

Log on our Shrimper Trip to Poole Harbour in the Time of 26 June to 5 July 2011

Sunday, 26 June 2011 – 0730 - Three shrimpers leave the Emsworth Sailing Club pontoons in order to meet other boats on to the sail into the Western Solent for the meeting with a fleet of 11 shrimpers on 27 July at Lymington:

1. Gentle Breeze – No 786 sailed by Trevor Thomas
2. Sweet Pea - No. 992 sailed by Paul and Sarah Brown
3. Little Auk - No. 123 sailed by Olaf and Lizzi Petersen.

Weather: Fog, visibility approx. 2 cables, light easterly winds

Little Auk was guiding the other boats through the channels out to the main channel (Emsworth Channel) into the Chichester Harbour. At “Fishery” (the north cardinal buoy indicating the Pilsey Sands at the entrance of Chichester Harbour) we were to meet “Eclipse”. At arrival, approx. 0815, we were met by Eclipse – No. 785 sailed by Adam Smith. Adam had trailed his boat from Woodbridge in Suffolk and launched at the Northney Marina on Hayling Island. The weather had not improved and we motor sailed out of Chichester Harbour into the Solent.



heading for Cowes on the Isle of Wight. As we passed Gilkicker Point in the East Solent, we saw in the fog some ghostly construction.



It was one of those Dutch vessels where the middle section of the ship can be sunk in order to take on a structure such as an oil rig. In fact there were two tugs which were floating such a rig onto the sunken part of the ship. When we got closer to Cowes the fog lifted and we were able to sail in fine sunshine on towards the exit of the West Solent. Around Cowes there was a lot of traffic of sailing and motor boats, and not to be forgotten the Red-Funnel ferries into Cowes. An interesting observation was made with the progress of the individual boats, as I am not so conversant with the Solent tidal flows; I think I lost out quite a lot. We sailed into Keyhaven and anchored in the little bay behind the entrance into the river in view of Hurst Castle at approx. 1500.



In the evening the crews of the four boats had a barbeque on the shingle beach and could watch a beautiful sunset.

Monday, 27 June 2011

Sweet Pea had left us for Poole already, as Paul had to attend some business on Tuesday. After a leisurely breakfast Adam acted as the personal ferryman for Lizzi, Trevor and I, and we walked up to Hurst Castle. There is a museum there, run by English Heritage. The structure is very interesting, and was initially designed and commissioned by Henry VIII. This was after he had divorced Catharine of Aragon, so he has a large amount of enemies. He had quite a number of castles built, in the same round style around the Solent at the time, which most of you all know anyway.

Monday, 27 June 2011 – 1500- The little fleet raised their anchors and we were off to meet the rest of the boats at Lymington, Royal Lymington Yacht Club. Richard Shaw of Gamba – No. 218 – had arranged for all of us (now 14 boats and their crews) to use the facilities of the RLymYC, and we were very grateful to be enjoying this hospitality. We had supper at about 1930 at the Club and thereafter Trevor briefed us for the following day for the onward trip to Poole.

Tuesday, 28 June 2011 - 0900 - The fleet leaves Dan Bran Jetty at Lymington for Poole. Having studied the chart and tidal flows our intention with a few others was to sail straight



across Christchurch Bay, i.e. take the Needles Channel and not the inshore channel. The ebb tide is flowing stronger straight across the bay by about 0.75 kts as opposed to the inshore channel. Helped by a lovely northerly about top of force 4 we made excellent progress, as we could still sail comfortably without having reefed. At midday we nearly all at the same time had reached Poole Harbour entrance. We were welcomed by about 6 shrimpers from the Poole contingent. They guided us into the entrance of Poole Harbour with all its pit-falls.



We felt quite special at that moment. The first thing we noticed about Poole Harbour was the 2 ½ knot current into and out of Poole Harbour. We dodged the chain ferry, and sailed passed the entrance leaving Brownsea



Island to our port and Sandbanks on starboard. When going through the entrance of the Harbour we had started our engine to be ready for any emergency should we have to face-up to one. We sailed up the main channel towards the ferry terminal. The ferries sail to and from Poole to the Channel Islands and to Cherbourg. We then followed the channel towards Poole Town Quay. We found the marina, and they were waiting for us, as we heard over our VHF-radio. However, we did not know that there is a quite a fast tidal current through the marina. We were told where to tie up, and marina staff tried to help us, but the operation was not terribly successful. Some of our boats were pushed onto the pontoon piles by the current. We had to reverse Little Auk into our berth and rafted up to Sweet Pea. Then we were finally settled. Since the marina is right on the waterfront and a lot of visitors watch the goings-on in the marina I nearly took my cap to collect money for the lovely chaotic spectacle we had presented to all visitors sitting on the benches provided in front of the shops and restaurants.

