

WORDS BY: GUY CRIBB INTUITION | PHOTOS: KADRI KAGU + B2B PICS BY WILL LAW

WE'VE TUNED YOUR KIT, WE'VE TRAINED YOUR BODY, WE TURNED YOU DOWNWIND, AND WE'VE GIVEN YOU SPEED. ARE YOU READY?

ROUTE PLANNER

PART 3 OF THE INTUITION DOWNWINDER SERIES

THE BOURNEMOUTH TO BRIGHTON EVENT WORKS LIKE THIS-

I AM GOING TO LEAVE BOURNEMOUTH ON THE FIRST WINDY DAY AFTER JUNE 24TH (WINDS FROM THE SOUTH OR WEST ONLY) WITH THE INTENTION OF WINDSURFING ALL THE WAY TO BRIGHTON, STOPPING AT MANY POPULAR SOUTH COAST WINDSURFING LOCATIONS ALONG THE WAY, COME AND JOIN ME!



You can find out which day this will be by viewing the countdown at www.guycribb.com. This will give you a five day-ish warning (based on good low pressure activity heading towards the UK) then a three day alert (when the low pressure looks like it will strike soon), but no final decision on which day we go will be made until the forecast is very reliable ie- the day before the event. All these decisions will be announced online at guycribb.com.

Late June/ early July is not famous for being windy in the UK so we may have to wait a while, but frankly we don't want a repeat of last years storm in early May, which enabled only three people to finish this challenge. Rather, we would like loads more freeriders to participate and push their limits this year.

Wind minimum?

We will need enough wind forecast to make it all the way to Brighton without needing sails greater than 7.5m-ish, so wind minimum will be around 14 knots, however this is dependent on wind direction and other factors. There will be no maximum wind strength.

Wind direction?

We will only go for it in winds from south to westerly directions, so we are reaching or board reaching downwind from Bournemouth to Brighton. These directions will also help windsurfers to stay close to the shore.

Tides?

A favourable tide would be pushing for most of the day, certainly through the Solent, however wind is the only deciding factor on when we run this event.

Weekday or weekend?

The event will be held the first windy day after June 24th, regardless of what day it is. However, if the weekend has a truly epic forecast and mid-week only has ok conditions, we may risk waiting for the weekend.

How do I enter?

You just show up at the beach and join the fun. You are sailing entirely at your own risk and provide all your own safety support. However if you would like to be listed as a participant, receive email updates before, during and after the event, feature in the publicity the event creates, or find people to share a lift with, you need to email guy@guycribb.com

What safety precautions should I take?

You need to provide all your own safety cover, there will be no safety cover provided by me: I am doing this event alone and it is your choice if you wish to go and windsurf on the same day or route as me.



I AM TAKING THESE SAFETY PRECAUTIONS, AND IT IS RECOMMENDED THAT YOU PROVIDE AT LEAST THIS MUCH PERSONAL COVER

A warm wetsuit (I got cold quickly last year even though my suit would have been fine for a normal days windsurfing.)

An impact vest or buoyancy aid (as much for warmth and protection as for buoyancy. I cracked a rib at the finish mostly due to exhaustion.)

A back pack that either drains well or is waterproof, containing the following (in waterproof containers)-

Flares- lots of them, including smoke flares.

Food - lots of energy food. I'm packing bananas, Jaffa Cakes, energy bars and gels.

Phone - in a waterproof bag.

Drinks - energy/ rehydration drinks.

Water - I have two Camelbaks totalling 6 litres, plus last year I had more on my support boat. I drank 9 litres of water with rehydration powder. Don't expect to finish this kind of endurance challenge without at least this much juice.

Money - cash and credit card.

I.D.- your name and contact details, and the contact details of your beach support, with a note to explain how to reach them.

GPS - to measure your speed, time and distance, and to be able to retrace your route.

