

# the BEAMER



## Port Edgar Yacht Club's Newsletter – February 2020

Hello, everyone!!

Welcome to this edition of the club's newsletter, The Beamer! The new sailing season is rapidly approaching, and some boats are ready and waiting, poised for their launch next month. Others are less prepared, their owners anxiously looking at long-range weather forecasts hoping for a window of opportunity to do at least the antifoul and sacrificial anode before popping her back into the water. So, whatever state your boat is in, here's wishing everybody a great 2020's sailing!

Catherine

### Featuring:

- **Commodore's Update.**
- **Theory Practice Sessions at Port Edgar Yacht Club**
- **A trip to the Dusseldorf Boat Show**
- **Queensferry Crossing Exclusion Zones info**
- **Cruise from Port Edgar to Ipswich**
- **Karl's return**
- **Photographic Competition Winner**
- **Spotlight on ... Gerry Fitzgerald**

## Commodore's Update

Charlie Simpson

### 2020 will be a huge year for the club!

And 2019 was a successful year on the water, with participation rates slightly up. Well done to all those who sailed and also to all those who organised this.

2019 was also a year when we made major strides forward on our 2 main objectives - The New Clubhouse Project and Membership. Here is an update on both of these.

#### The New Clubhouse Project

Tremendous progress has been made on this. Here are just a few of the highlights:

- We now have a new 83-year lease on an enlarged site.
- Planning permission for the project has been granted.
- We have been awarded a grant of £75,000 by Sportscotland.
- We have raised >£48,000 in members' donations, and >£12,000 in related Gift Aid from HMRC.
- Members have heroically cleared the site and constructed & fitted out our new clubroom building.

Since we are keen to complete the project this year and we now have a grant, we will be employing contractors to complete almost all of the remaining skilled work.

The 3 remaining parts are:

- converting the old bungalow into changing facilities.
- constructing a new link/entrance building between the changing facilities & the clubroom.
- demolition of the old clubhouse and creation of a dinghy park.

The overall cost of the new clubhouse is c £324,000. This is being funded via cash from our savings and members' donations of £216,000 plus the Sportscotland grant of £75,000. However, we still have a current shortfall of £33,000 which we are trying to fund from further members' donations, small grants, corporates, etc. Money continues to be received.

We are very keen to raise the shortfall in the next 2 months so we can have the contractors starting in say May with completion in September.

So if any members have not yet donated and are in a position to do so, it would be terrific if they could donate now (simple, see website). We can then press on and complete the project.

#### Membership

Last year our Core Membership numbers were slightly down at just over 300. However, we will be working hard to increase this figure from 2020 onwards. It would be great if all members could also help by trying hard to bring along new members.

# the BEAMER



## Port Edgar Yacht Club's Newsletter – February 2020

Our Affiliated Membership numbers rocketed up during the last year to over 200. Queensferry Rowing Club were already affiliated. Port Edgar Dragons rowing club became affiliated to us last year. Recently, the large Edinburgh University Sailing Club became affiliated. Finally, we are also in discussion with another local sailing group to affiliate and I hope to announce this soon.

So, overall, we presently have 500+ users of the club. I envisage PEYC enhancing its position as a major hub for sailing and related activities.

One thing I would really like is for all members to pay their subscriptions by direct debit. Presently two thirds pay by DD. I'd ask the one third who pay their subscriptions via manual online payments to tick the DD box in March and change to paying their subs by DD. This will help us enormously because we'll know our exact membership numbers and avoid late payments (often months), (which will save us chasing late payers, thus helping our cash position at our annual low point). Thanks.

Finally, our 2020 sailing programme looks very busy with something for everybody – yacht racing, dinghy racing, yacht cruising, 707 training, sailing theory sessions and fun sailing. I'd encourage all members to try several of these.

We will also be hosting the 707 UK Championships in August which will definitely be a major event.

