

Berwick-upon-Tweed, including Lindisfarne, 'surely one of the most beautiful stretches of coastline anywhere in the UK.'

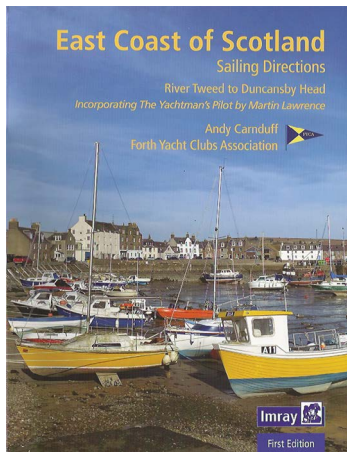
In fact, the inland route does cross the Wansbeck and follows the River Coquet from Rothbury to the sea, a picture including the small weir at Pauperhaugh.

A useful warning comes about the risk posed by unexploded ordnance remaining from use of the coast as bombing practice ranges during the Second World War.

There is also advice on the tidal crossing to Lindisfarne for those on land, equally useful for those wanting water in order to cross the other way by boat.

As usual, there are sections of OS 1:50,000 map and an introduction including geology, weather, natural and human history, transport, accommodation and when to go.

East Coast of Scotland Sailing Directions



Andy Carnduff
Imray Laurie Norie & Wilson
978 178679 170 2
2023
300 x 220mm
193 pages, paperback
£37.50

Coverage in this book is northbound from Berwick to Duncansby Head, including the Forth to Stirling, the Tay to Perth, the Beaully Firth to the Caledonian Canal with an introduction to the canal itself, the Cromarty Firth to Invergordon and the Dornoch Firth. Wire bound, it can be opened to remain open.

The book incorporates the relevant yachtsman's pilot by Martin Lawrence, which we have not reviewed although we have looked at his Clyde to Colonsay, Mull area and Western Isles volumes. Photos from Aberdeenshire, including the cover, come from Elinor Cole, who retired this June but was involved with preparing *Inshore Britain*, our first book, in 2006. Aerial photographs, always helpful, are by both Martin and the author. If they are by drone they are of comparable quality with shots from aircraft.

The author, Andy Carnduff, was a racing canoeist in the 1960s, 'winning mostly experience rather than silverware'. Other input comes from a variety of sources, including canoeists, and kayaks are mentioned at various locations and there is even a photograph of dragon boats racing at Leith. Talk of exploration by dinghy rather than larger sailing boats is a sure sign of something interesting not to be missed by kayak.

Hazards, weather, waves, tidal flow chartlets, lights and distances to other locations are featured with some history, wildlife, attractions and facilities in the form of shops, pubs, hotels and transport links as applicable although they are sometimes fairly limited, especially further north. Suggestions for attractive walks and picnic beaches are here but so is the putrid rotting seaweed at Keiss. The worst I encountered round the British coast was at Skirza, just 8km north of here.

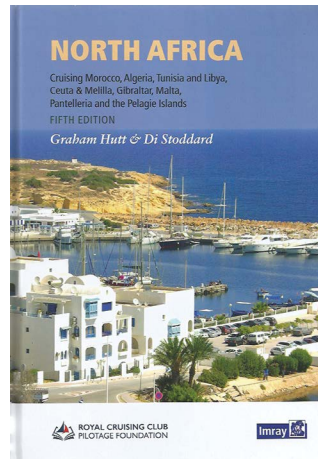
The most wonderful navigation directions I have ever seen anywhere are for Sandend:-

The leading line is reportedly 'the highest rock on the reef inside the east breakwater, usually with a gull standing on it, in line with the gable end of the muckle hoose – the big two-storey house with one chimney in the middle on the very east side of the village'. If that does not get you in, you cannot be trying!

North Africa

Graham Hutt & Di Stoddard
Imray Laurie Norie & Wilson
978 178679 185 6
1991. 5th edition 2023
A4
328 pages, hardback
£47.50

The Royal Cruising Club Pilotage Foundation offer pilotage advice for yachtsmen in locations around the world, managing to turn out



good quality pilots for areas that are often not viable for other publishers. Surely north Africa must rank in that category yet this is a respectable volume, now in its fifth edition, not cheap but packed with information that could quickly recover its cost, even by giving the location of a bus service round the corner at a sixth of the price compared with the one on the main road. There is more historical information than usual in this series, perhaps because there is more history, and invaluable insights to attitudes, Graham Hutt having been based around the Mediterranean for over 50 years.

Read Paul Robinson's article describing a Moroccan jail from the inside when a canoeing trip went wrong (Apr 85, p25) and you will appreciate the value of being informed. Graham offers some interesting thoughts on bakhshish and the insistent volunteers you don't need and draws attention to your position if you assist illegal immigrants, even by giving them water.

The book covers the African coastline from the border with Mauritania to the border with Egypt plus Gibraltar, Malta and smaller islands dotted about the Sicilian Channel. That does not mean that you can go there, however. Algeria is attractive with striking landmarks and inaccessible beaches but has resources from hydrocarbons. It does not need or want tourists. Libya is also unsafe. Thus, quite a bit of the book describes coastline that is closed by politicians, military or environmentalists but is described for completeness and in the hope that attitudes will improve.

In many places the residents and even the police and other officials are welcoming. Attitudes are mixed. 'You are sure to be under surveillance.' On the other hand, it is not unusual for officials to invite boaters home for couscous. Details include where to obtain water, food shops, places to eat, transport ashore, visas and documentation requirements, drugs, smuggling, weather, forecasts, photography, tipping, winds, swell, tides and a range of things you didn't know you needed to know.

Some of the world's oldest buildings are included and there are many from the world's early civilizations yet to be excavated, through to 'the finest Art Deco military town ever built.' Phoenician, Carthaginian and Roman remains are among the most striking.

The long stretches of deserted pristine beach, surfing breaks on the Atlantic coast and a 21 wave cycle of waves followed by five minutes of calm before the next set. Off Libya the Marrobio might be met, sudden changes of sea level of perhaps a metre in minutes, producing currents up to 7km/h which suddenly reverse for no known reason. Almost the last venue in the book is a nautical pool in Malta that can be reached through a tunnel but only in calm conditions as waves can reach to the roof.

Graham has worked with Di Stoddard on other pilots, including *Islas Baleares* (Jun 08, p42). This coast is a complete contrast to the opposite side of the Mediterranean Sea yet the day may come when attitudes change and visitors find it easier to explore among different cultures and unusual terrain.

Atlantic France

Nick Chavasse
Imray Laurie Norie & Wilson
978 178679 374 4
2010. 3rd edition 2023
A4
358 pages, hardback
£47.50

You may have heard of the shovel that had two new blades and three new handles. Since 1959 this book has had at least two publishers, five titles, five authors and editions running into double figures. We reviewed it in June 2005 as *North Biscay*. Since then the scope has been extended to cover from L'Aber Wrac'h to Hendaye on the Spanish border. From the Gironde to Coruña it overlaps *South Biscay* (Jul 2006) and other Royal Cruising Club Pilotage Foundation guides, featuring much of the European Coast and beyond, have been reviewed here.