bannatyne on Bute for the night.</p> <p>Filled water and fuel tanks. 40l of fuel and 30 engine hours since last fill so <math>40/30 = 1.33</math> l/hr</p> <p>A gentle motor sail over to Port Bannatyne, the engine apparently behaving.</p> 



Date	Sunday 26/7/20		
From	P Bannatyne	Towards	Campbelltown, Largs YH

Tides (BST)

Port	Millport					
HW	04:50	17:40				
LW	10:40	23:00				

Weather forecast

Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis
MoK - MoG	SW 3/4 Occ 6 in N at first	Sl /Mod, Sm in N	Showers then Rain later	Good Occ Mod
+ 24 Hours	S/SW 3/5 >. Var 2/4 >NW4/6	Sm / Mod occ Sm	Rain then shower	Good Occ Poor at First


Deck Log

Time	Course	Log	Dist	Wind	Sea	Notes / Lat:Long
09:30		47			Sm	Dept Port Bannatyne
10:00					Sm	Engine Temperature Warning Light <ul style="list-style-type: none"> <li>• Water jacket hot at front, cold at back</li> <li>• Seawater system OK</li> <li>• Engine block getting hot</li> </ul>
10:15					Sm	Turn back and head for Largs YH
12:00		56			Sl	Sail past Kilchattan Bay
13:00		61			Mod	Round Little Cumbrae
14:00		47(?)			Sl	Moored Largs YH (again)

Day Summary

Crew			
Log	16		



Time	Notes
10:00	<p>The engine temperature warning light killed that plan next morning as we made our way through the drizzle up the East Kyle.</p> <p>Sailing back past Rothesay the day brightened .....</p>  <p>That was until we hit the vomit-inducing swell crossing between Bute and the southern tip of Little Cumbrae. Smiles returned as we swung into the shelter of the Cumbrae islands into the Hunterston channel.</p> <p>Back to Largs and Engine Repairs Round Three: -</p> <ul style="list-style-type: none"> <li>• Stripping down, checking, flushing and reassembly of the freshwater side of the cooling system. The freshwater pump showed no signs of problems.</li> <li>• A conversation with Dino of DDZ Marine produced a box of spares and suggestion of trying a new thermostat and restricting the flow to the calorifier. The new thermostat moved far more easily than its predecessor.</li> <li>• We gave the engine another thorough flushing with fresh water, dislodging years of corrosion residue.</li> <li>• After installing the new thermostat and clamping down the calorifier hose, an hour's engine running check showed no problems.</li> </ul> <p>Had we really got to the root cause of the problem? Years of crud slowly building up throughout both the seawater and freshwater cooling systems and ultimately a thermostat which kept jamming?</p> <p>Taking a cautious approach, we re-planned our route south to keep to the Scottish mainland shore before committing ourselves to the Irish Sea crossing.</p>





Date	Monday 27/7/20		
From	Largs YH	Towards	South

## Tides (BST)

Port							

## Weather forecast

Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis
MoK - MoG	V 2/4 > cycl 4/6 > NW5/7 > W4/6	Sl/Mod Occ Sm Rough in N Channel	Rain / Showers	Mod/Good Occ Poor for a time
+24	W/NW 5/7 > 4 at times	Sl/Mod Occ R in N Channel	Showers	Good



## Deck Log

Time	Course	Log	Dist	Wind	Baro	Notes / Lat:Long
07:00						Prepare to depart.
07:25	214	47	0	SE2	SI	Largs YH Fairway
08:05	200	50	3	SE 2	SI	Common dolphin under boat with nick in the rear of its dorsal fin. Poached eggs for breakfast courtesy of Elin
09:30	220	55	8	SSE3	SI	Off Ardrossan close hauled wind going S
10:20	180	58	11	S ½	SI	Fixed leak in engine cooling water, misaligned pipe connection at heat exchanger. Engine on
11:00	180	62				
12:00	180	68	21	NE 4	SI	Engine still good. 12M to waypoint
13:00	220	73	26	NW 5	SI	Bearing off to slow down for safe entrance to Girvan at 15:00
14:00	120	78	31	NW4	Mod	Turn for Girvan. Wind increasing rapidly
15:00	100	88	41	NW5	Mod / R	Rough entrance across shoals to enter Girvan harbour on half flood

## Day Summary

Crew			
Log	41		



Time	Notes
	<p>Another grey start was lifted by a common dolphin with a nick in its dorsal fin closely inspecting the boat, and Elin's poached eggs with smoked salmon breakfast. A minor leak from the engine cooling system was quickly fixed.</p> <p>As we headed south the joy ebbed as the weather thickened to rain and just over a mile's visibility and the wind increased. Passing boltholes at Ardrossan, Troon and Ayr, we decided to bail out at Girvan.</p> <p>A call to the harbour master recommended waiting until half tide at 15:00 before making the harbour entrance. So we headed out towards Ailsa Craig and waited for an hour for the tide to rise. Mal de mer hitting the crew, with the relentless wind and swell rising too.</p>  <p>Two bundles of misery huddled together in the back of the cockpit, occasionally leaning over the rail before returning to their contemplations.</p> <p>Approaching the coast and its shoals we hove-to under engine and backed reefed genoa to survey the run into Girvan Harbour. The lee shore swells building over the shoals with the wind. Time to go for it. Surfing in under bare poles over the shoals at 4.5 knots, with the engine in reverse tick over to slow our approach. Crew's knuckles white. On in through the narrow harbour entrance. Crew on deck rapidly fixing lines &amp; fenders.</p>  <p>A swift turn and a perfect landing on the available windward berth only slightly marred by a tangled line. The engine was behaving.</p> <p>Adrenalin and hot tea combined with a safe harbour quickly cured the mal de mer. Jess' superb fish pie with a bottle of wine for dinner as the rigging screamed in the ever-rising wind. We slept well.</p>