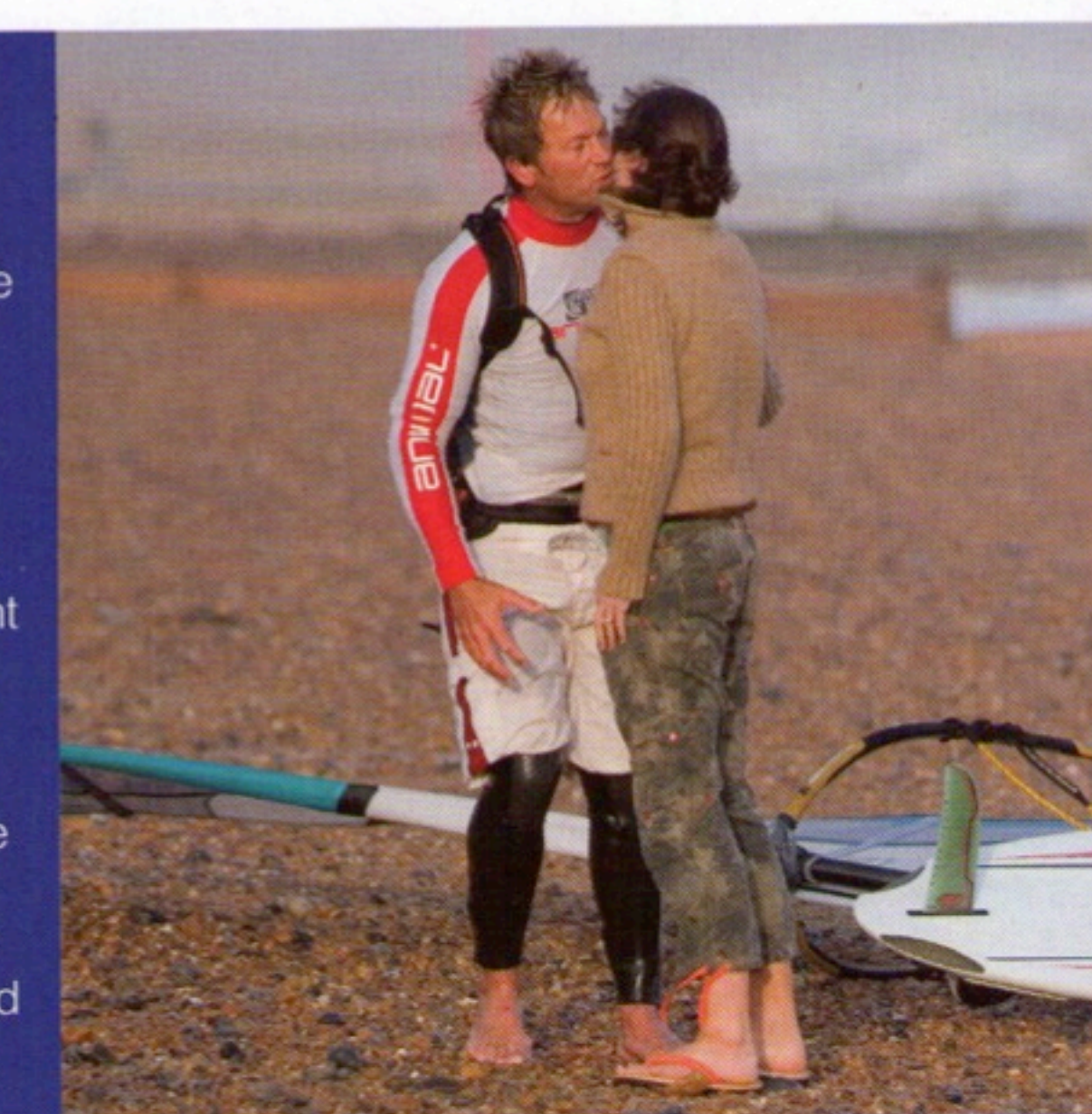
Optional extras - TV head camera attached to helmet and linked to video recorder unit in waterproof box strapped into impact vest on back.

BEACH SUPPORT

Every sailor will need to arrange transport so they can return home from whichever beach they make it to. This might be a hundred metres or a hundred miles, so the driver (your beach support) needs to be patient and prepared with a good map of the south coast of England!

Almost the entire UK coastline from Bournemouth to Brighton has telephone coverage and much of it has beach access. Pre arrange your stops with your partner driving your vehicle, but call them in the event of an emergency or change of plan. Also phone them every time you stop on a beach to report your progress. I have some pre-arranged stops where local windsurfers will be gathering to join or finish the challenge.

Consider sharing the driving and windsurfing with a friend- each doing alternative legs on the water and in the car.



DOES THE FLEET STICK TOGETHER?

Everyone windsurfing that day is responsible for their own actions. Last year the pros and I gave the amateurs a head start, but quickly left them behind as we sailed on broader reaches and didn't fall off gybes, so the fleet very quickly became very spread out. It is harder to sail at slow speeds than at fast speeds, which compounded the pros quickly spreading out. So no, the fleet does not naturally stick together, and certainly the pros will be in a hurry to go the distance, so won't be hanging around too much.

