



Solent Soundings



Issue No. 13 - August 2005

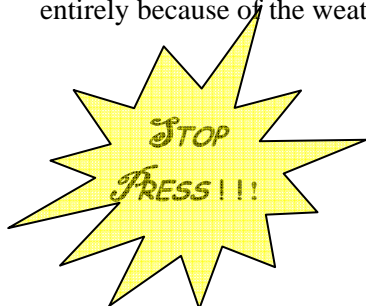
Don't forget to look at <https://uk.groups.yahoo.com/neo/groups/dinghysolent/info> for more photos and general discussion.

Editorial

The beginning of this Summer wasn't one of the best for weather, with strong winds forecast for many of our rallies. *Tessa* finally made her first sortie outside Chichester Harbour last week-end (10 Sept!) on a windless sail to Newtown.. This was not entirely because of the weather, but also

because I had to miss some sailing in order to work on preparations for the 50th event. The work wasn't massive, but it could only be done when I was not at work, ie week-ends, and so sailing had to be curtailed - such is life . . .

Liz



Fowley Island Rally – Sorry folks, but I've put the LOW Water instead of HW time for this rally. HW at Fowley Island will be about 11 am, giving us water from about 9.00 until 13.00 hrs; **NOT** 17.50 as shown in the programme. Please see p7 for further details.

David Jones needs some advice . . .

Liz,

You must have had another very long day to finish the rally (*Newtown*). I don't know how you do it! I needed a rest after getting to Beaulieu River. My rally was:

- Fri: Bucklers Hard to Yarmouth
- Sat Yarmouth to Newtown
- Sun Newtown to Bucklers Hard & trail home.

Then I had my calamity while parking the boat in front of the house between our two birch trees. Stupidly I muffed it and got the mast caught in a low branch without knowing.

There was a pop type sound and I found the mast broken 18 inches below the hounds.

Any suggestions or advice from anyone about how to proceed from here would be most welcome. I see from the Proctor Masts website that a Wayfarer mast costs over 1000 dollars and Beaufort isn't listed. So a new mast doesn't seem to be an option. I'm thinking *Speedy's* days are perhaps over, well certainly for this season. Thanks for the Newtown Rally, another good one despite the rather gloomy weather.

David Jones



Rally Reports

Oxey Lake - 18-19 June 2005 - Chris Jenkins

Steve Bradwell	Enterprise	Launched Warsash, Friday night at Ashlett Creek
Graham Deans	Wayfarer	Launched Bosham, Friday night at East Head
Frank Dyer	Faversham 14	Launched Calshot
Keith Holdsworth	-	Launched Keyhaven
Chris Jenkins	Potter	Launched Portsmouth, Friday night at Yarmouth
David Jones	Beaufort	Launched Warsash, Friday night at Ashlett Creek
Derek Milbourne	Startrekker	From Yarmouth
David Sumner	Mirror	Launched Warsash
	Flying Pig	
	Gyspey	
	Speedy	
	Ka Lae	
	Curlew	

The Saturday coincided with the Round the Island Race which made for a crowded Western Solent. There was also considerable frustration with no wind and the start had to be delayed. The wind, when it came, was truly fickle as it was easterly in the Solent but the yachts were then **beating** through the Hurst Narrows! I watched this from Yarmouth having beat my way down on Friday against a south westerly. Others coming from the east on Saturday had a much pleasanter run. The usual evening trip to the pub was then followed by a calm night.

On Sunday the wind was still easterly which meant that during the morning those returning east would be against wind and tide. Some left early to get the east going tide; others went into Newtown to wait-out the west-going tide and I ended up anchored at Pitts Deep. Jay stayed at Oxey Lake and Keith had both tide and wind back to Keyhaven. Once the tide turned it was a very lumpy sail against a fresh north-easterly to just off Ryde when the wind died and I had to motor to Bembridge. Having had to beat both ways I ended up sailing 60 miles in total, about twice the straight line distance. An enjoyable but contrary week-end.

Although not sailing myself that week-end, I recall that this was also probably the hottest week-end of the year.