Date	Tuesday 28/7/20		
From	Girvan	Towards	Girvan

Tides (BST)

Port							

Weather forecast

Time	12:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis
Mok-MoG	W/NW 5/6 occ 7 at first > 3 / 4 later	Sl/Mod> Sm/Sl	Showers	Good
+24	W b S/SE 3/4 > 5/6	Sm/sl > Sl/Mod	Fair then Occ Rain	Good > Mod/Poor
GOH -MoG +24	W > S/SE 4/5 occ 6 at times	Sm/ SL> Sl/Mod	Fair Occ Rain Later	Good Occ Mod later


Deck Log

Time	Course	Log	Dist	Wind	Baro	Notes / Lat:Long
				W6+		Windbound in Girvan

Day Summary

Crew			
Log	0		



Time	Notes
	<p>Tuesday was spent windbound in Girvan.</p>  <p>Jonathan sorted out "Jeff's Shed" locker. A quarter was old packs of hardened glue and other spent material, AKA "bin fodder". Another quarter was duplicates, and spares which would not be used except during the winter refit, bagged up to go home to the store. The remainder was boxed up into new recycled plastic takeaway containers and the cracked old ones recycled.</p> <p>New Velcro was applied to the cushions to stop them sliding when heeled. We also topped up the antifreeze.</p> <p>With a reasonable 4G signal, I managed to catch up on work. An MS Teams morning call with the team and a collaborative planning meeting, knock back the emails and move a few issues forward. Work appeased, Elin and I then went for a walk around the town, discovering the hardware store to pick up a few more necessities; more anti-freeze and a hose pipe. Then cautiously into a socially distancing café for tea and cream buns. J&amp;J went off for their own walk to Asda.</p> <p>Dinner a superb fish supper from the harbour fish bar, washed down with another bottle of wine.</p> <p>With an updated weather forecast, we started contemplating passage plans for tomorrow: - Northern Ireland strongly rejected by Elin in case we ran into an ex-boyfriend. Scottish coast with its land route home preferred in case of engine problems, but with a strong southerly forecast once around the Mull of Galloway shelter would be a rare commodity before the Cumbrian coast. The Isle of Man was the most direct route home, but the island is locked down with no landing permitted and the forecast for Thursday is rapidly oscillating between benign and unpleasant.</p>



Date	Wednesday 29/7/20		
From	Girvan	Towards	Isle of /Whithorn (or Peel)

## Tides (BST)

Port	Port Patrick			Peel			
HW	07:00	19:40		06:50	19:30		
LW	13:30			13:20			

## Weather forecast




Time	06:00	Gale Warnings	None	
Gen Synop	High S England, Low > N Ireland, Warm S Airflow			
Area	Wind	Sea	Weather	Vis
GoH- MoG	W3/ 4 >S2/4>SE 3/5 Ltr	SI>Sm/SI Occ Mod ntr MoG	Showers Rain Later	Good occ Mod Later
+24	SE3/5	Sm/SI Occ Mod in NW	Rain at first	Good Occ Poor at first
IoM	w/NW>SW>S/SE later 3/4>5/6 Later	SI> SI/Mod	Fair, Rain Later	Good> Mod poss poor
+24	S/SE 5/6>3/4 later	SI/Mod>SI later	Rain at first	Mod/good

## Deck Log

Time	Course	Log	Dist	Wind	Baro	Notes / Lat:Long
08:50		58	0	W4	R >SI	Slipped warps Girvan
09:00					R	Through Girvan harbour entrance over shoals
09:05	225				Mod	Bear off for Corsewall Point pull offshore
10:00	225	64	6	W4	SI/M	Lara to leeward
11:00	225	69	11	W4	SI	Lara crossed bow heading for Antrim
11:30	225	71	13	W3	SI	Engine on - 2 Irish ferries inbound
12:00	225	74	16	W3	SI	
12:40	190	77	19	W3	SI	Craig Laggan abeam
13:00	190	79	21	W2	SI	
14:00	160	84	26	SSE1	SI	Port Patrick abeam
16:00	160	93	35	S3	SI	Turn to start run into MoG
17:00	240	98	40	S3	SI	Tacked away for Peel, Jess on helm
18:00	130	04	46	S4	SI	Tack for Jurby Head
19:00	140	14	56	S4	SI	
21:30		21	63	S3	Sm	Picked up visitors' mooring Peel





Time	Notes
	<p>Reviewing the options, the destination for the day was left open. Nobody trusted the engine to perform reliably and a port of refuge on the Scottish / English mainland may be desirable. With 5 &amp; 6 in the forecast, particularly around the Isle of Man, caution was called for. Elin was still against going to Bangor in Northern Ireland as her old boyfriend was now known to be in town (the wonders of social media). Elin and Jess were both keen to be able to get home to their own beds as swiftly as possible and not to be stranded on any islands. The quickest route to North Wales would be via an overnight stop at the Isle of Man, provided we were not gale-bound. Isle of Whithorn was a strong possibility on the Galloway coast but exposed to the South. Little Ross Island and Kirkcudbright were possibilities beyond. Local advice was to aim for Peel.</p>  <p>There was still a significant onshore swell as we broke out of Girvan harbour and turned south again heading for the Rhins of Galloway. Clawing off the coast the swell reduced and the sun broke through.</p>  <p>As we approached Corsewall Point at the north end of the Rhins of Galloway the tide turned favourable to carry us through the North Channel. A glorious afternoon with a good tide past one of Dad's favourite harbours, Port Patrick, and on to the Mull with its fearsome tidal race, in time for slack water.</p>  <p>Off the Mull of Galloway, the crew agreed that the quickest way to their beds was to head south to Peel. Leaving the decision so late meant an hour clawing against the new flood tide to get sufficient offing to get across the tide and down the west coast of the Isle of Man. Shelter from the southerly wind on the exposed east coast of Man would be difficult without landing.</p> <p>Entering behind the shelter of Peel breakwater just after sunset we picked up a mooring for the night. Secure and sheltered from the rising wind it was Jess's first night afloat on <i>White Knight</i> that was not in a marina.</p> <p>Spaghetti Bolognese for dinner, and a good night's sleep. Forecast still oscillating, but appeared to be better if we could get east of the rhumb once past the Calf of Man.</p>



