

# **Clockwise Kayak**

## **The Pie 'n' Chips Tour 2012**

**UK Sea Kayak Circumnavigation**

**John Willacy**

**[www.clockwisekayak.com](http://www.clockwisekayak.com)**



# United Kingdom

## Ireland

Isle of Man

North Sea

Irish Sea

English Channel





# Some Statistics

**Total Mileage: 1773 nm (2043 miles – 3284 km)**

**Total Days: 72**

**Total Paddling Hours: 419**

**Average daily mileage (72 days): 24.63 nm (28.36 miles - 45.61 km)**

**Average daily paddling hours (72 days): 05:49 hrs**

**Total paddle strokes: 875,700 (approx. - one side)**

# Some More Statistics

## **Longest paddling day:**

**Day 70 - Ynyslas (Aberdovey) - Trefor – 11.49 hrs  
53.49 nm (61.6 miles - 99.1 km) - Avg. 4.52 kts**

## **Shortest paddling day (distance):**

**Day 2 - Port St Mary - Niarbyl (Isle of Man) – 02:46 hrs  
8.5 nm (9.8 miles - 16 km) Avg. 3.07 kts**

## **Shortest paddling day (time):**

**Day 22 - Brora - Tarbett Ness (Moray Firth) – 01:53  
hrs  
10.03 nm (11.5 miles - 18.6 km) - Avg 5.33 kts**

# And More Statistics

**Highest daily average speed:**

**5.33 kts**

**Day 22 - Brora - Tarbett Ness (Moray Firth)**

**Lowest daily average speed:**

**3.07 kts**

**Day 2 - Port St Mary - Niarbyl (Isle of Man)**



# Apologies

For the standard of photography



# The Run Up

**Winter Training**

**Injuries**

**New Kit**

**New Paddles**

**New Boat**

**Endless Maps**

**Boxes and Logistics**















# Charity begins at home

**WE ARE  
MACMILLAN.  
CANCER SUPPORT**



# Charities

**"Dear John,**

**Thank you very much for your enquiry, and thank you for thinking of supporting the RNLI with a fundraising event.**

**Unfortunately, from your description, this isn't an activity which the RNLI feels it could condone, support, or encourage. As you say, this is a huge challenge, and in our view, potentially a very dangerous one. The RNLI could not encourage undertaking these types of challenges, solo without visual contact with others or a safety boat.**

**As I am sure you are aware, the sea can be an extremely dangerous place. The cost of a rescue should you find yourself in difficulties, is high, and of course any adverse publicity to the RNLI would negate the efforts you would be making to raise awareness.**

**I'm very sorry, as you've obviously given a lot of thought and planning to this, but under the circumstances we really can't support your idea.**

**If you would like to discuss this further, do please feel free to contact me. If you would like to join in with an RNLI organised event, please visit our website:**

**[http://www.rnli.org.uk/how\\_to\\_support\\_us/events](http://www.rnli.org.uk/how_to_support_us/events)**

**With very many thanks for your interest and support for the RNLI.**

**Kindest regards,"**



# Early Days

*Heading North*

**Dodgy Teeth**

**Welcome to the Isle of Man, little boy!**

**Ryan and family**

**The Mull of Kintyre – *‘My desire is always to be here’***

# Isle of Man

**Day 1**

**Cemlyn Bay – Port St Mary**

**42.59 nm**

**10:48 hrs**

**O.A. 3.9 kts**

**Welcome to the Isle of Man, little boy!**



BELFAST

ISLE OF MAN  
ISLE OF MAN

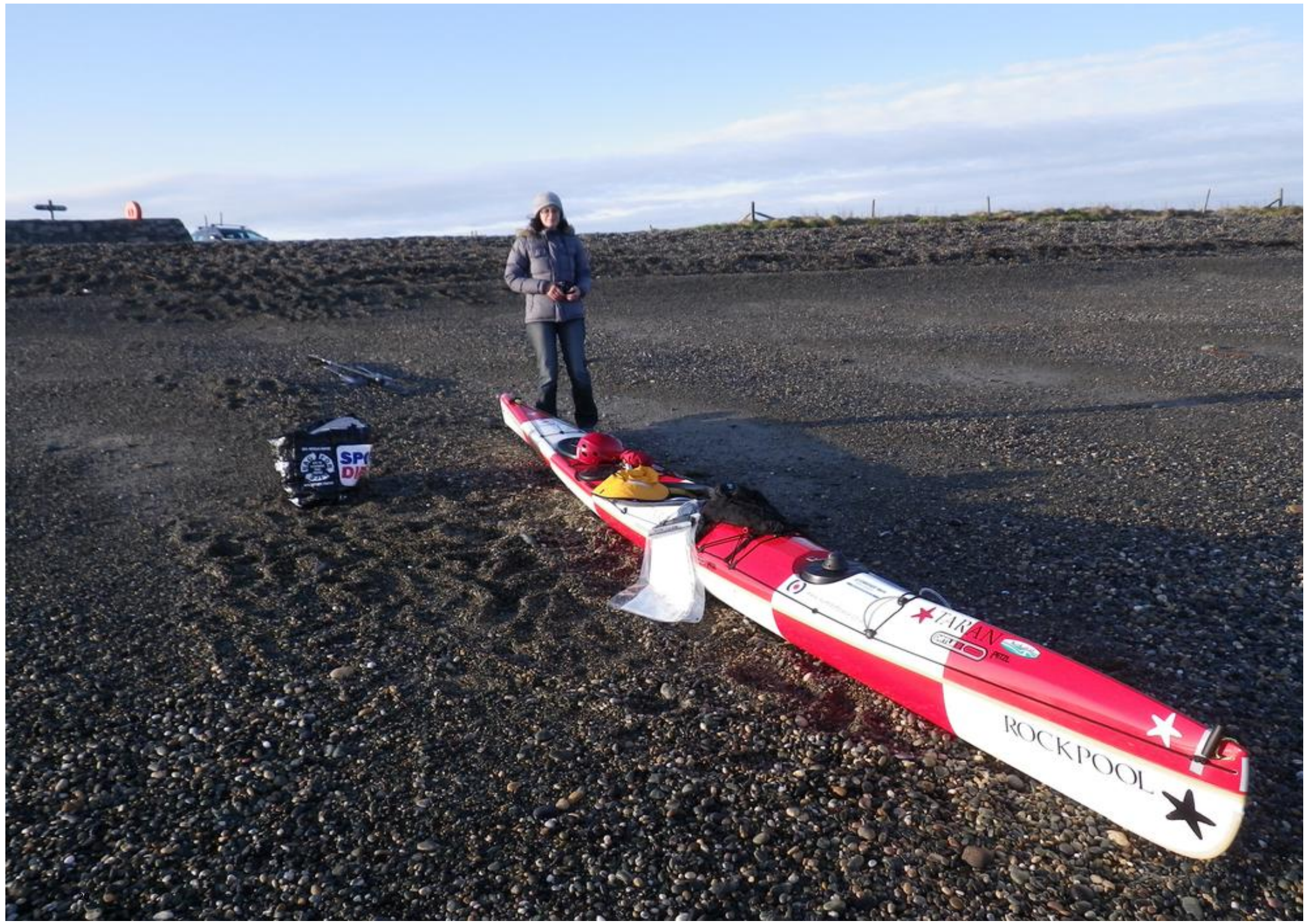
IRISH SEA

Dun Laoghaire

Numbered\* unitary areas:

- 6 LIVERPOOL
  - 7 BOLTON
  - 8 SALFORD
  - 9 TRAFFORD
  - 10 ROCHDALE
  - 11 MANCHESTER
  - 12 TAMESIDE
  - 13 OLDHAM
  - 14 CITY OF WOLVERHAMPTON
  - 15 WALSALL
  - 16 SANDWELL
  - 17 DUDLEY
  - 18 BIRMINGHAM
  - 19 SOLIHULL
  - 20 COVENTRY
- \*except London





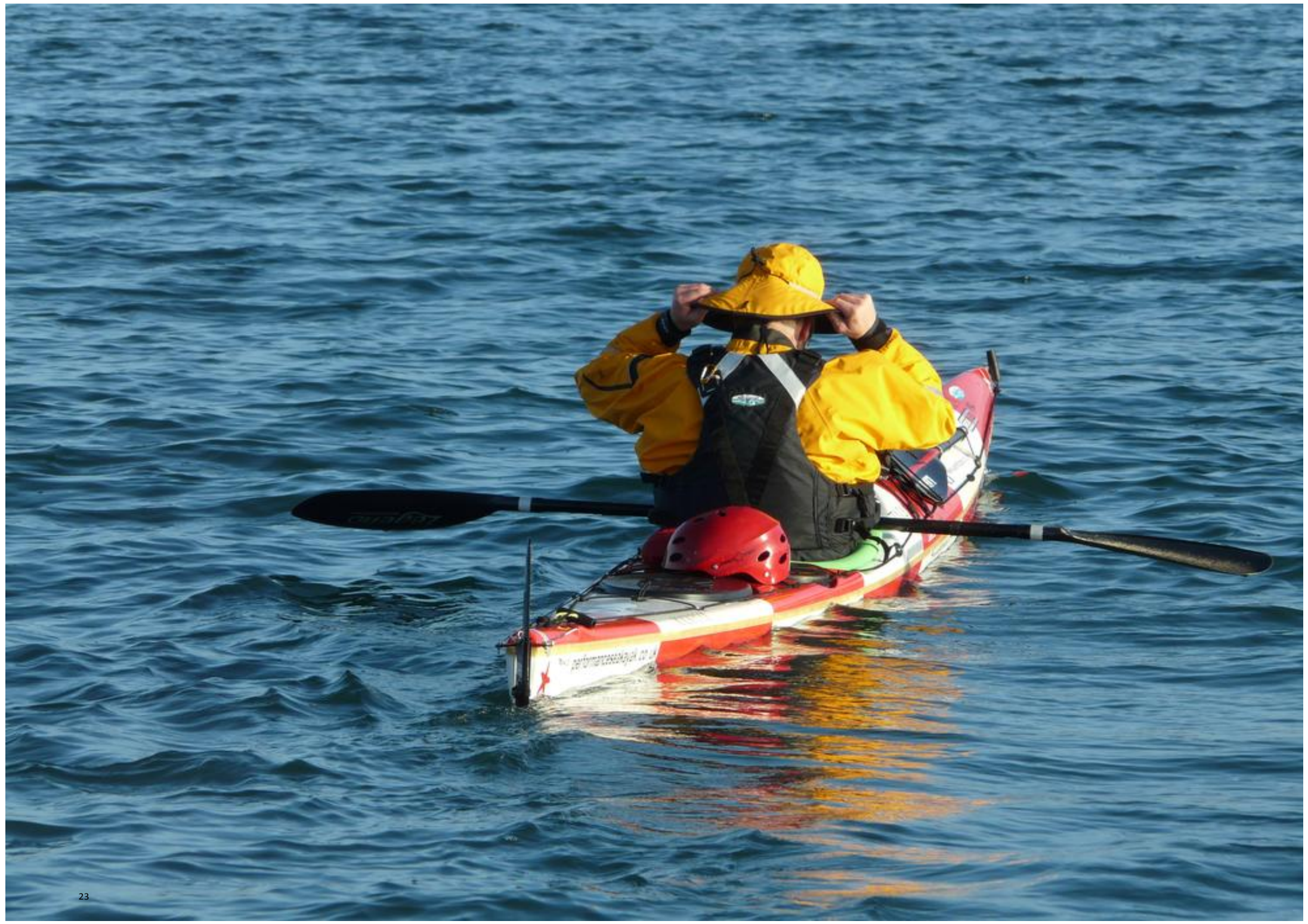


























# Isle of Man

**Day 2**

**Port St Mary - Niarbyl**

**10.39 nm**

**02:46 hrs**

**O.A. 3.7 kts**

**A very pleasant sunset.**



BELFAST

ISLE OF MAN  
ISLE OF MAN

IRISH SEA

Dun Laoghaire

Numbered\* unitary areas:

- 6 LIVERPOOL
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  - 17 DUDLEY
  - 18 BIRMINGHAM
  - 19 SOLIHULL
  - 20 COVENTRY
- \*except London











# Isle of Man – Northern Ireland

**Day 3**

**Niarbyl - Kearney**

**33.21 nm**

**08:23 hrs**

**O.A. 3.9 kts**

**Have that Paddy!**

BELFAST

ISLE OF MAN  
ISLE OF MAN

IRISH SEA

Dun Laoghaire

Numbered\* unitary areas:

- 6 LIVERPOOL
  - 7 BOLTON
  - 8 SALFORD
  - 9 TRAFFORD
  - 10 ROCHDALE
  - 11 MANCHESTER
  - 12 TAMESIDE
  - 13 OLDHAM
  - 14 CITY OF WOLVERHAMPTON
  - 15 WALSALL
  - 16 SANDWELL
  - 17 DUDLEY
  - 18 BIRMINGHAM
  - 19 SOLIHULL
  - 20 COVENTRY
- \*except London



























# North Channel – Mull of Kintyre

Day 5

Carnfunnoch – Dunaverty Bay

39.97 nm

07:53 hrs

O.A. 5.1 kts

The Mull of Kintyre – *'My desire is always to be here'*

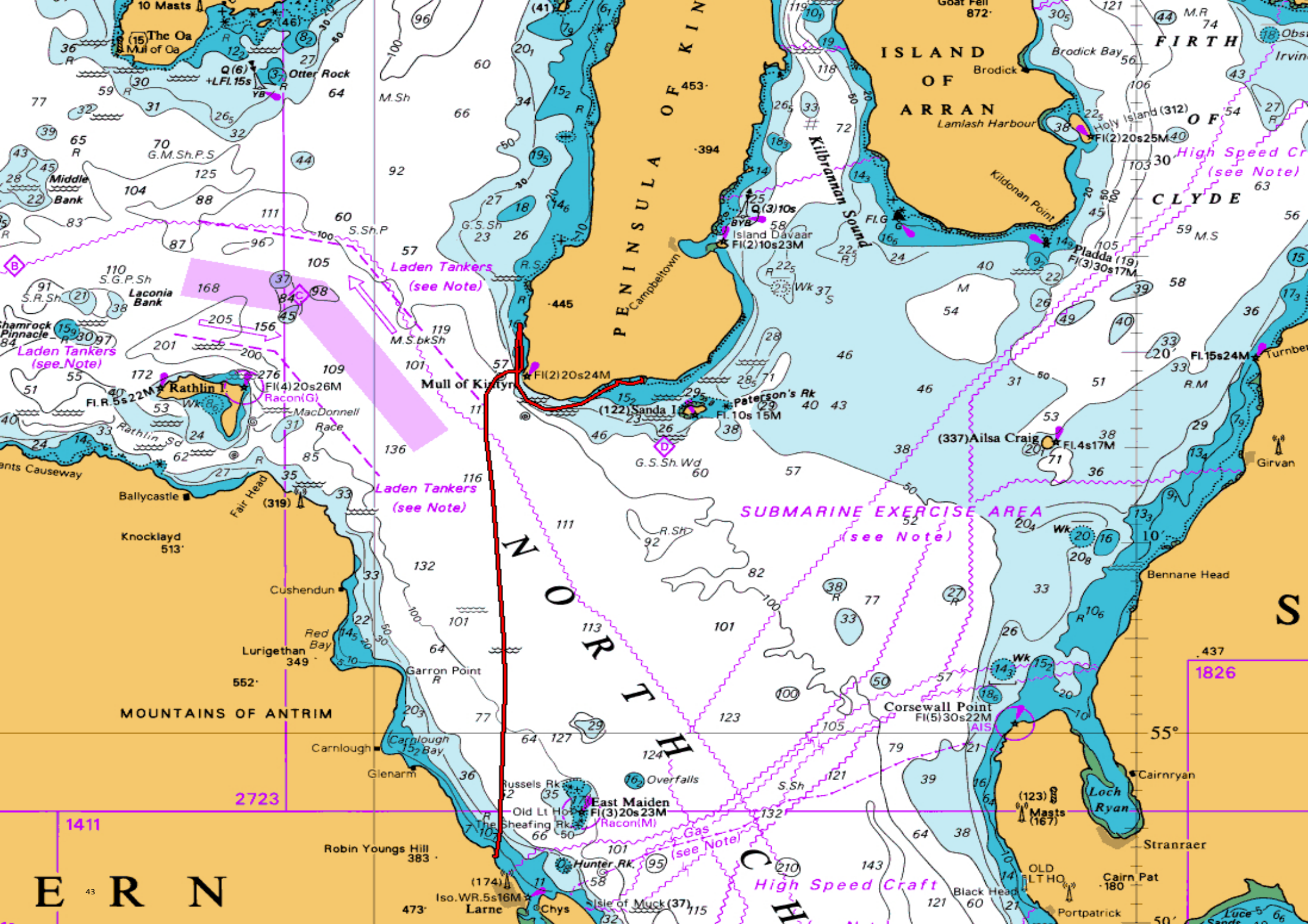
... my arse!













































# **The Working Day**

**Alarm/Dawn Chorus goes off far too early**  
**Check for new pains or anything that has dropped**  
**off in the night**

**Food**

**Empty tent, pack kit and drop tent**

**Shift kit and boat to water**

**Change into paddle kit, load boat and final pack**

**Dog Walking Time**

**At least 2 hrs have gone by at this point**

**Launch**

**Paddle**

**Paddle some more**

**Scary landing\***

**Shift kit and boat up beach**

**Pitch tent, unload boat, unpack kit**

**Food**

**Plan for next day**

**Diary**

**Blog**

**Bed**

***Repeat***

**\* usually**

# Heading North

*Chilly Willies*

**Rubha Reidh – scary stuff 2**

**Cape Wrath – hanging a Reggie**

































# Rubha Reidh

Day 15

Carn Dearg, Loch Gairloch – Slaggan Bay

15.15nm

04:16 hrs

O.A. 3.5 kts

**Scared s\*\*\*less** (shīt'īs)

*adj. Vulgar Slang*

Extremely frightened.



