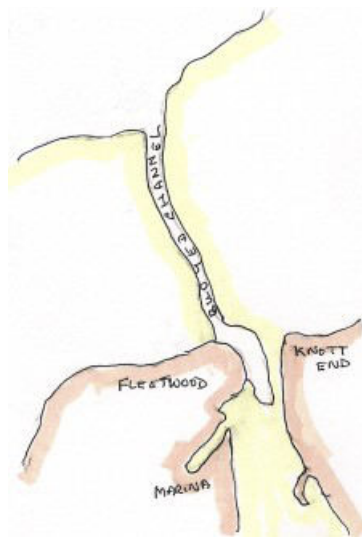


July/Aug 1990 Solway Firth and I.o.M

By Edwin Dewhirst

Fri. 20 th. Home to Stanah(River Wyre) to Piel Island.**Tides L/pool. HW 1022. LW 1707. Bar. 1022.**

I left home at 0700 with Bess as crew and Norman my next door neighbour who was going to drive my car and trailer home. Arriving at Stanah the two of us soon had Sabine ready to launch and by 1100 she was in the creek and Norman was on his way home. After wriggling my way out of the creek I dropped down to Knott End where I picked up a mooring whilst I sorted the cabin out and stowed everything away, then after having had a butty I got the sails up and cast off at 1345. The wind was NW. f. 3 and with the tide giving me a good lift I beat out of the estuary into the dredged channel then I was hard on the wind as far as the Fairway Buoy, then I tacked to lay a co. for King's Scar Buoy. Once out in the Lune Deep the sea was quite choppy and before I knew it I had got a dollop of water down my neck. A couple of tacks took

me within sight of the Lune Deep Buoy and I tacked N. into a freshening wind which soon had me putting 5 rolls in the main.. By 1730 I realised that I was only making slow progress over the ground and then the penny dropped. The flood tide flows down the Cumbrian Coast and I was plugging straight into it and it was tack, tack,



tack and only making inches. I decided to fire up the outboard to motor-sail but it didn't want to go so I had no option but to keep sailing. Having been lulled into a false sense of security by the light breeze when I left I hadn't deflated my dinghy and by then I was beginning to fly about on the end of it's painter. In addition it had cooled down and had gone a bit soft. even after it had started taking to the air I kept putting off heaving to and hauling at on board to deflate because I didn't want to lose any hard won ground. However the dinghy won in the end as the thwart came out and floated away. It was good MOB drill recovering it and it took three runs to get it back, the problem being that it was wet and slippy and took some getting hold of.. After deflating the dinghy I carried on beating into the tide until I finally sighted Lightning Knoll and tacked towards the Walney Channel where the

tide eventually came into my favour and I finally picked up a mooring off Roa Island at 2130. After re-inflating the dinghy I took Bess ashore for a run and had a couple of pints at the pub before going back on board for a late meal.

Distance logged. 26.6 miles.

Sat. 21 st. Sailing from Peil Island with DCA.**Tides L/pool. HW 1121. LW 1805. HW 2345. Bar. 1022.**

The morning was clear and cool with a fresh N. f.2/3 breeze and my first task after

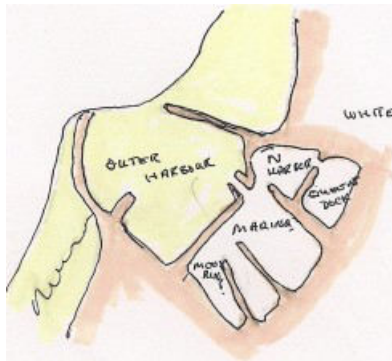
taking Bess ashore was to check the plugs of my outboard. There was spark from both so I stripped the carb and blew through the jets and after putting it back together the engine fired up straight away and to test it out I motored across to the sailing club slipway at Roa Island see if any DCA members had arrived. I found Gerald rigging his Drascombe Lugger 'Tweetle' and shortly afterwards Peter arrived with his Drascombe Coaster 'Tarka 11' having been delayed with trouble with his car exhaust. By 1215 both boats were launched and after lunch we went out for a sail. The wind had veered to E. f. 2/3 but it soon fell light as we sailed out then once we were past Half Way Shoal the wind went NW then NE and fell light and by 1530 we were becalmed and being pushed out to near Lightning Knoll. After waiting a while for the wind to return we fired up our outboards and plugged back into the channel and up to the moorings at Piel Island where we arrived at 1815. We moved closer inshore when the tide was well up and went ashore for a pleasant evening in the pub.. Back on board all was comfortable until the tide turned then Sabine rolled like a pig, but settled down after about an hour (or I went to sleep) and I didn't feel her touch down when she dried out.