Date	Thursday 30/7/20 – Friday 31/7/20		
From	Peel	Towards	<b><u>Wales !!!!</u></b>

## Tides (BST)

Port	Peel			Conwy			
HW	08:00	20:14		0800	20:40		
LW	14:30			14:40			

## Weather forecast

Time	06:00	Gale Warnings	None	
Gen Synop				
Area	Wind	Sea	Weather	Vis
GOH-MoG	S/SE3/5>Var4 or less	Sm/Sl Occ Mod at first in NW	Occ Rain at first	Good Occ Poor at first
Isle of Man	S/SE 5/6>3/4 occ 5 later	Sl/Mod	Rain at first then fair	Mod/Poor>Good

## Deck Log

Time	Course	Log	Dist	Wind	Sea	Notes / Lat:Long
06:10				S5/6	R	Dept Peel
07:00			4			Water on cabinsole, leak around stern gland. Bilge pumps coping. Call to IoM Marine Operations, returning to Peel
07:45			8			Back on Peel mooring. Waterlock leaking
14:30		58	0	SSE5	Mo/R	Dept Peel. Strong swell and remains of foul tide
17:30	190	71	13	SSE4	Mod	Past Chicken Rock aiming for Holyhead
20:00	163	83	25	SE3	Sl	Engine stopped, refuelled 10l & re-primed
21:15	163	87	2	SSE3	Sl	Sun setting, watch below preparing for night.
02:00		109	51			Arrive Holyhead Marina. Crew home to beds

## Day Summary

Crew			
Log	59		



Time	Notes
06:00	<p>The forecast for Thursday was confused and complex, but after an early and rough start there was still a chance of better conditions if we kept east of the rhumb line to Anglesey.</p> <p>We were heading out into a fierce swell and head wind but with the tide under us. All strapped on with lifelines as <i>White Knight</i> bucked, reared and sliced south.</p>
06:30	<p>Half an hour out and I looked below to see the hatches from the cabin sole floating in an inch of water. Handing the tiller to Jonathan, I nipped below to switch the bilge pump on and check for leaks. Tasting the water, it was salty but warm, no obvious leaks from the seacocks. Shining a torch into the engine locker, water was spraying around the stern gland. The pumps were beating the incoming water. Time to turn around and head back to Peel.</p> <p>A call to Isle of Man Marine Operations to let them know we were returning to Peel and may need to enter the inner harbour to dry out. We agreed there was no need at this stage to notify the coastguard as the pump was dealing with the water. Back on the mooring and a hand into the engine locker located the problem, the exhaust muffler was leaking, and the water was being thrown around by the drive shaft. It took a few minutes to remove the box and find a couple of gouges where the box had become dislodged and lain on the drive shaft. A crew revolt was averted by a pot of tea and breakfast, after which we called the harbour master who managed to find some quick curing epoxy and deliver it to us. Excellent, friendly service. We look forward to returning when Covid allows.</p>
14:30	<p>Off again. The swell was slightly reduced but the tide was still foul. Off Elby Point we set the double reefed main and genoa and headed offshore.</p>
02:00	<p>Rounding the Calf of Man the tide carried us east of the rhumb line and the wind and swell eased to a beautiful evening sail across to Anglesey. Ragged clouds and murk to the west.</p> <p>Arrive in Holyhead. Shore crew waiting to return the sea crew home to their beds.</p>
<div data-bbox="469 1339 1353 1832" data-label="Image"> </div> <p data-bbox="703 1865 1118 1899" style="text-align: center;">Calmer seas and Wales in sight</p>	



Date	Saturday 1/8/20		
From	Holyhead	Towards	Conwy

Tides (BST)

Port	Holyhead			Conwy			
HW	09:30			10:10			

Weather forecast

Time		Gale Warnings	
Gen Synop			
Area (N Coast Anglesy)	Wind	Sea	Weather Vis
04:00	SW4		60% cloud
07:00	W3 /4		80% cloud
13:00	W3		80% Cloud

Deck Log

Time	Course	Log	Dist	Wind	Baro	Notes / Lat:Long
05:00						Add 10l fuel, Prep to dept, batteries low
05:30				NW4		Dept
06:30						Rounded Carmel Head, pass close inshore of W Mouse
07:00						Wylfa abeam
07:30						Amlwch abeam
08:00						Rounded Point Lynas
10:30						Puffin Island
11:00						Approaching Fairway Mark
12:10						Moored berth E57 Conwy Marina