# United Kingdom

## Ireland

Isle of Man

North Sea

Irish Sea

English Channel























# Cape Wrath

Day 17

Scourie – Durness

28.82 nm

06:25 hrs

O.A. 4.5 kts

**Wrath (r<sup>a</sup>th), Cape**

A promontory at the northwest extremity of the Scottish mainland.

**wrath (r<sup>a</sup>th, räth) *n.***

1. Forceful, often vindictive anger.
2. Divine retribution for sin.































































OASIS BAR

MONTREAL 5,187km

LAND'S END 1,018km

1,743km

Dusseldorf 1158

NEW YORK 4695 km

BRUSSELS 115 km

CAPE WRATH 18km

CARDIFF 848 km

OSLO 1,363km

ROME 1926 km

BELFAST 785 km

AMSTERDAM 1152 km

Legend



# The North Coast

*Top of the World*































# **Heading South – East Coast (Scotland)**

**Duncansby Head – southerly winds at last!**

**The Star of Staxigoe**

**Brora – The Last Supper**

**Crossing the Border – earn your money today Fatboy!**



# **Duncansby Head**

**Day 20**

**Thurso – Staxigoe**

**29.91 nm**

**5:57 hrs**

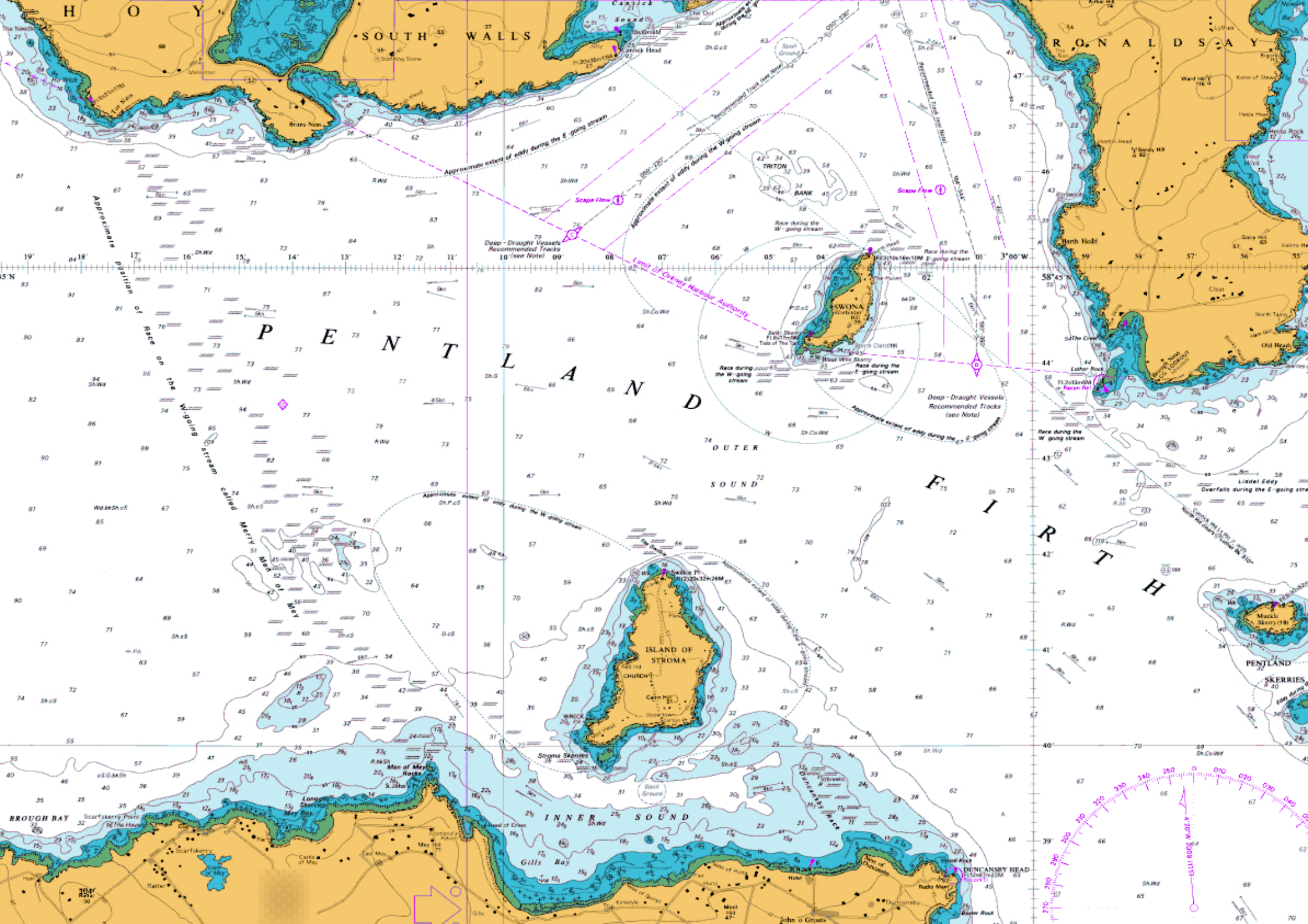
**O.A. 5.0 kts**

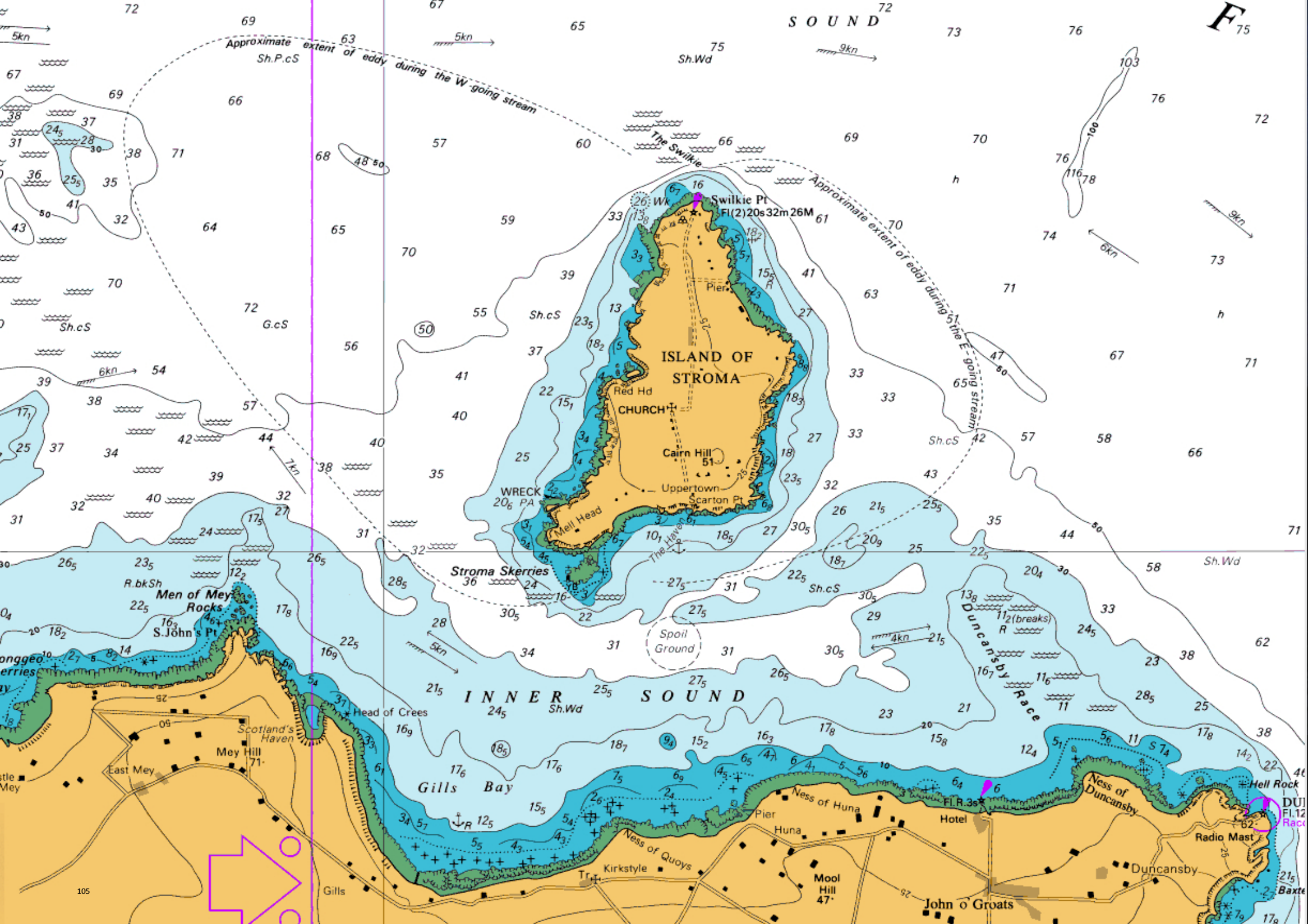
**The Pentland Firth**

**The Star of Staxigoe**















































# Brora

**Day 22**

**Brora – Tarbat Ness**

**10.03 nm**

**01:53 hrs**

**O.A. 5.3 kts**

**The Last Supper**











































































# Heading South



















































# **St Abb's Head**

**Day 30**

**Thorntonloch – Berwick-upon-Tweed**

**21.5 nm**

**? hrs**

**? kts**

**Close Out – bugger...**

**Dodgy Rudder**

**A 'Not on your Nellie' landing**

**Gypsy tea**













































# The East Coast

*East Coast Erosion*

**Donna Nook**  
**Crossing the Thames**





# United Kingdom

## Ireland

Isle of Man

North Sea

English Channel

Guernsey

Le Havre

Belgium

Netherlands

France

Germany

Poland

Czech Republic

Slovakia

Hungary

Austria

Italy

Spain

Portugal

Greece

Turkey

Armenia

Georgia

Abkhazia

South Ossetia

Transnistria

Donetsk

Luhansk

Crimea

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Crimea

Abkhazia

South Osset































# Donna Nook Range

Day 40

Withernsea – Chapel St Leonards

35.40 nm

06:45 hrs

O.A. 5.0 kts

- More swell, this time with bombs
  - Wonderful Withernsea







APPROXIMATELY 1 MILE OFFSHORE  
FROM THIS POINT LIES THE SITE OF  
THE 13TH CENTURY  
CHURCH OF ST. MARY THE VIRGIN  
[ONE OF THE SISTER CHURCHES]  
LOST TO EROSION  
BY THE END 15TH CENTURY.



APPROXIMATELY 300 YARDS OFFSHORE  
FROM THIS POINT LIES THE SITE OF  
THE 13TH CENTURY  
CHURCH OF ST. PETER'S OWTNORSE  
[ONE OF THE SISTER KIRKES]  
LOST TO EROSION  
BY THE EARLY 19TH CENTURY.



















 Lifeboats

BYC37

## Withernsea Beach

 999 in an Emergency, ask for Coastguard and state the above code



Beware of large breaking waves



Beware of strong currents



Beware of sudden drop



Beware of submerged objects



Do not use inflatables when windy



Do not kite surf



Do not use personal water craft



No fishing on bathing beach 1 May - 30 Sept

### Seasonal Lifeguard Service

Please look out for the following lifeguard flags displayed on the beach



Swim in Lifeguard patrolled area



Surf board and water craft zone



Do not swim when red flags are present



Do not use inflatables

Red and yellow flags indicate lifeguards on duty



EAST RIDING  
OF YORKSHIRE COUNCIL

## Beach Information

Foreshores office: (01262) 678255

[www.eastriding.gov.uk](http://www.eastriding.gov.uk)

Email: [foreshores@eastriding.gov.uk](mailto:foreshores@eastriding.gov.uk)



First aid



Lost children



Amenity information point



Drinking water



Boat launching slipway



Cafe



Recycling



Litterbins



Litterbox



Litter bins



Litterbox container



Shared jet footpath (these routes alter seasonally)



Do not feed the birds



Dipnet



Do not touch unidentified objects



Tractors on the beach



Do not climb on groyne



No unauthorized vehicles



Do not climb on rocks



No unauthorized launching



No dog breeding



No dogs on beach 1 May - 30 Sept



## Withernsea Beach

### BEACH DESCRIPTION

Withernsea beach is a long sandy beach one kilometre in length. It is made up of sand and pebbles and has numerous wooden groynes and boulder sea defences which have been installed to protect the town from coastal erosion.

Withernsea is a European bathing water and is monitored by the Environment Agency from May to September. The bathing water typically achieves a high water quality standard.

Bathing water quality may sometimes be affected by storm overflows, particularly after heavy rainfall.



