



# Solent Soundings



## Issue No. 19 -December 2006

Why not join our dinghysolent forum on <https://uk.groups.yahoo.com/neo/groups/dinghysolent/info> so you can share South Coast rally photos and general discussion?

### Editorial

Thank you Len who is already planning an ambitious rally programme for 2007. This is a great help, but he will need lots of volunteer hosts if all his ideas are to come to fruition.

Following a link from another website, I came across Alastair Law's site about the building his Paradox, *Little Jim*, including accounts of his first four cruises. Well worth reading . . .

[http://www.as4ig.freeuk.com/little\\_jim/little\\_jim.htm](http://www.as4ig.freeuk.com/little_jim/little_jim.htm).

. . . and thank you to David Sumner who sent me the following link to a brilliant site which shows the movements and details of all the ships in the Solent. Great fun, and educational too - <http://www.ais-live.co.uk/AIS%20Live/page2.html>.

Finally, Ray Ellard from Adelaide, Aus, sent me this link which he found by accident, showing aerial photos of all the Solent shoals.

<http://www.strawberrymarketing.com/shallows.html>

Liz

### Len says:

At the Bembridge rally a collection was made for the RNLI. This was made up to £12. Well done Len, and lucky RNLI!

## SOUTH COAST WINTER MEETING

SATURDAY, 10 February 2007

at The Crown Hotel, Emsworth from 6pm until 10.30pm. New members very welcome. I will be charging £8 per head, the same as the previous two years, and there will be a light buffet supper. Please let me know at least a week beforehand if you intend to come, WITH **PAYMENT IN ADVANCE** please to:  
E A Baker

I am hoping by then to have a digital projector in addition to my old slide projector, so if anyone has been indulging in digital photography and would like to put the slides on a CD, we should be able to view them on the big screen. Alternatively, if you have any prints which you would like to see projected and can send them to me well in advance of the meeting, I can scan them onto a CD for you.

Demonstrations of new inventions or bits of cruising equipment are always interesting and often fun, so if you've got something you're proud of, bring it along to show us! Would anyone like to talk about how they've designed or built a boat, or an interesting cruise they've accomplished?

For those who want to sail, HW Emsworth will be at around 16.15 hrs.

Liz Baker



A pattern similar to 2006 is proposed, with about 15 rallies commencing early April and going on into October. The River Piddle (Poole Harbour) rally will be tried again, but Beaulieu River is being dropped because of the restrictions, and Pitts Deep is out because of erosion (but is still OK for single boats). A simple, low-key Cobnor week (no marquee or formal talks) has been booked – see below\*.

Ashlett Creek, Bembridge, East Head / Fowley Island, Hurst Point, Newtown and Sinah Warren are all popular choices. Members' other suggestions will be gladly considered. Is there any call for river day-trips for light boats and canoes - the upper Hamble or the River Arun up from Arundel or down from Pulborough etc?

*Len Wingfield*

**\* Date for your Diary:**

Cobnor Family Week-end – 18/19 August 2007, with option to stay-on for the rest of the week for those who wish to do so. Camping ashore. Just the normal, informal event, with a bar-b-que on Sat night – nothing like the big 50<sup>th</sup> affair.

*Liz*

## Rally Reports

### **Beaulieu River** – 24/25 June – Steve Bradwell

Steve Bradwell	Enterprise	
Len Wingfield	Woodnutt	<i>Bluey</i>
Leon Gee	GP14	<i>Cat Nap</i>

*(Graham Deans also set-out, rather too late, from Bosham in his Wayfarer but found it a bit too lively so turned back.)*



Beaulieu Rally – photo by S Bradwell

All three boats sailed from Southampton Water to Beaulieu. Len and I launched from Warsash on the river Hamble and non-member Leon from his sailing club at Netley.

