



Solent Soundings



Issue No. 8 - Autumn 2003

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Photos taken at rallies and elsewhere can be viewed on <http://groups.msn.com/MICROCRUISERSUK>.

Editorial

There are no traditions to stick to in this magazine, so it's a good sounding board for experiments - hence a new format this time.

Apologies to Peter Holman, the only teenager at Shipstall Point Rally, whose name was omitted from those who attended. This was probably because the rally was written-up by a newcomer who hadn't learnt everyone's names. Apologies also to Tom Hart, whose name got missed off the Kench rally report. Tom came over on the ferry from Southsea for a brief visit before returning to his family commitments.

cancellation caused by bad weather, and two Firsts for the South Coast, with rallies in April and October. All these could not have happened without a little help from my friends, and grateful thanks go to David, Dave, Keith, Chris and Len who all hosted a rally - and David did two.

John and Linden have kindly offered their home again for our Winter meeting, and this is to be Sat 24 January 04. This date will enable us to fine tune the rally programme before it goes to the Bulletin.

Liz

We've had a splendid season, without a single rally

South Coast Winter Social
Sat 24th January 2004 7 pm for 7.30 pm
Venue - same as last year - at the home of John & Linden Kuysler
TOTTON
Tel: 023 8087 1951

Hot buffet supper with soft drinks & coffee / tea
Bring your own beer or wine

A slide projector and screen will be available for slides, or bring your photo albums.

Please book and pay in advance to enable adequate catering. Essential map provided on receipt of booking & cheque. £5 payable to Linden Kuysler at above address (any profit to DCA).

For brass monkeys wishing to sail, there is an excellent (free) all-tide slip at Hythe Marina.
First HW Portsmouth 13.12

Another date for your diary:
West Wight Potter Association Annual Lunch
At Maidenhead Rowing Club
28 March 2004



Rally News

Bembridge – 23-25 August – Len Wingfield



Alan Glanville	Ness Yawl	<i>Lowly Worm III</i>
Len Wingfield	14 Footer	<i>Bluey</i>
John & Linden Kuyser	Leisure 23	
Dave Sumner	Mirror	<i>Curlew</i>
Chris Jenkins	Potter AX	<i>Gispey</i>
Liz Baker	Cormorant	<i>Tessa</i>
Steve Bradwell	Enterprise	

Saturday began with very light westerlies which were supposed to veer to NE. I got my 14 footer away early from Northney, tacking against the last of the flood, and then drifting and sailing down the Emsworth Channel. As I cleared the harbour the breeze freshened and backed to the south, giving members leaving Chichester later a rough time with the strong ebb against the wind. David Sumner, sailing from Itchenor in his little 11 ft Mirror persevered and got through, but George Strube in his Peterboat understandably gave up. Most of us had to use our motors at some time or other except Ala Glanville, who had arrived the previous day from Beaulieu with a full F5 behind his 19 ft Ness Yawl, and Steve Bradwell from Itchenor in his Enterprise. (Steve is younger and stronger than most of us, and can therefore power a larger sail area than we oldies dare set). With hot sunny weather Bembridge beach was crowded, but we all managed to tuck our boats in somewhere, including Chris Jenkins, who came in later from Portsmouth in his Potter AX. The DCA lot were joined by Paul and John of the Shipmate Association at the Pilot Boat Inn, where the meal portions were gargantuan.

On the Sunday those of us staying-on sailed round the interesting harbour and then had coffee with the Kuysers on their Leisure 23, lunching on the Brading shore before sailing out. Liz Baker, David Jones and I arrived off Seaview near low water, which made it possible to go ashore at this attractive Edwardian resort. The Seaview fleet of approx. 200 small clinker one-designs on their off-shore moorings were a very impressive sight.

We then had a lively crossing to Portsmouth, with Liz's 12' 6" Cormorant leading my old 14 footer and David's heavily reefed 16' 6" Beaufort all the way. Porchester SC members were very welcoming and we had time for a stroll through the lovely old village, and a drink with Chris Jenkins who had returned his Potter to Portsmouth earlier.

On Monday Liz Baker and I returned to Chichester Harbour by lowering our masts and scraping under Portsea Creek's extremely low bridges. David Jones, who could not easily lower his taller mast, waited for the next tide to take the off-shore route back to Chichester Harbour.