Distance sailed 8 miles.. 2 hrs motoring.

Sun.22 nd. Piel Island to Whitehaven.

Tides L/pool. HW 1213. LW 1854. Bar. 1025. F/cast. E. f. 3-4.

At 0800 it was dull and cool with a brisk E. f.4 wind which had eased to f. 3 by the time I got my sails up and cast off the mooring at 1310. Once out in the channel the wind was SE. f 4+ and I soon had 5 rolls in both main and genoa. However as soon as I had passed the Half Way Shoal Buoy and had bore away goose winged on co. for the Selker Buoy the wind eased and I unrolled my reefs. The wind gradually eased and with the auothelm I/C I was able to cook myself a meal and by 2030 it was flat calm and I was drifting backwards in the flood tide so I fired up the outboard which needed full throttle for a while to round St. Bee's Head at 2150 then I had a fair tide to Whitehaven where I picked up a smelly mooring at 2240. I soon had the dinghy inflated and took Bess ashore for much needed relief.



Distance logged 38.8 miles. 2 hrs. motoring.

Mon. 23 rd. Whitehaven to Kirkcubright.

Tides L/pool. HW 1300. LW 1941. Bar. 1025. F/cast. V. f.2-3.

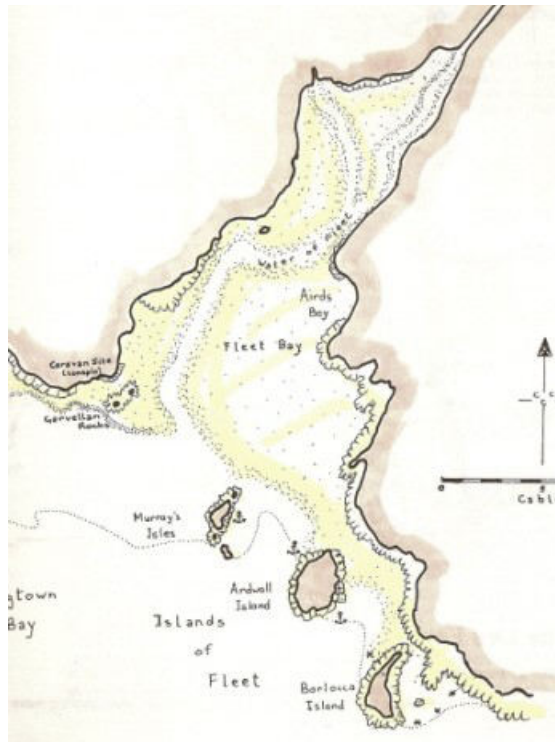
It was bright and sunny at 0800. Sabine was dried out in the mud and I had to splodge ashore with Bess in my arms, then splodge back again. The end result was a cockpit plastered with mud and a filthy pair of jeans. At 1130 after carefully calculating the tides and my co. across the firth to Kippford I fired up the outboard, cast off and motored out to find that the wind was W. f. 1-2 and with the sails set I was just able to make headway against the flood. By 1245 it was near slack water and the wind had gone fluky



then came back from N. and gradually increased to f. 4+ which had me putting 5 rolls in the main. I had been heading for Kippford but with the wind change making it impossible without motoring I altered co. for Kirkudbright and at 1745 I anchored in the pool near the lifeboat slip after creeping in with inches to spare. By 2030 the tide was flooding and with the keel up I worked my way up the channel to Kirkudbright where I picked up a mooring buoy. I was hemmed in by a fast flowing tide and mud banks and I had to wait for the tide to cover them before I could get Bess ashore. Distance logged. 23 miles. 40 mins. motoring.

Tues. 24 th. Kirkudbright to Fleet bay.

Tides L/pool. LW 0816. HW 1342. LW 2021. Bar. 1024. F/cast. E. - S. f. 3/4.

