



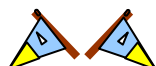
Solent Soundings



Issue No. 21 - May 2007

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



New Members

Welcome to two new faces/boats met at rallies so far this year, Roger Bamford with his National 18, who we first met at the Winter meeting in February, and David Cullingford with a West Wight Potter. David put in a brief appearance a few years ago with a Drascombe. Good to see you back David! We hope you'll stay with us this time!

Rally Reminders

This year I am not intending to publish the rally dates in every issue; it takes up too much space. Most of you can get them from www.solentsoundings.org without opening the newsletter at all. For the benefit of those without a computer I will just publish rally reminders a couple of times during the season.

Sewage

On the Monday following Fowley Island rally I received a disturbing Notice to Mariners from Chichester Harbour Office about the very wet winter causing a serious discharge of sewage into the harbour from Dell Quay treatment

works; but the weather was already drying-up and before I could e-mail it out to you all I received another notice stating that the situation was back under control. However, it's just as well none of you capsized that week-end! On the same subject, while sailing in Southampton Water on 28/29 April I was horrified by the huge brown rivers of sewage flowing all the way down from Southampton direction to the Solent. At one point I lost an oar overboard and had to plunge my hand into this brown muck to retrieve it.

The Northney Saga continues . . .

Please see John Bamford's notes on p5 for the latest information about the North Slip at Northney.

Forthcoming Ashlett Creek rally

I think David Sumner would appreciate some feed-back from you on the results of his investigations for this forthcoming rally (*please see p2*).

Problem solved

Remember this?



Steve Bradwell confirms that this boat is definitely a Westerley Nimrod.



Roger Bamford, meanwhile, has bought a National 18' and has been working on it all winter. As you can see from the photo it was already, in mid-March, tried, tested and ready for the first rally!



Forthcoming Ashlett Creek Rally – 26/27 May



David Sumner, who is hosting this rally, has been in contact with Ashlett SC. Their first reply is copied below:

“Hi David,

It looks as if it will be OK for your Rally to come to Ashlett as before. I e-mailed all the Committee members but so far not all have replied. All those who did were favourable though. We have a supper arranged for the 26th, and the member in charge of the Galley has agreed that your members will be welcome to participate if the Committee agree to your

coming in the first place. The cost is kept to a minimum, and all we need is the numbers, say a week before the date. When the Committee give me an answer, I will write to you ‘officially’, but I think we all look forward to seeing you again this year. Regards,

Margaret McC
Hon Sec, Ashlett SC ”

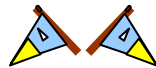
David has subsequently written:

“I have had confirmation from Ashlett Sailing Club committee that we will be welcome on 26/27 May. We can have pontoons, Toilets/Showers, Electricity and Water, at £10 per boat. We may also use Ashlett Social Club by signing-in - light lunch-time meals and good beer available. We may also join ASC for an informal

dinner on Saturday evening if we wish, £7, and also there is a breakfast possibility. The club food is very good. **For these food options the club need to know numbers.** There is of course a pub with food available at the creek.

David Sumner ”

RALLY REPORTS



Fowley Island Rally – 31 March / 1 April 2007 – Len Wingfield

Alan Glanville	Ness yawl	<i>Lowly Worm</i>
Len Wingfield	Woodnutt 14	<i>Bluey</i>
Cliff Martin	Mirror 10'	<i>Daydream</i>
Roger Bamford	National 18	<i>Sea Fever</i>
Steve Bradwell	Enterprise	

The plan was to have a lunch meet on Fowley Island then to decide whether and where to continue for the night. In the event the strong winds and abnormally low tide decided for us. Roger Bamford had been sailing his old National 18 since Wednesday; the rest of us launched from the Emsworth Warblington Road's traditional hard. The Shipping Forecast gave NE F7 but we were in sheltered waters. It was a beat to Fowley Island, so we could run back under jibs if necessary. Cliff Martin left the island for Northney early on, and later reported planing under



Fowley Island - S Bradwell



jib alone, and this in a very heavily loaded boat. With the strong northeasterly the tide height was lower than I had ever known it and the rest of us stayed-on expecting the wind to moderate, but the next Shipping Forecast gave F8.

The next chance to get away was at 11pm. Alan, Steve and myself all left in the dark, getting to windward out of the shallow entrance runnel and finding the main channel in the dark, and then the totally unlit Fowley Rythe. Fortunately there was just enough moonlight to make out the line of mooring buoys, but coping with vicious gusts was a problem. However all three made it safely back to Warblington and camped on board. Roger Bamford remained on the island since he

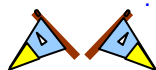
had an outboard motor to power out to windward.

In the event the wind next day was no more than F5 gusting 6, perhaps touching F7 in the worst gusts. In the morning Chris Jenkins launched his high tech kayak, accompanied by a friend in a plastic Greenlander. With the wind behind it was easy, but they looked pretty shattered after getting back against the wind.