Day Summary

Crew			
Log			



Time	Notes
	<p>Jan &amp; I returned to Holyhead on Friday evening to top up the fuel tank and sail <i>White Knight</i> around the north coast of Anglesey, heading for Conwy on the early tide Saturday morning.</p> <p>A delightful sail for a grey day. Just the two of us, nobody else to worry about. The tide under our keel, gannets and terns divebombing for fish a few feet away. Light winds across Conwy Bay, engine on or off? Need to make the tide gate on Conwy Marina. Engine back on as we feel our way up the river past the sand banks and shoals. Tide sluicing out as we crept past the Beacons Jetty then the sharp turn across the tide into the Marina. A quick hunt for the allocated berth then moored up.</p> <p>Conwy was to be <i>White Knight's</i> new home, at least for a couple of months. The crew are returning to clear and clean the ship.</p> <p>More terrifying than anything else over the last couple of weeks, emerging into the courtyard at the marina there were loads of people crammed in, milling around. Social distancing and wearing face coverings seemed irrelevant to them. So very different from the respect we had experienced in Scotland and the Isle of Man.</p> <p>We refuelled to full with 32l so in addition to the topping up in the Irish Sea and at Holyhead, total refueling 52l used in 37 engine hours = 1.4l/hr. Slightly higher than the 1.3 l/hr used up Loch Fyne, but conditions were worse so the engine was working harder.</p> <p><b>Summary</b>                      After all the winter work, frustration of the three months of amazing sailing weather lost to Covid, the joy of finally getting afloat and completing the winter refit, <i>White Knight</i> was ready for our first proper cruise of 2020. The gastronomic cruise around Loch Fyne, a family holiday we had dreamed of.</p> <p>Despite the problems with the engine, this trip got us very familiar with it and showed us that repairing it was very straightforward, almost a joy to work on, if we had to. By the start of the delivery cruise the main problem with the thermostat had been fixed, though we remained suitably sceptical about the reliability of the little green donkey which lives under the companionway step. The leak in the water lock / muffler may have been dripping for some time. The pitching off the Isle of Man may have worsened the leak but it was only because the bilge pump was accidentally switched off that we found it. The temporary fix held until a new water lock could be fitted and secured.</p> <p>The delivery trip was a challenge for the less experienced members of the crew but ultimately one which brought great experience to build upon. We became more familiar with <i>White Knight's</i> capability, also gaining the performance data to be able to plan future trips with more confidence.</p>





### ***Cruise 3 “Four Day sails”***

Date	15 / 8 / 20		
From	Conwy	Towards	Conwy

Deck Log

Time	Course	Log	Dist	Wind	Sea	Notes / Lat:Long
11:00		5936		E4	Sm	
14:30		5956		E3	Sm	Anchored off the Great Orme Head
16:2		5956		E3	Sm	Engine Start. MOB practice
18:00		5961		E2/3	Sm	Moored Conwy Marina, Jess .....

Day Summary

Crew	Jonathan, Jess, Ian & Martin		
Hours underway	6	Engine hours	2
Log	25		

Maintenance day for J & J:

- Jess up the mast using check the deck/steaming light fitting. The old fitting was corroded beyond repair.
- Jonathan filling & sanding the ding on the bow from Largs

Ian:

- Replacing battery 1 (tested and found to be in poor health)
- Engine’s occasionally reluctant starting checked over by Lee, poor connection leading to loss of voltage. Spare relay from spare engine makes no apparent difference.

*White Knight* also served purpose as a tea stop for those dog walking on Conwy Morfa. Also hosting the requisite courtesy visits by Grandmas and other passing relatives.





Date	19 / 8 20		
From	Conwy	Towards	Menai

Deck Log

Time	Course	Log	Dist	Wind	Sea	Notes / Lat:Long
09:10						Dept Conwy
10:15		5965	0	S/SE 4/5	SI	Conwy Fairway Buoy
11:20						Puffin Island abeam
12:10		75	10	NW 3 g5	SI	Beaumaris
12:45						Picked up mooring off Menai Bridge
						Lunch & nap
17:15						Drop mooring
17:30						Into Swellies. Turn off Price's Point
				W4-5	SI	Passage Puffin to Conwy Fairway
20:30						Secure to Beacons Jetty
21:05						Enter Marina as gate drops
21:20						Warped head to wind, secured for gales

Time	Notes
	<p>The original plan was a circumnavigation of Anglesey, but Storm Ellen was approaching. Next plan was for Elin and me to head into the Menai Straits then for Jan to join us for the weekend.</p> <p>A gentle trip across to Puffin Island then up past Beaumaris to Menai Bridge and a mooring while waiting for the tide to slacken through the Swellies. Then the forecast changed. The storm was now coming in sooner than earlier predictions and with stronger winds to boot.</p> <p>Dropped the mooring, a quick trip under Thomas Telford's 1826 Menai Suspension Bridge to the Swellies then headed back to Conwy on the first of the flood, but last of the daylight. Crept in over the shoals with less than 2.5m on the echo sounder and moored to Beacon's Jetty just as the light faded, to wait for the tide gate to open.</p> <p>For the next few days we used <i>White Knight</i> as a caravan and toured North Wales by car.</p>





Date	30/8/20		
From	Conwy	Towards	Conwy

## Deck Log

Time	Course	Log	Dist	Wind	Sea	Notes / Lat:Long
10:58	N	5978	0	N2	Sm	Engine hrs 1445.2. Left Conwy
11:58	NW	5981	3	NE2	Sm	Engine off, sailing vaguely for Gt Orme
17:00	W	5993	15	N1	Sm	MOTORING round Gt Orme. Calm
19:15	-	6002	24	-	Sm	Moored Conwy Engine hours 1450.8

## Day Summary

Crew	Jonathan, Jess	Matt & Kathryn	
Log	24	Engine Hours	5.6

5/9/20 A maintenance day for Chris & Ian:


- Fitted a 50w solar panel and wired to Battery 1 via a PPT Charge Controller / Monitor. The Bluetooth app on the PPT Monitor finally working after sorting out the polarity of the solar panel.
- Up the mast using my old caving harness and ascenders to change the deck/steaming light fitting. The old fitting was corroded beyond repair.