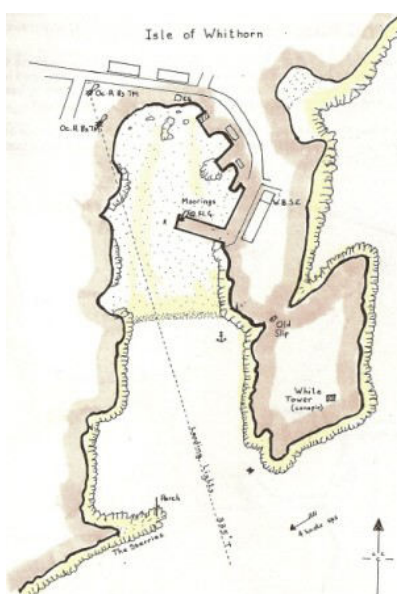


At 1000 it was fine and sunny with a very light N breeze and after taking Bess ashore I spent a very pleasant morning sunbathing, then after lunch I went ashore to top up with petrol and water. At 1425 with the ebb just beginning to run I cast off and motored down the channel to St. Mary's Isle where I found a light S. breeze and I was able to turn off the engine and sail gently along until 1550 when the breeze fell away to nothing and I had to fire up the outboard again and I motored out through Little Ross sound and laid my co. for Fleet Bay where I just crept in to pick up a mooring behind the Garvellan rocks at 1755. By the time I had got the legs down Sabine was drying out. Distance logged. 12.6 miles. 3 hr. 10 min. motoring.

Wed. 25 th. Fleet Bay to Isle of Whithorn.

Whithorn.

Tides. L/pool. LW 0857. HW 1423. LW 2059. Bar. 1022. F/cast. V. - SW f. 2/3.



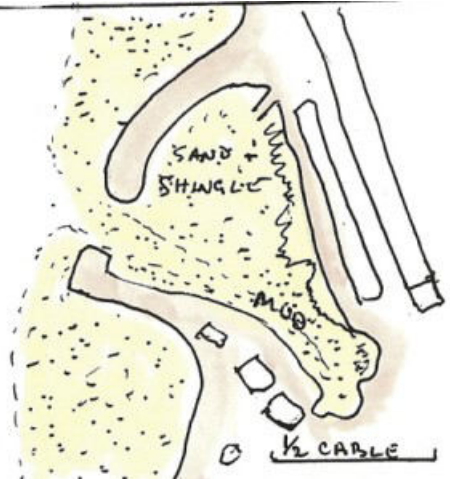
At 0900 it was fine and calm and I dropped Bess on to the sands where she went off for a good run with another dog and was filthy when she came back. after cleaning her up I sunbathed until lunch time then at 1300 I got the sails up , cast off the mooring and motored clear of the rocks. There was a light S. breeze which gave me 2 -3 knots and I potted along with the help of the ebb when it started until I was off Isle of Whithorn at 1700 when I dropped the sails and motored into the harbour and picked up a vacant fore and aft mooring. Distance logged 10.1 miles. 20 min motoring.

Thurs. 16 th. Isle of whithorn to Port William.

Tides. L/pool. LW 0933. HW 1459. Bar. 1019.

F/cast. Se. f. 3-4.

At 0850 it was fine with a light breeze from SE. and after taking Bess ashore I worked



out the tides and co. to steer for Peel IoM. but by 1230 the wind had veered S making it impossible to lay a straight co., so I decided to wait for slack water off Burrow Head and go to Drummore. At 1410 I cast off and motored out, then hard on the wind I headed for Burrow Head, the off the headland the wind dropped and Sabine slatted about for awhile until the breeze came back from SSE. It was very light which meant that I would have to motor quite a bit to get into Drummore before the harbour dried out so I altered co. for Port William which I reached at 1700 after motor-sailing for part of the way.

Distance logged. 9.2 miles. 45 min. motoring.

Fri. 27 th. Port William.

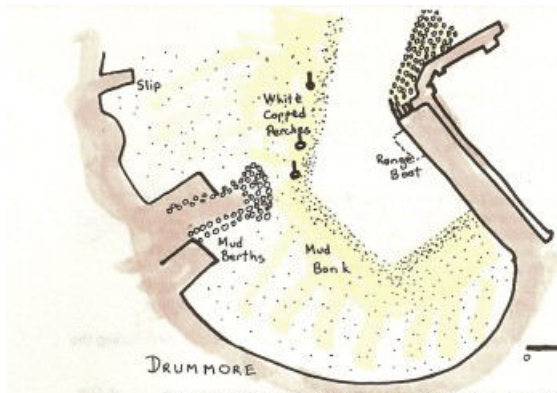
Tides L/pool. LW 1008. HW 1536. Bar. 1011. F/cast. SE. f. 4-5 - SW. f. 5.