Liz

Folly Inn - 2/3 July - Len Wingfield

Mark Tinker	15 ft Hobie catamaran, all the way from Rockley (Poole Harbour)
Alastaire Law	14 ft Paradox from Calshot
Alan Glanville	19 ft Ness Yawl from Calshot
Len Wingfield	14 ft Woodnutt dayboat, from Warsash

Unfortunately Jay Millbourne's rudder had broken and could not be rebuilt in time for him to host this event. Despite a discouraging forecast, four boats made it:

There could hardly have been a wider range of boats, but we had one thing in common, we were all sail-and-oar (except for the intrepid Mark, who had only a single paddle on his catamaran!). The winds were a bit below the F5 forecast but, nevertheless, with the Solent chop, those from Southampton Water had a wet crossing, and Mark's sail must have been

epic! We enjoyed a good if noisy meal in the Folly Inn, but none of us joined the girls dancing on the tabletops (although this appears to be a Folly Inn tradition).

Sunday's forecast was for more of the same weather, but getting worse, so we all left early, three of us meeting-up again at Calshot. Fortunately the wind stayed southerly giving Mark a reach for his long journey back to Rockley and, despite the forecast, the wind dropped off to F2 for a time. Even so, Mark arrived by 16.30!

NB: At Cowes, free landing can still be made between the Town Quay and the marina. There are several chandlers, and of course the preomnade walk is recommendable. Worth a visit is the Max Aitken museum (free) in the main street; it is housed in the old



Ratsey sail loft where they made the sails for the gigantic J-class yachts. **Not** recommended is East Cowes; apart from the promenade walk it has deteriorated from mere shabbiness to demolition and *Grotville*, with boys stoning boats and their occupants.

Dell Quay Festival of Sail - 8-10 July

With final admin. work to be done for our 50th celebrations the following week-end, I wasn't able to get to Dell Quay, but several members did go - George Strube, Graham Deans, Aidan de la Mare and David Sumner amongst them. David writes:

"I went to DQ today and it was truly heaven. Lots of traditional dinghies sailing and I crewed for Aiden in Jady Lane. We pulled up on the beach at Copperas Point in hot sun, with the Downs and the Cathedral in sight".

50th Anniversary Celebrations



50th Anniversary Parade of Sail

These were a huge success, thanks mainly to Hugh Clay and Graham Deans. Hugh took on responsibility for the financial and administrative side of things and thought-out the programme of events, the bar-b-que on the Friday evening, the Treasure Hunt and Dinner on the first Saturday; the big parade of sail on Sunday morning, the souvenir mugs and certificates.

People came from Scotland, Wales, East Anglia, Northumberland and even Holland. There were new members attending their first DCA event, and founder members such as Joan Abrams and John Reeve. Give or take the odd booking who failed to turn-up, and one or two who were unexpected, 115 sat down to dinner, and 60 boats took part in the main week-end activities, including the big sail-past to East Head on Sunday morning, when we proudly flew our home-made banners and dipped them as we passed. President Roger Barnes and Helen, anchored off Cobnor Point.

The cruise round Hayling Island on Monday for those staying-on beyond the week-end was also Hugh's idea. This was the only hiccup, as F6-7 was forecast. A few of the hardier souls set-off over the bar, anxiously watched by the rest of us. Having watched them round the Bar Beacon and disappear behind Eastoke Point, I started to prepare a brew-up assuming they would carry-on, intending later to sail up to Langstone Bridge and meet them coming through. Suddenly David Morl, who was crewing for me that day, shouted, "They're back!" Poor Doug and Sue Forster waited all day at Langstone Bridge with their cameras, and nobody came!

Chris Jenkins did a wonderful job running the bar, and we never ran out of beer or soft drinks, which continued to be served right through till the marquee was taken down on Thursday, and Steve Bradwell organised the launching so efficiently that none of the local



sailors complained of being held-up - in fact I think they scarcely noticed we were there!

The marquee served us well, and once the official events were over we used it as our club room in the evenings. Graham had organised



three fridges to keep the beer cool, and an urn for hot drinks, all of which were connected up to electricity in the "Well Head

Hut", and a generator for the caterers to run their cooking equipment. Thanks are also due to Graham's friend Celia Riemer who provided wonderful bar-b-ques on three successive week-day evenings.

John and Jo	Anonymous
George Strube	Goldeney
Piete & Elspeth Zuis (from Holland) with Graham Deans crewing	
Cliff Martin	Daydream
Edwin Dewhirst	Sabine
Doug Jones	Houdini

Drascombe Peter Boat
Norfolk Oyster
Mirror

Doug continued to his base at Netley, and Edwin was bound for the West Country. Meanwhile I organised a cruise around Chichester harbour for the two remaining boats who wanted to stay within the harbour, Margaret and David Spensley in their Wanderer, and Andy and Tracey McLoughlin in their Kingfisher. Sophie Annettes crewed for me and we had a wonderful day - explored Fishery Creek, had lunch at the top of Mengham Rythe, and visited the seals in Oare Rythe (14 browsing on the mud banks) - Sophie was entranced.