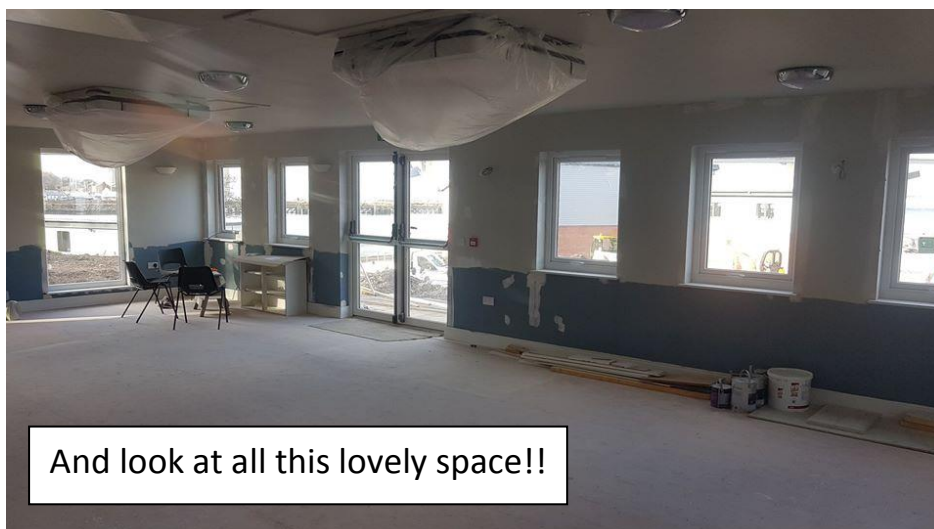
I'm sure 2020 will be a memorable one, so have a great year of sailing.

Charlie Simpson

Commodore



The new clubhouse –  
warm, dry and well lit!!



And look at all this lovely space!!



The 2019 sailing season added a new string to the club's bow: Theory Practice Sessions.

Around a dozen sailors got together a total of a dozen times over the season to practice some of the less-used skipper and crew skills, or at least skills the participants wanted to practice and share their learning with others.

Man Over Board featured heavily, with a more difficult "stress test" applying each time, building from recovering the bucket-and-fender with a crew of four to recovering it single-handed, to retrieving the ever-willing Fred, all done under sail. Weather and tide conditions were almost always pretty helpful, but challenges were found for each helm, whatever their sailing experience. Sometimes just stopping a boat in the right place is hard enough.

Early on, a number of sessions looked at differing ways to leave a pontoon using springs and motor to combat tight parking or adverse wind. There was even practice at reversing out under sail only.



*Anne explains how to create a ladder to a GPS waypoint for easy fixes*

On a flat calm day with 5 crew and two handheld compasses we made a deviation card for Sundancer, possibly the first it's had in 40 years! We also learned the hard way that there is a magnetic anomaly near the marina's pier!

With participants' experience levels ranging from complete beginner to yachtmaster, it was sometimes a little tricky to find desk exercises at the right level to challenge all while not leaving any

behind. W.O.B.B.L.E featured a few times, and passage planning taxed the brains with issues such as tide gates, sector lights, how to read an

almanac and find the important information from different sections (and spot the mistake in the 2020 Reeds for the Forth - leave that one with you).

There was a good deal of taking fixes, on the desk and at sea, including running fixes, "ladders" on the chart and using cross-track-error on the GPS, CADET and all that goes along with it.

Plenty of holes in our understanding were uncovered, plugged and we sailed onwards, which was the point.

A fun leveller of experience was the Lights-Shapes-Marks cards. Can you remember what a preferred channel marker looks like AT NIGHT? (Hint: you will do if you visit Rosyth Dockyard entrance.)

The Club's Facebook page recorded some photos and video of the efforts over the year.

In 2020 there will be a new page on the club website [www.peyc.org.uk](http://www.peyc.org.uk) for the TPS with an online booking system for the sessions, thanks to Peter Collings.

It is hoped that the TPS will add to what the club can offer to our new affiliate members of the Watersports and the Uni, and to graduates of the RYA courses locally and of course, to the regular membership.

What will the coming season's sessions bring for practice? Well, that all depends on what you want to do. Bring a question; bring a handy-dandy technique; bring a story of what-not-to-do.