During the night I had been disturbed by a boat coming in. They had no engine but the crew made lots of noise as they pulled themselves in past the other boats. At 0930 it was dull and mild with the wind SE. f. 2-3. By 1230 the wind had dropped and the rain started followed by a gusty SW wind. I decided to stay where I was and when the rain eased I took Bess ashore for a long walk on which a stray dog adopted us. Back in Port William I took the stray to the police station where I was told that it had been reported missing the previous evening. During the evening the rain stopped and the sky cleared and by 2200 it was nearly calm.

Sat 28 th. Port william to Drummore to Port william.

Tides L/pool. LW 1042. HW 1614. Bar. 1007. F/cast. SW. f. 3/4 - SE. f. 3.

At 0700 it was fine and clear with a light breeze from S. and at 0740 I cast off my warps and motored out to find the wind outside was SW. f. 1 -2 and after setting the sails I found that my best co. was 300 m. which was setting me well into Luce Bay but by 1000 the wind had dropped and I was motor-sailing for a while until it came back from S. and at 1145 I crept into Drummore harbour. I wasn't impressed by the



place. The harbour wall was solid with work boats and the yachts were moored fore and aft and very closely spaced with no room for another to squeeze in. I was finally offered a berth alongside a fishing vessel but after I'd had my lunch I decided to take advantage of what breeze there was and sail back to Port William and left at 1400. At 1445 I was quietly sailing along

and sunbathing when a high speed inflatable roared alongside with a tough looking crew of 4, all in wet suits. One hailed me and said that they were Customs and Excise. They motored round Sabine then called OK and screamed off the way they had come. By 1515 the wind had shifted to SE. and Sabine was hard on the wind heading N of

my track but by 1600 it had veered back to S. and I was back on course and by 1800 I was moored in Port William harbour again, this time tucked as far up the creek as I could get as the forecast at 1750 was for the wind to be S.f.5-7. Distance logged. 32.7 miles. 1 hr. motoring.

Sun. 29 th. Port William.

Tides L/pool. LW 1119. HW 1656. Bar. 1013. .

Up at 0815 to find that the wind was S. f. 5/6 and after breakfast I took Bess for a long walk and by the time that I arrived back on board it was blowing f. 6/7 and I spent the afternoon dozing and having a clear up. At 2000 I took Bess ashore and went to the phone and on my return I found two lads just about to take my dinghy for a row. I sent them on their way with fleas in their ears.

Mon. 30 th. Port William to Isle of Whithorn.

Tides. L/pool. HW 0517. LW 1202. HW 1749. Bar. 1016. F/cast. S. f. 5 7 -SW. f. 3.

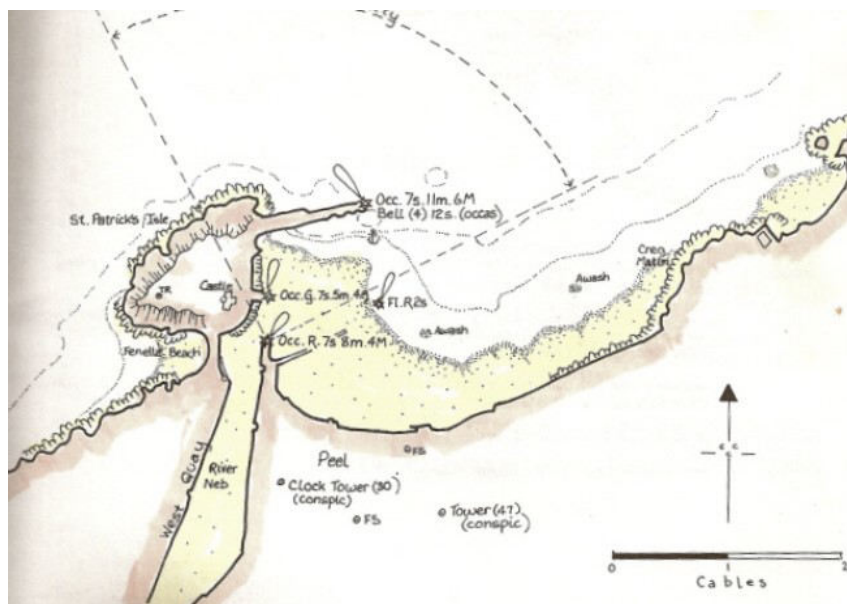
At 0900 I was up to a partly overcast but warm and windy morning and after doing some shopping I took my battery to be charged up a bit then did some washing. By 1500 the wind appeared to have dropped a bit so I cast off my moorings and motored out of the harbour to find the wind in the open was S. f. 4 and with a couple of long tacks I was soon off Burrow Head where the wind fell light leaving a very lumpy sea with the tide running W so I fired up the outboard and plugged into it round to Isle of Whithorn where I tied up at 1845.