LIST OF PROPOSED STOPS

BOURNEMOUTH (Durley Chine)

Local contact- Guy Cribb- guy@guycribb.com

CHRISTCHURCH (Avon Beach)

Local contact- Mark, Spot on Water,
T: 01425 272509

www.spot-on-water.co.uk

*CALSHOT (Solent Sailboards)

Local contact- Calshot Activities Centre
t: 02380 894000

www.solentsailboards.co.uk

*HAYLING ISLAND (Inn on the Beach)

local contact- Andy Biggs Windsurfing,
t: 02392 467755

www.andybiggs.co.uk

PAGHAM BEACH

local contact- Lee- L.A.R. Watersports, The Parade, Pagham t: 01243 266446. m:
07889 248995

www.larwatersports.co.uk

FERRING

local contact- Mike, Worthing Watersports,
106, Alinora Crescent, Goring-by-Sea, Worthing, West Sussex BN12 4HJ
t: 01903 247742

www.worthingwatersports.co.uk

BRIGHTON PIER

*Sailing from Calshot to Hayling Island takes you through the most dangerous shipping lanes and waterways in the UK and you are strongly advised not to try to do this section. *Supertankers zig zag around the Isle Of Wight and the shipping lanes to enter Southampton water at Calshot at least at 20 knots, with no chance of stopping if you get in their way.

*Hovercrafts, hydrofoils, passenger ferries, car ferries and day boats go in every direction in the Solent, and especially at right angles to your direction from the mainland to the IOW. They are all dangerous and there are so many of them it was like dodgers last year- and it was a very quiet day for pleasure boating!

*The Royal Navy and Police Boats are frequently in action further churning up the sea and manoeuvring large vessels very quickly.

*Private boats- yachts, speed boats, jet skis and mega yachts are all over the place, and often have fishing lines off their sterns, or change direction without warning.

*Undersea obstacles such as sand bars, shingle banks, giant forts, causeways, sea defences and barriers are all over the place and a constant concern.

On top of all these very dangerous aspects, there are few places to come ashore to avoid the chaos. Southampton and Portsmouth are mostly inaccessible to a windsurfer, and Gilkicker Point and surrounding area is inaccessible to vehicles.



We made it through last year with some very hairy moments, but most of the traffic wasn't even on the water that stormy day. I strongly advise you not to try to sail from Calshot to Hayling Island. Better to be collected by your onshore support and be driven around them, rather than risking sailing through them. Your call...



ROUTE PLANNER

I flew from Bournemouth to Brighton on numerous occasions with Google Earth trying to get a feel for the journey which helped me understand what headlands and geographical features to look out for. Without these test runs I would not have known where I was, but with them I was more confident.

Go fly! As well as the list of windsurfing shops at the venues we're proposing to stop at, there're a few other windsurfing shops where we might pop in by popular requests, including-

2XS West Wittering

www.2xs.co.uk

t: 01243 512552

Surfladle

www.surfladle.co.uk

t: 01273 465366

Hove Lagoon Watersorts

www.lagoonwatersports.co.uk

t: 01273 424842



LIST OF THE PROPOSED VENUES AND LANDMARKS

BOURNEMOUTH

*Distance approx 20 miles, Cribb danger rating- easy to medium

Meet at Durley Chine car park just west of Bournemouth Pier.

Safe sandy beach. Likelihood of fishing lines off Bournemouth Pier (I got caught on one last year). No significant currents.

Bournemouth to Avon Beach

Landmarks -

Bournemouth Pier

Boscombe Pier

Boscombe surf reef development (dredgers)

Hengisbury Head, cliff headland, often with waves breaking around it within a mile's radius.

Mudford Quay

Flags on Avon Beach (first stop)

Coming ashore anywhere between Bournemouth and Hengisbury Head, be careful of groins and shroebreak. Be warned there is no road access to the end of Hengisbury Head so expect a walk if you beach here.

Advised route-

- Steer clear of end of Bournemouth and Boscombe Pier to avoid fishing lines.

- Keep at least 200m away from the dredgers east of Boscombe Pier.

- Stay more than 150m away from Hengisbury Head (wind and waves depending)

- Turn inland just east of Hengisbury Head in search of flags on Avon Beach.

-Be careful of waves breaking off Avon Beach, it may be a shallow sandbank even 150m off beach.

AVON BEACH TO CALSHOT

*Distance approx 20 miles, Cribb danger rating - tough and dangerous

Landmarks-

Avon Beach.

Milford on Sea- a west facing beach with groins closely spaced and often with a very dangerous shroebreak.

Hurst Castle and lethal currents/ standing waves at entrance to Solent.