In the evening we had supper at the Chinese restaurant opposite the marina. Trevor briefed us again for the following day. With all this fresh air we were quite tired. However, some 200 bikers did keep us awake for some time. The Town Quay in Poole seems to be some sort of centre. For shopping the minimum essentials there was a Tesco Express opposite the marina rather conveniently.

Wednesday, 29 June 2011 – Rest- and victualing day. We took the opportunity and Lizzi, Sarah and I went to find the big Sainsbury Supermarket in town. The result was that the amount of food, drink and other necessary items such as disposable barbeques was so great that I decided to order a taxi to take us back to the Marina. Everything was stowed away on Little Auk and Sweet Pea in order to sail to Wareham later.

Wednesday, 29 June 2011 – 1630 – Little Auk sets off to sail to Wareham around the north-west of Poole Harbour into the Wareham Channel. The crew was made up of Lizzi, Sarah and me. This channel lead us into the River Frome. Through a lot of bends and beautiful marshes we got to the Redclyffe Yacht Club. Lots of boats had their permanent moorings partly in the reeds along the banks of the river. At



Redclyffe Yacht Club we picked up two more passengers to motor right up to the town quay of Wareham. We were warned about a bridge which could prove dangerous on the flood tide. However, we managed quite well in turning Little Auk around and mooring alongside another shrimper. We bought our fish and chips at the “most” renowned place, got our pint of best bitter at the pub in the square, and joined the others for the delicious meal



and drink. The tide had turned so we broke up our meeting. We boarded our boats, and the raft-up dissolved like a Gordian knot after it had been cut. We dropped our passengers at their boat at Redclyffe Yacht Club and motored back to the marina where Paul was waiting for us. We had advised the Marine of our return and were allocated a berth in a quieter part. Paul greeted us, and told us that he had been on a party done by the organisers “Sailing for the Blind”. These were all skippers from the Emsworth Slipper Sailing Club who gave their time

and boats to this good cause. It was funny, however, to meet all the Emsworth yachties there in Poole on the pontoons and have a party there.

Thursday, 30 June 2011 – 1030 – Depart for Swanage return to Redhorn Quay – We left the marina under engine and hoisted our sails outside the marina in the main north channel. We sailed to Swanage two bays further to the west. Therefore we had to clear the entrance of the Harbour with all its trials and tribulations, i.e. the Chain Ferry as well as the ferry to Cherbourg! One of our fleet thought that the Cherbourg ferry did not require as much space as she actually needs. He was promptly sheperded out of the way of the ferry by the large ocean-going RLNI rescue boat and a RIP. All RLNI boats had their full complement of crew on board and were on a training mission. We finally got out into the Channel and sailed past Handfast Point with “Old Harry” (a pillar of chalk right on the



point). The white cliffs of the Jurassic Coast are really impressive displaying a stark beauty. After rounding the point where we encountered quite some tidal race we got into Swanage Bay. We arrived approx. 1330 and picked up a mooring buoy and a water taxi brought us ashore. Swanage is a typical English seaside resort with nice sandy beaches. Needing “the facilities” we



also looked in at the Swanage Yacht Club. Dinghy-sailing seems to be their main activity, but the club appeared not as dependant on tides as Emsworth Sailing Club. We left our mooring in Swanage Bay at approx. 1600 in order to sail back into Poole Harbour to anchor for the night at “Redhorn Quay”. Some had a barbeque on the beach of “Redhorn Quay”. We stayed on our boat rafted up with “Sweet Pea” and “Eclipse” and instead of freezing on the



beach, we had a tasty curry supper This is a very quiet anchorage in Brands Bay (just west of Poole Harbour entrance) and “Redhorn Quay” is just a name, there is no quay. Most of the crews were ashore trying to barbeque in a cold westerly wind, however Little Auk, Eclipse, and Sweet Pea had rafted up, and we were eating an Indian curry. We were joined by Steve Evatt off his Cornish Yawl and Andrew Turner off his Cornish Crabber. It appears that a good time was had by all! After Steve had departed and was dropping Andrew off on his Crabber Steve lost one of his oars. This was found on the beach next morning. More importantly it was the first of July, - Lizzi’s Birthday.