Editor's Note

Anchored in St Helen's Roads was a large square rigger - On my way to Bembridge Rally I made a slight detour for a closer look and sailed round her. She was the *Libertad*, but I was couldn't see where she came from, and the ensign was unfamiliar. Her sailors were swarming all over her, working from rubber dinghies or up in the rigging wealding mops, buckets and paintbrushes, smartening her up ready for her visit to Britain. On Monday morning David Jones saw her docking in Portsmouth . . .



"My passage plan for Monday worked well too. I raised anchor at 11.00 and sailed away. The tall ship we had seen anchored in St Helens Road was being nudged by a couple of tugs into a berth just behind the RN ships as I passed. I did not get near

enough to read her name but confirm the flag as two pale blue horizontal stripes top and bottom with a white stripe in the middle on which there was an emblem too small for me to make out. That's Argentinian. Must be some odd feelings

among the top brasses on both sides about that!" She would be the *Libertad*, ship rig, 298ft, built 1956 for Navy of Argentina, complement 390."



Oxhey Lake - 13/14 September – David Jones

Weather, venue, and company splendid would sum up this rally in the Western Solent. Ten boats attended:

Martin Vincent	Albacore	<i>Hobo</i> (this boat's first SC rally)
Jay Milbourne	Star Trekka	<i>Ka Lae</i>
Len Wingfield	14 Footer	<i>Bluey</i>
Liz Baker	Cormorant	<i>Tessa</i>
Steve Bradwell	Enterprise	
George Strube	Drascombe Peter Boat	<i>Goldeneye</i>
John Perry and Josephine	in own design and build	
Chris Jenkins	West Wight Potter	<i>Gispy</i>
Alan Glanville	own-built Ness Yawl	<i>Lowly Worm III</i>
David Jones	Beaufort	<i>Speedy</i>

Winds were mostly pleasantly light but tides were strong and the sun shone all the time until the harvest moon took over. Liz, after a very long sail from Chichester Harbour, arrived too late to reach the sea wall landing before the tide went out, so sadly was unable to join the rest in the short walk to "The Chequers" on Saturday evening, but came in on the next tide. On Sunday the prospect of continuing wonderful weather encouraged several crews to plan to prolong the rally by sailing to Newtown and returning to base on Monday. Steve, Len, Liz, Alan,



... and Len writes:

Rather than fighting the spring ebb, John, Josephine and Len stopped in Newtown Harbour with Steve, who later returned to Keyhaven. After exploring Clammerkin 'Lake' we attempted to join David Jones at the quay, but were foiled by the channel drying out. We therefore spent the night afloat near the entrance in order to sail back to Warsash on the first of the morning flood. Len's controversial old 14-footer could not catch John's fast 15-footer, but remained in visual contact. (The performance of the heavy old 14-footer has been improved greatly by fitting a larger and relatively modern mast and mainsail, probably nearer to the rig of the pre-war original).

and David arrived there or passed close-by but only David went in to Shalfleet Creek for the night. Martin was seen heading towards Yarmouth. As anticipated, sailing on Monday was delightful with a light easterly breeze.

This weekend with its light winds and near spring tides was an object lesson in crucial tidal gates! Get it wrong and even boats with engines were struggling. David felt foolish on two further counts. He left his dry bag at home containing sleeping bag, pillows, pyjamas etc, but was comforted for one night out of the three by Martin generously lending a spare sleeping bag. About as bad was sort of falling asleep at the tiller on Friday afternoon when sailing from Beaulieu for Newtown. He had made no attempt at a passage plan for such a familiar short trip and before he realised, he was seeing the Lymington – Yarmouth ferries at close quarters, having passed Newtown without noticing. A pleasant but cold night was spent above the Yar Bridge with only a couple of sail bags as pyjama bottoms.

Liz, meanwhile . . .

. . . plugged on under power against the now west-going tide, and made reasonable progress until she reached Gurnard, where the full force of a big spring ebb meant that, even with engine going full throttle, she was barely covering the ground. No wishing to waste all her petrol going nowhere, she went into the Medina for the night, picking-up a buoy just inside the training wall, and like Len and John and Josephine, set off on the first of the morning flood, motoring as far as Langstone before a Light SE provided an enjoyable close reach for the final leg back to Chichester.





