

Tonic's Trip to Whitby 3rd – 8th July 2017-09-30

BOAT

Tonic
 Southerly 100
 Constructed 1987
 LOA 10.29m
 Beam 1.78m
 Draught 0.69m (keel up); 1.78m (keel down)
 Displacement 4.5tonnes

Crew for Trip

Richard Barlow (skipper)
 John Jewson
 Jonathan Hazel

Passage Planning

Distances

Brancaster Staithe to Bridlington	74 miles
Bridlington to Scarborough	20 miles
Scarborough to Whitby	16 miles
Brancaster to Whitby	110 miles

High Water (before Dover) hours

Dover to Brancaster	-5¼
Dover to Bridlington	-6½
Dover to Scarborough	-6¾
Dover to Whitby	-7¼

Tides and height figures

Below are my actual workings

	Mon 3/7	Tue 4/7	Wed 5/7	Thurs 6/7	Fri 7/7	SAT 8/7
BRANCASTER	H 2:47 / L 14:57 2:47 / 14:57	H 3:04 / L 16:07 3:04 / 16:07	H 3:21 / L 17:17 3:21 / 17:17	H 3:38 / L 18:27 3:38 / 18:27	H 3:55 / L 19:37 3:55 / 19:37	H 4:12 / L 20:47 4:12 / 20:47
GRIMSBY	H 2:01 / L 14:16 2:01 / 14:16	H 2:18 / L 15:26 2:18 / 15:26	H 2:35 / L 16:36 2:35 / 16:36	H 2:52 / L 17:46 2:52 / 17:46	H 3:09 / L 18:56 3:09 / 18:56	H 3:26 / L 20:06 3:26 / 20:06
BRIDLINGTON	H 1:15 / L 13:30 1:15 / 13:30	H 1:32 / L 14:40 1:32 / 14:40	H 1:49 / L 15:50 1:49 / 15:50	H 2:06 / L 17:00 2:06 / 17:00	H 2:23 / L 18:10 2:23 / 18:10	H 2:40 / L 19:20 2:40 / 19:20
SCARBOROUGH	H 1:47 / L 14:11 1:47 / 14:11	H 2:04 / L 15:21 2:04 / 15:21	H 2:21 / L 16:31 2:21 / 16:31	H 2:38 / L 17:41 2:38 / 17:41	H 2:55 / L 18:51 2:55 / 18:51	H 3:12 / L 20:01 3:12 / 20:01
WHITBY	H 1:01 / L 13:16 1:01 / 13:16	H 1:18 / L 14:26 1:18 / 14:26	H 1:35 / L 15:36 1:35 / 15:36	H 1:52 / L 16:46 1:52 / 16:46	H 2:09 / L 17:56 2:09 / 17:56	H 2:26 / L 19:06 2:26 / 19:06
IMMINGHAM	H 1:02 / L 13:17 1:02 / 13:17	H 1:19 / L 14:27 1:19 / 14:27	H 1:36 / L 15:37 1:36 / 15:37	H 1:53 / L 16:47 1:53 / 16:47	H 2:10 / L 17:57 2:10 / 17:57	H 2:27 / L 19:07 2:27 / 19:07
DOVER	H 07:37 / L 19:52 07:37 / 19:52	H 08:31 / L 20:52 08:31 / 20:52	H 9:27 / L 21:48 9:27 / 21:48	H 10:25 / L 22:36 10:25 / 22:36	H 11:25 / L 23:15 11:25 / 23:15	H 12:26 / L 23:51 12:26 / 23:51

I used Navionics to calculate the times when the tides change from a northerly flow to a southerly flow, and vice versa. The maximum speed of the tides was also noted, for the week after a neap period.

Weather Forecasts

As the preceding week went by, it looked increasingly likely that the weather would be fair, with light to moderate winds between NW and SW for the week, plus be warm and sunny.

By Friday the decision was made that the trip would go ahead.

Over the weekend the forecast changed when it suddenly decided that there was going to be a narrow warm front get stuck mid week over northern England, whilst the rest of the country would bath in warm to hot sunshine. This weather front would be in a band between Scarborough and Whitby on Wednesday, the day we were due to be in Scarborough!

Monday 3rd July

Departure Day

I arranged to pick up John from his home in Walton Highway and meet Jonathan on the hard at 13:00.

The tender was loaded up with everybody's clutter, and with John perch on the bow, we made our way out to Tonic's mooring. Revs on the outboard being kept to a minimum to avoid any splash as the gunwale was only a few inches above the water line!

Provisions, sail bags and outboard were taken aboard

Sea cocks opened.

Sail and helm covers stowed.

At 13:50 we dropped our mooring and were away.

The mainsail was hoisted whilst still in the outer harbour, and as the wind was in the NW, F2/3, we decided to go via the outside of Skegness windfarm.

We motor sailed for an hour, but then the wind became a constant F3 so we cut the engine and sailed between the wind turbines and the Inner Dowsing south cardinal buoy.