I had anchored overnight at Ashlett Creek and sailed against the westerly wind in one long tack which took me from Cowes to Beaulieu. Wind was about force 3. Leon was next to arrive, beating up Beaulieu River against the tide and strengthening wind. I explored the creek which runs past the old coastguard cottages parallel to the Solent shore. Len rowed in to join us at Bucklers Hard, having set-off later. Also at Bucklers Hard was the Drascombe Owners Club who had a well attended rally that weekend and displayed a level of organisation in stark contrast to our loose arrangements.

Sunday brought forecasts of stronger winds. Len and I took the last of the flood tide to sail up to the head the navigable river. We exercised our ancient right (in our imagination if not in reality) to moor alongside the stone wall opposite the Abbey. Len explored the church and Abbey while I took my cooking gear ashore and brewed tea. Back at Bucklers Hard we found Leon relaxing outside the pub to a live jazz band and hog roast. No wonder he hadn't joined us!

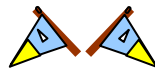
Then we all sailed down-river to beach off Beaulieu SC (near Needs Ore) in preparation for our return. Wind was now force 5-6 and we all missed tacks as we followed the twisting river. None of us fancied the prospect of sailing in the conditions as we found them on the Solent, even down-wind as it was. The decision was made to wait until 7pm for



the forecast drop in wind. If conditions were unchanged we would stay put until morning. We spent the three or so hours resting and walking in pleasant surroundings. By 7pm the wind had dropped to force 4-5 and we set off, having agreed to call the coastguard at once if anyone capsized. The tension of the moment must have got to me as I sailed off while still anchored to the beach!

Sailing downwind, and all on jib alone, we had a fast if lumpy sail taking about an hour and a half to get past Calshot without drama. As Leon continued into the setting sun towards Netley, Len and I turned east towards Warsash. I felt exhilarated. It would have been nothing in a yacht but in our small open boats the feeling of achievement was immense.

Steve Bradwell



### **Cruise with Cliff Week** – 15-22 July – Cliff Martin

Attending:

Steve Skinner with crew Mike	Wayfarer	<i>Perlin Two</i>
David Jones	Beaufort	<i>Speedy</i>
Cliff Martin	Mirror	<i>Daydream</i>

Very hot weather and still mornings were experienced throughout this rally. The breeze, once it arrived, was generally from the direction of the planned destination. The journey to Wootton from the Medina meant being fully reefed and a lot of spray came on-board during the two-hour passage. This was the only time conditions were marginal for a cruising dinghy, apart from a thunderstorm shortly before setting-out for the Newtown rally which I am really glad didn't catch anyone out mid-Solent.

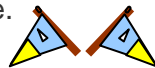
During the week we visited Botley, Curbridge, Ashlett, Calshot, Newport, The Folly, Wootton Bridge, Yarmouth, Oxey Lake, Lymington, Newtown Harbour and Shalfleet. David also visited Bembridge, having launched at Northney. Much was discovered about our area and new boat-handling techniques were developed. An on-board mobile phone charger I had concocted was tested (*did it work? EB*).

David Jones sailed with me for much of the week; it would have been a bit different without his company. He very kindly showed me several favourite DCA haunts. Steve Skinner and Mike sailed with me to Botley and Calshot on the first day, having launched at Netley. Unfortunately their centreboard jammed at Calshot and they had to leave next morning under engine.

After some long sessions at the tiller in the first days, the cruise settled into a pattern of 4-5 hours sailing each day and a lot of lazing around on-board or ashore. The extremely hot weather might have been partly responsible for this. Any opportunity to take a shower was gratefully accepted.

A more comprehensive report of the cruise is due to be reported in the Bulletin.

CM



### **Newtown Harbour** – 22/23 July – David Jones

John Lidstone	Own designed and built outrigger canoe	<i>Geese</i>
Len Wingfield	Woodnut	<i>Bluey</i>
Cliff Martin in	Mirror	<i>Daydream</i>
David Sumner	Mirror	<i>Curlew</i>
Steve Bradwell	Enterprise	
David Jones	Beaufort	<i>Speedy</i>



This rally had extra interest since it took place with tides approaching springs, compared to the more usual neaps timing. *Daydream* and *Speedy* had shared the



John Lidstone sailing *Geese*

Solent for a few days before the week-end, pottering around most of the DCA's usual venues, and spent the Friday night in Oxey Lake with a very loud

thunderstorm in the early hours of Saturday. We were loitering in Pylewell Lake later on Saturday when an even grander storm broke out. Fortunately by the time we needed to cross to Newtown the weather was more benign.