Bursledon - 27-28 September - Liz Baker



John and Jo	Perry One Design
Chris Jenkins	Inflatable Canoe
Len Wingfield	Gull
Leon Gee (not yet a member)	Without his boat
Liz Baker	Cormorant

This week-end, like many at this end of the 2003 season, was notable for lack of wind. Weather warm and sunny, but nights a bit chilly. I had to use outboard all the way there and back from Cobnor.

I arrived at Bursledon around 5pm on Saturday, just as John and Josephine were rowing across from Swanwick, where they had launched. At first it looked as though we were to be the only participants, but later in the *Jolly Sailor* we were joined by Chris Jenkins, who was camping down-river with an inflatable canoe, and by a prospective member, Leon Gee, an experienced yacht skipper, but new to dinghy sailing and seeking lots of advice.

Len arrived with his Gull early on Sunday morning in good time for the cruise up to Curbridge, and Leon returned from his home in Southampton to join me in *Tessa*. The sun shone warmly and there was just enough wind to sail gently all the way to Curbridge, where we spent a pleasant couple of hours basking in the sunshine at a table beside the river. Chris was surprised to be joined by a flotilla of canoes and rowing boats from his own sailing club.

I spent Sunday night on a mooring off Swanwick, meaning to set-off at first light and use the last of the ebb to get down the river, but thick fog scotched this plan; however, it did give me time to eat some breakfast. With no wind at all the sea was glassy smooth and *Suzi* had to be employed all the way back to Chichester. We were swept swiftly into Chichester Harbour by the last of the flood tide, and went into Snowhill Creek for lunch. THEN the wind came up, a nice southerly F4 which gave me a brisk sail for the final leg back to Cobnor, but it was disappointing not to be able to sail all the way.



Chichester Harbour - 11-12 October - Liz Baker

The warm sunny weather continuing into October attracted seven boats to this rally, including our President, Roger Barnes sailing a brand new French traditional craft from the Morbihan area designed by Francois Vivier. These were:

Len Wingfield	Old 14 Footer	<i>Bluey</i>
Chris Jenkins	Potter AX	<i>Gispy</i>
John & Michelle Holman	Wanderer	<i>Beakey</i>
Alan Glanville	Ness Yawl	<i>Lowley Worm III</i>
Roger Barnes	Ilur	<i>Avel Dro</i>
Liz Baker	Cormorant	<i>Tessa</i>
David Sumner	Mirror	<i>Curlew</i>

I thought I counted eight boats, so apologies if I've forgotten someone.

Another windless day dawned on Sat 11 October and so *Suzi* had to be employed again in order to make the lunch time rendezvous on Fowley Island. As I rounded Pilsey Island I became aware of a Wayfarer, also under outboard, approaching from astern. While I was trying to think of any Wayfarer owning DCA

members who might be coming from Itchenor, I suddenly realised it was John and Michelle Holman in their Wanderer. Peter really was missing this time - he'd gone paintballing.



We spent a pleasant couple of hours on Fowley Island, then as the tide receded we set-off for East Head. The Holmans were out for the day only and had left by then. My plan was to visit Oare Rythe, a creek in the saltings just south of Thorney, where I usually spot seals. At high water when the saltings are covered it's hard to find the way in, but it's deep and doesn't dry, so is good on a falling tide. Only Chris followed me in, but sailed out again without stopping. Then I spotted a Mirror tacking-up astern. I was puzzled at first because there hadn't been a Mirror on Fowley Island. It was Dave Sumner arriving late. We rafted-up together while Dave brewed tea and I produced cake, and three seals were spotted, one porpoising close to the boats. By the time we set sail again half-an-hour later the wind had dropped and it was low water and nearly dark before we reached East Head. The others had already eaten and they set off for the pub while we were laying-out long anchor warps up the beach. We reached the pub just as they were about to walk back! So much for being sociable! However, to save cooking in the dark we stopped for a meal before returning.

Sunday morning dawned peacefully enough, and with our boats aground we were able to wander about and converse, but as they lifted with the tide a rising

on-shore wind set them bucking around like a pack of bronchos. My boom gave me a painful thwack on the teeth while I was pulling down my second reef. The forecast was for F5, but I would have said it was a good F6, and somebody reported F7. I found it rough enough in Itchenor Fairway and even in Bosham Creek not to be tempted to linger afloat. I thought I was being whimpish until I heard that David, Alan and Len had all had varying degrees of difficulty. Alan set off with fully reefed main, but soon dropped that and ran under mizzen only. He had trouble off Mengham Rythe and had to set the main again to reach up the Emsworth Channel, shipping a lot of water in the process. Len declined David Sumner's offer of a 16 sq ft trisail, but soon wished he'd accepted. With the windage on his tall mast, madly flogging genoa and the fores'l furling cleat pulled out, recovering a heavy anchor and escaping from the lee shore was not easy. Once under weigh the heavy boat was surfing under genoa alone. Fortunately he managed to connect his furling line to the jib cleat and reef the sail for the final run up Sweare Deep to Northney. Roger confessed to having his hands full with three reefs, and wished he'd had a fourth . . .