Distance logged. 14.6 miles.

Tues. 31 st. Isle of Whithorn to Peel IoM.

Tides L/pool/ HW 1618. LW 1304. HW 1858. Bar. 1023. F/cast. SW. f. 2-3.

At 0700 it was fine and calm and by 0900 there was a light breeze from SW. At 0915 I cast off , motored out and set the sails, heading for my first visit under sail to the IoM. The wind remained light and I had to tack occasionally to stay on my course line and by 1300 I was becalmed and had to fire up the outboard and motor. Pottering along at



4 knots under engine I was off Kirkmichael when I decided to go below to make a brew. There was nothing in sight when I went below and I had just got the kettle on when there was a crash as Sabine ran into something.. I shot out into the cockpit in time to see a great swirl astern and when I looked round I realised

that I was in the middle of a school of basking sharks and Sabine had hit one.

However there appeared to be no damage done to either party and I carried on, keeping a careful lookout for more sharks. Finally mooring in the inner harbour at Peel at 1815.

Distance logged. 34.5 miles. 5 hr. 30 min. motoring

Wed. 1 st. Aug. Peel.

Tides L/pool. HW 0739. LW 1423. HW 2021. Bar. 1024. F/cast. S. f. 3/4 oc. f.5.

I was up to a fine morning with a strong S. wind blowing and I decided that it would be a very hard beat to get to Calf Sound so I stayed put, Going for a long walk along the coast in the afternoon which knackered Bess.

Thurs. 2 nd. Peel and back to Peel.

Tides L/pool. HW 0902. LW 1536. Bar. 1022. F/cast. SW. f. 4/5.

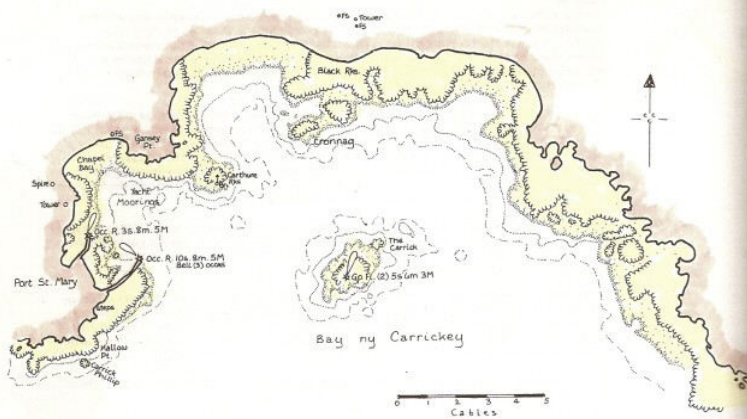
Another fine windy morning and I decided to try to get to Port St. Mary so at 1030 I cast off my mooring warps and motored out then with the sails well reefed I beat S but after a couple of hours the wind was f. 5/6 and I wasn't making much progress in a big lumpy sea so I went about and scooted back to Peel where I tied up again at 1300. After lunch I took Bess for a walk along the cliffs and sunbathed on the rocks in a quiet Bay and surprise, surprise, the wind had dropped to about f.3-4 but of course Sabine was dried out by then.

Distance logged 8.4 miles. 10 min. motoring

Fri 3 rd. Peel to Port St. Mary.

Tides L/pool. HW 1005. LW 1634. Bar. 1022. F/cast. V. - N. f. 3/4.

By 1030 it had been a long day. Bess had wakened me at 0100, 0300, 0600 and again at 0900 with water works trouble. After breakfast I went to find a vet whose surgery hours were 1230 - 1330. I was waiting on the doorstep when it opened to find that Bess had cystitis and was given a course of pills. By 1330 I had cast off and motored



out of the harbour to find that the wind was W. f. 1-2. By 1500 I was becalmed off Niarbyl Point and surrounded by basking sharks. After jilling around for a while I fired up the outboard and motor-sailed until I was through Calf Sound at 1630 where I found the wind to be a stiff NW. f.5 and I turned off

the engine and reefed the main, then having rounded Spanish Head it was blowing f. 6+ and I ended up with 7 rolls in the main and about 10 in the genoa. The wind coming off the land left a flat sea and by 1730 I was tied up in Port. St. Mary outer harbour where my first priority was to inflate the dinghy and get Bess ashore. Later I moved on to a vacant fore and aft mooring in the inner harbour where Sabine could dry out.

Distance logged. 16.1 miles.

Sat. 4 th. Port St. Mary.