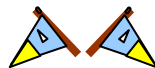
The four other participants, all starting from the Hamble, were also lucky that the storm had passed before they set sail. We all met in the usual way at the entrance to Newtown Harbour to wait for the tide to rise and watched the passing traffic but of most interest was

John Lidstone's beautiful outrigger canoe. After moving to our berths above the quay in Shalfleet Creek and preparing for the night we walked to the pub and were surprised to find plenty of space, so we could have eaten there instead of roughing it on our boats.

On Sunday Len led the fleet in a high tide excursion to the head of Clamerkin Lake – very enjoyable indeed and made especially interesting by Len's experiments to see whether he could get back on board *Bluey* from a man-overboard situation such as after a capsize. Darned near impossible would be a fair summary I think. Wearing only swimming trunks and still in the still water, he did manage to get over the transom thanks to a two rung folding aluminium ladder installed there. Wearing foul weather gear, in rough water, and with even greater freeboard than *Bluey*, success seems unlikely.

After that we waited at the harbour entrance for the east going tide stream although, in fact, we all departed early since wind was a good westerly and we wanted to recover as soon as possible – myself from Chichester Harbour - and the rest from the Hamble River.

DJ



### ***Sinah Warren (The Kench)*** – 5/6 August – David Sumner

Boats attending were:

Len Wingfield	Gull	Asa
Mark Tinker	Hobie Cat	Mirage
Steve Bradwell	Enterprise	
Chris Jenkins	West Wight Potter	Gypsy
David Sumner	Mirror	Curlew

Len and Steve launched at Warblington Road at Emsworth, which they rate as an excellent launching site. The only limitation is that launching is restricted to about half-tide. Mark launched at Calshot and was the furthest voyager, whilst Chris came from Portsmouth. I launched at Northney

Marina and whilst there I met the owner of The Trailer Sailer Centre, which is located near the "old" public slipway and sells Mirror spares, etc. He said that this slipway had re-opened and it was possible to park (Bob Lomas will be pleased!) - the harbour authorities continue to look after our interests.



The wind was a steady F3 S with a surprisingly energetic chop and a little sunshine. I noticed that the Mirror passed under Langstone Bridge very easily at low water, without even lowering the yard, so readers (*with short masts - EB*) should be encouraged to try this route.

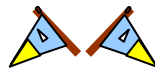
The boats anchored off the north facing shore to obtain a little shelter, and after a very pleasant visit to the Ferry Boat Inn we had a quiet night.

Most people set-off around high water at mid-morning on Sunday. Len sailed for home but ended-up rowing the last three miles against the tide. Steve crossed to Whitecliffe Bay before returning to Chichester, whilst Chris visited Kings Quay Creek on his way home.

Mark had a successful voyage back to Calshot. I had a lovely sail to Bembridge, with a beam wind F2 SW, and spent the day on the beach in hot sunshine. The night and morning were windy, but after a false start due to rough conditions I ended up motoring towards Chichester in the afternoon, having at first been becalmed. Then suddenly some swallows appeared chasing insects and they marked the boundary of the wind, so I ended up punching sea and wind on the nose the rest of the way.

Len reminded me that a highlight of the rally was discovering opposite the Inn, a large noticeboard detailing the numerous speeding fines levied on personal water craft users.