Date	12/9/20		
From	Conwy	Towards	Beaumaris / Conwy
Crew	Chris & Jan		

## Deck Log

Time	Course	Log	Dist	Wind	Sea	Notes / Lat:Long
09:15						Dept Conwy
09:50						Conwy Fairway Buoy
				WSW 4-5	Mod	Close hauled to Puffin Island,
11:15						Trwyn Du abeam (entering the Straits)
12:00						Picked up mooring Beaumaris. Lunch
13:45						Dropped mooring
				WSW 5-6	Mod	Good run Puffin to Fairway
16:15						Moored Conwy



Time	Notes
	<p>11-13/9 A weekend away with Jan</p> <p>Saturday 12/9                      Bashed into the swell across to Puffin Island then up the Menai Straits to Beaumaris. Picked up a spare mooring for lunch on board. Couldn't be bothered to inflate the dinghy for a run ashore.</p> <p>Gentle sail back down the Straits on the ebb then a rollicking good run back to Conwy under the genoa.</p>  <p>Sunday 13/9 Maintenance: -                      Changed O ring on sea water pump and alternator belt. J&amp;J stopped by for a chat, with the dog.</p>



### ***Cruise 4: Delivery to Caernarfon; with three rescues***

Date	26/9/20		
From	Conwy	Towards	Caernarfon

## Tides (BST)

Port	Liverpool						
HW	07:40	20:20					

## Weather forecast

Time	06:00	Gale Warnings	None	
Gen Synop				
Area	Wind	Sea	Weather	Vis
GOH to MoG	N F4	SI	Fair	Good

## Deck Log

Time	Course	Log	Dist	Wind	Sea	Notes / Lat:Long
09:30						Dept Conwy
10:15	W			N5-6	M/R	Conwy Fairway Buoy
10:40	W			N6+	M/R	2+m swell with larger waves at intervals. Large wave broke genoa tack. Furled Genoa, engine & main
11:15				N5	R	Turned round back of Puffin Island. Running before large waves off Penmon Pt.
11:20				N5	M/R	Turned into Straits channel. Jet skiers in distance
11:25					M	Jet skiers in trouble, drifting into the narrowest part of the channel. Closed to assist
11:30					M	Picked up first jet skier "Simon". Cold & vomiting sea water
11:32						Secured jet ski but second person fell off, in the water. MAYDAY to Holyhead Coastguard
11:35						Second jet skier "Dean" on board. Coastguard informed and discussed ETA Beaumaris. Lifeboat despatched. Steering very difficult as jet ski shearing off sideways. Elin doling out drinks, coats and space blanket. Ian monitoring Simon and Dean. Simon's condition deteriorating.






Time	Course	Log	Dist	Wind	Sea	Notes / Lat:Long
11:45				N4-5	M	Above Buoy B1 line to jet ski handlebars became detached. Decided to stand by until lifeboat arrived rather than attempt to re-attach tow.
11:55					M	Lifeboat on scene. Simon very cold and pasty faced. Transferred to lifeboat with Dr Ian for rapid evacuation to Beaumaris and waiting ambulance. Stood by jet ski with Dean still on WK.
					M	Drifting past Buoy B2 towards Dutchman's Bank. Monitoring dept
12:20				N4	M/SI	Lifeboat returned to collect Dean and recover jet ski.
12:25	SW			N4	SI	Tidied up and resumed passage up the Strait. Elin steering
13:00						Ran aground between B6 & B8. Elin had not noticed the bend in the channel.
						Pulled clear by lifeboat. Embarrassing.
14:20						Alongside Beaumaris Pier. Coastguard Trigger on hand to take warps. Finished clearing up after grounding and collected Ian. Simon & Dean OK after being checked over by ambulance crew.
14:40						Dept Beaumaris. Call to Holyhead Coastguard to thank for assistance.
14:41						Call from Holyhead Coastguard - another boat in trouble off Gallows Point. Can we assist? Rib aground on the sands on the mainland shore. A jet skier assisting. Relay progress to CG.
15:30						Picked up mooring off Menai Bridge.
						Lunch & Snooze / watch Benidorm on iPhone / Catch up on emails. Generally relax to await the tide
17:30						Dropped mooring
17:45						Through Swellies
18:20						Felinheli abeam. WhatsApp messages as the word spreads
19:00						Secure Victoria Dock Caernarfon

Day Summary

Crew	Chris, Ian, Elin		
Hours underway	9.5	Engine hours	
Log	Not recording		



Time	Notes
	<p>Comparing prices, Conwy was to be an expensive option for the winter. With Covid restrictions tightening again a passage to Victoria Dock, Caernarfon was agreed. Covid near misses and alerts meant several changes of potential crew during the week. At last, a negative test result for Elin and Jonathan's priority to stay Covid-free to be part of the commissioning team for RRS Sir David Attenborough made the final crew Chris, Ian &amp; Elin.</p> <p>An early start for what would turn into an eventful day. The winds had started to drop after the overnight gales, but a chill wind from the north persisted. Autumn is approaching.</p> <p>Chatted with Simon, owner of another Co32 in Conwy, he had only just launched after an extended winter refit.</p>
09:30	<p>Departed Conwy Marina. There was a stiff wind in the channel gusting into F6 with wind over tide. Turning for the reach out to the Fairway Buoy the chop eased as the swell thundered on the protecting banks to windward.</p>
10:15	<p>Conwy Fairway Buoy abeam with a 2+m ground swell with larger waves at intervals. With the wind against the tidal stream coming out of the straits the swell got bigger. Close reaching to clear Puffin Island, a large wave broke against the genoa pulling out the tack. Elin on the helm had us quickly furling the genoa to continue under engine and main.</p>
	