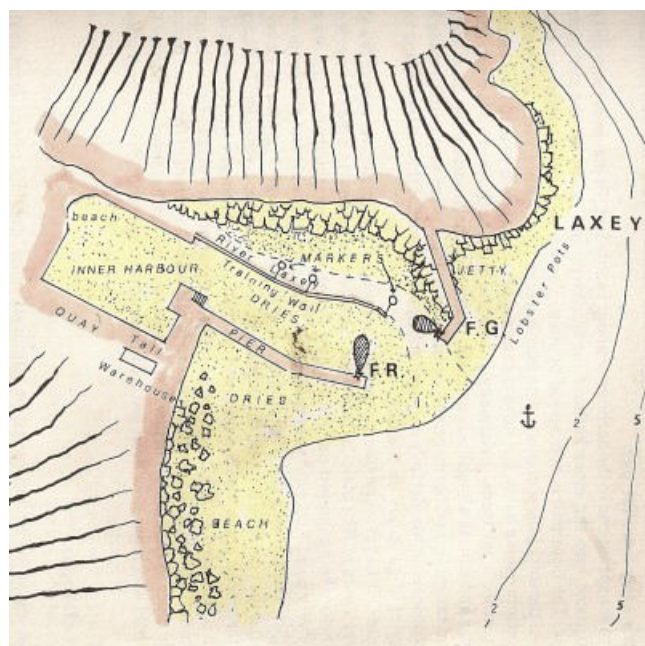
Tides L/pool. HW 1052. LW 1721. Bar. 1024. F/cast W. -V.-NW. f. 3/4.

Bess much better and I had a long night's sleep, not getting up until after 0800. It was a fine sunny morning with a cool N. breeze. I decided to stay put and in the afternoon I took Bess and walked to Spanish Head and looked at the Chasms on the way. The wind remained variable all day, only settling in the WNW in the evening.

Sun. 5 th. Port St. Mary to Laxey

Tides L/pool. HW 1133. LW 1802. Bar. 1022. F/cast. NW. f. 4/5.

At 0900 I was up to a fine cool morning with a blustery NW. f. 2 -4. but by 1000 it had backed to WSW. f. 4 and I cast off my mooring, motored out and set the sails goose-winged for Langness Point. I was round Langness Pt by 1145 to find that the wind had veered to NW. f. 4/5 again and I was on a fast beam reach with both sails reefed. Off



Douglas head the wind dropped a bit and veered to WNW enabling me to unroll the reefs for a while but I was soon reefed again and at 1420 I rounded Clay Head with a dead beat to windward to Laxey. Impossible to reach before the harbour dried out if I tried to sail, so I fired up the outboard and motored across the bay and into the harbour where I was tied up by 1500 and Sabine was touching the bottom by 1515.

Distance logged. 23 miles. 1 hr motoring.

Mon. 6 th. Laxey to Maughold

Head to Laxey.

Tides. L/pool. HW 1208. LW 1842. Bar. 1024. F/cast. NW. f. 4/5. f. 6 in N. - f.4.

At 0830 I was roused from my bed by the sun shining straight into the cabin and at 1000 with the wind NW. f. 3/4 on the harbour wall I motored out and set the sails to find the wind in the open was NW. f. 3 gusting up to f. 6 and I soon had both sail well reefed. By 1200 I had rounded Maughold Head and the wind was blowing f. 7 straight out of Ramsey harbour. With 10 rolls in the main I wasn't making much progress in the short steep seas so I went about and surfed most of the way back to Laxey where I was tied up again by 1330.

Distance logged. 11 miles.

Tues. 7 th. Laxey to Ramsey.

Tides L/pool. HW 1243. LW 1919. Bar. 1024. F/cast. NW. - W. f. 3/4.

At 0830 there was a light offshore breeze carrying a bit of drizzle with it and at 1025 I motored out of the harbour and set the sails in a light NW. f. 1 -2 breeze. What a difference to yesterday. I crept along at 2 - 3 knots until I rounded Maughold Head where the wind was NW. f. 4 and I had to reef the main as I beat across the bay to

Ramsey where I tied up at 1330.
Distance logged. 11.3 miles. 10 mins. motoring



Wed. 8 th. Ramsey to Peel.
Tides L/pool. HW 1318. LW 1957.
Bar. 1024. F/cast. NW. f. 3/4
backing SW .

