



# Dinghy Cruising Association



## Solent Soundings



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### Editorial

Happy new year to you all. Sorry the Christmas edition never came out – I was too busy to produce it. Last November, as a change from sailing his *Mirror*, Dave Sumner signed on as crew aboard the *Endeavour*, the Australian-built replica of the ship in which Captain Cook discovered Australia, and a log of his adventures can be found below. Have **you** done any Winter sailing? If so we'd all like to hear about it. Chris Jenkins decided it was time for another rally up Beaulieu River, had a chat with the harbour master and, as a result, wrote to me before Christmas proposing to host a rally at Beaulieu Village over the late May Bank Holiday week-end. The rest of you needed a gentle dig in the ribs, but the eventual response enabled me to draw-up a very extensive programme – see *back pages*.

Please note my changed e-mail address. This was partly devised to let me send and receive e-mails when not at work, and partly because my list of personal e-mails was becoming embarrassingly long for the office computer. The old address can still be used if you need an answer in a hurry.

Finally, the West Wight Potter Association are very keen to see non-Potter owning DCA members at their Winter meeting at Maidenhead on Sunday, 23<sup>rd</sup> March. Booking details for this on page 5. I'll be going - see you there?

Liz Baker



### South Coast Winter Meeting

Present were:	John & Linden Kuyser (hosts)	Len Wingfield
	Keith Holdsworth	John Barney
	David Morl	Geoff Wright
	Derek Milborne	Bruce Longstaff
	Chris Jenkins	Doug & Sue Forster
	George Strube	David Jones
	Dave Sumner	Liz Baker

John and Linden Kuyser gave us a very warm welcome on Saturday, 8 February with some wonderful food, towards which we contributed £5 per head and on which Linden made a profit of £15 for DCA funds. Linden had obviously been working very hard, but she didn't seem to mind. Their welcome even extended to an invitation to stay the night, and two of us were happy to accept the offer, rather than make the long drive home late at night.

The mild winter weather had tempted three sailors onto the Water – yes – you've guessed correctly – one of them was Len in his *new to him* gull dinghy, with Dave Sumner as crew, and I believe David Jones was also afloat; at any rate they all arrived together at Myrtle Cottage.

Dave says, "*We had an exciting sail up the Itchen - well, coming back was the exciting bit. It got dark, it rained, my glasses were useless, the wind headed us, there were a lot of vessels around and we couldn't identify Hythe. Famous quotation from Len, 'Dave, do you think you could shine your torch, there's a ship coming from behind!'*"



When I arrived those already present were agog to see the video made by Orbit Productions at our Kench rally in Langstone Harbour last September, so without more ado the copy I had brought with me was inserted into the video unit. The DCA section of the film, mostly in the second half, I felt came over very well, and the shots of Len laughing and sailing his boat were particularly good. Alan Glanville, Keith Holdsworth and Dave Sumner all put in a creditable appearance, along with their boats, and even David Jones, anchored further offshore than the rest of us, put in a brief appearance. I think we all agreed, though, that there was rather too much in the first half showing the presenter in his boat shed planing and shaping a piece of wood, and I fear it might tempt viewers to switch off before they get to the DCA part “after the break”. The film is due to be shown in May on the Home & Leisure section of the Discovery Channel for those with multi-channel TV, and is to be one of a 15-part series on sailing produced by the same company. Here I must say thank you to Keith for sending me his copy when my own promised copy failed to materialise. I intend, eventually, to give this to Mike Williams for the Library.

Whilst watching the video I noticed several new faces amongst the more familiar ones. Two were new members Doug and Sue Forster attending their first ever DCA gathering. They sail an inflatable, but were planning to buy a Cruz dinghy to bring to rallies. Another face new to me, although well known to the WW Potter sailors, was John Barney, and I’m sorry, John, but I didn’t get around to speaking to you.

After we had eaten, John Kuyser, Dave Sumner and myself showed slides of various sailing activities, some of rallies, John and Linden’s sailing holiday in Scotland, and Dave’s voyage on the *Endeavour*. All too soon it was time for those not staying the night to depart after a splendid evening in excellent company, and grateful thanks go to John and Linden for offering to host this winter meeting at their home.



**Not quite dinghy cruising, but . . .**

### **A CRUISE ON THE SAILING SHIP “ENDEAVOUR”**

Photo reproduced from  
*Endeavour* web site



**By David Sumner**

To give the ship her proper name, *HM Bark Endeavour* was the vessel in which Lieutenant James Cook discovered the east coast of Australia and the Great Barrier Reef. You may have seen a recent television series called *The Ship* in which the *Endeavour* featured. She is a true replica of the original, constructed from wood and rigged with ten miles of rope and 3,200 sq metres of canvas. Her masts are 37m high and the vessel overall is 44m long and 8.9m broad. Everything on the vessel is done by sheer people power and there are no winches or powered machinery to help work the ship. She is not a sail-training vessel – she is the real thing!