Sailing continued for about an hour past the wind farm, but then the wind began to drop, so the motor came on again.

The plan was to keep going until nightfall (about 22:30) and either anchor inside Spurn Point or close into its eastern shore, depending on the wind direction. There was no point sailing through the night as we would have the tide against us from 22:00 to 04:00 hours. The forecast said the wind would back to the west and drop to F1, so we decided to anchor just south of Easington, before we got to where all the gas pipes and electricity cables come ashore.

We had been fed, whilst underway, by Jonathan who had brought an enormous fish pie with him (care of Rena) so we had a quick drink and settled down for the night.

Tuesday 4th July

Spurn Head to Scarborough

After a slightly roly night due to the remains of a north easterly swell, the alarm went off at 04:00, just as it became daylight.

John and I retrieved the anchor (at the push of a button!), and motored off in the early morning mist, as Jonathan sorted himself out down below. The red lights of a windfarm offshore still flashed as the sun crept up behind them.

This would be the first of two wind farms we would pass during the morning.

By 06:00 we could see Flamborough Head cliffs in the distance, probably 15 to 20 miles away.

When we reached Flamborough the sea was still flat and smooth, so we motored close inshore, under the towering limestone cliffs, to get a close up view. The sight of kittiwakes, guillemots, razorbills, puffins and gannets (flying in formation like the Red Arrows) was awe inspiring

Flamborough Head Lighthouse



After Flamborough we passed Bempton Cliffs and then went further out to miss the shallow rocks of Filey Point.

At this point we could see Scarborough Castle in the distance.

Scarborough Castle ahead



By 12:30 we had arrived at the entrance to Scarborough harbour and there was enough water to go straight in. Scarborough has an outer and inner harbour. The outer harbour is laid out with cradles for local boats, whilst the inner harbour is shared with commercial fishing and leisure pontoons which mostly dry out at low tide. The pontoon nearest the eastern wall is supposed to have enough water to allow a keeled boat to stay afloat, but appears to be silted up. Talking to the friendly Harbour attendant, it sounded like dredging work was due to take place soon.

By about 14:30 the forecast rain duly arrived and we rested below after our early start, listening to the rain drumming on the deck. Later, with Jonathan never wanting to be far from a beverage, we searched out a local hostelry, recommended by the Harbour attendant. After a short, steep walk we found the Leeds Arms, a traditional drinking pub with lots of nautical pictures of local boats that have sailed from Scarborough over the years. Once refreshed we walked back down to the harbour and had supper in a popular fish restaurant.

Wednesday 5th July

Scarborough and Sail to Whitby

With only a 16 mile journey today and the tides not being right until after midday, we had a walk up to the castle that looks down on to the whole of Scarborough.



Though damp and grey, the rain that had fallen most of the night had stopped. The wind, however, had freshened up and was probably F4 or F5, from the NW again.

We walked around the outside of the castle walls and looked down into the North Bay, but couldn't get into the castle as it didn't open until 10:30 and it was only 09:30! From the castle we walked down the steeply stepped footpaths through the old town back to Tonic. After a quick bite, we cast off at 12:00 and once out of the protection of the harbour found a fresh wind and swell more or less on the nose.

With one reef in the mainsail, we motored north.

Having left ourselves 4½ hours to do the 16 miles to Whitby, Jonathan, on checking with his Navionics app on his smart phone, became increasingly concerned that we might not make Whitby in time to catch the last opening of the swing bridge into the marina. Whitby Swing Bridge opens on the ½hr, from 2 hours before to 2 hours after high tide. So we had to be there before 16:30.

As we crossed Robin Hood's Bay, I took a Captains decision to increase the engines revs from 2200 to 3000. From then on Jonathan seemed to relax!

John safely helmed us through Whitby's breakwaters and we tied up to the waiting pontoon for about 15 minutes before the swing bridge opened for the last time that day.

Whitby's swing bridge



Once through the bridge there is a large area of water which is shared by a mixture of commercial and leisure boats. A modern marina office and facilities is on the northern bank ahead of you, and its roof looks like an upturned wooden boat's hull.

We were directed to a space on a pontoon, opposite a large, light blue sailing boat. As we came along we realised it was Ellen MacArthur's Sailing Trust's boat. Would she be on board? Alas, we later found out not.

Tonic and "ellenmacarthur" Are my crew thinking of jumping ship?



After tying up and getting ship-shape we had the necessary pics taken!

There was also a smart Ellen MacArthur logo'd floor mat on the pontoon, which someone suggested could accidentally fall off the pontoon and disappear! Fortunately it only got as far as being talked about!

Showers were had by all, in some of the best facilities I have seen anywhere.

Once we were all sweetly smelling we walked into town and found a very smart fish restaurant, The Marine, overlooking the outer harbour.

On the way back we called in at the station and decided we would take the steam train next day to Pickering. Tickets were purchased.