DS



### **Wootton Creek** – 19/20 August – Liz Baker / David Jones

With an untried boat following a Summer of renovations, I decided to take Friday off for a gentle trial sail to East Head, before heading for the Solent on Saturday. The weather, however, had other ideas and I couldn't even raise the enthusiasm to leave home, so I sent out a late e-mail to all on my *Solent Soundings* mailing list saying I wouldn't be going. Inevitably the only replies were from those who couldn't go. I was concerned about getting back on Sunday, which also had a bad forecast. Maddeningly I awoke on Saturday to find a calm, sunny morning. I reached Cobnor late morning to find a F6 dead on-shore, which was going to make a single-handed launch awkward, particularly as the hard was also crowded with holiday sailors. Rather too late in the day I remembered I had planned to take the ferry to Wootton

to see if anyone else was there. I hastily pulled *Tessa's* cover over and drove to Portsmouth. It didn't take long to park the car and get on a ferry, but the light was fading and it was dark before I had walked up to the bridge. I thought at first I could see Chris Jenkins's *Gispey*, but closer inspection revealed a bigger boat. There were no DCA boats at the jetty. Back at the ferry I walked down to the Victoria Yacht Club to try and get a glimpse across the river in case any DCA member had picked-up a mooring there – as they sometimes do. Unfortunately I could not see beyond the dazzle of bright lights, so I jumped on the next ferry and returned to Pompey. However, had it still been light I would have spotted David Jones and Speedy . . .

### **David writes . . .**

I left Northney Marina at 13.00 on Friday but couldn't handle the F6 S in Emsworth Channel, so dropped sails and motored to East Head. I was doing about 2kn with bare pole. Abandoned plan to go to Bembridge that day; instead would over-night in Snowhill Creek and take

advantage of lighter conditions forecast for Saturday to go to Wootton.

Left East Head at 08.00 on Sat with a forecast S 3/4 veering later W 5/6, showers, possibly thundery. So close-hauled, small jib and first reef in main, all



the way to Wootton, arriving 13.00. On the way some very "interesting" and enormous showers, not thundery, and not badly gusty, so the only worry was visibility down to 20m in the worst, and lots of fresh water in the boat. Beautiful green sea colours where parts were illuminated by brilliant sun and at the same time other parts were reflecting the graphite colour of the shower cloud.

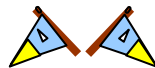
Took the mud on west side of creek outside the green pile (GR about 552 928) to sort things out, have lunch, and wait for more depth. I noted that this clean mud would be better for a night of perhaps W6, than up at Wootton Bridge with so little room and a generally foul bottom. Later moved up to the landing steps at the dinghy park to wait and see if anyone arrived. By 19.30 had seen no one so returned to moor to two anchors at the pre-selected place. At 20.00 erected tent to warm-up and make supper.

Sunday's forecast was W/SW 4/5 increasing 6 at times. Considered working round the weather coast to Bembridge but did not fancy trying to get in there with a possible F6 blowing out! So had a very boring day moored in Wootton. The wind turned out moderate in the morning but

strong in the afternoon until it dropped in the evening.

Monday's forecast was W/SW 4/5, 6 at times; still worrying, but I decided to give-up Bembridge and run back to Chichester. Hopefully the strongest wind would not arrive until the afternoon by which time I could be inside the harbour. And that was nearly how things worked out. Departed Wootton 07.30 with first reef in main and small jib, on a dead run. Once past the forts the sea increased and then a huge shower appeared which, based on Saturday's experience, I did not worry about until 5 mins too late. There was a sharp increase in wind and waves and I had to put in the second reef. I did this from a backed jib, hove-to position but in these strong conditions the boat was not heading up to wind enough so there was too much wind in the main, the job was a struggle and boat heeled alarmingly. To let the jib sheet fly did not appeal but is that the right method? There is too much to cope with singlehanded in this manoeuvre! My helm impeder does not fix the tiller in a rough situation like this was.