Questions and suggestions: Scot Corrigan, [peyc.tps@gmail.com](mailto:peyc.tps@gmail.com)



# the BEAMER

Port Edgar Yacht Club's Newsletter – February 2020



## Boot Dusseldorf 2020

Colin Robertson



**Eating out–  
German style!!**

Bavaria (with various models on display at their national show). I found the new ClubSwan 36 to be particularly interesting, with an innovative new "C Foil" design, promising to improve VMG upwind, to simplify gybing downwind, and to enable the boat to plane while reaching. The trend in yacht architecture seems to be twin rudders and pronounced chines. Oh, and chipboard has seemingly been rebranded as "engineered wood panels with high tech resin"! The America's Cup made multiple appearances at the Prada stand, having made the journey over from New Zealand so that attendees could have their picture taken with it. The influence of the new America's Cup design class could be seen elsewhere in the sailing halls, with several new foiling yachts and dinghies on display. Whether or not the foiling boats will gain traction or end up another fad remains to be seen! Representing racing of a different sort was Clipper Round the World, looking to sign up crew members (I politely declined!).

Multiple classes of dinghies were on show, and there was also a 25x10 metre indoor pool with industrial size fans down one side and a few Optimists, offering children the chance to learn how to sail them in a figure of eight around the pool. Surprisingly, the most interesting boat on display in the dinghy area was the Pulse 58 RIB,

a new model from RS, powered by batteries and driven with an innovative "RAD

drive" steerable pod that looks like an inverted Dyson desk fan, but with a rotating ring on the inside with blades mounted to it, leaving the centre of it (where the propeller hub and shaft would normally be) clear. This was not the only development in electric propulsion on show, with a few companies offering retrofit packages for a variety of yacht hull lengths. There are certainly significant advantages offered from electric propulsion, including fuel cost savings and less maintenance due to fewer moving parts, although according to one of the exhibitors the benefit of electric over diesel is no longer there once the endurance required exceeds eight hours. Nevertheless, it is obvious that the only limiting factor remaining is

battery technology, and electric power looks to be an excellent option if you do not require more than eight hours endurance.

On show in the other halls were numerous motorboats of every size, from aluminium fishing skiffs to 1,000HP powerboats (three outboards, 57,000 euros each!) to large superyachts, fishing tackle, canoes and kayaks, diving equipment and a plethora of chandlery items spread over two halls. There was also a water-skiing/kite-surfing/paddle-boarding area with its own pool, and the impressive "The Wave", an indoor wave created by passing a great volume of water over a wave shaped bottom at high velocity, for surfing on.

The next Boot Dusseldorf takes place between the 23<sup>rd</sup> and 31<sup>st</sup> of January 2021. It is held at the Messe Dusseldorf Exhibition Centre, which is very close to the airport (take the number 896 bus). Public transport in Dusseldorf is excellent and transport is included in the price of your Boot Dusseldorf ticket. Why not go and see Europe's largest boat show for yourself next year?