At 0900 it was dull and mild and apparently calm and I cast off my moorings as soon as Sabine floated at 1105 in order to get the best advantage from the tide round Point of Ayre. Out of the harbour the wind was NW. f. 3 and I soon had the

sails up and making 5 -6 knots on a beam reach then as my heading changes I went close hauled until I rounded the Point of Ayre at 1220 where the wind was suddenly SW and I was faced with a beat all the way to Peel where I picked up a mooring off the end of the Groyne in the outer harbour at 1830.

Distance logged. 29.4 miles. 10 mins. motoring

Thurs.9 th. Peel to Port St. Mary.

Tides L/pool. LW 0824. HW 1355. LW 2034. Bar. 1022. F/cast. SW. f. 3/4.

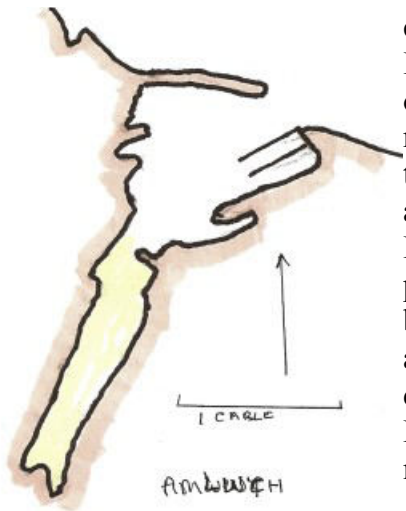
I was up at 0800 to a dull breezy morning and by 0850 I had got the sails up and cast off and was sailing out of the harbour where I found that the winds was SW. f. 4/5 and I soon had 5 rolls put in the main as I beat along the coast. By 1030 the wind had eased and I had unrolled the reef and by 1200 Sabine was creeping along in a light f. 1/2. and I knew that I wouldn't make the tide through Calf Sound. Off Bradda Head the sea was lumpy and I wasn't making any headway so I fired up the up outboard and motored clear, then decided to put into Port Erin for the afternoon and by 1230 I was tied to a massive mooring buoy off the little drying harbour. By the time that I'd had some lunch the wind was back and the swell made the mooring very uncomfortable so I had another look at the pilot book which suggested that there was less run of tide through the Inner Sound so at 1330 I cast off from the buoy and motored across the bay to the entrance to the Inner Sound where I gunned the engine and dodging the standing waves I was soon through, then setting the sails again I sailed the rest of the way against the tide to Port St. Mary where I tied up at 1630.

Distance logged. 24.4 miles. 1 hr. 30 min. motoring.

Fri 10 th. Port St Mary to Amwlych (Anglesey)

Tides L/pool. LW.0901. HW 1430. LW 2111. Bar. 1020. F/cast. SW. f. 3/4 oc. f.5.

At 0600 it was fine and clear after some light overnight rain and there was a light SW. breeze and after working out the tides between IoM and the Anglesey coast I cast off and motored out at 1750. Having set the sails there wasn't enough wind to sail so I kept the outboard on and motor-sailed until 0930 when I found that I could make 4 knots hard on the wind without power so switched off the outboard. By 1400 the wind was a brisk f. 4 and I had reefs in both sails then as the ebb set in it threw up a short lumpy sea which kept stopping Sabine dead and by 1600 I was only making about 2.5 knots. I knew that as I neared the cost that the tide would get much stronger and at the speed that I was going I would be swept past the N. coast of Anglesey and have to make for Holyhead so I fired up the outboard and motor-sailed into it. By 1730 I



could see a tower in the approximate direction that I was heading for and steered about 10 degrees E of it. By 1830 the wind was f. 6 and I was well reefed in big lumpy seas and had identified the tower as a disused windmill behind Amwlych and also lower down, the sprawl of Lynas Point Lighthouse which from out to sea wasn't at all prominent . but it proved that my navigation had been spot on. At 2000 I finally tied alongside another yacht in Amwlych Harbour after taking quite a pasting when crossing the Lynas race. Distance logged. 47.8 miles. 4 hrs. 40 mins. motoring.

Sat. 11 th. Amwlych to Moelfre.

Tides L/pool. LW 0930. HW 1508. Bar. 1015. SW. f. 3/4.

At 0945 it was dull and calm and I went looking for petrol to top up from yesterday, then at 1235 I cast off, motored out and set the sails in a light SW breeze. and with the tide assisting I sailed round Lynas Point and along the coast to Moelfre where I anchored off the village where the Lifeboat regatta was in full swing.

Distance logged 8 miles. 10 mins. motoring.

Sun. 12 th. Moelfre to Rhos on Sea.

Tides L/pool. LW 1011. HW 1549. Bar. 1013. F/cast. SW. f. 3/4.

