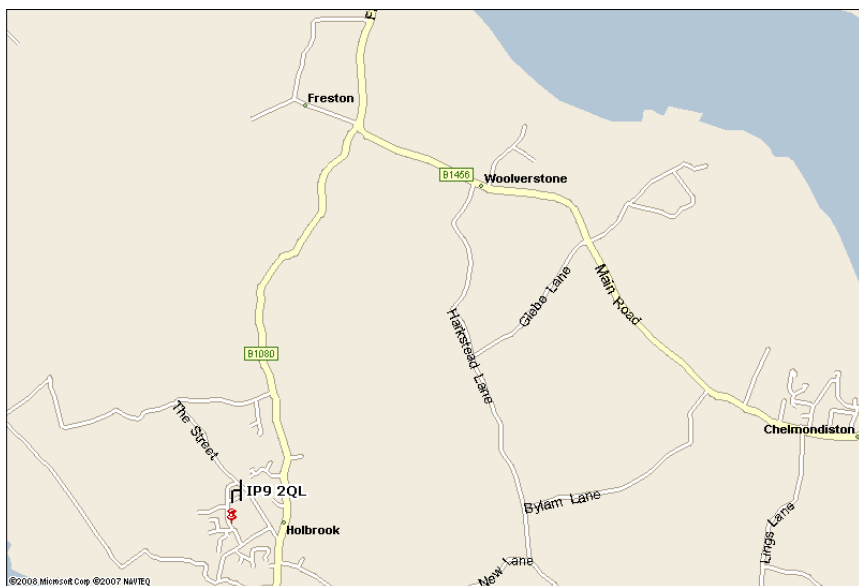


# OGA

## Easter Egg Rally - 08

### Passage Race Report



#### The Log of Amber

#### Account of passage race to the Easter Rally at Woolverstone.

Adverse wind conditions meant that we did not attempt the passage to the event until the Saturday 22nd March. Even then my crew had some concerns regarding the weather conditions.

Sandra was effectively in charge of time keeping and it was she who decided that the optimum time to set sail would be around 18.15.

We were slightly late off the line as a result of the crew being inadequately attired. But, having touched up the lippy, all was in order and it was time to be off.

We successfully negotiated the first mark (the 90 degree port turn from Reade Road in to Heathfield Road) and laid our course for the next mark (Holbrook Street).

At this point I became aware of another vessel approaching from our stern and realised that they were attempting to luff us. However, a slight change of course to starboard as we passed the Doctor's surgery foiled their attempt.

The next mark on the course is possibly the hardest in the entire passage. The port turn out of Holbrook Street into the Ipswich Road is fraught with danger and it is often the case that another vessel will run across your bows on starboard tack.

On this particular occasion, however, luck was on our side. The number 98 Holbrook bus was moored up outside the Compasses and was effectively blocking the passage of all vessels from the south.

We then continued on the longest leg of the journey. Having left the moorings at Holbrook behind we were then faced with nothing but open road for the next mile and half until we reached Freston cross roads where we would need to turn hard to starboard.

A quick short tack to starboard and then port at Turkey Farm lead us into the second leg of this reach.

All was going well and it was my turn on the helm. Suddenly from no where we were caught by a squall. Our vessel laid over on her beam ends and for a while looked as if this was where she was going to stay. It seemed to take for ever for the water to run from her bonnet and cabin roof as she eventually came up right. The cabin was a mess and the atlas had fallen onto the floor and in so doing the pages had closed shut. So we were now travelling without the aid of a chart. However, a quick glance at the GPS confirmed that it was still working and I was relieved to see that we were still on course. At this point I became aware of another vessel approaching from the north. Clearly they had seen our navigation lights and passed by our starboard side. I was not sorry when we at last rounded Freston cross roads and were able to ease the throttle. We were soon safe and sound within the moorings of Woolverstone village.

At this point the crew poured out copious quantities of coffee from our trusty Thermos flask with just a dash of rum in it. I needed this. The leg through Woolverstone village is restricted both by moorings on either side of the channel as well as a speed restriction, so I was able to leave the helm long enough to take a welcome drink.

Once through these obstacles we were able to make a slight course adjustment to port that would ultimately lead to our destination. It was all down hill from here and if need be we could have dispensed with our 'iron topsail' and cruised the remainder of the journey.

So there we have it. 3.2 miles of hair raising incident. Our eventual arrival time was 18.41.

Please accept this declaration of our passage times.

Mike Robertson - Amber  
(Map courtesy of MSN Mapping)