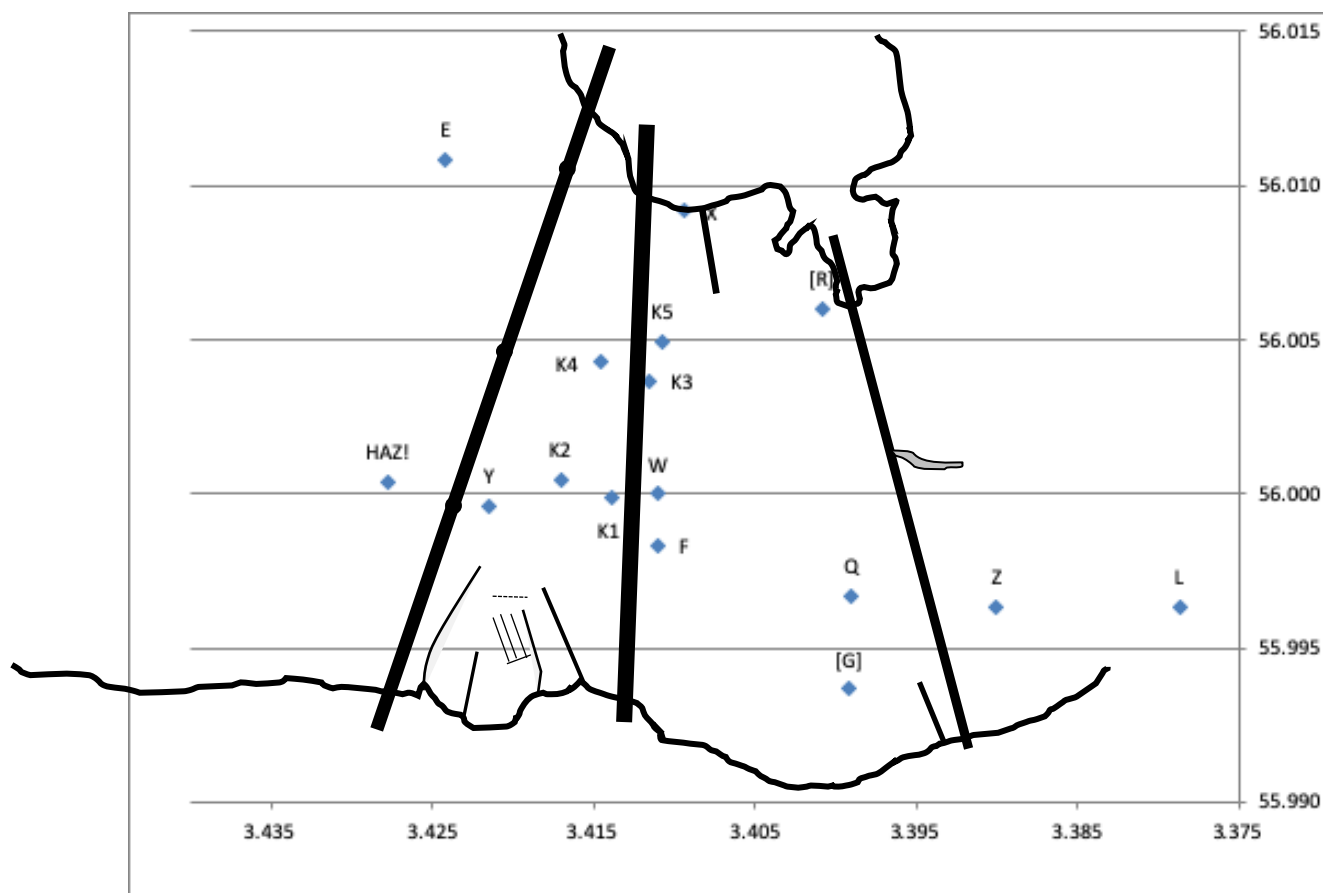


### Queensferry Crossing Exclusion Zones

Jim Scott

The exclusion zones required for construction of the Queensferry Crossing have been in place since October 2012 and PEYC undertook not to run races through the narrower shipping lanes due to the risk of conflicts with commercial vessels. Hence, for the last seven seasons all yacht races from the pier start line had to go east, more often than not with a downwind start. Dinghy courses off Port Edgar have also been highly restricted.

The first good news for 2020 is that Forth Ports have said that the exclusion zones will be rescinded as soon as the constructors are finished and expect that to be 'sooner rather than later'. Hence, I am very hopeful that will happen before April. The second good news is that the byelaws covering the Forth Road Bridge will apply to the Queensferry Crossing. Byelaw #36 states 'Vessels must not approach within 100 metres of the main piers of the Forth Road Bridge', but provides a specific exemption for pleasure craft of less than 12 metres. The third good news is that Forth Ports will retain five of the current exclusion zone marks to assist navigation in the main and Rosyth ship channels, including their navigation lights. Hence, we will have a lot more buoys available for dinghy and yacht courses, including night courses.



PEYC uses letters to name marks so upper or lower case define rounding to port or starboard. But 'O' & 'I' can't be used because 'o' & 'i' cause confusion, leaving only 24 available. Yacht course already use 22 of these so we need to do something different to cover the extra 5 Forth Ports marks. Hence the new marks are K1, K2, ... K5 for rounding to port and k1, k2, ... k5 to starboard. The dinghy start line ODM off Port Edgar will be used by yachts in the night courses and is renamed as mark F instead of 'P' since that's also used for the St David Light Pillar. As a consequence, the mark off N Queensferry, used only by dinghies, will now be mark R. New dinghy and east area yacht courses will be published by the start of the season.



# the BEAMER

Port Edgar Yacht Club's Newsletter – February 2020



## Port Edgar to Ipswich (almost)

Norman Paterson

It began with an email from PEYC entitled "Cruising Opportunity." It was what I had been hoping for: several days at sea — I didn't much care where; going down the east coast was as good as anywhere else. Yet I was somewhat scared. It was, literally, taking me out of my comfort zone: at home I would be staying *in* my comfort zone, warm and dry. Yet

### Solstice



the logic was inescapable. It is better to regret doing something, than to regret not doing something (as my daughter tells me). I sent off my boiler plate (competent crew, can cook & clean, non-smoker, social drinker, etc, and a flattering pic) and received a friendly reply from the American skipper, Bill Ebling.