On Friday new member Steve Skinner crewed for me and we sailed up to Langstone to meet the fleet returning from Bembridge, who had decided to return via Langstone Harbour and thus complete the circumnavigation of Hayling Island aborted on the Monday.

I designed the certificates and planned the treasure hunt. The latter I was told was too hard, although everybody guessed the final answer without finding the clues! However, it seemed to have the desired result of getting everyone out and about exploring the harbour on Saturday morning. Treasure Hunts are not my fort , but the planning was fun, although I wasn't helped by dreadful weather on the two occasions I sailed the harbour for this purpose.

The sun shone all week, but the fresh winds of Monday continued until Wednesday, so sailing was confined to the harbour and some chose to spend those windy days sight-seeing ashore. On Thursday a fleet of six set sail for Bembridge. These were:

On Saturday only the Dutch boat remained, but Peter and Elspeth were going sight-seeing ashore. Steve Skinner came with me again and we sailed around the harbour collecting-up those treasure hunt clues which were still in situ. It was a perfect day with warm sunshine, blue skies and a nice steady F4 - lovely sailing. On Sunday, when everyone but the Zuis's had gone home, the rain came down.



DCA Moorings at Cobnor



Bembridge- 13/14 August - David Jones

Participating were:

Len Wingfield	Vintage 14ft, "Bluey", from Emsworth
Steve Bradwell	Enterprise, no name, from Langstone Hbr ferry slip
Graham Deans and Steve Skinner	Wayfarer, from Itchenor via East Head
Alan Glanville	Lowly Worm III, from Ichenor, via Wootton Creek
David Jones	Speedy, 16ft 6in. Beaufort, from Northney Marina

Set-out but turned back:

Liz Baker	Cormorant Tessa from Cobnor
Cliff Martin	Mirror Daydream from Itchenor

The forecasters were predicting brisk winds for Saturday and Sunday but good sailing conditions on Friday. Being retired I could choose the easy way so at noon on Friday I was sailing away from Northney Marina and 3h 15m later I was beached in the usual place on the south side of Bembridge harbour. Not expecting any company to arrive in the night and with LW at about 10pm I went to bed about 9 when the clamour of the Sailing Club's regatta party subsided. It was a big surprise next morning to be hailed by Len just as I was thinking about getting up. He had arrived on Friday at 10:30pm after what, to me, would have been an epic sail, but he had taken it in his stride it seemed. His preferred place near Emsworth restricts him to launching 1 or 2 hrs +/- HW, which on Friday was about 5pm, so he missed the good wind and tide I had enjoyed earlier in the day. Failure of his Seagull had not helped and he was carried to south of the Bembridge Lifeboat Station. He then had to row, in the dark, to make the harbour. We spent the morning walking south along the beach to Foreland to get a view of Culver Cliff and the scene of his exploits the night before! Early in the afternoon (Saturday) while the wind was blowing strongly out of the harbour, Len and I were sheltering in our tents having lunch when three boats (Alan, Steve Bradwell, and Graham with Steve Skinner) appeared altogether. It seemed conditions had been tolerable until they were close to Bembridge but then the wind had strengthened considerably (F6 probably) making the final stage very difficult. Heavy rain arrived shortly after to make the rest of the afternoon rather miserable but we were cheered by the prospect of having dinner at the Baywatch fish restaurant on the north

side of the harbour which Graham managed to book for us (www.bay-watch.co.uk Tel: 01983 873259). The walk there was quite long but interesting and the food was good, but too pricey I thought (bearing in mind my usual meal is a tin of sardines and a packet of oatcakes!). On Sunday morning there was much reflecting on the weather forecast. Both the Shipping and the Inshore Waters forecasts



Setting-out for Baywatch restaurant.
Picture by Steve Bradwell

at 05h33 mentioned F6, and the latter F6/7 "for a time, in the east". The direction was forecast W/NW and we agreed that "in the east" meant the Dover Strait. So we finally decided it was reasonable to depart from Bembridge at around 10am for Langstone/Chichester and that is what we did, with all boats carrying well shortened sails. *Speedy* had double-reefed main and half-size jib which was comfortable in the conditions - a port tack close reach all the way to Chichester Entrance. Sea state was kind to us – sometimes quite big waves but never the nasty steep ones you would expect in narrower parts of the Solent ,or if wind and tide are opposed. Alan, Steve,



and Graham got away quickly and were soon out of sight, but I shadowed Len all the way to near Sandy Point, inside Chichester Harbour, where we stopped at 13h00 for a breather and lunch. We had passed Alan near the shallows of the Bar. Steve Bradwell made Langstone Harbour and spent Sunday night in The Kench. Graham and Steve Skinner went to East Head where they met Liz and Cliff. Liz had set out on Saturday but found conditions outside Chichester Hbr too rough and went back inside. Cliff too had set off and got as far as the shipping lane off Langstone before turning back. On Sunday afternoon the wind continued to blow strongly straight down