. . . and so the season ended as it began, at East Head with a stiff on-shore wind.



South Coast Launching

by Len Wingfield

Chichester Harbour's all-tide launching sites at Itchenor and Cobnor are well known to members. At Itchenor the charge is a reasonable £3 to launch, and £5 per 48 hours parking, but getting there involves driving some distance off the A27. However, Northney Marina near Hayling bridge is only two or three minutes from the A27 and A3(M). The marina's all-tide east ramp is wide but steep, has no convenient mooring rings, and they charge £7.50 in **AND** £7.50 out, but this does include secure parking. Fortunately their derelict north slip is useable and free, and cars can be left in the marina's overflow car park for a day or two without charge. Just drive through the marina gate and carry straight on, lifting the second barrier if necessary (remembering to drop it afterwards!). Heavy boats are limited to about 4 hours either side of HW, but a light dinghy can be got away even at LW (at LW springs it might be necessary to walk the boat out through the New Cut (West Cut), perhaps rolling it on a fender for a yard or two at the eastern end).

The most convenient launching site of all, only a minute's drive from the A27 and A3M is at

Brockhampton Coastal Park at the Head of Langstone Harbour. It is free, concrete and wide enough to launch six or more boats abreast, and with unlimited free parking. Launching however is officially only 2 hours either side of HW; but this can be stretched to about 2½ hours for light boats (after this the concrete slip is covered by soft mud). I wouldn't advise leaving a car there overnight, but members have used the nearby Sea Angling Club's secure compound in return for a modest donation. For overnight cruises starting from Langstone I generally launch at Northney and row or motor under Hayling Bridge. (By the way, am I right in presuming that the well built Brockhampton ramp was for the wartime launching of landing craft or Mulberry Harbour sections?).

Incidentally, even at low water with a light boat one can get into Chichester Harbour from Langstone by alternately walking and rowing the boat, and hauling up the little "rapids" before Hayling Bridge.

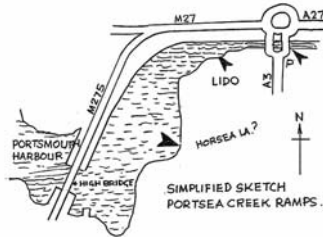
There is of course an all-tide launching site on the Hayling Island side of the Langstone Harbour



entrance, but this can involve horrible congestion on Hayling's roads, and it is not cheap (£8.60 launching, plus £6 per day parking, or £5 if there is room in the pub car park).

I was told that at **Keyhaven** the authorities were discouraging casual launching by increasing their launching charges from a token £1 to a stiff £15, and this with the car park not only expensive, but limited to 20 hours. However, I have since been told that boats under 16 ft are charged a reasonable £5, the harbourmaster is co-operative, and some free parking is still available in the lane by the sea wall.

For easy access to **Portsmouth Harbour**, **Portsea Creek** appears to have three launching ramps:



- (1) at the open western entrance to the creek, near Hilslea Lane;

- (2) just before the low A3 road bridge near the Lido baths (this one looks suitable for a light boat hauled on a trolley from the Lido car park);

- (3) just under the low A3 bridge, alongside a small car park.

Could anyone kindly provide further information on access, tidal restrictions and the parking situation for these? Incidentally, there is also a ramp at the Langstone Harbour end of the creek, immediately west of the low railway bridge, but access might be difficult.

Buckler's Hard launching appears to still be reasonable at £10, including secure parking, but I am told that the charge varies from one official to another. If you pick up a buoy, even for a short time, they will be on you for a fiver! (Incidentally I am told that Seaview YC on the Isle of Wight also charge a fiver if you use one of their buoys, but as this includes ferrying ashore and back and the use of club premises, it could be money well spent!

The Lymington slip between the two yacht clubs has been recommended, with a charge of £8 using a car, or £4 manual launching, and unrestricted parking nearby.