It was short notice: the email had arrived on the 4th; Bill suggested we embark on the 6th and catch the tide early on the 7th. "We" was me and Sandra, another PEYC member. The first stage would be to Eyemouth,

then south- stopping wherever was convenient- and ending up in Ipswich. It was all weather dependent so there was no saying if we could keep to any timetable. I signed up for 10 days, after which I would catch a train home from wherever we happened to be.

I made hurried arrangements with the neighbours to feed Treacle, my cat, and dashed to the Bosun's Locker on the 5th

to buy some gear and to meet Bill, the skipper. We walked towards each other on the pontoon. "Are you ..." he said. "Yes!" I replied. And he turned back to show me his boat, the 15 metre, 16-ton cutter *Solstice*

The interior was lovely. Most of my experience has been on 10 metre craft. The volume increases by the cube of the length; increasing the length by half more than doubles the volume. Bill had sailed *Solstice* across the Atlantic, which impressed me mightily, and still does!

We boarded on the Tuesday evening, casting off on Wednesday morning, all feeling carefully around one another, as you might expect. At least, I was. Sandra and Bill chatted away like old friends, while I observed.

Running down to Eyemouth was uneventful; we had the tide and wind behind us, and apart from one squall all was very straightforward. Sailing

is mostly not doing very much, punctuated by short periods of frantic activity, so there is little else to do except talk,

share stories and lore. I found it satisfying to be able to tell Bill interesting snippets of my local knowledge, such as about the Bass Rock.

### Eyemouth

As we approached Eyemouth Bill called up the Harbour Master on the radio and arranged where to berth. It turned out to be alongside a lifeboat that was out of service. This made going ashore tricky as we had to haul the lifeboat close to the pier in order to reach the ladder. Eyemouth is a pleasant little place. It has a Ship Inn, and I have come to realize that every coastal town has a Ship Inn. I aim to visit them all in due course.

Next day, Sandra left us, having only signed up for the Eyemouth stage, and Bill and I set off for Newcastle. On the way we passed Lindisfarne. Unfortunately, the monastery is very hard to spot from the sea, but Bamburgh Castle stands out.

### Newcastle

Again, Bill arranged access and berthing with the HM. We motored up the Tyne for several miles to St Peter's Marina. I had not realized that marinas were often so far upstream, and that this adds hours to your travel time. The industry and engineering alongside the river are awe-inspiring. The marina itself was quite full, and while we would have been able to enter and berth, we decided it was more convenient to stay

### Solstice saloon



### Passing the Bass Rock



# the BEAMER

Port Edgar Yacht Club's Newsletter – February 2020



outside on the pontoon in the river. The berths were on the small side and being outside would make our exit easier. We stopped there for 2 nights, which meant we could explore Newcastle and the surroundings. I was able to introduce Bill to Newcastle Brown Ale, and to Viz. Newcastle itself is an interesting place; I had only ever passed through it, but now I had time to see something of its culture and architecture, which was well worth doing. There are many bridges



over the Tyne. One is a footbridge that swings in a most surprising way to allow tall vessels to pass

underneath. Another detail is the mysterious rabbit set over a rather ornate doorway.

**Newcastle: that rabbit!**

We took a trip to Wallsend, which we had passed unknowingly on our way upstream.

Wallsend is the eastern end of Hadrian's Wall. A Roman fort stood there; the remains are excavated and laid out on the ground to see and walk over. The visitor centre gives full details. The Metro signs are of course in Latin.

Leaving Newcastle, we headed south once more. We passed Hartlepool and considered putting in, but the going was good so we pressed on and made Whitby.

## Whitby

Whitby turned out to be much more pleasant than I had remembered. The harbour occupies the heart of the town, which gives it an open design. There is a swing bridge which opens at specific times. The ruined abbey overlooks everything. Most of the waterside shops are touristy, but not necessarily trashy. One that caught my eye and made me laugh was an antique shop called *Den of Antiquity*. There were plenty of eating places, and several museums. We visited Captain Cook's museum — he started from Whitby on his great voyage of exploration that discovered New Zealand and Australia — though of course both of these had been discovered thousands of years before. Whitby Museum is not so much a museum as a collection of curiosities. Here is a display of dinosaurs and fossils. Next is dolls' houses, followed by superb collection of jet carving (many of Whitby's shops sell jet, or have displays that

are open to view), and then

we have guns. The museum's quite a fascinating place; it has a good cafe underneath and is set in ornamental parkland.