Emsworth Channel so I decided to motor back to Northney. Len chose to sit it out - he would have to wait a few hours before the water returned to Warblington Road, his launch site. The wind had probably been F5 on our way across from Bembridge, but when I got up to Sweare Deep and turned west towards Northney I'm sure it was F6 or 7. Could hardly make progress even with tide helping. As Len commented, Bembridge is a favourite venue but can be one of the most challenging because of the long open water crossing. I'm sure, once more, with good DCA appreciation of the situations, we had all enjoyed the challenge.

The Other Bembridge- by Cliff Martin

My Bembridge rally was mostly confined to Chichester Harbour. It was a shame not to see you all but a great weekend's sailing none the less:

Friday 12 August:

I launched at Ichenor mid afternoon and headed up channel to see if my Uncle was on his boat near Birdham. He wasn't so I sailed down to Snowhill Creek to anchor for the night. I later found Graham and Steve Skinner spent the night there also but they did not realise I was there. They left before I was up.

Saturday 13 August:

I didn't get up very early, nor was I in much of a rush to set off. I had breakfast at East Head as Snowhill Creek was drying out, and probably left at about 11am.

I probably got out of the harbour entrance about mid-day. the conditions were roughish and I was having a job bashing on upwind. I was however making to windward and gradually left the Bar Beacon behind. I was keeping a back-bearing of 60 degrees or thereabouts onto the beacon and after a couple of hours I was nearing the shipping channel. By this time the visability had fallen, it was raining and the sea state if

anything was getting rougher. I decided to head down-wind for Langstone Harbour and was just short of the entrance when I got a call from Liz saying she was at Sandy Point.

I was cold and disapointed and very glad to hear a friendly voice. I met Liz at Sandy point and we decided to anchor-up at Fishery Creek. It had been raining for a couple of hours and I needed to get into



some dry clothes and cook myself a decent bit of grub. With the tent up eventually and myself dry and fed it wasn't

long before I was in my sleeping bag (lying on wet, unpainted plywood - ugh!). When I woke-up the creek was dry and I splodged across to Liz's boat with wellies and an oar and she agreed we could try for Bembridge the next morning.

Sunday, 14 August:

By the time we had returned to Sandy Point we had both reefed and I wasn't looking forward to another rough day, so we went to see the seals then decided to go for a coffee. The pontoon at Emsworth had



dried-out so we rafted-up to a mooring, put the kettles on, drank gallons of coffee and ate cheese and biscuits. After about two hours Liz got a call from Graham who had got back to East Head so we went to see him and Steve. We spent a long time chatting on the beach but eventually everyone else had to go home.

I couldn't get back until Monday so I decided to go to Dell Quay for a pint and a meal. The food took quite a long while to come.

Just down from Dell Quay I found a kid in the water with a topper which had virtually sunk, the inbuilt bouyancy of his boat was clearly waterlogged and he was in the water next to it. I towed him to the shore. He didn't seem hypothermic or injured and it was only a quarter mile walk to his sailing club so I continued back down to Snowhill Creek. I had fitted navigation lights to the

Mirror on a bit of a whim but was I ever glad I'd done so? It was profoundly dark by the time I got to East Head, I got a bit lost, and in the end the wind died completely and I did the last mile or so on foot towing the boat on a bit of string. I paddled into Snowhill Creek by moonlight and tried to find a level spot to beach the boat. There were none but I got the boat levelled-up with a fender under the chine. Setting the boat up for the night by torchlight is slow but everything was done about right and by midnight I had eaten (again) and was in bed.

Monday was a straightforward day, breakfast, sail up to Ichenor, de-rig and wait for the car to come and pick me up.

Cliff Martin

Poole and Newtown both enjoyed good weather and were well attended. These will be written-up in the next issue, along with Ashklett Creek and Fowley island still to come.