Lymington Harbour entrance.

Tanners Lane TBC.

Calshot activity centre /Solent Sailboards/ flags.

Advised route and dangers-

- Head straight from Avon Beach to Hurst Castle. Pass Hurst Castle really close to the groins to avoid the horrific rough water and standing waves between Hurst and The Needles (Isle of Wight) a very dangerous area of strong currents. Falling off here will be very hard to waterstart again in such rough water.

Pass within metres of Hurst Castle to avoid the worst chop. Good resting area on east side of Hurst Castle, shingle beach (see pic) as you can see this is literally alongside the castle.

-There is a resting point on Hurst Castle on the shingle just east of the building (downwind of it in a westerly wind.)

- Head towards Lymington and be careful of ferry traffic accelerating out of Lymington Harbour. Stay on north side / mainland side of the Solent- not Isle of Wight side.

- Be wary of shallow water areas, mud banks and reed beds inshore.

- Head for the large chimneys of Fawley Oil Refinery behind Calshot Activities Centre. Come ashore at

Calshot at the flags of Solent Sailboards, just east of the beach huts.

- Beware of shingle banks even hundreds of metres out to sea- sail ashore very carefully. Do not go further east of the beach as you will enter the shipping lanes of Southampton Water.

CALSHOT TO HAYLING ISLAND

*Cribb danger rating- extremely dangerous

Advised route and dangers-

I would suggest driving from Calshot to Hayling Island, rather than trying to sail this leg.

I remember sailing from Calshot to Gilkicker Point, narrowly avoiding a supertanker, an RN Frigate, and numerous hovercraft and ferries. Gilkicker Point was the windiest area of the trip with 55 knot gusts pinning us down on the beach. The shorebreak and rip current along Gilkicker made it almost impossible to land or launch. Stretching across the Solent from Portsmouth/Southsea is a WW2 submarine barrier.

This is well marked with posts, can be seen at low tide, and is well below the water at high tide. Not a good place to lose your fin though so approach with caution. From here we had to then sail passed Portsmouth with it's famous Needle Tower, and infamous ferry traffic hurtling between there and the Isle of Wight. Hayling Island is visible by the funfair on the beach.

- Head past Worthing Pier and set your sights on Brighton's tower blocks on the horizon, only fifteen miles to go!

Advised route and dangers-

- Head past Worthing Pier and set your sights on Brighton's tower blocks on the horizon, only fifteen miles to go!

- Pass Shoreham Harbour, with it's huge breakwater and saw mills.

- Pass Brighton's first pier in ruins.

- Brighton Pier is the east pier with a funfair on it. Come ashore east of this pier but beware of strong currents usually moving eastwards, and a huge wind shadow downwind of the pier.

- There is ample parking on the seafront road here, hope that your beach support, and you, made it this far!

HAYLING ISLAND TO PAGHAM BEACH

*Cribb danger rating- medium to tough

Landmarks-

Hayling Island

West Wittering

East Wittering

Selsey Bill

Pagham Beach

Advised route and dangers-

- Leaving Hayling beware of shorebreak, especially at high tide.

- Steer clear of breaking waves off West Wittering.

- At Selsey Bill pass the point very close to the beach if there is turbulent water out to sea. I passed within twenty metres or so and avoided the roughest water. However beware of large breaking waves pushing you close to the groins and fishing lines everywhere.

-After Selsey Bill in a westerly wind there is quite a wind shadow before heading into Pagham.

-Pagham is a large area of low-lying ground / shingle beach between the houses at Selsey and Pagham, just east of the entrance to Pagham Harbour. Hope to see flags flying & windsurfers on this popular beach.

-Beware of shallow water where waves are breaking- I hit my fin about 100m out to sea as I was coming in last year.

- Head towards Lymington and be careful of ferry traffic accelerating out of Lymington Harbour. Stay on north side / mainland side of the Solent- not Isle of Wight side.

- Be wary of shallow water areas, mud banks and reed beds inshore.

- Head for the large chimneys of Fawley Oil Refinery behind Calshot Activities Centre. Come ashore at

PAGHAM TO FERRING

*Cribb danger rating- easy

Advised route and dangers-

- Leave Pagham and begin the easiest stretch of coastline on this voyage- with almost non-stop beach access all the way to Brighton (with exception of Littlehampton and Shoreham Harbour entrances/ breakwaters)

- If low tide, then stay some hundreds of metres from the shore to avoid shallow areas in general along this stretch.