After a gusty night it was clear with a light SW. f. 2/3 breeze at 0930 and by 1000 it was blowing f. 3/4 and I had the sails and anchor up and was heading for Puffin Island at 5 - 6 knots. By 1100 P.I. was on the starboard bow and I was heading for the Orme and by 1225 it was abeam. By 1345 I was anchored in the lee of the new breakwater at Rhos. I had anchored near the outer end in order to be afloat fairly early the next morning and when Sabine dried out I found that she was sitting in evil sewage smelling mud and I came to the conclusion that the breakwater was hiding a sewer outfall. Once I had dried out, getting Bess ashore was a problem as I had to carry her across the mud then scramble across the boulders of the breakwater still carrying her as she would have been likely to have slipped and broken a leg if she had been loose. closer inshore there were a few boats dried out on a sandy beach where children were playing.

Distance logged 15.6 miles.

Mon. 13 th. Rhos on Sea to Knott End.

Tides L/pool. LW 1052. HW 1635. Bar. 1010. F/cast. W. - SW. f. 3/4.

At 0800 it was fine and sunny with a bank of cloud on the horizon and by 0915 as I motored out and set the sails it was raining and the wind was a cool NW. f.2, however the rain proved to be only a shower. By 1200 I was approaching the shipping lanes and the wind was down to f. 1/2 and I fired up the outboard in order to be able to avoid the shipping . The wind stayed light and after 1630 I had a foul tide of about 1 knot until I entered the Lune deep at King's Scar when it was more like 3 knot so I ended up motoring for most of the way to Knott End where I picked up a mooring at 2000 .

Distance logged. 55 miles. 7 hrs. motoring.

Tues. 14 th. Knot End to River Lune channel to Knot End.

Tides L/pool. LW 1145. HW 1737. Bar. 1009. F/cast. SW. f. 5 -7 pos. f.8.

At 0830 it was dull and cool with a light NW breeze after a drizzly night. The forecast was poor and I was fortunate in having got back before the bad weather came in but I had a day to spare before Norman brought my car and trailer to Stanah .So at 1130 I cast off and motored out to catch the last of the ebb down the dredged channel and up to the Lune Fairway Buoy. Turning into the Lune channel I ran aground near the red no 4 buoy so I dropped anchor and had lunch. By then the wind had backed W. and was rising and as it was on the nose with a fast running tide, when I got the anchor up and motored out of the channel I plugged straight into it back to the Fleetwood Fairway Buoy before running up the channel under sail and picking up the same mooring that I'd left in the morning.

Distance logged. 9.9 miles. 1hr. 15 min. motoring.

Wed. 15 th. Knott End to Stanah and home.

Tides L/pool. LW 1258. HW 1901. Bar. 1000. F/cast. SW. - NW. f. 6 -8 oc. f.9.

At 0630 I was wakened by Sabine rolling heavily. The tide had turned and she was lying across wind and tide, however I managed to get back to sleep and when I woke again things were quieter as the fast running tide had won the battle and Sabine was lying stern on to the wind which was a fresh SW. f. 4/5.. By 1430 when there was enough water for me to get up the river to Stanah it was blowing a full gale and I cast off with just a rag of genoa unrolled and shot up the river where it was a little more sheltered and after negotiating the creek to the slipway I found that it was very quiet. Norman arrived at 1600 and we soon had Sabine on the trailer, pulled out onto the hard and stripped ready for the road.

Another successful cruise and my first sail to IoM. A mixed bag of weather some of which again tested Sabine's sea keeping qualities during which I logged 464 miles and motored for 30.5 hours.

Pilot Books

Admiralty Tidal Stream Atlas	Irish Sea and Bristol Channel	
Macmillan Nautical Almanac		
Dr. Robert Kemp	Cruising Guide to Anglessey	1976
Dr. Robert Kemp	Cruising Guide to the Isle of Man	1979
Dr. Robert Kemp	Irish Sea and Bristol Channel Pilot	1983
Sailing Directions in Morecambe Bay	1984	

Charts

1820	Irish Sea eastern part	1-200000
2094	Kirkudbright and Mull of Galloway and I.o.M.	1-100000
1346	Solway Firth and Approaches to Ravenglass	1-100000
2010	Morecambe Bay	1-37500
1552	Plans in Morecambe Bay	Various
1981	Approaches to Preston	1-75000
1978	Great Ormes Head to Liverpool	1-75000
1977	Holyhead to Great Ormes Head	1-75000

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