We stayed several days in Whitby, held up by the weather. It was not especially foul, but it was continually blowing in exactly the wrong direction. We could motor-sail, but this changed the boat handling, and I was sick for some of the time. While I don't object to being sick, the problem is that if you have to exert yourself, to haul a line for example, you are liable to throw up there and then. So, it's quite debilitating and as 50% of the ship's company, it was a significant factor to bear in mind. Of course, Bill was able to handle everything by himself if necessary. I have not seen a sailing boat that required so little adjustment. But I had signed up as crew and I did want at



least to be available to play my part.

Eventually conditions changed. We were rested, and had taken on fuel, water, and provisions. We had prepared a pot of food so that we would have hot food next day with little effort. The swing bridge was set to open at 4 am, and we were waiting for it.

## Hull

South from Whitby we passed Flamborough Head. This is one of these places you hear mentioned in the coastal waters forecast, so the name is familiar, but I had never seen it and had no idea what it was. It turns out to be a chalky cliff promontory into the North Sea, with what look like countless sea caves along the foot. There are settlements on top and there appear to be paths down to the sea, but I could not tell for sure. Certainly, it's worth a return visit.





# the BEAMER



## Port Edgar Yacht Club's Newsletter – February 2020

We were aiming for Hull Marina. This is some distance up the Humber, which was the busiest of the ports that we visited. Listening to the radio was an education in itself. Cargo ships arrive, and are told (in no uncertain terms) to wait outside the port authority zone until a pilot is aboard; and the next pilot will be available in 6 hours. Ships have to confirm that they conform to the appropriate standards (whatever they are) before being allowed in. The pilot boats expect ladders one meter above the water on the starboard side. And so on. How do the pilots get from their boat to the cargo ship? They must be bouncing around like kids on a bouncy castle, except it would not be a matter of kissing it better if there was a fall. Or worse. I never witnessed a pilot transfer, except in my imagination.

Motoring up the Humber was quite unpleasant. The current and wind were against us, with quite a long fetch, so the passage was much rougher than you might expect on a river. The water was the colour of coffee, and every time I received a faceful, I reflected on the fact that the city of Hull was further upstream, presumably making its own contribution to the colour of the water.

The entrance to Hull Marina is through a lock. There are many fine buildings around, but old canon show that it has not always been so peaceful. We moored along a pontoon. I swayed off to a shower (coffee-coloured water still on my mind) and returned refreshed.

Nine days had passed; I would disembark in the morning. We had not reached Ipswich. Doing so would be quite a challenge. It would involve crossing the Wash, which is very busy, and the next port — Great Yarmouth or Lowestoft — would take 36 hours to reach. However, I was not leaving Bill in the lurch, as he had another contact, much more experienced than I, who would be able to crew.

### Homewards

I left next morning and walked into Hull, kitbag under my arm, to train north. The train journey was uneventful, but it turned out to recap the trip in reverse, bringing a sweet and thoughtful end to a memorable ten days

## Photographic Competition Winner

The photographic entries for 2019 are now complete and can be viewed on the Club website (follow the Cruising links). The winning photo was this spectacular image of a sea eagle, by Linda Cooper.





# the BEAMER

Port Edgar Yacht Club's Newsletter – February 2020



## Spotlight on ....

**Name?** Gerry Fitzgerald

**Occupation?** Owner Riggerous Rigging Services based at Port Edgar

**What water sports are you involved in the most?** Yacht Racing and Cruising

**How did you get into this and how old were you?** When I was about 12 years old my father organised me to go sailing with his pal, Johnny Beatson. What I did not know was, Johnny sailed a Flying Dutchman and had me trapezing all day long.

I was completely hooked and have sailed ever since!

**Tell us about your most interesting water sports experience.** Sinking an E Boat in a Port Edgar race in 1988. *Ed – What a one-liner!! I thought Gerry shouldn't get away with so little info about this nugget but only managed to elicit...* Where do you start, it's a sad tale! But a survey ship in the Forth last year discovered my boat and the E Boat that Steve Goacher sank, jammed together near a rail bridge pillar. I wonder if my outboard will still work?!!