Now *Speedy* was surfing like they do in the southern ocean and by 11.00 we were tied-up in Northney Marina". DJ



### **River Medina Rally – 2/3 September – Liz Baker /Cliff Martin**

Attending:	Steve Bradwell	-	Enterprise
	Cliff Martin	-	Mirror - <i>Daydream</i>
Host:	Liz Baker	-	Cormorant - <i>Tessa</i>

Weatherwise this was a repeat of Wootton Creek week-end, only worse, as we had a F8. I drove down on Friday after work to prepare *Tessa* for trailing to the Hamble. When it got too dark to see I slept in car until daybreak, then continued the preparation and reached Swanwick Hard at 7.30 am. I had discussed with Cliff Martin my idea of attempting the short crossing to Cowes before the wind rose, but the weather was clearly deteriorating by 7.30am. At 8am I

rang Cliff to say I'd decided to sail the upper Hamble instead. To my surprise he was already in the Medina, having sailed over at 5am. So like David Jones at Wootton, he had a lonely vigil as no other DCA boats ventured across. Steve Bradwell arrived half-an-hour later and decided, as he had a cold, to come with me up the Hamble. By the time we'd rowed under the Bursledon bridges the wind was roaring through the trees like an express train, but down on the river we



were sheltered. We spent a pleasant day visiting both the Botley and Curbridge arms, with a quick drink in the *Horse and Jockey* at Curbridge before mooring for the night in the shelter of a bank. Steve was delighted to discover a kingfisher on his foredeck. I saw several in flight, and also marsh harriers amongst the rooks

*Cliff writes:*

A rather bleak weather forecast predicted conditions which would make Solent crossings unwise. Saturday had a F8 off Lee-on-Solent, Sunday a F7 on Bramble Bank. Winds were south to south-westerly.

Despite the conditions three sailors took the trouble to launch and all made the right choices for themselves about where to sail and when. Had Liz and Steve sailed to the Island they would have had to travel back on the ferry to be at work for Monday. I had booked Monday and Tuesday off work so was not too worried about getting back in a hurry.

I didn't meet any other DCA sailors over the whole trip but spent some quality time in the company of keelboat sailors at Ashlett SC and the Folly Inn. Steve and Liz kept in contact with me by phone to make sure I didn't get lonely. They had chosen to cruise the Hamble and visit the Horse and Jockey pub.

My original plan of sailing from the Kench on Saturday had been abandoned and I launched at Warsash on Friday at lunchtime. A sail up and down Southampton Water and a quick look at Calshot soon had me decided that Ashlett Sailing Club would be the most comfortable place to spend the night. After a quick shower, I was in the company of club members who bought me drinks. Several of us planned to sail to the Island and the consensus was an early start or forget it. I floated at 5am and, under oars and navigation lights, rowed to Calshot to wait for daylight. At 6 am I gingerly sailed out into the Solent. If it

above the trees. Sunday morning didn't promise much except rain so we returned to Swanwick, packed-up and went home. We kept in touch with Cliff by mobile phone; the weather eventually calmed down and he sailed safely back on Monday. EB

looked rough I would go back into the safety of Ashlett Creek or the Hamble. I had a lovely sail across, close-hauled, with the tide on my lee bow. I reefed in the middle but shook it out again on the other side. The wind went very light at Cowes and I had to row in against the ebb, but a pair of yachtsmen, whose round-the-island race had been cancelled in view of the forecast, gave me a tow past the chain ferry while waiting for their race officer to sort out a round-the-cans race.

It rained as I beat up the river over the ebb. I left the boat on a sandbank near the Folly, anchored bow and stern and facing south west and went in for breakfast.

By 2 pm the tide was coming back for me and the river was extremely rough. I decided to work the boat up the beach as the tide made to get it above the high water line, propped up on fenders, and there it stayed until 6 pm the following day. In the meantime I made full use of the Folly's hospitality.

On Sunday evening I went for a rather lively sail. The sky was bright and breezy and I decided to moor to the pontoon with the yachts and take the water taxi to the Folly for the evening. If it became rough in the night I would have to move but felt confident it would be OK and I wanted to be afloat in the morning.

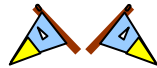
After my meal the people from one of the neighbouring yachts called me over and bought me drinks. They were doing their first year on the Solent and we talked about the area and sailing.