Remaining Rallies

Ashlett Creek - OS 196-467 034
24/25 Sept Sat HW Portsmouth 16.10
Len Wingfield

Fowley Island, Chichester Harbour - OS 197-744 044 - Accessible HW +/-2 hrs.
15/16 Oct Sat HW Fowley Is 11.00 hrs. approx. This is now correct!
Camping ashore possible. Only accessible 2 hrs either side of HW.
Liz Baker

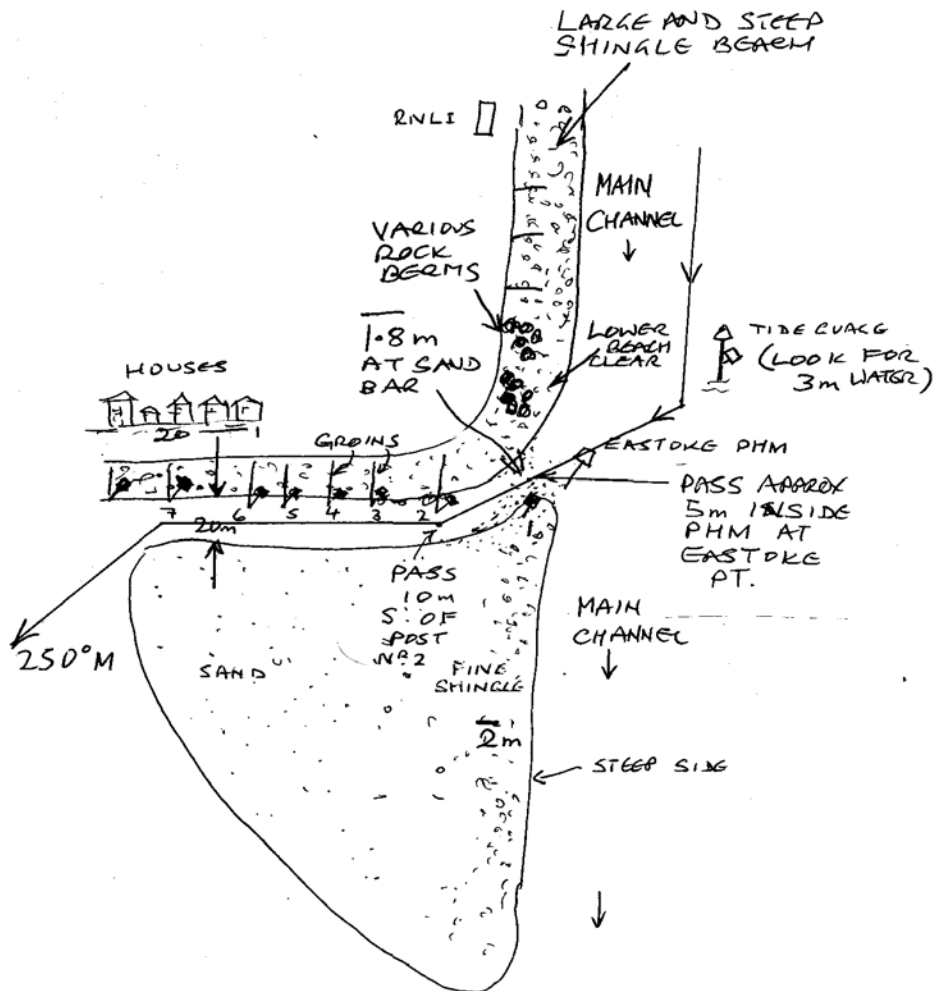
My idea is to arrive just before the tide leaves the island, around 12.30 and have a bar-b-que lunch. – so - bring some sausages or spuds to bake. If you could also bring some kindling then, when it gets dark we can have a pow wow round a bonfire. Sufficient kindling can sometimes be found on the island, but there havn't been any storms lately so it has probably all been used over the Summer.



End of a perfect day
By Sue Forster



David Sumner went out on the sands of Eastoke Point during the very low tide of 19 August and made the following chart of the swatchway:



SWATCHWAY AT CHICHESTER ENTRANCE

19 AUG. 2005

Note from Liz:

If the tide is too low to use this passage, or if your nerves fail you when waves are pounding the beach, there is another swatchway immediately to the south of this shoal. You need to watch for the spot where the waves aren't breaking. As soon as you are through, when heading west, you must turn NW and follow the SW edge of the shoal back towards the beach to avoid further shoals to the S and W of this one. Follow the shore closely for about 300 yds and then you can head out to sea. Remember though that these channels can change from year to year so what is possible in 2005 won't necessarily be the case in 2006.