For more information visit  
[www.environmentagency.gov.uk](http://www.environmentagency.gov.uk)



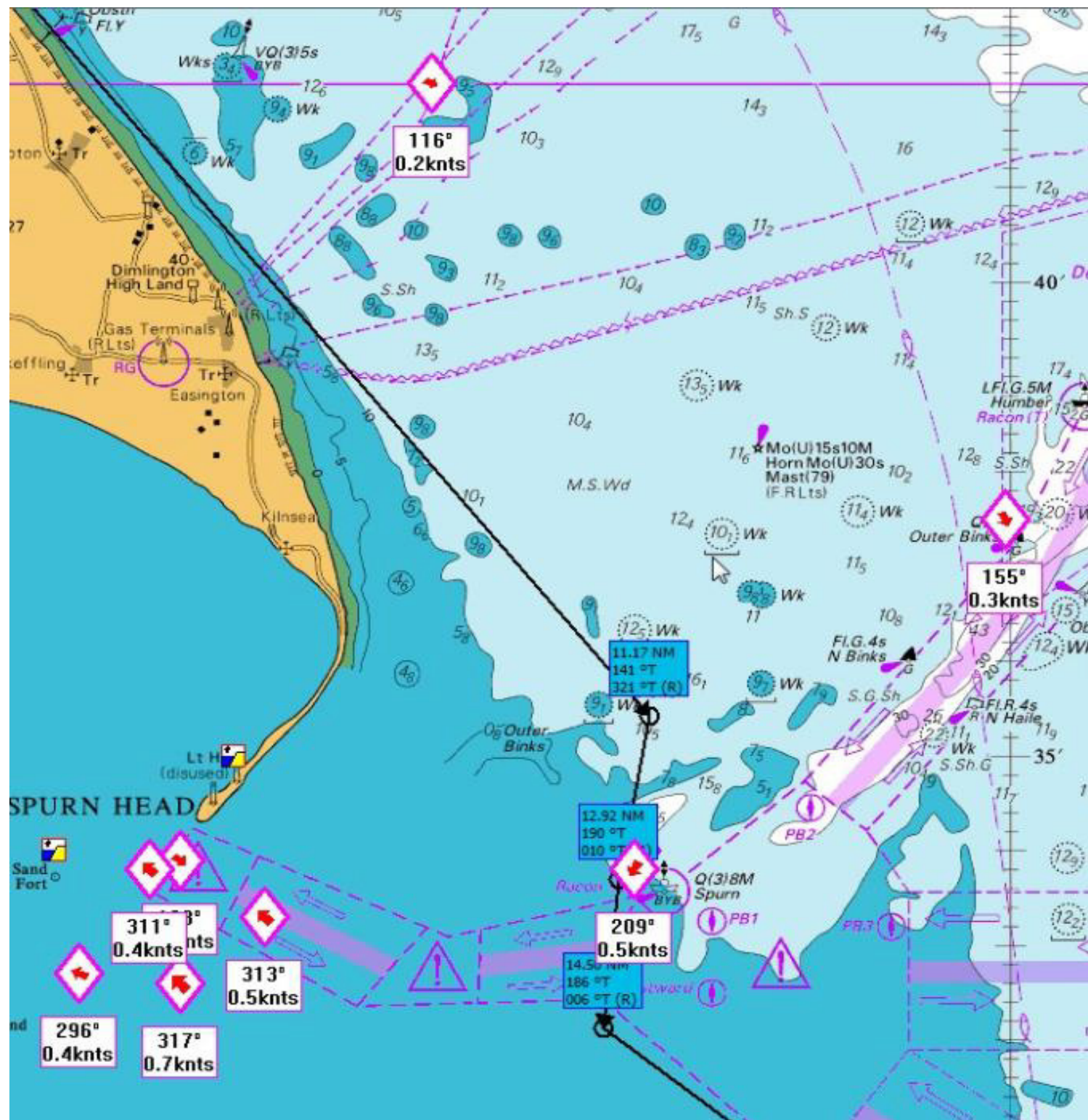












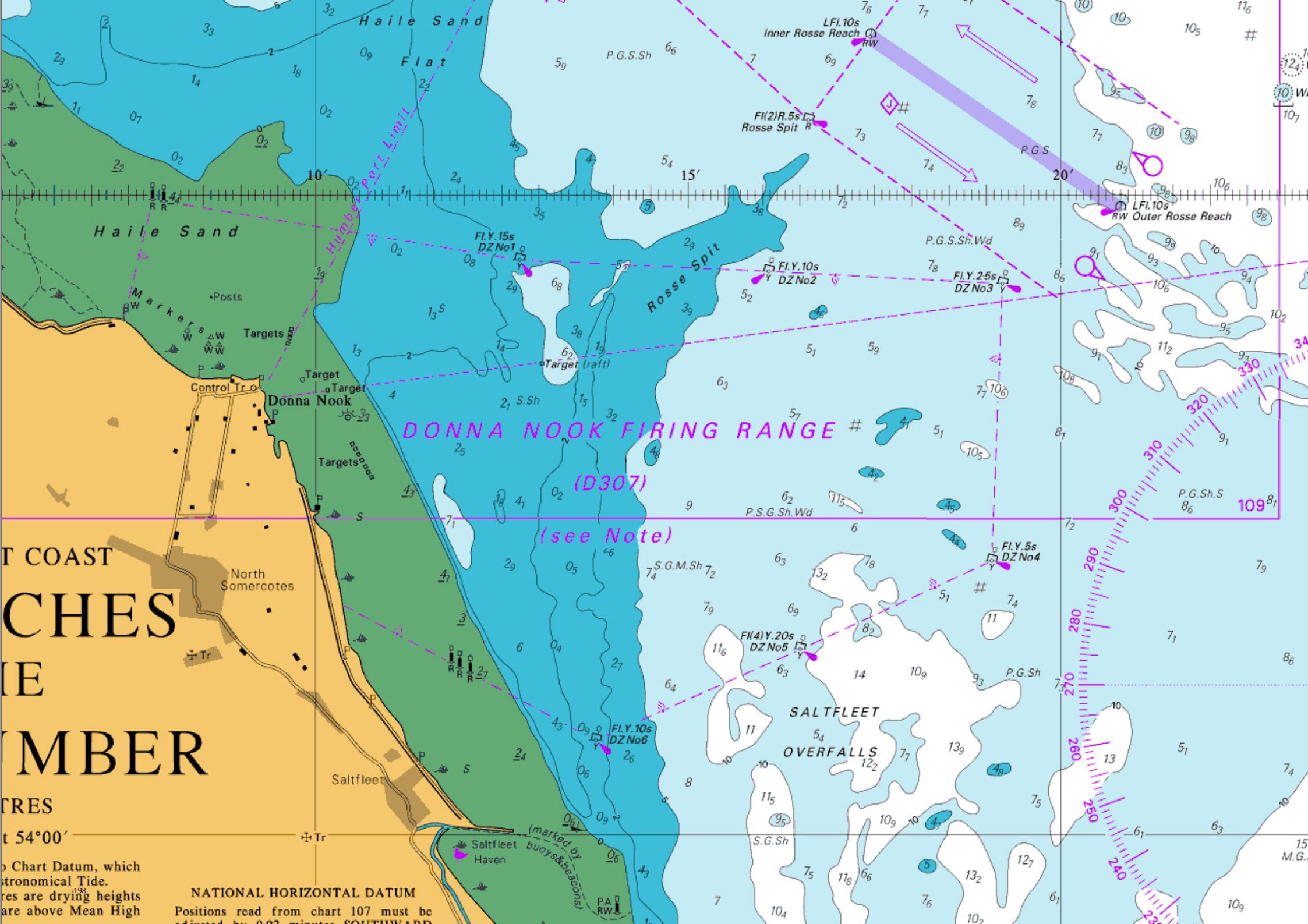












# T COAST CHES E MBER

TRES  
t 54°00' —————  
o Chart Datum, which  
stronomical Tide.  
res are drying<sup>198</sup> heights  
are above Mean High

NATIONAL HORIZONTAL DATUM  
Positions read from chart 107 must be









## **No Ball Games.**

**Please ensure your  
site is vacated by 11am  
on day of departure.**

**No halogen heaters  
to be used.**

**Anyone causing damage  
of any kind to the toilet  
block or site irrespective  
of age will have their van  
or tent removed immediately  
from the site.**

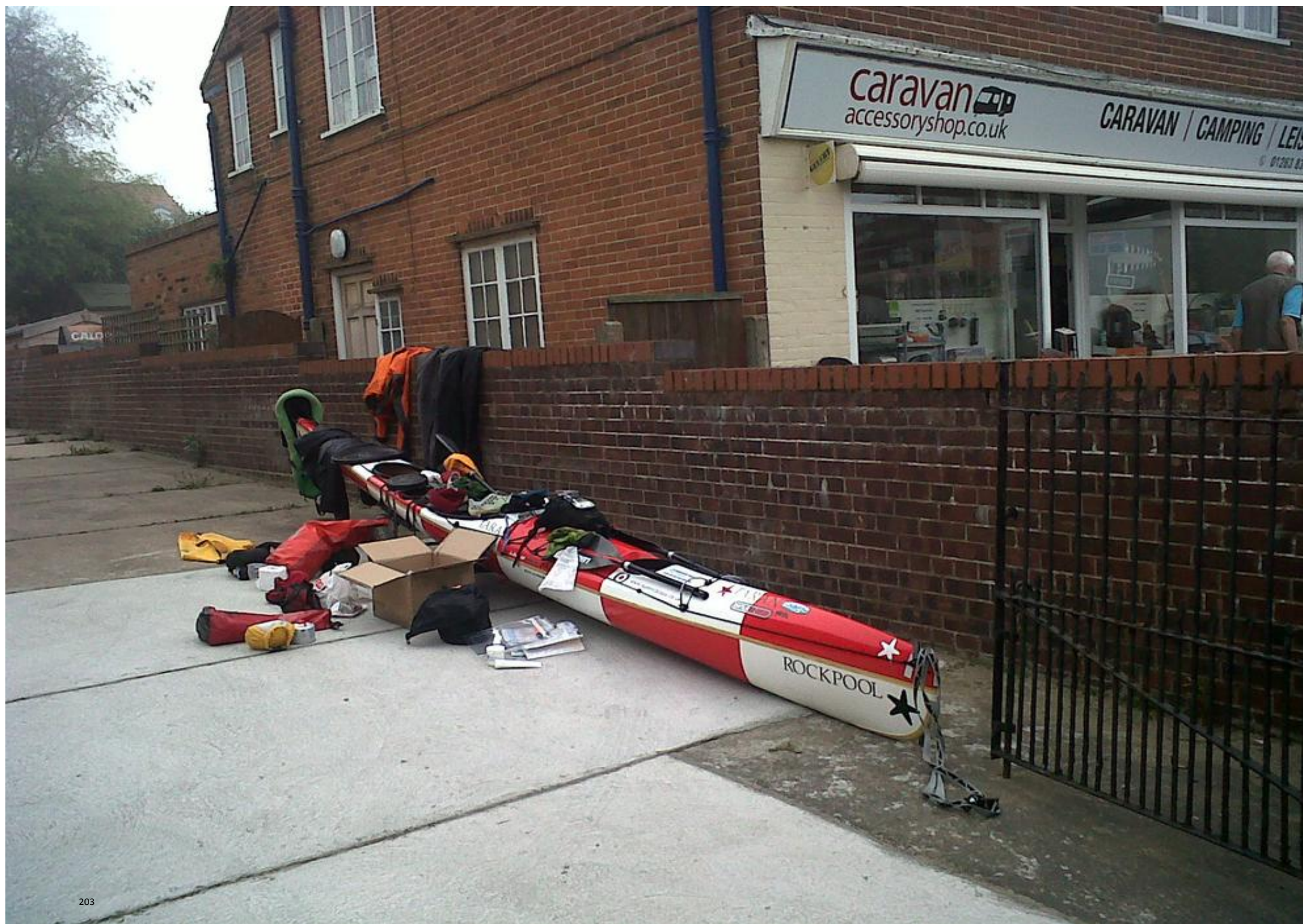
**THIS IS NOT  
A PLAY AREA.  
IF YOUR CHILDREN  
USE IT AS SUCH  
YOU WILL BE ASKED  
TO LEAVE THE SITE.**