The next morning I rowed across to the Folly for a shower and breakfast and then had a lovely sail across to Calshot to anchor for lunch. With a fair wind I got the boat planing in sheltered areas but the water in the Solent was quite lumpy so it was just a case of churning through the

waves. At about 3 o'clock I ran into Warsash, turned head-to-wind and dropped the gaff and the boom onto the transom with a bit of a clang, then drifted into the slipway under the jib. It felt good to be back.

CM



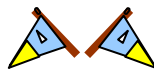
### **Ashlett Creek** - 16-17 September 2006 – Chris Jenkins

This was a week-end of two rallies, one at Ashlett Creek and one at Snowhill Creek so I was not expecting a large number of people. In the event Len Wingfield and Steve Bradwell turned up. They had both launched at Swanwick on the Hamble River. I had launched on the Beaulieu River at Buckler's Hard on the Friday, spending the night on the river. The weather forecast had been very uncertain in the run-up to the week-end and Friday night was quite windy, but Saturday was a pleasant day with a light northerly.

The wind was forecast to go round to the west so a sail to Cowes for lunch seemed a good idea. The only problem with Cowes is that there are very few places for a small boat to go and in the end I beached at the Old Town Quay just on low water. Returning to the boat after a wander around Cowes I found that Len and Steve had arrived having had a similar idea. Len went off to look around the museum and

Steve to stock-up on supplies that he had forgotten. Shortly after low water I set off to find the wind still in the north, so it was a beat to Ashlett Creek. The sail was going well until the wind fell light just off Calshot and after spending an age tacking to-and-fro I lost patience and started the engine. I arrived about 3 hours before high water and decided to make for the quay. Steve and Len arrived much later having had to row from Calshot when they also ran out of wind. We ate on the boats and then wandered into the club house to find an Irish folk group performing, and this completed a very pleasant evening. Sunday morning dawned clear and calm. Len and Steve decided to try and sail to Eling before returning up the Hamble, and I headed back to Beaulieu. It was a slow sail at first but once out in the Solent the wind picked up to a steady breeze from the west in sunshine. It was a lovely sail back. All in all a good rally that was lucky with the weather.

CJ



### **Snowhill Creek** – 16/17 September 2006 – Liz Baker

Due to a succession of changes at the planning stage, we unwittingly finished-up with two published programmes for this week-end, one for Ashlett Creek in Southampton Water, and the other for Snowhill Creek in Chichester Harbour, so I agreed to host the Snowhill Creek rally. I was expecting most people to go to Ashlett, but knew that Cliff Martin would be at Snowhill Creek, and also Richard Farr with his new Cruz dinghy. It was a lovely week-end with light breezes and warm

sunshine. This was the first proper sail I'd had this year and, not wanting to stop too early in the day, I continued past East Head and sailed up to Sweare Deep, near Emsworth, before turning back. There the wind died and, as I hadn't brought my o/b, I had a slow return. I eventually got back to the rendezvous at 6pm where Cliff was waiting, and I could see Richard approaching from the direction of Itchenor. Cliff told me Alan Glanville had been there earlier with





*Lowly Worm*, but had returned to Itchenor to recover his boat, having launched on the Friday, and spent the night on the beach near Dell Quay. We had a debate about where to anchor for the night, as Len had nominated a spot at the top of the creek, near the footpath to West Wittering, while I preferred the East Head end. Cliff sailed up the creek to investigate, but we noticed he stopped after only a couple of hundred yards. It turned out he was talking to David Jones who had sailed in earlier after returning from Bembridge. We eventually decided to remain at East Head where we were joined by Dave Sumner, who had come by road..

Later we all enjoyed a good meal in the pub in West Wittering, where Alan was waiting for us.