I was lucky enough to be accepted during October as a crew member for the 5-day voyage from Bristol to Jersey, on the basis that I was confident of climbing the masts at night in a storm! I lied of course. It was with a degree of apprehension that I repaired on board *Endeavour* at the dock in Bristol and reported to the duty officer, but I soon felt at home amongst a group of brand new friends. We immediately decided we were mad to be going cruising in November, and all piled ashore to splice the mainbrace for the last time on dry land. On returning to the ship we soon found where we would sleep. We each had a hammock slung under the weather deck, which in my part of the ship was only 1.3m high, making it necessary to crawl all the time. The



hammocks were wonderfully comfortable and ideal in a rough sea. Every morning we had an inspection by the Captain - the floors had to be swept and then scrubbed with seawater. The Captain had the Great Cabin in the stern of the ship, a huge room with an enormous table, with ornamental windows opening out for ventilation and lovely furniture.

Next morning we were woken at 4 am – “ALL HANDS ON DECK!” – *Endeavour* was about to depart. She slowly motored down the river Avon towards the sea, passing John Cabot’s ship *The Matthew* and Brunel’s great steamship *The Great Britain*. Then we passed under this famous engineer’s *Clifton Suspension Bridge* and crept towards the open sea. As we went along I thought I had found a comfortable seat on one of the cannon, but an officer shouted at me “don’t sit on that, its got gunpowder in it!” I thought he was joking but then, as we passed the naval college, a female crew member appeared holding a lighted taper and the officer shouted “light the touch hole!” There was an almighty bang and a flash as the cannon went off. As the smoke cleared, the young lady told me she was the *Mistress of the Cannon*, and her job was to fire them whenever we entered or left a port, which she always did.

Soon we were in the gentle open sea and had our first taste of climbing to the fighting tops to set the sails. I must admit to a touch of anxiety about this experience, mainly because it involves climbing round an overhang, during which you depend entirely on the strength of your arms and your grip. Having reached the level of the sails you then edge out along the yards, standing on a wobbling footrope. We did as we were told and let go the ropes holding the sails in a bundle and, sure enough, they fell away and burst into lovely billowing clouds. Furling up the sails later is not so easy as it is heavy work clawing your finger nails into the canvass to pull it up. On *Endeavour* the sails furl up to the yard, not to the jack stay, so it is difficult to throw the gaskets under the sail.

The progress of the ship was much the same as a DCA dinghy. Cruising at about 4 knots and subject to alternations of fresh winds, where we charged along, and infuriating calms, where we pirouetted in gentle circles all night, she eventually reached Lands End with a spectacular view of the Long Ships. All the while I fought seasickness, finally succumbing over the lee side whilst my buddy clipped me on to the ship. Gradually the weather became rougher and, on the third night, whilst rounding The Lizard, we had a Force 9 gale. The waves were not as big as houses but they were as big as bungalows! The ship rolled 45 degrees each way and pitched 30 degrees for-and-aft. I was concerned that the ultimate stability of the vessel might only be 70 degrees or so. One wave knocked the ship on to the other tack! Half the crew were laid low with sea sickness (luckily my own sickness had reduced by now); we were only sent on deck five at a time for 30 minutes at a stretch, and when below we lay on the bare boards in our waterproofs, too exhausted to change. It was necessary to wedge oneself in position, otherwise you were thrown across the ship. I fell asleep that night thinking about everyone back home. Sleeping on the boards in waterproofs was something very familiar to me from the DCA and which I could do in complete comfort!



Photos reproduced from *Endeavour* web site

The storm broke the ship’s forestay, potentially threatening the entire rig, so we had to put in to Falmouth for repairs. We also had two people needing hospital treatment, one of whom had been struck by the steering wheel and the other with a head injury caused by being thrown around, but after a few hours we set sail once more for



Jersey, arriving next day in a rough sea and a flurry of spray. As we approached the harbour the Captain sent us aloft for the last time to furl up the sails, whilst the boat rolled and pitched. I suppose I was getting used to it by now - and the Mistress of the Cannon came on deck with her lighted taper, ready to wake up the sleepy heads of the little town.

On this trip there were 17 permanent crew and about 35 voyage crew, both composed of men and women. Some of the voyage crew were of retiring age or more. The ship had come from Australia and all the permanent crew were Cape Horners. Contrary to traditional teaching it was apparently common for women to be taken on Naval vessels in an unofficial capacity, and I was told that the expression "show a leg" is something to do with counting how many people were in the hammocks.

If you have the chance of crewing on *Endeavour* or just visiting her at a UK port you will certainly enjoy the experience. The DCA is good preparation for crewing a sailing ship.

During the winter *Endeavour* will be refitting at Cardiff and needs volunteers to assist with the routine work. As for myself I would love to do a longer passage on the ship. I hope I have increased my knowledge of seamanship quite a lot and I am really looking forward to my next open sea dinghy cruise.



### *Stolen Week-end* by Liz Baker

One evening at the beginning of November I found a message on my phone from Dave Sumner saying he, Tom Hart and Len were planning to meet-up at East Head on the following Saturday, and would I like to join them. They had abandoned a previous plan to sail to Cowes. I was otherwise engaged on Saturday morning, but said I'd try and get there in the afternoon if I could get afloat in time. However, it was 3.30 pm before I was ready to launch so I phoned Dave on his mobile to check on their whereabouts. Dave was on his way back to Itchenor. Tom, Len and Tom's young son Will had sailed round by sea in Tom's Wayfarer from Langstone Harbour, had a bit of excitement in the surf on entering Chichester, and had now returned by road to Southsea, leaving the boat at East Head.