- However somehow avoid the numerous fishing nets and ropes that link them and the ridiculous number of fishing buoys, Wemmsy hit so many of them, always resulting in instant catapults.

- Pass Butlins (large canvas tents on beach- looks like a pair of buttocks pointing skyward, which is ironic because it's full of assholes).

- Past Littlehampton Harbour is a large breakwater and narrow river mouth.

- Approx ten miles after Littlehampton is Ferring.

- Ferring is the first large green area with no sea front houses after Littlehampton. Flags should be flying and there are lots of groins there. If groins are exposed due to low tide, very sharp rocky seabeds will be exposed and it will be very difficult and slow to come ashore in a huge expanse of shallow water.

If it's low water this stop will be moved to Worthing Yacht Club, about two miles west of Worthing Pier.

- Head past Worthing Pier and set your sights on Brighton's tower blocks on the horizon, only fifteen miles to go!

- Pass Shoreham Harbour, with it's huge breakwater and saw mills.

- Pass Brighton's first pier in ruins.

- Brighton Pier is the east pier with a funfair on it. Come ashore east of this pier but beware of strong currents usually moving eastwards, and a huge wind shadow downwind of the pier.

- There is ample parking on the seafront road here, hope that your beach support, and you, made it this far!

- Head past Worthing Pier and set your sights on Brighton's tower blocks on the horizon, only fifteen miles to go!

- Pass Shoreham Harbour, with it's huge breakwater and saw mills.

- Pass Brighton's first pier in ruins.

- Brighton Pier is the east pier with a funfair on it. Come ashore east of this pier but beware of strong currents usually moving eastwards, and a huge wind shadow downwind of the pier.

- There is ample parking on the seafront road here, hope that your beach support, and you, made it this far!

- Head past Worthing Pier and set your sights on Brighton's tower blocks on the horizon, only fifteen miles to go!

- Pass Shoreham Harbour, with it's huge breakwater and saw mills.

- Pass Brighton's first pier in ruins.

- Brighton Pier is the east pier with a funfair on it. Come ashore east of this pier but beware of strong currents usually moving eastwards, and a huge wind shadow downwind of the pier.

- There is ample parking on the seafront road here, hope that your beach support, and you, made it this far!

- Head past Worthing Pier and set your sights on Brighton's tower blocks on the horizon, only fifteen miles to go!

- Pass Shoreham Harbour, with it's huge breakwater and saw mills.

- Pass Brighton's first pier in ruins.

- Brighton Pier is the east pier with a funfair on it. Come ashore east of this pier but beware of strong currents usually moving eastwards, and a huge wind shadow downwind of the pier.

- There is ample parking on the seafront road here, hope that your beach support, and you, made it this far!

- Head past Worthing Pier and set your sights on Brighton's tower blocks on the horizon, only fifteen miles to go!

- Pass Shoreham Harbour, with it's huge breakwater and saw mills.

- Pass Brighton's first pier in ruins.

- Brighton Pier is the east pier with a funfair on it. Come ashore east of this pier but beware of strong currents usually moving eastwards, and a huge wind shadow downwind of the pier.

- There is ample parking on the seafront road here, hope that your beach support, and you, made it this far!

- Head past Worthing Pier and set your sights on Brighton's tower blocks on the horizon, only fifteen miles to go!

- Pass Shoreham Harbour, with it's huge breakwater and saw mills.

- Pass Brighton's first pier in ruins.

- Brighton Pier is the east pier with a funfair on it. Come ashore east of this pier but beware of strong currents usually moving eastwards, and a huge wind shadow downwind of the pier.

- There is ample parking on the seafront road here, hope that your beach support, and you, made it this far!

- Head past Worthing Pier and set your sights on Brighton's tower blocks on the horizon, only fifteen miles to go!

- Pass Shoreham Harbour, with it's huge breakwater and saw mills.

- Pass Brighton's first pier in ruins.

- Brighton Pier is the east pier with a funfair on it. Come ashore east of this pier but beware of strong currents usually moving eastwards, and a huge wind shadow downwind of the pier.

- There is ample parking on the seafront road here, hope that your beach support, and you, made it this far!

- Head past Worthing Pier and set your sights on Brighton's tower blocks on the horizon, only fifteen miles to go!

- Pass Shoreham Harbour, with it's huge breakwater and saw mills.

- Pass Brighton's first pier in ruins.

- Brighton Pier is the east pier with a funfair on it. Come ashore east of this pier but beware of strong currents usually moving eastwards, and a huge wind shadow downwind of the pier.

- There is ample parking on the seafront road here, hope that your beach support, and you, made it this far!