Roger Bamford had made up some pattens* and tried them out on the Fowley ooze. I have seen locals using pattens in Chichester Harbour, but I suspect they avoid the softest mud.

Len Wingfield

* . . . so . . . did they work? Editor.



Oxey Lake, near Lymington, Western Solent - 14/15 April 2007 – David Jones

Chris Jenkins	West Wight Potter,	Gispey
David Jones	Beaufort	Speedy
Len Wingfield	Woodnut 14	Bluey
Alistair Law	Paradox	Little Jim
Dave Sumner	Mirror	Curlew
Jay Milbourne	Dodonor Star Trekka	Ka Lae
Mark Tinker	Hobie Cat 2578	
John Kuyser	15ft sea kayak	

Visibility was poor most of the week-end so good for practising chart and compass work.

The participants are listed above in the order they arrived, starting with Chris Jenkins at lunchtime on Saturday and ending with John Kuyser at breakfast time on Sunday. The good number reflects the popularity of this venue and the kind weather – under the influence of a persistent high. You can do the rally with long sea passages, short sheltered ones from Lymington or Keyhaven, or on foot, and the pub is an easy walk away (apology to Mark, who arrived after we had gone to “The Chequers” and tried to catch-up, but went to the wrong pub.

Perhaps our calendar needs to include pub names and NGR’s.

(Yes it would help, but how many of you can remember the names of pubs, because I never can, and even then they frequently change, and names are not marked on OS maps! Editor).

Tides were approaching springs but the breezes were generally very weak although they came up nicely on Sunday afternoon to help boats returning east. However Jay, still in *Ka Lae*, started from Keyhaven on Saturday with a crew new to sailing. With a strong ebb tide and hardly any breeze Jay’s planned demonstration of the beauty of sailing turned into a drift out through Hurst Narrows and down to the Needles!



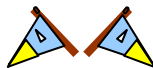
David started from Chichester on Friday morning and spent the night in Wootton Creek. Viewing the creek at LW revealed that the mud in front of the holiday village is foul with rather a lot of abandoned mooring ironware. Choose a better place higher up the creek on the east side opposite the houseboats.

On Sunday after breakfast, Chris departed for Beaulieu River, John for Lymington, and Jay for Keyhaven. The rest rowed past the sea walls and across Lymington River to Pylewell Lake to anchor there until the foul tide eased after noon. Len, with perfect timing, continued along the high water line to reach Tanner's Lake before anchoring. While we waited there was depressingly little breeze but, when the tide turned, a delightful westerly

arrived and we were off in fine style, Alastair and Mark to Calshot, Len and Dave Sumner to Warsash, and myself to Bembridge for the night. *Speedy* was alone on the beach there and I felt uneasy about the activities of a group of metal detectorists, and a group of teenagers camped on the end of the dunes. Memories of being boat-burgled die hard!

On Monday I weighed anchor at 13.00 (= HW+2) and motored out of Bembridge, raising sails at 13.35 when a breeze arrived. I passed Hayling Island Sailing Club inside Chichester Entrance at 16.25. This was earlier than wished or expected despite the light wind, and the ebb was still running. The flat sea must have allowed *Speedy* to do even better than usual.

David Jones



Eling Creek – 28/29 April 2007 – Cliff Martin

The report for this rally will appear in the next issue, No. 22.



DCA boats at Eling Creek



A word from Roger Bamford

Just a line to let you know how I got on with my first cruise with the DCA. I towed *Sea Fever* down to Hayling Island on the 28th March and launched the same day from the main slipway in the marina. Not a very happy experience as I was on my own and couldn't see what was happening to the trailer most of the time. The layer of mud and weed at the lower end of the slip also made things difficult. However I completed the exercise without mishap and parked the van and trailer at Lower Tye Farm, where they stayed until I hauled out on the 13th April. I slept on board every night and moved around the estuary and down through the Solent to Lymington, spending nights at Northney Marina, Fowley Island, East Head, Mill Rythe, Emsworth Marina, West Wittering, Cowes and Langstone Harbour. The first week was very cold and my old fashioned sleeping bags were not up to the conditions so I ended-up with lots of layers on just to get warm enough to be able to sleep. Things improved over the second week and I really enjoyed myself.

The sailing couldn't have been better to test *Sea Fever*. I used every combination of sails; Jib only, main only, full sail, double reefed main, and reefed jib on the last sail when things were a bit breezy. She went very well and promises good things for the future. Currently I am altering the position of the buoyancy to make room for some lockers, which will clear up the inside of the boat. Hopefully I will be able to get away again around the end of May.

I launched and recovered at Northney Marina. I used their slip to launch at a cost of £9, but recovered on the North Slip for nothing. They don't ask for payment as I believe it was and still is a public slip. Simply go to the marina office and ask for the North Slip key, sign for it and return it as soon as possible. I don't know what their policy is for vehicles left overnight. I was there overnight in my van and nothing was said. It might be different if a vehicle is left unattended.

Roger Bamford