*Hornet Europeans 1972 Thorpe Bay Yacht Club - "If you look closely, I am trapezing in an oiled jumper! Those were the days!"*

**Your most interesting non-water sports experience?** Playing golf at an invitational event at the Old Course St Andrews and winning the three chocolate golf balls for the worst round of the day.

**What is your involvement in your water activity at the moment?** Yacht racing on J92 Jenesis and on the 707 Mojito. I have a Ruffian 23 at Burnt Island Sailing Club and I have a half share in a 35ft Cruiser based at loch Melfort on the west coast for cruising. If it counts, I also take my Nephew sea angling at Ardfarn

**Ideal Sunday?** Very, very lazy!!

**Best food to eat while on the water?** Has to be bacon rolls!

**Favourite music? And why?** Anything by either Memphis Gerald or Admiral Fallow. Two great bands!! Admiral Fallow's lead singer Louis Abbott is my son-in-law and his voice and music are fantastic! And Memphis Gerald (my son's band) is great as well.

**A hot tip about anything water related?** Gore-Tex wellies, keep your feet warm and dry! I hate cold wet feet!

**Sum up your water activity in three words.** Very, very busy!

# the BEAMER

Port Edgar Yacht Club's Newsletter – February 2020



## Cruising with Karl – Journey's End

Karl Saville

*Towards the end of last year Karl completed his circumnavigation of Britain. This is his account of the last leg.*

"So I saw a sea monster. An honest-to-God actual sea monster. It happened like this...

After a fine time drinking in the most salubrious Scalloway Boating Club, and sailing around South West Shetland (home of reestit mutton soup) I made the return trip to Orkney, which went infinitely better than the journey north. The wind and the weather were so clement in fact that I bypassed Fair Isle "harbour" completely and got all the way past North Ronaldsay into Calf Sound in one (long) sail, despite having to short-tack around the coast of Sanday due to a slight misjudgement of the enormous tidal streams :(

Scalloway, Shetland



Continuing south the next morning the forecast was for several days of bad weather, so I opted to save money (three years of holiday sailing can really put a dent in your bank balance) by sitting out the storms on one of Orkney's handy free mooring buoys in Elwick Bay, between Helliar Holm and the picturesque island of Shapinsay across the sound from Kirkwall marina.

About three days in, fairly late in the evening as the light was failing, I had finished my dinner and was just starting in on the whisky and happened to glance out of the cockpit. I noticed a puff of smoke, as from an engine exhaust,

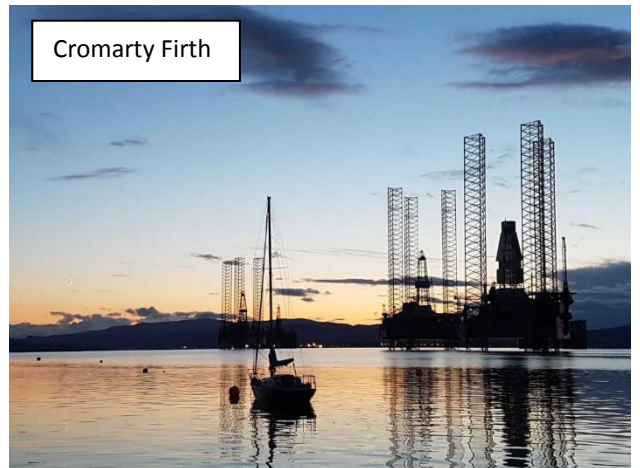
so I popped my head up to take a look (you never know when you might be on for some free fish).

I heard a cough from the engine and could clearly see the smoke drifting over the low-lying island in towards the shore, but could see no sign of the boat.

Wait, what low-lying island? And how come that low-lying island is drifting? Moving?? Swimming???

And so I watched in astonishment as a vast oily black behemoth oozed its way past my boat just an arms-length off in the gloom, glistening and puffing with barely a ripple just a great dark hump showing, the damn thing easily the length of my boat. And as it disappeared off into the twilight I was left in a strange mixture of excitement and terror. And it was at that point that I ran for my camera.

Cromarty Firth



Which is why I have no photographic evidence, honest! Anyway, it was already pretty dark, and I'd only have ended up with Loch Ness Monster quality photos. Though I'm pretty sure it was actually a basking shark.