**NO SMOKING  
ON PREMISES**



# East Coast

































# Thames Estuary Crossing

**Day 46**

**Holland on Sea – Margate**

**27.88 nm**

**07:21 hrs**

**O.A. 3.8 kts**

**Sandbank Slalom**

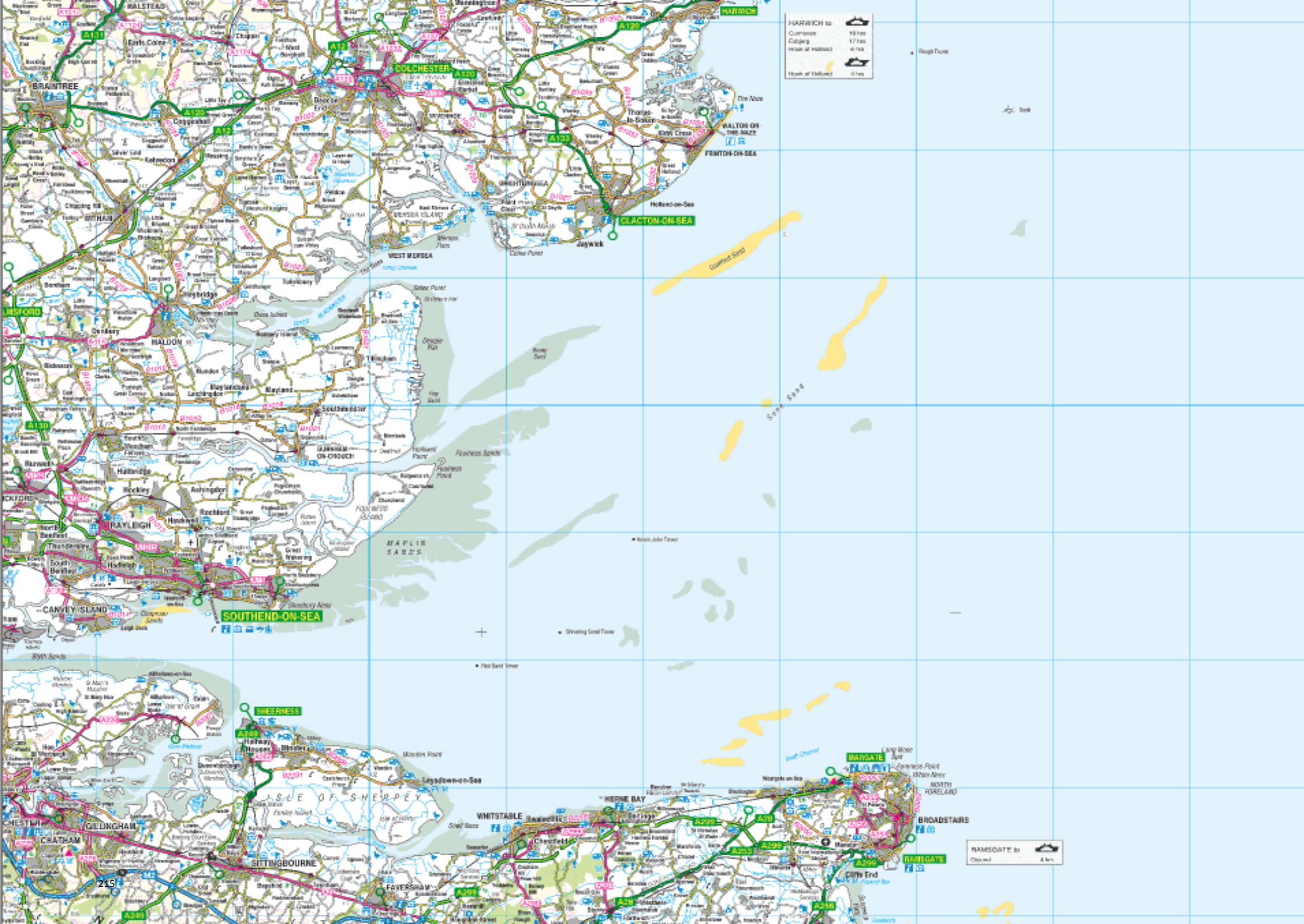
**East Tongue Sands Fort**

**The Dog Poo Fairy**

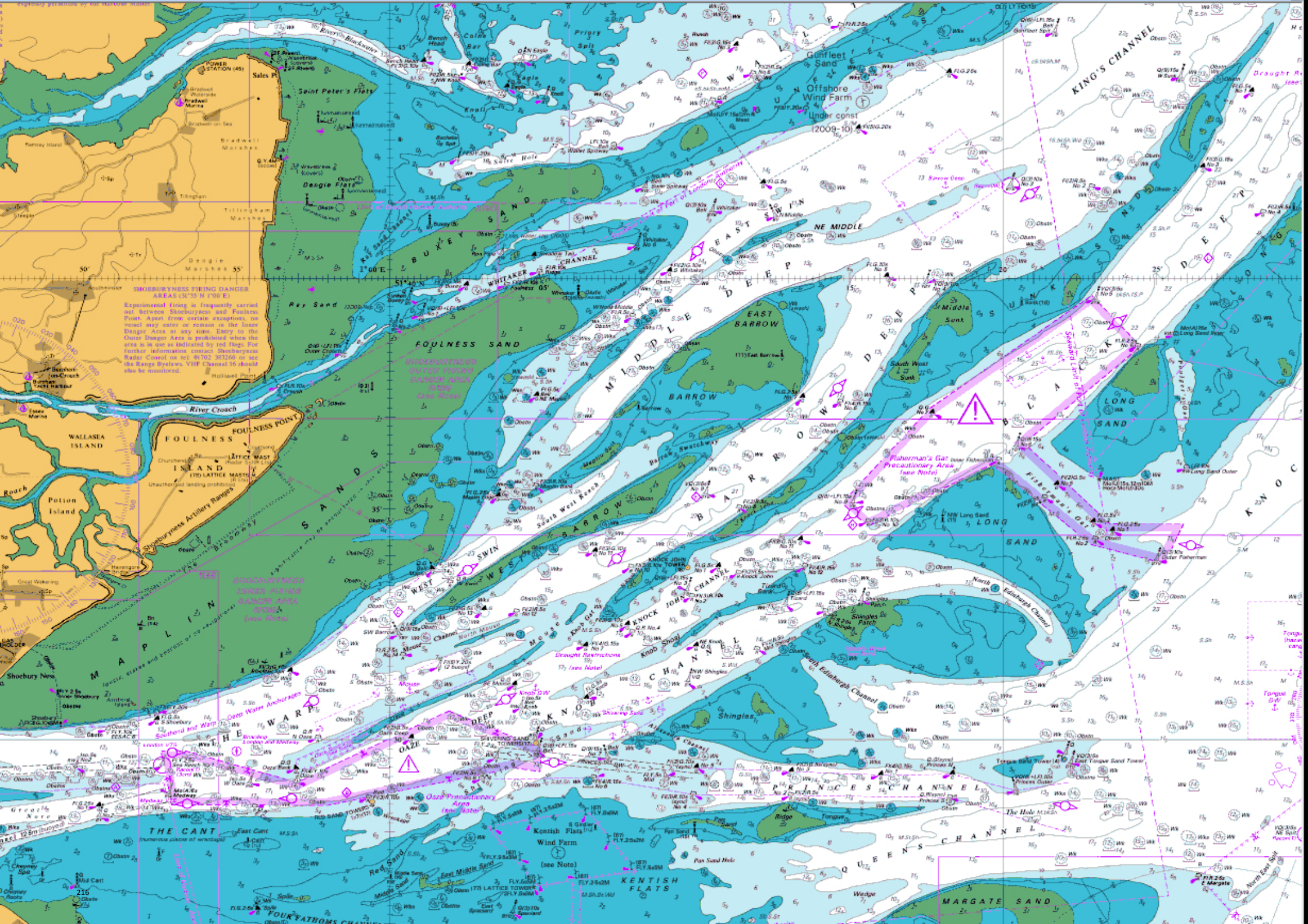












#### SHOBERYNESS FIRING DANGER AREAS (51° 20' N 1° 0' E)

Experimental firing is frequently carried out between Shoberyness and Foulness Point. Apart from certain exceptions, no vessel may enter or remain in the Foulness Danger Area at any time. Entry to the Outer Danger Area is prohibited when the area is in use as indicated by red flags. For further information contact Shoberyness Radar Control on tel 01702 351266 or see the Range Byelaws. VHF Channel 12 should also be monitored.

#### SHOBERYNESS DANGER AREA (51° 20' N 1° 0' E)

Shoberyness is a small island in the River Crouch. It is a dangerous area for navigation. Vessels should avoid the area at all times.

#### THE CANT

(Formerly called the Cant)





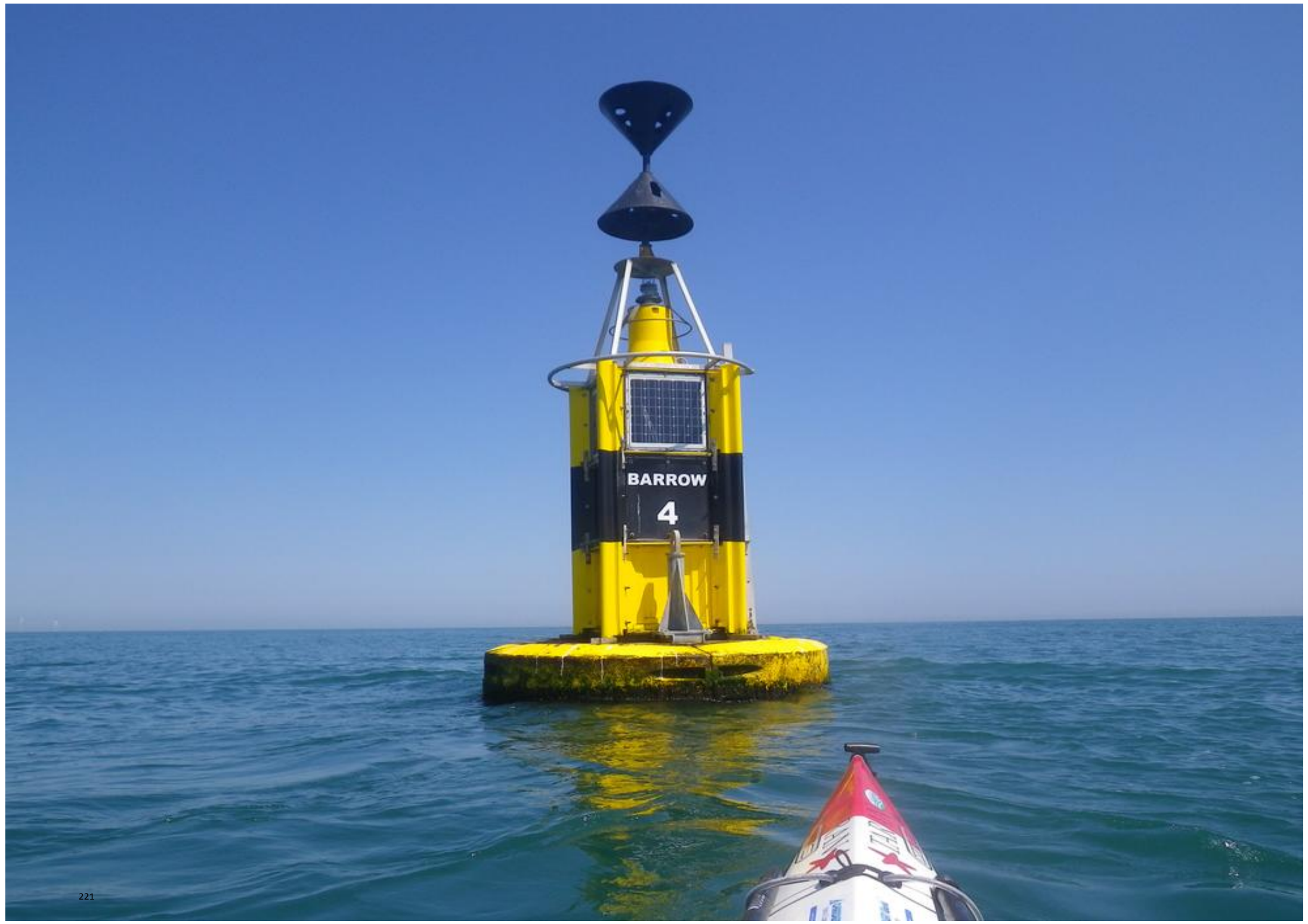














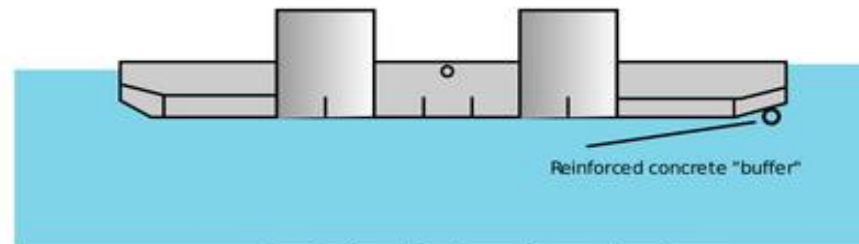




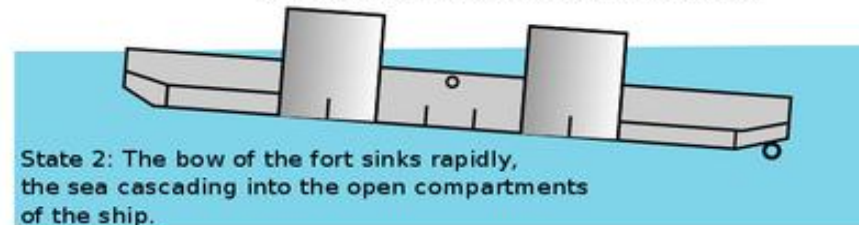




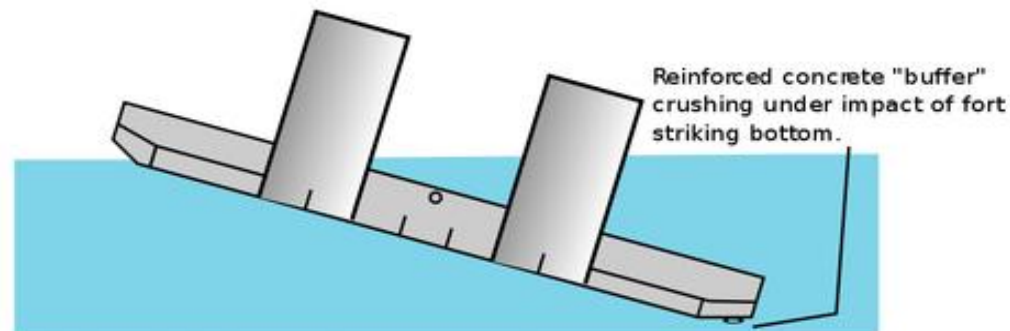
# Stages In The Sinking Of A Naval Fort



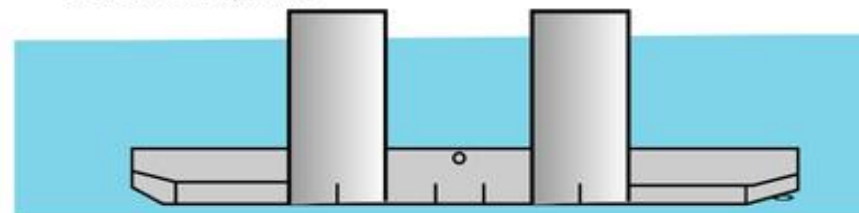
Stage 1: About 15 minutes after opening of ports the bow of the boat dips below surface of the sea and water pours into the forward end of the pontoon.



State 2: The bow of the fort sinks rapidly, the sea cascading into the open compartments of the ship.



Stage 3: The bow strikes the sea-bed about 20 seconds after the bow dipped beneath the surface (stage 1), the impact stresses on the structure being reduced by the crushing of the buffer cylinder

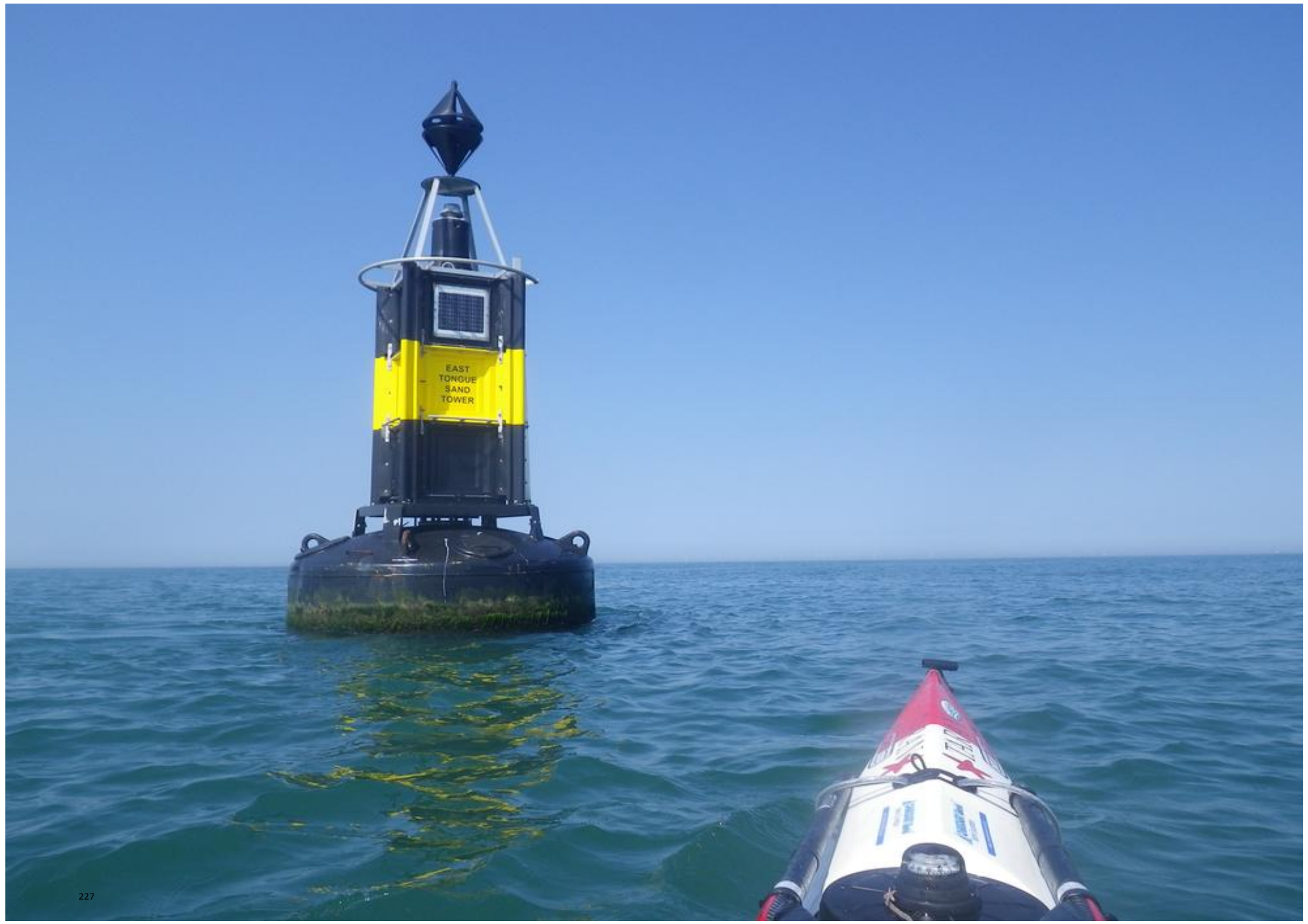


The stem of the fort sinks and the structure settles on the sea-bed about a minute after stage 1. The buoyancy chambers, formed by the docked in portions of the pontoon gradually filled up with water





Photo Bob Zéro





















# United Kingdom

## Ireland

### Isle of Man

# The South Coast

*Pay and Display Land*

**The Solent**

**Portland Bill**





LIFEBOAT LAUNCHING AREA  
KEEP CLEAR































# **The Solent**

**Day 53**

**Southsea, Portsmouth – Swanage**

**38.04 nm**

**07:19 hrs**

**O.A. 5.2 kts**

**‘Mr Good Morning’ on the most expensive campsite**

**25+ bites**

**Bank Holiday Saturday**

**‘Chicken’ with the California Highway**







INTERNATIONAL  
CHART SERIES

# ANVIL POINT TO BEACHY HEAD

DEPTHS IN METRES

SCALE 1:50 000 at Lat 51°00'

Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide. Heights are in metres above Mean High Water Springs. Positions are referred to the WGS84 compatible datum, European Terrestrial Reference System 1989 Datum. Navigational marks: IALA Maritime Buoyage System - Region A (Red to port). Projection: Mercator. Sources: The origin, scale, date and limits of the hydrographic information used to compile the chart are shown in the Source Diagram. The topography is derived chiefly from Ordnance Survey maps.