11:15	<p>Turning around the west side of Puffin Island we were running before large waves as we approached Penmon Pt, the Trwyn Du lighthouse and the entrance to the Menai Straits. A jet ski was playing in the breakers ahead as we turned into Straits channel. A few minutes later as we drew close, we could see the jet skiers in the water, clearly in trouble and drifting into the narrowest part of the channel. We closed to assist.</p>




	<p>With our throwing line we were able to secure the jet ski, and we picked up the first jet skier, Simon fairly easily. But by this stage he was already cold &amp; vomiting sea water, he also seemed a bit confused. We then backed up the throwing line with a mooring warp tied by Simon's mate to the handlebars of the jet ski. The swell was still considerable in the narrow channel between Trwyn Du and the beacon off Puffin Island, and worse further out. As the jet ski sheared off Simon's mate fell off, into the water and was soon out of reach.</p>
<p>11:32</p>	<p>Ian sent the MAYDAY call to Holyhead Coastguard as I tried to turn <i>White Knight</i> around. Elin was getting Simon a coat and drink of squash. The drag from the jet ski made turning difficult, but I managed to use the sheeted main to assist the turn.</p> <p>Within a few minutes we managed to regain contact and get the second jet skier Dean on board. He seemed in better condition than Simon but was concerned that his phone and car keys were still in the jet ski.</p> <p>We updated the Coastguard that we had both on board and the jet ski in tow, heading for Beaumaris. However, as it would take an hour for us to get there and as Simon was still not in a good way, Beaumaris Lifeboat was despatched. Steering remained difficult with the jet ski shearing off sideways. Elin was doling out drinks, coats and a space blanket while Ian continued monitoring Simon and Dean's condition.</p> <p>Above Buoy B1 and out of the worst of the swell the mooring line to the jet ski handlebars became detached and the throw line quickly chafed through. We decided to stand by the jet ski until the lifeboat arrived rather than attempt to re-attach tow.</p>
<p>11:55</p>	<p>Lifeboat on scene less than 25 minutes after our MAYDAY call. Simon very cold, confused and clammy so immediately transferred to the lifeboat with Dr Ian for a rapid evacuation to Beaumaris and a waiting ambulance. Was Ian really just after a trip on the lifeboat?</p> <p>We stood by the jet ski with Dean still on <i>White Knight</i>. Gradually drifting past Buoy B2 towards Dutchman's Bank, monitoring depth as we drifted to the edge of the deep-water channel.</p>
<p>12:15</p>	<p>The lifeboat returned to collect Dean and recover the jet ski, getting a tow line to the eye below the jet ski's bows.</p> <p>I tidied up, washed away the worst of the vomit as we resumed passage up the Strait, Elin steering and texting her boyfriend about wanting to train and join the Lifeboats.</p>
<p>13:30</p>	<p>I nipped below for a comfort break then felt the slight slowing lurch as we ran into the soft sand between buoys B6 &amp; B8. Elin had not noticed the bend in the channel.</p>





	<p>It was quickly clear that going ahead would put us further onto the sands and the prop walk in reverse was also pulling us further on. Heeling only allowed the wind to blow us further on. Close to low water, so out with the kedge to await the return of the tide. I rang Ian, who happened to be standing next to the coastguard. The lifeboat was dispatched back to tow us clear. After getting their tow rope cleared from around their prop, the lifeboat, along with a load of weight on the boom and shrouds to heel us, used its 230 HP to pull us clear. All a bit embarrassing. As the old motto goes, "No good deed goes unpunished." It proved just as true at sea as in office politics.</p> <p>Coming alongside Beaumaris Pier, old friend and coastguard "Trigger" was on hand to take warps and add to the chaff. We finished clearing up after the grounding and collected Ian. Simon and Dean were by now OK after having been checked over by the ambulance crew. Somebody had given them a lift to collect their car and trailer.</p>
14:40	<p>Departing Beaumaris, we put through a call to Holyhead Coastguard to thank them for their assistance and were thanked in return. Meanwhile, the coastguard crew were legging it up the pier then heading off with blue lights and sirens off on another shout. A few moments later we were called back by Holyhead Coastguard, another boat was "in trouble off Gallows Point. Could we assist?" A RIB had been spotted aground on the sands on the mainland shore. We saw them and a jet skier was already assisting. We relayed progress to the coastguard, but it was too shallow to approach. Eventually the jet skier managed to tow the rib back out to deeper water and get it started again.</p>
15:30	<p>We picked up a large mooring off Menai Bridge, had lunch and a snooze. Elin watched Benidorm on her iPhone while Ian caught up on emails. So we generally relaxed to await the tide to pass through the Swellies. By this time the local paper had got hold of the story and could not resist the headline "White Knight to the Rescue".</p> <p>The Swellies is the most treacherous section of the Menai Strait. A medieval document states: <i>In that arm of the see that departeth between this island Mon and North Wales is a swelowe that draweth to schippes that seileth and sweloweth hem yn, as doth Scylla and Charybdis - therefore we may nouzt seile by this swalowe but silyly at the full see.</i></p> <p>The reference to the Greek sea monsters Scylla and Charybdis who inhabited a whirlpool in the straits of Messina is apt, capturing the essence of the tightest bits of the channel with the seething waters sucking the unwary between the rocks and shoals with little control of their steering; <i>The sea monster Charybdis was believed to live under a small rock on one side of a narrow channel. Opposite her was Scylla, another sea monster, that lived inside a much larger rock. The sides of the strait were within an arrow-shot of each other, and sailors attempting to avoid one of them would come in reach of the other. To be "between Scylla and Charybdis" therefore means to be presented with two opposite dangers, the task being to find a route that avoids both. Three times a day, Charybdis swallowed a huge amount of water, before belching it back out again, creating large whirlpools capable of dragging a ship underwater.</i></p>