Friday, 01 July 2011 – 0900 -

From Redhorn Quay round Brownsea Island to Arne Bay – We had left our anchorage in very light winds and beautiful sunshine. The fleet passed through jungle-like creeks and waters. It reminded me of the mangrove swamps in Lagos. With tricks and any sort of racing method the skippers tried to outwit the others. And it was very quiet only with an interruption of



humouristic rude comments or shouts to and from other boats. By lunchtime we had arrived at our predestined anchorage. As we did not have a tender with us Adam Smith acted very kindly as our ferryman. When we arrived it was high tide. We all went ashore and had a very pleasant walk around the hilly area. We went to visit a tiny little church dating back to the 18th century. This church must be supported by a handful of parishioners. We heard that there was a roving priest who would take a serve every eighth Sunday. On the way back we passed some grazing deer, so it was a very interesting afternoon.



Now the time had come to celebrate Lizzi's birthday. A few boats had rafted up, and Adam's wife, Jane, had come and joined us. This was a really good surprise! So Adam insisted that we all joined him on his boat. The crowd who were with us were meanwhile too big to be accommodated by just one boat, so Little Auk which had seen a few parties of this kind before was also used.



Here we see the latest gadget on how to barbeque on a shrimper demonstrated by Paul Brown on Sweet Pea. A brilliant attachment to the ladder!



Adam and Lizzi busy preparing some of the delicious food we had to eat later.



As one can see there was plenty to eat and drink, so we all got into a very joyous mood and the atmosphere was really great. Meanwhile, just like in the olden days the girls were cooking the meal and the men were predominantly occupied with the drinking, excepting Paul. It was a lovely time, and at the end we also enjoyed one of the numerous beautiful sunsets.

Saturday, 02 July 2011 – 1130 – depart for Studland Bay – We sailed out of Poole Harbour along the barrier which protects the white sand of the Studland Bay beach. There was a lot of traffic as we got into the bay. It was all weekenders from Poole who must have wanted to have lunch at the Bankers Arms. After looking for a safe anchorage we finally settled down, and waited for our kind “ferryman” – Adam. Once ashore we were amazed that this pub which is seemingly far away from anywhere was so busy. The food, despite the long queues, was very good. The variety of ales was splendid. They were all from breweries around Dorset and the New Forest, and tasted magnificently. – At 1630 we weighed our anchor in order to return to the Poole Town Quay Marina. There was something else for us in store. Keith + Maggie Thatcher of “Winkle” – 144 had arranged for all the visiting shrimper crews to take part in a feast at Poole Yacht Club. It was a hog roast and dancing. We also admired the purpose-built and very roomy clubhouse; PYC also owns a marina in front of this magnificent clubhouse. This was all made possible due to the ferry company acquiring Pool Yacht Club’s land for the expansion of for the ferry service from Poole to the Continent. Afterwards we headed home onto our boats across the old bascule bridge to Boat Haven on Poole Quay where our shrimpers were moored.

Sunday, 03 July 2011 – 0900 - We set sail in an easterly direction. This leg of the voyage was to take us back to Keyhaven. Weather and visibility were excellent, but the wind was missing. So we all proceeded under engine out of Poole Harbour. Unfortunately this mode of forward motion had to prevail for most of the distance. However, I have never been on a shrimper which moved at 9.5 kts!!



That was the speed in which we hurtled passed Hurst Castle. Then it was only a short distance around the corner to our anchorage behind the shingle bank at Keyhaven.



There we had a good barbeque on the shingle beach, where we had anchored on our way out to Poole. Naturally we had lots of exchanges about our experiences on the way back from Poole. The beautiful sunset rounded of our nice evening on the beach.

Monday, 04 July 2011 – 1000 - We set sail for Wootton on the Isle of Wight to wind up our wonderful adventures on this shrimper cruise. The Royal Victoria Yacht Club as ever so often was a great host for our fleet. We had a good meal at the club and in the various speeches Trevor was thanked for organising and looking after us so well. The preparation as well as his constant watchful eye over us not so experienced crews and skippers helped us enormously.

Tuesday, 05 July 2011 – 1030 - Sail back to ESC. – We arrived at our pontoons just before the bad weather set in, so we were able to unload “Little Auk”.