NATIONAL HORIZONTAL DATUM  
Positions read from chart 2450 must be adjusted by 5.54 minutes SOUTHWARD and 4.09 minutes EASTWARD before plotting on documents referred to OSGB36 Datum.

**SAINT CATHERINE'S POINT LIGHTHOUSE LIGHT RANGING**  
50°34'5N 1°17'4W  
Uncharted lights may be seen near Saint Catherine's Point Lighthouse. They have no navigational significance.

**NEEDLES CHANNEL**  
50°39'5N 1°37'2W  
The Needles Channel is subject to strong tidal streams and its width is liable to change. Large tankers over 16,000 GT should avoid this channel.

**MILITARY WRECKS**  
The sites of military wrecks are protected from unauthorized interference.

**HIGH SPEED CRAFT**  
High speed craft operate in the area of this chart. Mariners are advised to maintain a good lookout.

**FIRING PRACTICE AREAS**  
No restrictions are placed on the right to cross the firing practice areas at any time. The firing practice areas are operated using a clear range procedure, attention and firing only take place when the areas are considered to be clear of all shipping.

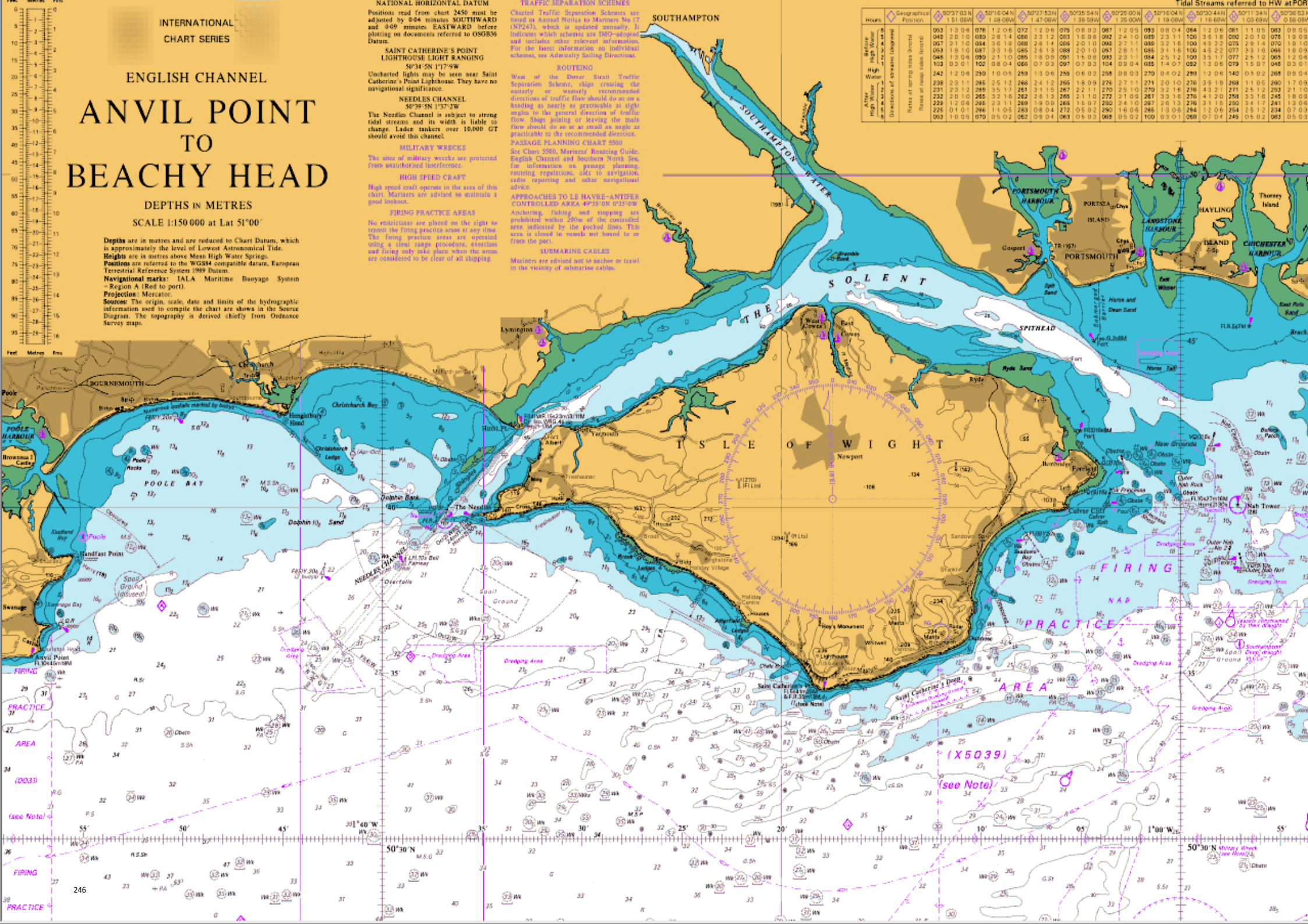
**TRAFFIC SEPARATION SCHEMES**  
Charted Traffic Separation Schemes are listed in Annual Notices to Mariners No 17 (NTPA), which is updated annually. It includes other relevant information. For the latest information on individual schemes, see Admiralty Sailing Directions.

**ROUTING**  
West of the Dover Strait Traffic Separation Scheme, ships crossing the eastern or western recommended directions of traffic flow should do so on a heading as nearly as practicable in right angles to the general direction of traffic flow. Ships joining or leaving the traffic flow should do so at as small an angle as practicable to the recommended direction. **PASSAGE PLANNING CHART 5500** See Chart 5500, Mariner's Routing Guide, English Channel and Southern North Sea, for information on passage planning, routing regulations, aids to navigation, radio reporting and other navigational advice.

**APPROACHES TO LE HAVRE-ANTIFER CONTROLLED AREA** 49°55'N 0°23'W Anchoring, fishing and mooring are prohibited within 200m of the controlled area indicated by the dotted lines. This area is closed to vessels not bound to or from the port.

**SUBMARINE CABLES**  
Mariners are advised not to anchor or travel in the vicinity of submarine cables.

SOUTHAMPTON



Hours		Geographical Position		50°37'03"N 1°51'00"W		50°37'53"N 1°47'00"W		50°38'53"N 1°39'00"W		50°39'53"N 1°30'00"W		50°40'53"N 1°19'00"W		50°41'53"N 1°08'00"W		50°42'53"N 0°57'00"W		50°43'53"N 0°46'00"W		50°44'53"N 0°35'00"W		50°45'53"N 0°24'00"W		50°46'53"N 0°13'00"W		50°47'53"N 0°02'00"W		50°48'53"N 0°00'00"W		50°49'53"N 0°00'00"W		50°50'53"N 0°00'00"W		50°51'53"N 0°00'00"W		50°52'53"N 0°00'00"W		50°53'53"N 0°00'00"W		50°54'53"N 0°00'00"W		50°55'53"N 0°00'00"W		50°56'53"N 0°00'00"W		50°57'53"N 0°00'00"W		50°58'53"N 0°00'00"W		50°59'53"N 0°00'00"W		50°00'53"N 0°00'00"W		50°01'53"N 0°00'00"W		50°02'53"N 0°00'00"W		50°03'53"N 0°00'00"W		50°04'53"N 0°00'00"W		50°05'53"N 0°00'00"W		50°06'53"N 0°00'00"W		50°07'53"N 0°00'00"W		50°08'53"N 0°00'00"W		50°09'53"N 0°00'00"W		50°10'53"N 0°00'00"W		50°11'53"N 0°00'00"W		50°12'53"N 0°00'00"W		50°13'53"N 0°00'00"W		50°14'53"N 0°00'00"W		50°15'53"N 0°00'00"W		50°16'53"N 0°00'00"W		50°17'53"N 0°00'00"W		50°18'53"N 0°00'00"W		50°19'53"N 0°00'00"W		50°20'53"N 0°00'00"W		50°21'53"N 0°00'00"W		50°22'53"N 0°00'00"W		50°23'53"N 0°00'00"W		50°24'53"N 0°00'00"W		50°25'53"N 0°00'00"W		50°26'53"N 0°00'00"W		50°27'53"N 0°00'00"W		50°28'53"N 0°00'00"W		50°29'53"N 0°00'00"W		50°30'53"N 0°00'00"W		50°31'53"N 0°00'00"W		50°32'53"N 0°00'00"W		50°33'53"N 0°00'00"W		50°34'53"N 0°00'00"W		50°35'53"N 0°00'00"W		50°36'53"N 0°00'00"W		50°37'53"N 0°00'00"W		50°38'53"N 0°00'00"W		50°39'53"N 0°00'00"W		50°40'53"N 0°00'00"W		50°41'53"N 0°00'00"W		50°42'53"N 0°00'00"W		50°43'53"N 0°00'00"W		50°44'53"N 0°00'00"W		50°45'53"N 0°00'00"W		50°46'53"N 0°00'00"W		50°47'53"N 0°00'00"W		50°48'53"N 0°00'00"W		50°49'53"N 0°00'00"W		50°50'53"N 0°00'00"W		50°51'53"N 0°00'00"W		50°52'53"N 0°00'00"W		50°53'53"N 0°00'00"W		50°54'53"N 0°00'00"W		50°55'53"N 0°00'00"W		50°56'53"N 0°00'00"W		50°57'53"N 0°00'00"W		50°58'53"N 0°00'00"W		50°59'53"N 0°00'00"W		50°00'53"N 0°00'00"W		50°01'53"N 0°00'00"W		50°02'53"N 0°00'00"W		50°03'53"N 0°00'00"W		50°04'53"N 0°00'00"W		50°05'53"N 0°00'00"W		50°06'53"N 0°00'00"W		50°07'53"N 0°00'00"W		50°08'53"N 0°00'00"W		50°09'53"N 0°00'00"W		50°10'53"N 0°00'00"W		50°11'53"N 0°00'00"W		50°12'53"N 0°00'00"W		50°13'53"N 0°00'00"W		50°14'53"N 0°00'00"W		50°15'53"N 0°00'00"W		50°16'53"N 0°00'00"W		50°17'53"N 0°00'00"W		50°18'53"N 0°00'00"W		50°19'53"N 0°00'00"W		50°20'53"N 0°00'00"W		50°21'53"N 0°00'00"W		50°22'53"N 0°00'00"W		50°23'53"N 0°00'00"W		50°24'53"N 0°00'00"W		50°25'53"N 0°00'00"W		50°26'53"N 0°00'00"W		50°27'53"N 0°00'00"W		50°28'53"N 0°00'00"W		50°29'53"N 0°00'00"W		50°30'53"N 0°00'00"W		50°31'53"N 0°00'00"W		50°32'53"N 0°00'00"W		50°33'53"N 0°00'00"W		50°34'53"N 0°00'00"W		50°35'53"N 0°00'00"W		50°36'53"N 0°00'00"W		50°37'53"N 0°00'00"W		50°38'53"N 0°00'00"W		50°39'53"N 0°00'00"W		50°40'53"N 0°00'00"W		50°41'53"N 0°00'00"W		50°42'53"N 0°00'00"W		50°43'53"N 0°00'00"W		50°44'53"N 0°00'00"W		50°45'53"N 0°00'00"W		50°46'53"N 0°00'00"W		50°47'53"N 0°00'00"W		50°48'53"N 0°00'00"W		50°49'53"N 0°00'00"W		50°50'53"N 0°00'00"W		50°51'53"N 0°00'00"W		50°52'53"N 0°00'00"W		50°53'53"N 0°00'00"W		50°54'53"N 0°00'00"W		50°55'53"N 0°00'00"W		50°56'53"N 0°00'00"W		50°57'53"N 0°00'00"W		50°58'53"N 0°00'00"W		50°59'53"N 0°00'00"W		50°00'53"N 0°00'00"W		50°01'53"N 0°00'00"W		50°02'53"N 0°00'00"W		50°03'53"N 0°00'00"W		50°04'53"N 0°00'00"W		50°05'53"N 0°00'00"W		50°06'53"N 0°00'00"W		50°07'53"N 0°00'00"W		50°08'53"N 0°00'00"W		50°09'53"N 0°00'00"W		50°10'53"N 0°00'00"W		50°11'53"N 0°00'00"W		50°12'53"N 0°00'00"W		50°13'53"N 0°00'00"W		50°14'53"N 0°00'00"W		50°15'53"N 0°00'00"W		50°16'53"N 0°00'00"W		50°17'53"N 0°00'00"W		50°18'53"N 0°00'00"W		50°19'53"N 0°00'00"W		50°20'53"N 0°00'00"W		50°21'53"N 0°00'00"W		50°22'53"N 0°00'00"W		50°23'53"N 0°00'00"W		50°24'53"N 0°00'00"W		50°25'53"N 0°00'00"W		50°26'53"N 0°00'00"W		50°27'53"N 0°00'00"W		50°28'53"N 0°00'00"W		50°29'53"N 0°00'00"W		50°30'53"N 0°00'00"W		50°31'53"N 0°00'00"W		50°32'53"N 0°00'00"W		50°33'53"N 0°00'00"W		50°34'53"N 0°00'00"W		50°35'53"N 0°00'00"W		50°36'53"N 0°00'00"W		50°37'53"N 0°00'00"W		50°38'53"N 0°00'00"W		50°39'53"N 0°00'00"W		50°40'53"N 0°00'00"W		50°41'53"N 0°00'00"W		50°42'53"N 0°00'00"W		50°43'53"N 0°00'00"W		50°44'53"N 0°00'00"W		50°45'53"N 0°00'00"W		50°46'53"N 0°00'00"W		50°47'53"N 0°00'00"W		50°48'53"N 0°00'00"W		50°49'53"N 0°00'00"W		50°50'53"N 0°00'00"W		50°51'53"N 0°00'00"W		50°52'53"N 0°00'00"W		50°53'53"N 0°00'00"W		50°54'53"N 0°00'00"W		50°55'53"N 0°00'00"W		50°56'53"N 0°00'00"W		50°57'53"N 0°00'00"W		50°58'53"N 0°00'00"W		50°59'53"N 0°00'00"W		50°00'53"N 0°00'00"W		50°01'53"N 0°00'00"W		50°02'53"N 0°00'00"W		50°03'53"N 0°00'00"W		50°04'53"N 0°00'00"W		50°05'53"N 0°00'00"W		50°06'53"N 0°00'00"W		50°07'53"N 0°00'00"W		50°08'53"N 0°00'00"W		50°09'53"N 0°00'00"W		50°10'53"N 0°00'00"W		50°11'53"N 0°00'00"W		50°12'53"N 0°00'00"W		50°13'53"N 0°00'00"W		50°14'53"N 0°00'00"W		50°15'53"N 0°00'00"W		50°16'53"N 0°00'00"W		50°17'53"N 0°00'00"W		50°18'53"N 0°00'00"W		50°19'53"N 0°00'00"W		50°20'53"N 0°00'00"W		50°21'53"N 0°00'00"W		50°22'53"N 0°00'00"W		50°23'53"N 0°00'00"W		50°24'53"N 0°00'00"W		50°25'53"N 0°00'00"W		50°26'53"N 0°00'00"W		50°27'53"N 0°00'00"W		50°28'53"N 0°00'00"W		50°29'53"N 0°00'00"W		50°30'53"N 0°00'00"W		50°31'53"N 0°00'00"W		50°32'53"N 0°00'00"W		50°33'53"N 0°00'00"W		50°34'53"N 0°00'00"W		50°35'53"N 0°00'00"W		50°36'53"N 0°00'00"W		50°37'53"N 0°00'00"W		50°38'53"N 0°00'00"W		50°39'53"N 0°00'00"W		50°40'53"N 0°00'00"W		50°41'53"N 0°00'00"W		50°42'53"N 0°00'00"W		50°43'53"N 0°00'00"W		50°44'53"N 0°00'00"W		50°45'53"N 0°00'00"W		50°46'53"N 0°00'00"W		50°47'53"N 0°00'00"W		50°48'53"N 0°00'00"W		50°49'53"N 0°00'00"W		50°50'53"N 0°00'00"W		50°51'53"N 0°00'00"W		50°52'53"N 0°00'00"W		50°53'53"N 0°00'00"W		50°54'53"N 0°00'00"W		50°55'53"N 0°00'00"W		50°56'53"N 0°00'00"W		50°57'53"N 0°00'00"W		50°58'53"N 0°00'00"W		50°59'53"N 0°00'00"W		50°00'53"N 0°00'00"W		50°01'53"N 0°00'00"W		50°02'53"N 0°00'00"W		50°03'53"N 0°00'00"W		50°04'53"N 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0°00'00"W		50°50'53"N 0°00'00"W		50°51'53"N 0°00'00"W		50°52'53"N 0°00'00"W		50°53'53"N 0°00'00"W		50°54'53"N 0°00'00"W		50°55'53"N 0°00'00"W		50°56'53"N 0°00'00"W		50°57'53"N 0°00'00"W		50°58'53"N 0°00'00"W		50°59'53"N 0°00'00"W		50°00'53"N 0°00'00"W		50°01'53"N 0°00'00"W		50°02'53"N 0°00'00"W		50°03'53"N 0°00'00"W		50°04'53"N 0°00'00"W		50°05'53"N 0°00'00"W		50°06'53"N 0°00'00"W		50°07'53"N 0°00'00"W		50°08'53"N 0°00'00"W		50°09'53"N 0°00'00"W		50°10'53"N 0°00'00"W		50°11'53"N 0°00'00"W		50°12'53"N 0°00'00"W		50°13'53"N 0°00'00"W		50°14'53"N 0°00'00"W		50°15'53"N 0°00'00"W		50°16'53"N 0°00'00"W		50°17'53"N 0°00'00"W		50°18'53"N 0°00'00"W		50°19'53"N 0°00'00"W		50°20'53"N 0°00'00"W		50°21'53"N 0°00'00"W		50°22'53"N 0°00'00"W		50°23'53"N 0°00'00"W		50°24'53"N 0°00'00"W		50°25'53"N 0°00'00"W		50°26'53"N 0°00'00"W		50°27'53"N 0°00'00"W		50°28'53"N 0°00'00"W		50°29'53"N 0°00'00"W		50°30'53"N 0°00'00"W		50°31'53"N 0°00'00"W		50°32'53"N 0°00'00"W		50°33'53"N 0°00'00"W		50°34'53"N 0°00'00"W		50°35'53"N 0°00'00"W		50°36'53"N 0°00'00"W		50°37'53"N 0°00'00"W		50°38'53"N 0°00'00"W		50°39'53"N 0°00'00"W		50°40'53"N 0°00'00"W		50°41'53"N 0°00'00"W		50°42'53"N 0°00'00"W		50°43'53"N 0°00'00"W		50°44'53"N 0°00'00"W		50°45'53"N 0°00'00"W		50°46'53"N 0°00'00"W		50°47'53"N 0°00'00"W		50°48'53"N 0°00'00"W		50°49'53"N 0°00'00"W		50°50'53"N 0°00'00"W		50°51'53"N 0°00'00"W		50°52'53"N 0°00'00"W		50°53'53"N 0°00'00"W		50°54'53"N 0°00'00"W		50°55'53"N 0°00'00"W		50°56'53"N 0°00'00"W		50°57'53"N 0°00'00"W		50°58'53"N 0°00'00"W		50°59'53"N 0°00'00"W		50°00'53"N 0°00'00"W		50°01'53"N 0°00'00"W		50°02'53"N 0°00'00"W		50°03'53"N 0°00'00"W		50°04'53"N 0°00'00"W		50°05'53"N 0°00'00"W		50°06'53"N 0°00'00"W		50°07'53"N 0°00'00"W		50°08'53"N 0°00'00"W		50°09'53"N 0°00'00"W		50°10'53"N 0°00'00"W		50°11'53"N 0°00'00"W		50°12'53"N 0°00'00"W		50°13'53"N 0°00'00"W		50°14'53"N 0°00'00"W		50°15'53"N 0°00'00"W		50°16'53"N 0°00'00"W		50°17'53"N 0°00'00"W		50°18'53"N 0°00'00"W		50°19'53"N 0°00'00"W		50°20'53"N 0°00'00"W		50°21'53"N 0°00'00"W		50°22'53"N 0°00'00"W		50°23'53"N 0°00'00"W		50°24'53"N 0°00'00"W		50°25'53"N 0°00'00"W		50°26'53"N 0°00'00"W		50°27'53"N 0°00'00"W		50°28'53"N 0°00'00"W		50°29'53"N 0°00'00"W		50°30'53"N 0°00'00"W		50°31'53"N 0°00'00"W		50°32'53"N 0°00'00"W		50°33'53"N 0°00'00"W		50°34'53"N 0°00'00"W		50°35'53"N 0°00'00"W		50°36'53"N 0°00'00"W		50°37'53"N 0°00'00"W		50°38'53"N 0°00'00"W		50°39'53"N 0°00'00"W		50°40'53"N 0°00'00"W		50°41'53"N 0°00'00"W		50°42'53"N 0°00'00"W		50°43'53"N 0°00'00"W		50°44'53"N 0°00'00"W		50°45'53"N 0°00'00"W		50°46'53"N 0°00'00"W		50°47'53"N 0°00'00"W		50°48'53"N 0°00'00"W		50°49'53"N 0°00'00"W		50°50'53"N 0°00'00"W		50°51'53"N 0°00'00"W		50°52'53"N 0°00'00"W		50°53'53"N 0°00'00"W		50°54'53"N 0°00'00"W		50°55'53"N 0°00'00"W		50°56'53"N 0°00'00"W		50°57'53"N 0°00'00"W		50°58'53"N 0°00'00"W		50°59'53"N 0°00'00"W		50°00'53"N 0°00'00"W		50°01'53"N 0°00'00"W		50°02'53"N 0°00'00"W		50°03'53"N 0°00'00"W		50°04'53"N 0°00'00"W		50°05'53"N 0°00'00"W		50°06'53"N 0°00'00"W		50°07'53"N 0°00'00"W		50°08'53"N 0°00'00"W		50°09'53"N 0°00'00"W		50°10'53"N 0°00'00"W		50°11'53"N 0°00'00"W		50°12'53"N 0°00'00"W		50°13'53"N 0°00'	
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# SATELLITE-DERIVED POSITIONS