	<p>Thank goodness for the now (hopefully) reliable Green Donkey in its stable beneath the companion way steps.</p> <p>Slack water in the Menai Straits is a moving entity as the tides flow around the island of Anglesey and into each end of the straits at different times, initially from the south. "HW" slack moves from the North to reach the Swellies about 2.5 hours before HW Liverpool, the tide continuing to rise for another hour fed from the north, by which time the current can reach 4-5 knots. The ideal time for southbound boats to traverse is just before slack water with a north flowing current to give steerage without having much speed over the ground.</p>
17:30	<p>We dropped the mooring and headed under Telford's great 1826 suspension bridge and through the Swellies, avoiding the Platters (North and South) Swelly Rock, Prices Point Shoals, Cribbin Rock and the Chicken Rock before breaking out under Stephenson's 1850 tubular girder bridge less than a mile later and on into the southern straits.</p>
18:20	<p>Felinheli abeam and the sun dropping behind the clouds towards the horizon. Past Plas Menai the sandbanks have grown substantially since the chart was last updated, with buoyage adjusted accordingly.</p>
19:00	<p>We enter Victoria Dock Caernarfon just before sunset, securing to our winter berth to coil down and return home. A masked Jonathan gave us a lift back to Conwy to collect the car.</p>
	
	<p>With Covid rising again it was time to start winterizing <i>White Knight</i>.</p>

Monday 28 September: the road trip cancelled from the previous week when Elin had first shown symptoms of what could be (but wasn't) Covid: - Sails dropped off at the sail maker in Pwllheli and various bits of chandlery picked up from Firmhelm. Then a stop by Millets for some 'sale offer' space blankets and mint cake to replenish the grab bag. On to Caernarfon to finish wiring in the solar panel to the spare battery.

Tuesday 29 September: First Minister Drakeford announces the first round of local lockdowns in North Wales.

Wednesday 30 September: Chris & Ian dash to Caernarfon to winterize *White Knight*: - Remove main sail, spare cushions, dinghy, life raft, outboard and a carload of other removable items. Apply crack sealant to the leaking windows. Install a dehumidifier (approved by the insurers) and secure the winter cover.

Throughout October the lockdowns tightened across Wales then nationally.





## Conclusions

Our first winter refit was largely complete when Covid hit. It had brought *White Knight* up to date with new standing rigging, sorting out the leak from the anchor locker and refurbishing the fore cabin. Fitting the new NMEA 2000 navigation instruments alongside the 40-year-old Stowe instruments was timely. The Stowe log became more unreliable as the season progressed. Interfacing the B&G V60's AIS with the Raymarine MFD and upgrading to the B&G Triton in the cockpit gave the crew instant access to data without needing vomit-inducing trips down to the chart table.

During the first lockdown we were able to finish cleaning, servicing and where necessary replacing the kit brought home: running rigging, cushions, safety equipment, and a host of other stuff. Notwithstanding, this was a frustrating time as some of the best spring sailing weather for years slipped by unused. Particularly hard was cancelling (or is it postponing?) the Whitsun Whisky Cruise. Planning and revising plans continued as the weeks turned to months. Then came the easing.

Within hours of the borders reopening I was across with a trailer load of kit. Three days hard work and we launched, bringing *White Knight*, as the first visiting boat of 2020, into Largs Yacht Haven. Ian was able to take over completing the refitting of the fore cabin, sealing the brightwork and bringing the newly cleaned cushions back on board. Jan and I followed close behind with the shakedown cruise. All was set for what was left of the summer, or so we thought.

Jan's Loch Fyne Gastronomic Odyssey was a family holiday we had dreamed of for a long time and did not disappoint. Exploring old haunts and finding new ones. Introducing Scott to sailing and getting to know him. Jan growing in confidence as the old skills came back.

Whilst annoying at the time, the travails with the engine restored a sensible caution balanced with a growing confidence that we could do much to maintain this simple frugal donkey. Tested in adversity we were able to maintain progress within its capabilities.

The delivery trip to Wales was challenging as constraints of wishes, weather and tide were balanced whilst maintaining progress towards *White Knight's* new home.

The local cruises and final delivery to Caernarfon gave all the members of the syndicate a chance to hone and settle their skills. Also bringing confidence to plan next season's adventures. (To be continued.....)





## References

### Charts

UKHO Charts –

- Admiralty Leisure folio SC5611 West Coast of Scotland Mull of Kintyre to Ardnamurchan

Imray Charts –

- C51 Cardigan Bay
- C52 Cardigan Bay to Liverpool
- C62 Irish Sea East Coast Ireland
- C63 Firth of Clyde
- C64 Belfast Lough to Lough Foyle and Crinan
- Y70 Isle of Man

Admiralty Symbols and Abbreviations

Admiralty Tidal Stream Atlas

### Almanacs, Pilots & Sailing Directions

- PBO Small Craft Almanac 2020
- Clyde Cruising Club, Sailing Directions & Anchorages (tenth edition 1974) and Chartlets
- Clyde Cruising Club: Sailing Directions: Kintyre to Ardnamurchan
- Clyde Cruising Club: Sailing Directions: Firth of Clyde
- CA The Cruising Almanac
- Imray, Irish Sea Pilot, David Rainsbury 2009
- Imray, Cruising Anglesey and adjoining waters, Ralph Morris 8<sup>th</sup> edition 2009

### Background Reading

RB Carslaw: Leaves from Rowan's Logs

Hamish Haswell-Smith: Scottish Islands

Hamlyn Book of British Birds

Munro, N. The Para Handy Tales



## Winter Refit 2019/20

The aim of this refit was: To address all the remaining advisory issues highlighted in the pre-purchase survey and make *White Knight* safe and fit for the coming season, with a view to staying afloat for up to 18 months and leaving the mast up for up to 3 years.