Crossing back over the Pentland Firth to Scotland was disappointingly uneventful - a sunny day, light winds and none of the life-threatening tidal rips and overfalls I'd expected around the Skerries. I somehow even failed to pick up ANY of the strong tide I'd reckoned on, so arriving somewhat later than anticipated at Wick.

# the BEAMER

Port Edgar Yacht Club's Newsletter – February 2020



In fact the crossing was considerably less worrying than the previous day's sail spent setting myself up for the crossing by moving to an anchorage closer to the Firth - the wind had built steadily all day, contrary to expectations, and by the time I laid anchor in East Weddel Sound off Burray Island it was reaching 40 knots and had me eyeing up the nearby wreck of one of Orkney's many blockships which was starting to feel uncomfortably close. Fortunately the anchor held firm (as almost always) in the clean sand and the next day dawned bright and calm.

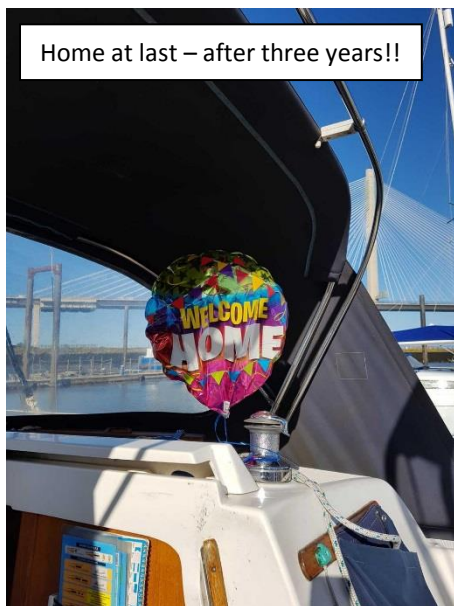
Oh how I shall miss the exquisite inaccuracy of the Orkney weather forecasts!

I spent the next couple of weeks harbour-hopping southwards down the Scottish coast, sailing into the Moray Firth as far as Cromarty (difficult currents for anchoring, but there are a couple of free mooring buoys) and Nairn (tiny, tight, tidal harbour with minimal facilities - hello Dr Jenny!), then back out to the unavoidable Peterhead marina.

I paid £20 for an uncomfortable night tied to the wall at Stonehaven where I could just as easily have anchored in the bay, as it turns out. Then onto Arbroath marina (excellent little place; magnificent abbey, terrific smoked fish). After that I dropped the hook off St Andrews for a night (exposed to the swell), then finally around Fife Ness and into the many anchorages of the Forth. Familiar territory at last!

I spent a pleasant couple of nights anchored off Inchkeith and Inchcolm (and a less pleasant one off Elie) before finally returning to Port Edgar, to a fine welcome-back party aboard yacht Erin just in time to see off the HMS Prince of Wales - thanks to John for organising it (the party, not the aircraft carrier) and to all those who came along. I appreciate that not everyone could make it, and I completely forgive those of you who live outside Scotland :)

And that's where it all went wrong. *Ed - Karl's original text contains a section detailing the difficulties he experienced trying to find somewhere to leave his boat and live aboard. Unfortunately, there was nowhere local which could meet these two requirements, and so....*



And so I left and started my circumnavigation all over again. Deja Vu!

I managed to avoid berthing fees as far as Amble, spending some uncomfortable days in the swell off Dunbar and Eyemouth, but making up for it with a delightful night listening to the seals howling at the full moon over Lindisfarne.

I've finally settled in the Royal Quays Marina near the mouth of the River Tyne, winner of the 2019 "Marina of the Year" award and one of those many, many marinas that actually welcome people spending time aboard their boats. Can you believe they are happy to hold my post for me, and they provide more than a single toilet for the marina? In fact, they go so far as to offer their patrons a bath. An actual bath. The only marina I've found other than Portavadie, which also does. So, hurray for here!

I've paid up for my winter berthing, and although North Shields itself (the town around the marina) is a bit bleak (I believe president Trump has harsher words), downtown

Newcastle is only a 15-minute ride on the Metro railway. Hopefully where I'll be able to find work in the New Year, move off the boat into someplace which doesn't wash up and down and start my new shore life.

So unless the Port Edgar people take over this marina, here's where this adventure ends!"