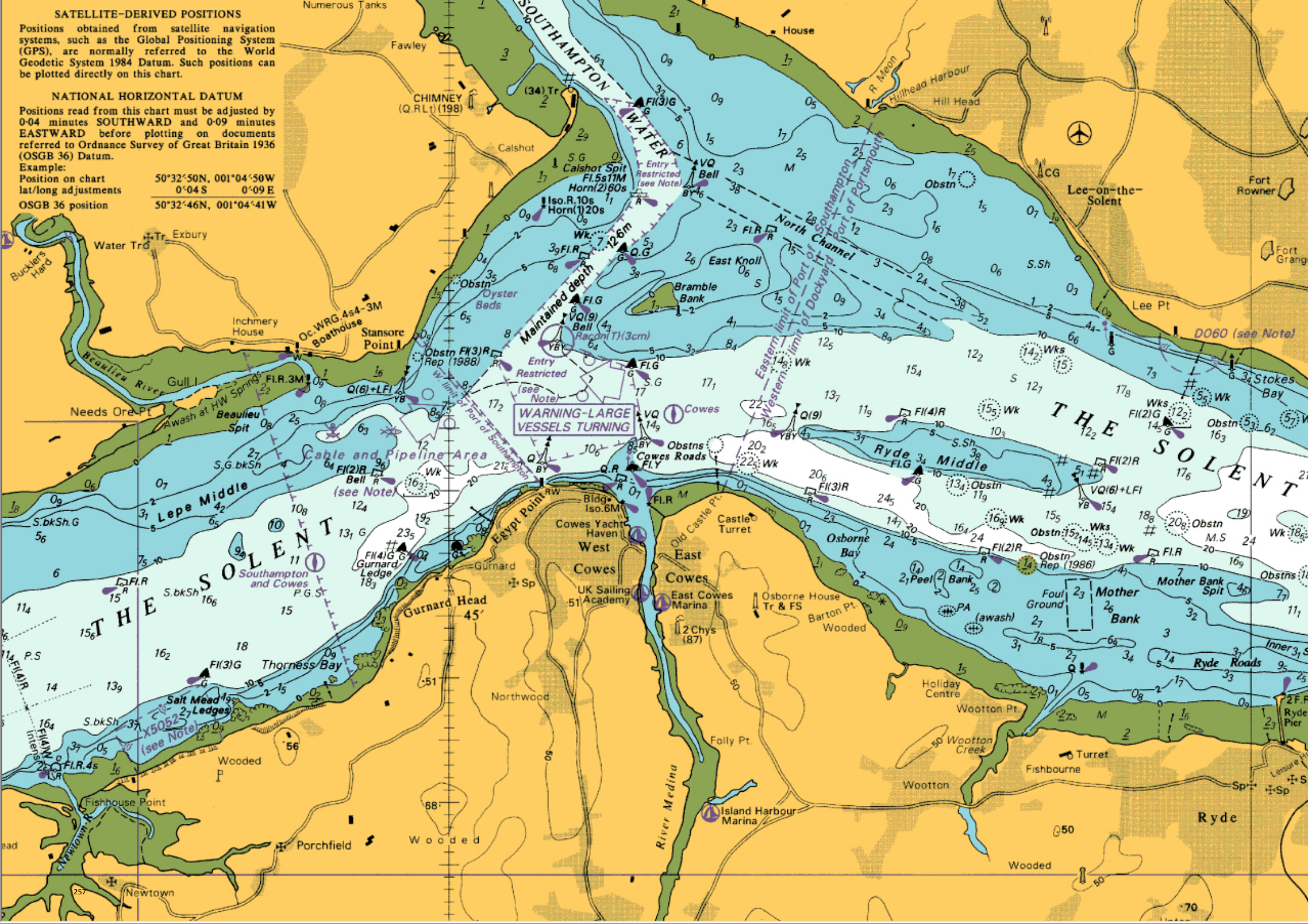
Positions obtained from satellite navigation systems, such as the Global Positioning System (GPS), are normally referred to the World Geodetic System 1984 Datum. Such positions can be plotted directly on this chart.

## NATIONAL HORIZONTAL DATUM

Positions read from this chart must be adjusted by 0-04 minutes SOUTHWARD and 0-09 minutes EASTWARD before plotting on documents referred to Ordnance Survey of Great Britain 1936 (OSGB 36) Datum.

Example:

Position on chart	50°32'50"N, 001°04'50"W
lat/long adjustments	0°04' S    0°09' E
OSGB 36 position	50°32'46"N, 001°04'41"W











259



















# **Portland Bill**

**Day 53**

**Swanage – West Bay**

**39.57 nm**

**08:38 hrs**

**O.A. 4.6 kts**

**Ahead of the weather - grabbing miles**

**The Monkey Cage**

**Spikey Water**

**Chesil Beach**


**Boys on the bikes**









WEYMOUTH to	
Guernsey	2 hrs
Jersey	3 hrs
St Malo	5 hrs









































































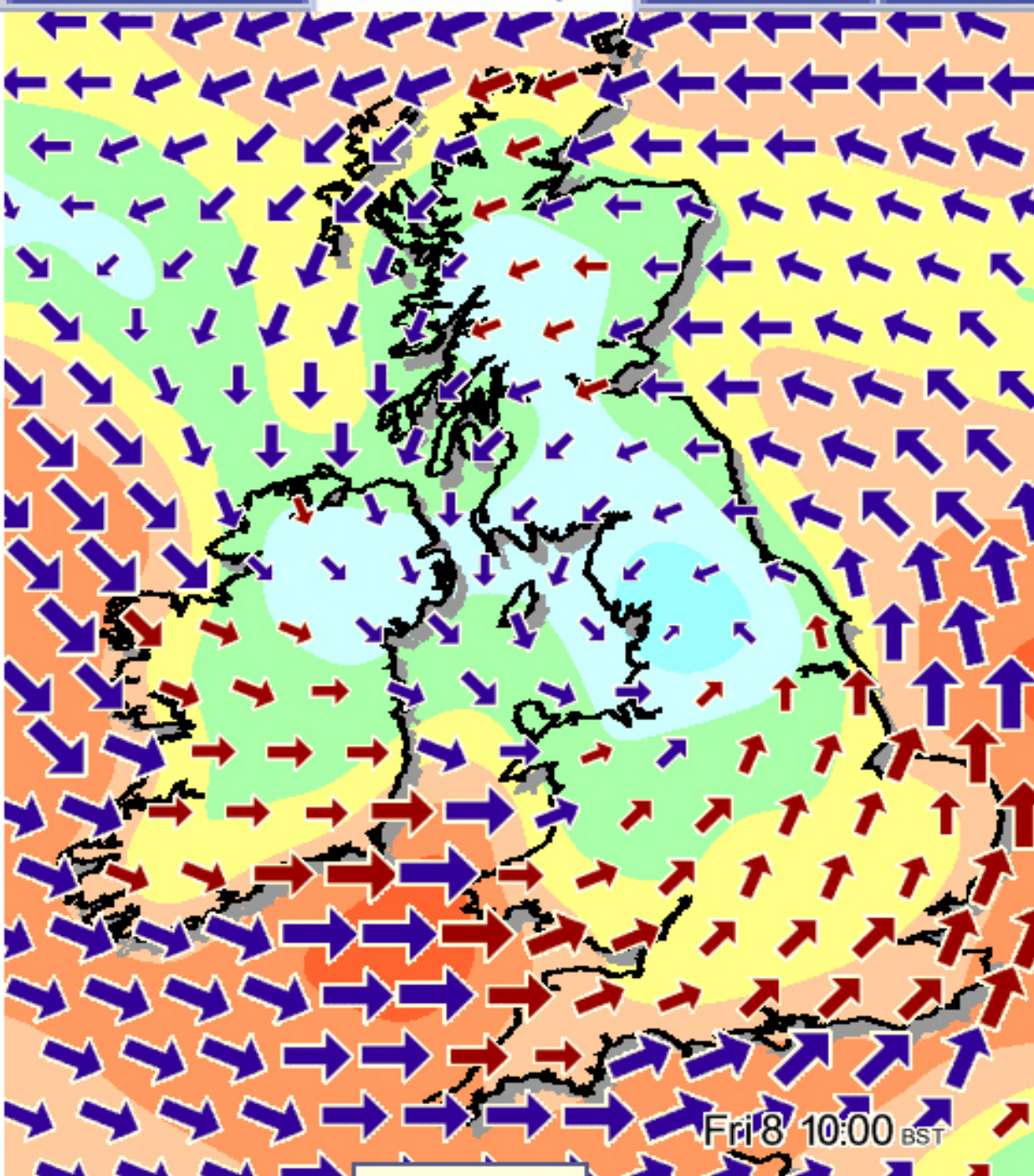




# **The South Coast (continued)**







Wind

Temp.