### 27 Nov 2019; Round 1; Chris & Ian

Strip out rotten wood from anchor locker and start to rebuild  
Long list of minor works and measuring up  
Attempt to remove engine pencil anode

### 18 Jan 2020, Flying visit; Chris

Successfully remove engine pencil anode fitting, take home to remove and replace remains of old anode.  
Investigate and fix why cockpit not draining (a valve had been left closed).  
Review options for draining the gas locker overboard.  
Drill out for USB charging point in fore cabin.  
Try out Raymarine Remote App on iPad.  
Short list of other minor works

### 8-9 Feb Anchor Locker & Hose Clips; Ian & Jonathan

Anchor locker rebuild  
Exercise all seacocks and fit double jubilee clips to all hose connections below the water line. Replace any rusty clips  
Exhaust hose replaced  
Refit engine anode

### 29 Feb – 1 March NMEA 2000 installation; Chris

Remove redundant instruments and cabling  
NMEA 2000 Backbone, including wind vane, depth, log traducer cabling

### 7-8 March 1<sup>st</sup> attempt to finish winter projects, prepare for mast refitting: Ian, Jonathan & Chris

Nearly complete anchor locker resealing & rebuild  
Tighten down spinnaker pole deck fitting. Hose test foredeck  
Replace anchor locker latch / fit lifting handle  
Remove exhaust pipe  
Complete double clipping of pipes  
Wire-in USB charging point in fore cabin  
Install log through-hull fitting  
Refit Navtext  
Fit new wind vane (including cable up the mast) & masthead tricolor light  
Fit mast collar gaiter  
Fit new standing rigging Mast ready for refitting

### Then the Covid Lockdown hit.

It was decreed that there was to be no travel and no staying on board for months.

### Fortunately a few jobs were taken home

Move MFD and Triton2 fittings to pod  
Make new head lining panels  
Clean cushions with carpet shampoo cleaner  
Clean and measure all sheets & warps  
Service outboard  
Repair sail cover  
Make up new mooring warps and fender lanyards



Then finally at the beginning of July there came the easing.

### **Contractor's jobs to complete the winter refit and kick-start the season**

Complete exhaust pipe refit (Quay Marine)

#### **4-6 July Complete Winter Refit: Chris**

Complete GRP to anchor locker  
Clean fore cabin sides and limber holes ready for painting  
Scrape & paint fore cabin & lockers  
Complete double clipping of pipes  
Wire-in USB charging point in fore cabin  
Complete NMEA 2000 installation & testing  
Refit / seal fore hatch  
Thorough vacuum clean and wipe over of interior  
Anti-fouling 2-3 coats  
Reload anchor chain & anchor  
Light rub down and oil / polish interior woodwork.  
Deep vacuum clean of cushions  
Refit engine impeller and prepare engine for launching  
Rig boom, sort out running rigging, fit sails & covers  
Gas bottle  
Cushions  
Dinghy  
Life raft  
All ropes & fenders, danbuoy, life ring  
Outboard  
Fuel & water  
Launch and move to Largs YH



#### **6-8 July Last bits: Ian**

Refit fore cabin head linings  
Refit curtains  
Cetol brightwork  
Polish topsides (if time permits)  
Fit binocular rack

**Antifouling estimate.** 2.5l per coat, recommended 2-4 coats. 5-10l

#### **Winter Refit 2020 / 21**

Aim:- To make *White Knight* comfortable and fit to complete a circumnavigation of Britain (Ireland, Low Countries, Baltic and Norway?) involving extended periods on board sailing busy and exposed waters.

Objectives:-

- Annual servicing of engine, running rigging, brightwork and antifouling
- Valeting and servicing of working sails
- Further upgrade of navigation systems, possibly to include AIS transponder
- Solar power
- Replace refrigerator



**MAYDAY - EMERGENCY  
VHF RADIO PROCEDURE - DSC**  
Use only when there is imminent and grave  
danger to life or vessel

**VESSEL NAME:** *White Knight of Purbeck*

**MMSI:** 232 023 341

**CALL SIGN:** MFRS 3

Check radio is switched on at PANEL and SET.

Select Channel 16 and High Power. Lift the cover on the red ***DISTRESS*** button and press the button through the countdown.

Wait 15 seconds. If there is no reply, press the TRANSMIT button on the handset and say SLOWLY:

1. ***MAYDAY, MAYDAY, MAYDAY***
2. ***THIS IS . . . Yacht –WHITE KNIGHT - 3 times***  
***CALL SIGN...MFRS 3. MMSI ...232 023 341.....***
3. ***MAYDAY . . . Yacht - WHITE KNIGHT***  
***CALL SIGN... MFRS 3. MMSI ...232 023 341.....***
4. ***MY POSITION IS . . . latitude and longitude, or a true bearing and distance from a known point. Don't guess.***
5. ***I AM. . . state the nature of distress***
6. ***I REQUIRE IMMEDIATE ASSISTANCE***
7. ***I HAVE . . . (number) of people on board***
8. ***INFORMATION . . . such as liferaft, flare fired, etc***
9. ***OVER - this means 'reply to me'***

Release Transmit button.

Listen on Channel 16. If you hear nothing repeat the call.