Thursday 6th July

Non sailing Day – Steam railway trip to Pickering

Morning dawned with blue skies

We congregated on the platform waiting for the steam train to arrive, but were disappointed when it came around the bend, as it was a diesel train!

At the 1st stop, Grosmont, it was however changed for a steam engine and the rest of the day's journey was under steam.

The train ambled along, with its speed not much faster than Tonic can go with a fresh wind behind her, though the speed did pick up as we headed down hill off the North Yorks moors into Pickering. The journey took 1 hr 40 mins . Being a lovely day the views and scenery were special.

At Pickering, John and I followed Jonathan who soon found the Black Swan where cool lagers and a bar snacks were purchased.

Following a look around The Flea Market we made our way back to Pickering station where we sat in the shade waiting for the 14:00 train back to Whitby

Our train arrives. Before departing it was uncoupled, turned around, and attached to the other end of the carriages



As it was so hot , all the trains windows were open, which meant we were all covered in spots of soot by the time we neared Whitby. The heat had built thunder clouds by the time we arrived back and claps of thunder could be heard as we entered Whitby. Luckily the rain held off until we got back to the boat, but then the heavens opened for a couple of hours and then again later in the evening.

Between storms we went up to the Abbey Wharf on the south bank, where we ate whilst watching another downpour.

Friday 7th July

Whitby to Bridlington

Up at 05:00 to catch the last opening of the swing bridge.

As we went through the bridge at 05:30, the sun was just coming up, with very little breeze, so motor was left on and autopilot switched on and set on a course of 142°T once clear of the offshore rocks.

Breakfast was served by Jonathan, who is always capable of creating tasty morsels out of very little. We never went hungry on the trip, which is thanks to Jonathans willingness to man the galley, though it often needs some serious cleaning afterwards!

Good progress was made southwards and as it looked that we might arrive at Bridlington before there was enough water to enter, we decided to anchor in the North Landing bay near Flamborough Head to have some lunch and a rest. John put a tripping line on the

anchor as we weren't sure on what type of ground we were trying to grip on to, and didn't want it to get stuck in rocks! Luckily it held first time.

We had several cliff top walkers appear above to look down on us. Luckily non fell off the cliff top as their position looked quite precarious! Several sea kayakers also paddled by, which again looks a lot more risky than being on a solidly built yacht.

After about an hour we up'd anchor and set off under engine power.

The tidal race around Flamborough Head quickly swept us past the lighthouse. Soon after passing the point the wind picked up from the north, so we had a welcomed sail into Bridlington Bay.

Bridlington harbour was entered just before HW. All the leisure boat pontoons dry out from about mid tide, so if entering you need to be able to take the ground.

Tonic is behind the catamaran, centre right. Picture taken from Rags restaurant where we had dinner



Two helpful ladies in the harbour office suggested where we might eat that evening, and were interested in where we'd been.

Once sorted we went across to the Royal Yorks YC for a drink. It was surprisingly busy, which we found out was due to a meeting about to be held on the long proposed marina development.

We then had our last meal out at Rags which was a restaurant/nightclub overlooking the harbour. We retired before the nightclub opened! John and I had a walk around the harbour and we both thought Bridlington was a much nicer place than Scarborough, but not in Whitby's league.

Saturday 8th July

Bridlington to Brancaster

Another early start.

Up at 04:00, for the long trip back to Brancaster.

Weather sunny, with a decent wind from the north.

We decided to have a go at flying the asymmetric spinnaker, which is always challenging/ amusing! Jonathan was given the helm to look after. John and I went forwards to try and hoist the sail without getting the lines in a tangle – we failed!

Unfortunately the wind was dead astern so we had to veer off course a bit to keep it full, which on one tack seemed to take us off the desired course by a long way. The wind started to get gusty and in one blow we nearly broached, so decided we'd had enough excitement for one day and snuffed it down below via the forward hatch.

Steady progress was made via sail until we came to cross the Humber traffic separation zones, where the wind started to drop. We crossed the traffic zones near the South East Chequer's south cardinal lightship, more or less the same route as when we had headed north a few days earlier.

We decided to head down the Lincolnshire coast and cross The Wash from the west side of Skegness windfarm. This turned out to be the wrong decision as the wind veered throughout the afternoon and was a Southeasterly by the time we were off Skegness, which meant it was under engine power that we crossed The Wash and entered Brancaster Harbour.

We arrived at 17:30, having done the 74 miles in 13 hours, where we had planned that the journey could take 15 hours.

As we motored to Tonics mooring, the boat was packed away and we prepared to disembark with plenty of memories

Comments on Trip

Total mileage was 255

Engine hours – unknown as clock only occasionally works! The engine was probably on 75% of the time

Diesel used- 50 litres

Whitby is well worth a visit.

Bridlington is a more yachting friendly port than Scarborough, which is full of “kiss me quick” type of shops and needs some investment.

The back streets and old town part of Scarborough are worth exploring.

Thanks to John and Jonathan for crewing and hope they will join me for further adventures.