Weather

Visibility

Pressure

Preference

50-00N 03-...			Sun 10 BST			Tue 12 BST		
Fri 8 BST								
01	20mph	14c		01	9mph	14c		
04	17mph	14c		04	10mph	13c		
07	22mph	14c	MIST	07	10mph	13c		
10	38mph	14c		10	20mph	13c	MIST	
13	36mph	14c		13	14mph	14c		
16	35mph	14c		16	15mph	15c		
19	32mph	14c		19	18mph	15c		
22	30mph	14c		22	17mph	14c		
Sat 9 BST			Mon 11 BST			Wed 13 BST		
01	28mph	14c		01	13mph	13c		
04	23mph	13c		04	8mph	13c		
07	21mph	14c		07	7mph	14c		
10	17mph	14c		10	5mph	14c		
13	14mph	14c		13	6mph	14c		
16	13mph	14c		16	12mph	14c		
19	10mph	14c		19	10mph	14c		
22	16mph	14c		22	8mph	14c		BST (UTC+1) GFS: Fri 00Z

Wind Forecast

50-00N 03-30W  
Fri 8 Jun 10:00 BST  
38 to 44 mph W

Fri 8 Jun 10:00 BST

Windspeed

0 1 2 3 4 5 6 7 8 9 10 11

0 1 5 8 13 20 25 32 39 47 55 64

Beaufort

MPH







































# Heading North 2

*The South-West Coast, Heading Home*



























# **The Isle of Lundy**

**Day 66**

**Bude – Lundy**

**21.00 nm**

**05:13 hrs**

**O.A. 4.1 kts**

**Bye, Bye Bude**

**The WTF Climb**



# United Kingdom

## Ireland

Isle of Man

North Sea

Irish Sea

English Channel



# TO SAINT GEORGE'S CHANNEL AND BRISTOL CHANNEL

DEPTHS IN METRES

SCALE 1:500 000 at lat 55°00'

Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide.  
Heights are in metres. Underlined figures are drying heights above Chart Datum. All other heights are above Mean High Water Springs.

Positions are referred to the WGS84 compatible datum, European Terrestrial Reference System 1989 Datum.

Navigation marks: IALA Maritime Buoyage System - Region A (Red to port).

Projection: Mercator.

Sources: Reference should be made to larger scale charts for the sources of inshore detail. The water hydrography is derived from leadline surveys of 1852 and 1935 and lines of passage soundings.

## SUBMARINE CABLES AND PIPELINES

Submarine cables and pipelines are shown on the chart in the vicinity of submarine cables and pipelines.

## ANCHORING AND FIDING

Mooring marks are shown on the chart for anchoring and fiding in areas covered by larger scale charts, an explosive dumping ground, fuel area, road works and various other cables have been located from these areas.

## HIGH SPEED CRAFT

High speed craft operate in Saint George's Channel. Mariners are advised to exercise a good lookout. Some high speed craft generate large waves, which can have a serious impact on small craft and their keelings close to the shoreline and as shallow off-lying banks.

AREA TO BE AVOIDED BETWEEN THE SMALLS (51°41' N 7°40' W) AND GRASSHOPPER (51°44' N 7°28' W)

To avoid the risk of pollution and damage to the environment, this area has been designated as Area to be Avoided. All vessels carrying dangerous or toxic cargoes, or any other vessel according to IGC, should avoid the area. This area is IGC-Adapted.

## ARKLOW BANK WIND FARM

(52°48' N 5°58' W)  
The wind farm consists of seven turbines, each of which is 72m high with blades of 104m diameter. They are marked by E.I.S. lights and T.L.W. Aero lights.

## NATIONAL HORIZONTAL DATUM

Positions read from chart 1123 must be adjusted to 943 metres SOUTHWARD and 947 metres EASTWARD before plotting on dockmaster referred to OSN89 Datum.  
Positions read from chart 1123 must be adjusted to 943 metres SOUTHWARD and 947 metres EASTWARD before plotting on dockmaster referred to OSN89 Datum.

## CHARTS 1123, 2049, 2423 AND 2424 POSITIONS

To agree with adjoining chart 1123 and larger scale charts 2049, 2423 and 2424, which are referred to Ordnance Survey of Ireland Datum, positions read from chart 1123 must be adjusted as follows:  
Chart 1123 942 SOUTHWARD, 945 EASTWARD  
2049 943 SOUTHWARD, 945 EASTWARD  
2423 943 SOUTHWARD, 945 EASTWARD  
2424 943 SOUTHWARD, 945 EASTWARD

## OIL AND GAS FIELDS

Production platforms and associated structures, including tanker tankers, storage tanks and platforms as pipelines, generally exhibit M.E.U. lights, aircraft obstruction lights, and audible fog signals. Charted navigators is prohibited within 100 metres of all such structures.

## WRECKS AND WELLHEADS

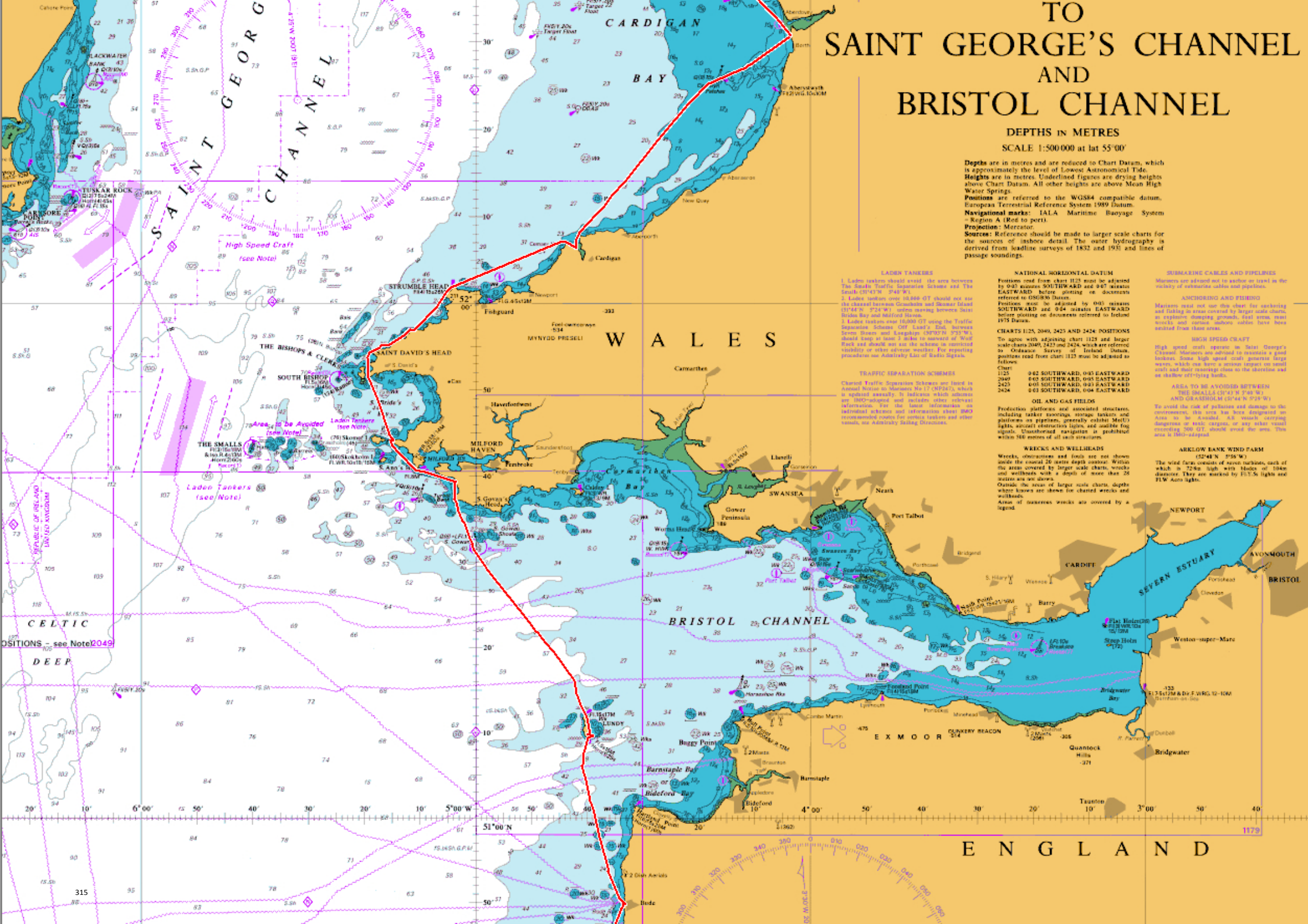
Wrecks, obstructions and tools are not shown except the coastal 10 metre depth contour. Within this area covered by larger scale charts, wrecks and wellheads with a depth of more than 25 metres are shown.  
Outside the areas of larger scale charts, depths where known are shown for charted wrecks and wellheads.  
Areas of numerous wrecks are covered by a legend.

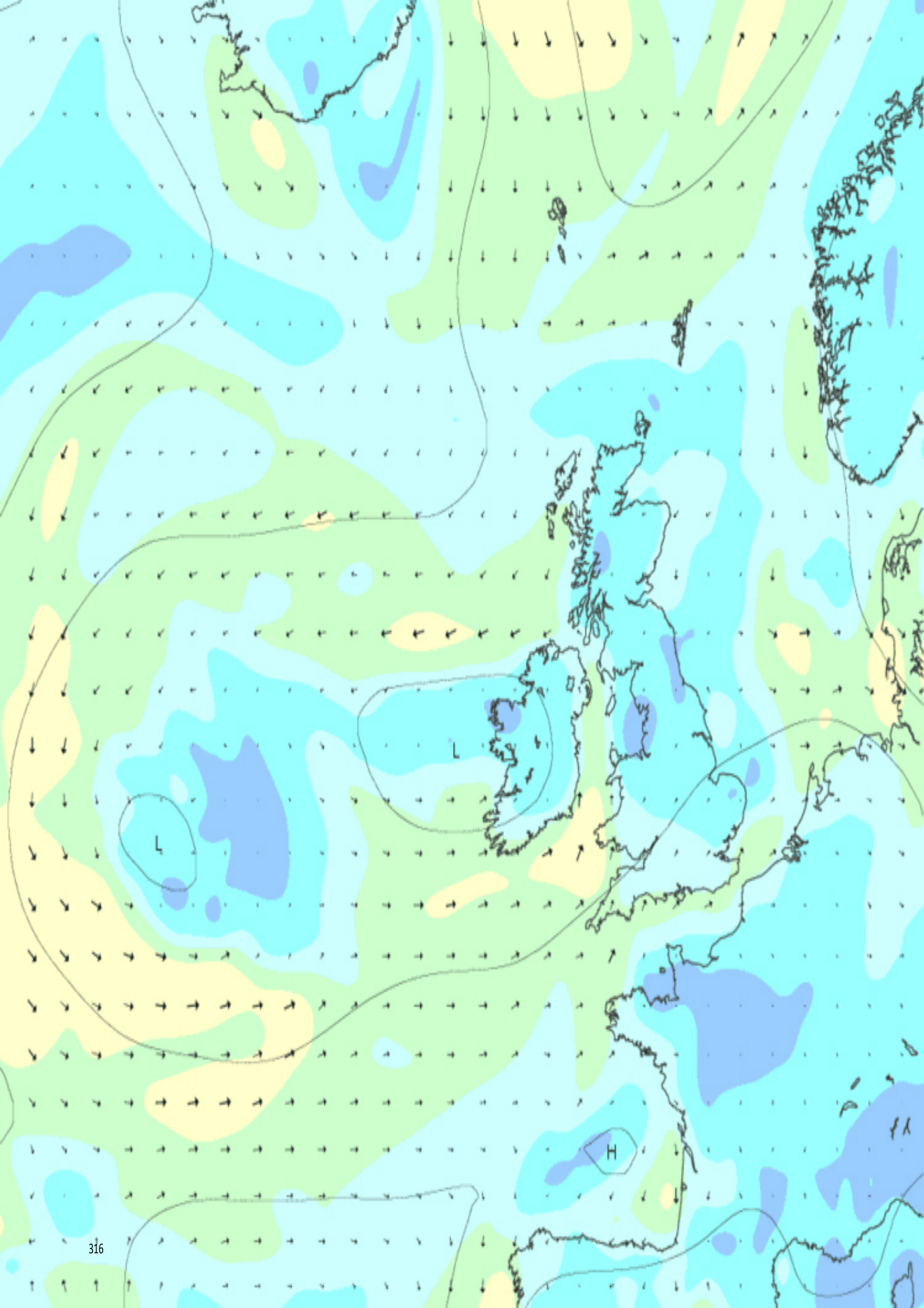
## LADEN TANKERS

1. Laden tankers should avoid the area between the Saints Traffic Separation Scheme and The South (51°41' N 7°40' W).  
2. Laden tankers over 10,000 GT should not use the channel between Gumbrell and Skomer Island (51°44' N 7°21' W) unless moving between Saint George's Bay and Milford Haven.  
3. Laden tankers over 10,000 GT using the Traffic Separation Scheme OFF Land? 200, between Saint George's Bay and Milford Haven (51°44' N 7°21' W) should keep at least 3 miles to seaward of West Head and should not use the scheme in restricted visibility or other adverse weather. For reporting procedures see Admiralty List of Radio Signals.

## TRAFFIC SEPARATION SCHEMES

Charted Traffic Separation Schemes are listed in Annual Notice to Mariners No 17 (2012), which is a printed assembly. It indicates which schemes are IMO-adopted and includes other relevant information. For the latest information on individual schemes and information about IMO recommended routes for service tankers and other vessels, see Admiralty Sailing Directions.















































# Leaving Lundy

**Day 67**

**Lundy – Martin's Haven**

**44.91 nm**

**10:31 hrs**

**O.A. 4.3 kts**

**Lost Porpoise**

**Cutting the Range**

**Jack Sound**

# TO SAINT GEORGE'S CHANNEL AND BRISTOL CHANNEL

DEPTHS IN METRES

SCALE 1:500 000 at lat 55°00'

Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide.  
Heights are in metres. Underlined figures are drying heights above Chart Datum. All other heights are above Mean High Water Springs.  
Positions are referred to the WGS84 compatible datum, European Terrestrial Reference System 1989 Datum.  
Navigational marks: IALA Maritime Buoyage System - Region A (Red to port).  
Projection: Mercator.  
Sources: Reference should be made to larger scale charts for the sources of inshore detail. The water hydrography is derived from leadline surveys of 1852 and 1935 and lines of passage soundings.

## LADEN TANKERS

1. Laden tankers should avoid the area between the South Traffic Lanes and the North Traffic Lanes (51°43'N 5°45'W).  
2. Laden tankers over 10,000 GT should not use the channel between Gumbley and Skomer Island (51°44'N 5°21'W) unless moving between Date Island Bay and Milford Haven.  
3. Laden tankers over 10,000 GT using the Traffic Separation Scheme OFF Land's End, between Seven Stones and Longship (50°27'N 5°17'W) should keep at least 3 miles to seaward of West Head and should not use the scheme in restricted visibility or other adverse weather. For reporting procedures see Admiralty List of Radio Signals.

## TRAFFIC SEPARATION SCHEMES

Charter Traffic Separation Schemes are listed in Annual Notice to Mariners No 17 (1974), which is a printed assembly. It indicates which schemes are IMO-adopted and includes other relevant information. For the latest information on individual schemes and information about IMO recommended routes for service tankers and other vessels, see Admiralty Sailing Directions.