On Sunday morning David disappeared homewards at first light. Later Cliff shared his barbecued sausages with Richard and myself. Then he had to go. Richard and I sailed in company for a short while, then he headed homewards and I was alone. At first there was frustratingly little wind, but it soon picked-up to a nice F4 – a day of flashing silver - shoals of leaping silver fish, flocks of dunlin flashing with silver as they turned, and the water sparkling silver in the sunlight. EB



### **Fowley Island and East Head – 7/8 Oct 06 – Len Wingfield**

This was yet another traditional sail-and-oar only rally. We had some doubts about holding a rally so late in the year, but the weather was really fine and warm if a little windy. Chris Jenkins brought his high-tech pedal-operated Hobie sailing canoe, Steve Bradwell his 13 ft Enterprise, Cliff Martin his 11 ft Mirror, John Lidstone his 16 ft own-design outrigger, Roger Barnes his 15 ft French lugger and I came with my 14 ft 1958 Woodnutt. Liz Baker started out in her 13 ft Cormorant but returned to Cobnor. Emily, a *Dinghy Sailing* photographer, came out to Fowley Island with Roger. Hopefully we will see some good shots published in that magazine in due course.

After lunch on Fowley Island we sailed to East Head, but returned to Emsworth for an excellent meal at the Blue Bell pub, where Liz joined us by road. John and I risked a £30 charge for staying overnight on the Emsworth pontoon, while Cliff, Roger and Steve sailed in the dark back to Fowley Island. Liz had very kindly provided food and fuel for a Sunday barbecue, but this was rather curtailed by the tide limitations. LW

[Liz, with Graham Deans crewing, eventually reached Fowley Island at mid-day on Sunday, just as the last of the gathering were preparing to leave.](#)



### **NEWS FROM CHICHESTER HARBOUR CONSERVANCY**

#### **PORPOISE RESCUED AT LANGSTONE**



A porpoise stranded on a mud bank in Chichester Harbour was successfully rescued last Summer. The porpoise was seen stranded in deep mud by Langstone Bridge as the tide was going out. A team from the Conservancy were able to reach the animal and carry it back across the mud. Once ashore and with the help of the Coastguard the porpoise was placed in the Conservancy's Landrover. Carl Morgan from Southern Marine life Rescue was then

able to re-hydrate the porpoise and with the help of the Hampshire Fire Service keep it damp. Under the supervision of a specialist vet the animal was driven to Northney Marina where it was slowly allowed to reacclimatize and after two hours it was again swimming, albeit in a temporary pool set up for it.

The porpoise was then taken onboard the Conservancy's new catamaran workboat, and transported to the harbour entrance. It



was gently put back in the water and after a moment swam off towards the open sea.

Porpoises are not regular visitors to the Harbour and this one may have lost its way. Having got stranded it was in danger of dying as it could not get back into deep water on its own. Richard Craven of the

Conservancy said 'it was a long operation and we weren't sure it was going to survive, so it was great that this story had a happy ending'.

*Ali Beckett  
Publicity & Information Officer  
Chichester Harbour Conservancy*

### **MAGISTRATES GET TOUGH ON HARBOUR SPEEDERS**

Magistrates handed out £2000 in fines and costs this week to two speeders in Chichester Harbour.

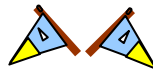
In the first case, Mr Ivan Snell of Hayling Island was followed by the Harbour Patrol for about  $\frac{3}{4}$  mile while he travelled at 26 knots in a black RIB. The harbour speed limit is 8 knots and is well advertised at all launch points. The offence took place on a Sunday lunchtime in June in the vicinity of East Head. This is traditionally a busy time and place in Chichester harbour and potentially put other harbour users at risk. Snell was

fined £500 and ordered to pay £450 costs.

In the second incident, a Personal Watercraft was recorded travelling at 37 knots, more than four times over the speed limit. Mr Darrell Still of Ewell, Surrey was stopped by the Harbour Patrol and cautioned. Jetskis are allowed to use Chichester Harbour but as with all craft, must stay within the 8 knot speed limit. Mr Still was fined £600 with £450 costs.



*JChichester Harbour Conservancy*



Can anyone identify this little boat? New member Roger Bamford - [rogerbamford@blueyonder.co.uk](mailto:rogerbamford@blueyonder.co.uk) -saw it recently in Devon and thinks he'd like something similar, but doesn't know its class.