## NATIONAL HORIZONTAL DATUM

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2423 943 SOUTHWARD, 945 EASTWARD  
2424 943 SOUTHWARD, 944 EASTWARD

## OIL AND GAS FIELDS

Production platforms and associated structures, including tanker tankers, storage tanks and platforms as pipelines, generally exhibit MEO lights, aircraft obstruction lights, and audible fog signals. Charted navigators are prohibited within 100 metres of all such structures.

## WRECKS AND WELLHEADS

Wrecks, obstructions and tools are not shown except the coastal 10 metre depth contour. Within the area covered by larger scale charts, wrecks and wellheads with a depth of more than 25 metres are shown. Outside the areas of larger scale charts, depths where known are shown for charted wrecks and wellheads. Areas of numerous wrecks are covered by a legend.

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Submarine cables and pipelines are shown in the vicinity of submarine cables and pipelines.

## ANCHORING AND FIDING

Mooring marks are shown in this chart for anchoring and fiding in areas covered by larger scale charts, an explosive dumping ground, fuel area, reef marks and compass roses cables have been located from these areas.

## HIGH SPEED CRAFT

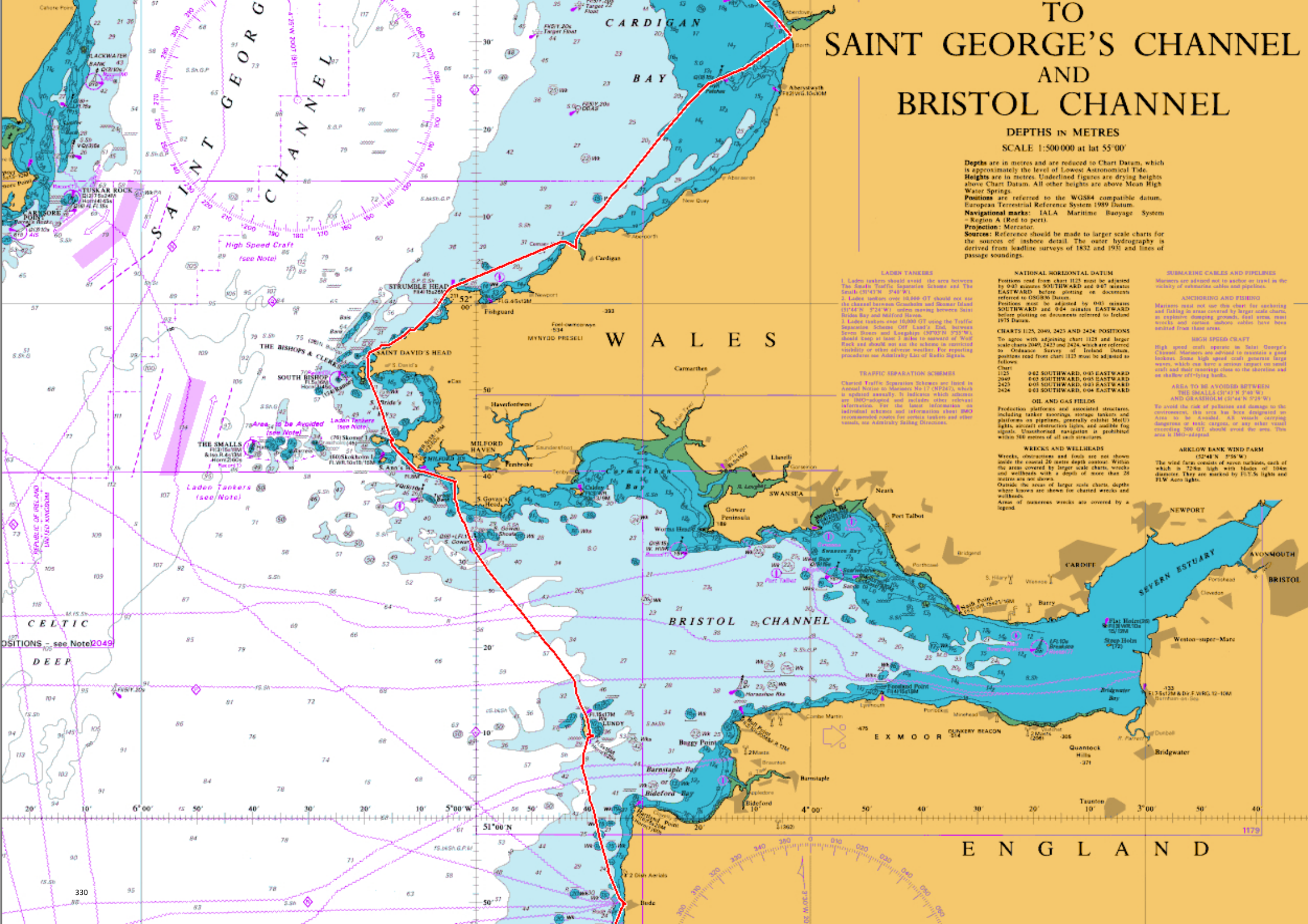
High speed craft operate in Saint George's Channel. Mariners are advised to exercise a good lookout. Some high speed craft generate large waves, which can have a serious impact on small craft and their keelings close to the shoreline and as shallow off-lying banks.

## AREA TO BE AVOIDED BETWEEN THE SMALLS (51°43'N 5°45'W) AND GRASSHOPPER (51°44'N 5°21'W)

To avoid the risk of pollution and damage to the environment, this area has been designated as Area to be Avoided. 5.5 nautical miles carrying dangerous or toxic cargoes, or any other vessel according to IGC, should avoid the area. This area is 1000-metre.

## ARKLOW BANK WIND FARM

(52°48'N 5°58'W)  
The wind farm consists of seven turbines, each of which is 72m high with blades of 104m diameter. They are marked by E.I.S. lights and T.W. Aero lights.



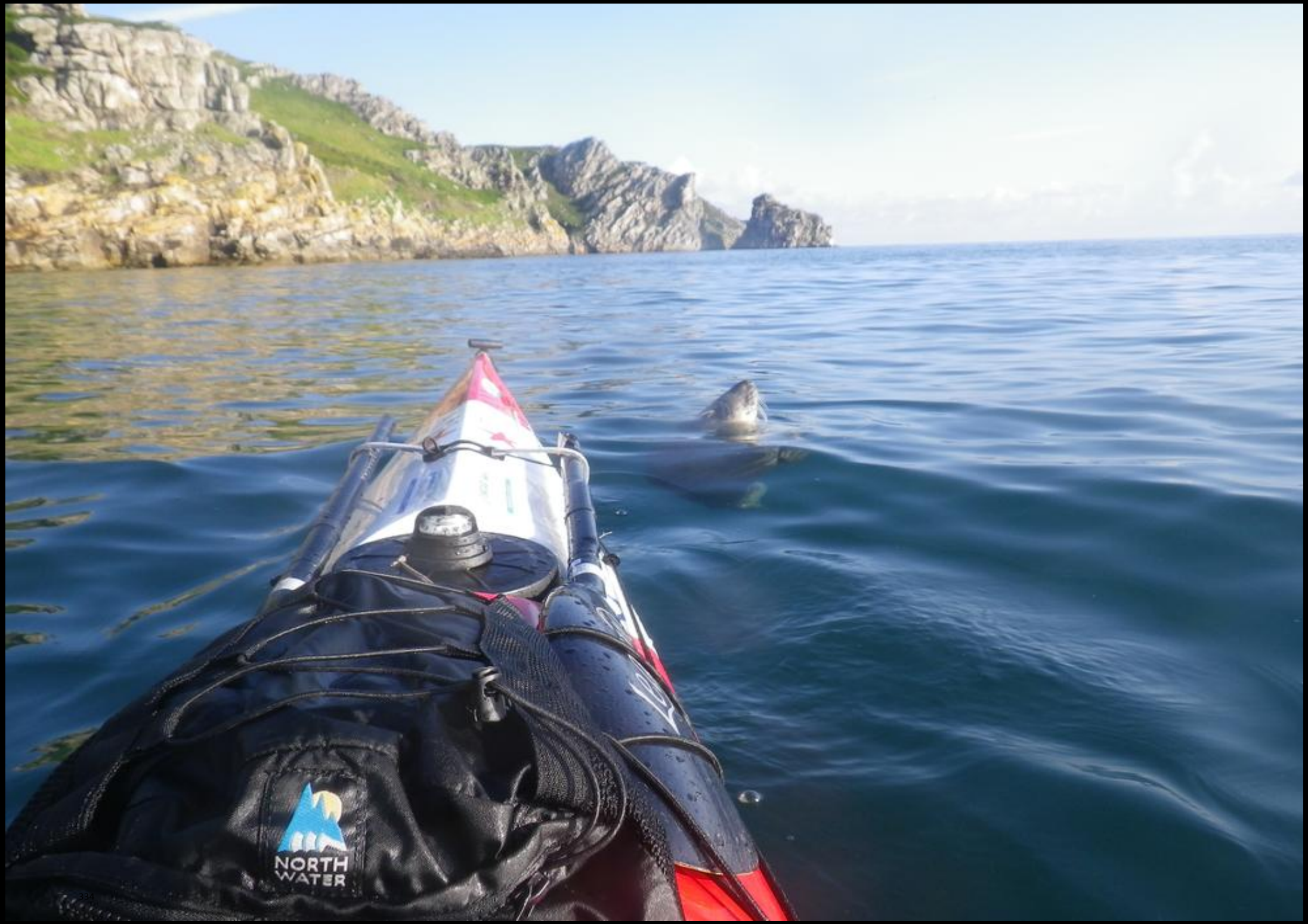














































# The Final Days

*A Return to Welsh Wales*

**Range, what Range?**

**The Longest Day**

**Survival to Sanctuary**

**So near...**























# **Range, what range?**

**Day 69**

**Poppit Sands, Cardigan – Ynyslas, Aberdovey**

**34.69 nm**

**09:38 hrs**

**O.A. 3.6 kts**

**Birds on the Radar  
Dodging the Celtic Tiger**











# The Longest Day

Day 70

Ynyslas, Aberdovey – Trefor

53.49 nm

11:49 hrs

O.A. 4.5 kts

*‘Call it day, it’s dark’*

























# **So Near...**

**Day 71**

**Trefor – Point Lynas**

**38.97 nm**

**09:20 hrs**

**O.A. 4.0 kts**

**Lobster Bob and the lost kayak**

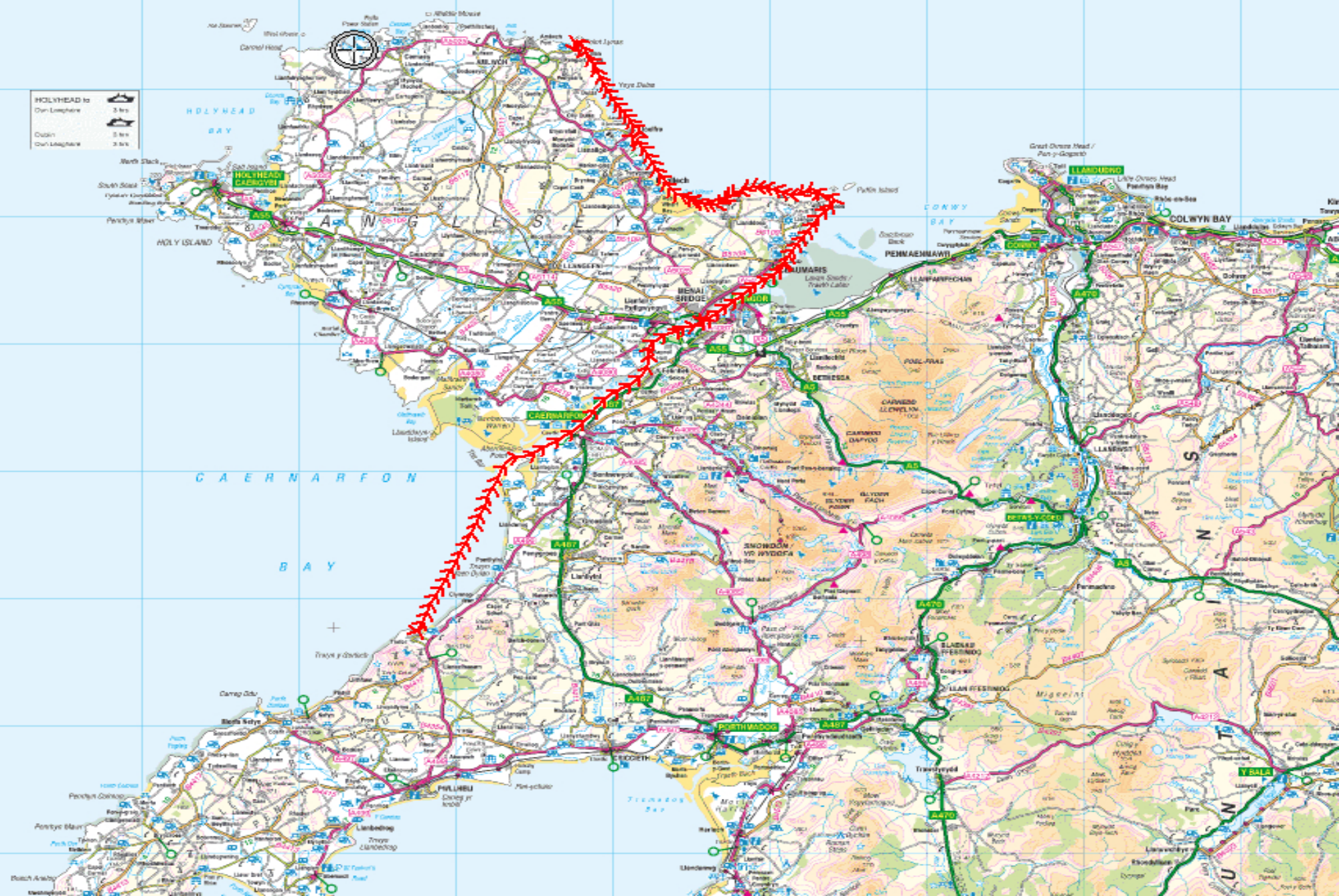
**Survival to Sanctuary**

**Red Wharf Beating**

**Sneaking Suspicion**

















































# **Done and Dusted**

**Day 72**

**Point Lynas – Cemlyn Bay**

**8.60 nm**

**02:27 hrs**

**O.A. 3.5 kts**

**The Last Forecast  
Cake on the Beach  
Is that it?**























































# Some Statistics

**Total Mileage: 1773 nm (2043 miles – 3284 km)**

**Total Days: 72**

**Total Paddling Hours: 419**

**Average daily mileage (72 days): 24.63 nm (28.36 miles - 45.61 km)**

**Average daily paddling hours (72 days): 05:49 hrs**

**Total paddle strokes: 875,700 (approx. - one side)**

# Some More Statistics

## **Longest paddling day:**

**Day 70 - Ynyslas (Aberdovey) - Trefor – 11.49 hrs  
53.49 nm (61.6 miles - 99.1 km) - Avg. 4.52 kts**

## **Shortest paddling day (distance):**

**Day 2 - Port St Mary - Niarbyl (Isle of Man) – 02:46 hrs  
8.5 nm (9.8 miles - 16 km) Avg. 3.07 kts**

## **Shortest paddling day (time):**

**Day 22 - Brora - Tarbett Ness (Moray Firth) – 01:53  
hrs  
10.03 nm (11.5 miles - 18.6 km) - Avg 5.33 kts**



# And More Statistics

**Highest daily average speed:**

**5.33 kts**

**Day 22 - Brora - Tarbett Ness (Moray Firth)**

**Lowest daily average speed:**

**3.07 kts**

**Day 2 - Port St Mary - Niarbyl (Isle of Man)**

# The Aftermath









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