Dave met me off Cobnor and we chatted briefly before he returned to Itchenor to recover his boat. I decided, as it was nearly dark, to overnight in Furzefield Creek. While I cooked supper I was entertained by a colourful firework display over Itchenor; then, just as the tide ebbed away and *Tessa* grounded, I remembered I'd left my waders below the HW line on the hard at Cobnor! It was midnight and starting to rain before we floated again, but I'd already lost one pair of waders, and I didn't want to lose these - so down with tent and on with oilies, and, not having brought my outboard I rowed against the tide and horizontal rain back to Cobnor, which I reached half-an-hour later. The waders were still there - phew! Not wanting to stay out in the rain longer than necessary, I decided to pick-up one of the numerous vacant moorings nearby, but although I knew they were there, the night was so dark and wet that I rowed past dozens before I spotted one, then back up with the tent and welcome shelter from a very wet night.

The rain was still drumming down next morning, but had stopped by the time I'd eaten breakfast, and I had a lovely thrash against a southerly F4, beneath a glimmer of watery sunshine, making it over the tide to East Head by mid-day. I found *Hecate*, Tom's boat, securely moored in the creek and idly wondered why he hadn't returned to sail back, as by now conditions seemed ideal. Then I had a fast run back to Cobnor, hoping to be packed-up before dark. A short excursion, but an enjoyable one.

Tom told me later that when he'd returned to his boat to sail back, he couldn't find his rudder. When talking to Len on the phone, he'd carefully avoided mentioning the rudder as Len had taken it off and he didn't want him to feel guilty, but a few weeks later, talking to Len again about another matter, he did mention it and Len said, "I put it in the stern locker" . . .



**West Wight Potter Association - Annual Lunch**

These are usually very enjoyable affairs allowing exchange of information, anecdotes, photos, etc, and a cordial invitation is extended to all DCA members. The lunch will be on Sunday, 23<sup>rd</sup> March 2003 and will be at the Maidenhead Rowing Club, a spectacular venue overlooking the Thames. The lunch will comprise a starter, main course, dessert, cheese & coffee, and the cost will be approx. £15 per person, payable on the day (in cash please!). Details of the menu are not available until nearer the time, but will include a vegetarian option. A cash bar will be available for the purchase of drinks, etc. Lunch will be served at 1 pm, but most members arrive from 11 am onwards to allow an opportunity for socialising. The bar will be open from 12 noon onwards and we will be sharing it with members of the rowing club.

The club, with parking area, is located on River Rd, Maidenhead. From where the A4 crosses the Thames (Maidenhead Bridge), River Rd runs south alongside the east bank. Queries regarding the menu, location, etc should be directed to:

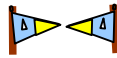
Paul Nicholson

*Please make your booking as soon as possible to:*

John Barney

Tel: 01628 484079

- Stating:*
- Names of individuals wishing to attend
  - Contact phone number &, if possible, e-mail address
  - Any special dietary requirements



**Rally Programmes 2003**

With help from other members I have tried to produce a programme to suit all-comers. We again have two rallies per month from May to September, and I have added an extra couple, out of season, in Chichester Harbour, in case any hardy Winter sailors would like to join me.

I have decided to resurrect the Cobnor week-end, and our new proprietor there, Diana Beale, is keen to help and is willing to "bend the rules a bit" with regard to heavy boats. The main problem is "getting bogged down and creating ruts". If we can avoid this, we should be OK. This is a beautiful venue, particularly for family camping.

Please observe the DCA safety recommendations, check the weather forecasts, and don't set off across open water unless you are sure you can handle the conditions. There is no safety boat, and organisers do not accept liability for the safety of members attending rallies.

<u>Date</u>	<u>Sat pm HW</u> <u>Portsmouth</u>	<u>Venue</u>	<u>Rally Host</u>
* 12-13 April	21.10	Beat the crowds and check your gear in Snowhill Creek, Chichester Harbour. OS 197 / 771 990	Liz Baker Home 01323 842 124 Mobile 07957 945 523
** 2,3,4 May Bank Hol.	14.27	Cobnor, Chidham, Chichester Harbour. OS 197/793 025 Camping ashore or afloat. Ideal family venue. It would help if you could let me know if you intend to come.	Liz Baker Phone as above



<u>Date</u>	<u>Sat pm HW</u> <u>Portsmouth</u>	<u>Venue</u>	<u>Rally Host</u>
* 24-26 May Bank Hol.	19.44	Beaulieu Old Quay, by Fire Station. OS 196/388 024 Overnight charge £5 per boat. Any one wishing to launch at Bucklers Hard must arrange that separately. There is a beach, slipway and secluded lawn area.	Chris Jenkins Home 02392 601 779 Mobile 07766 733 517
7-8 June	14.29	Wootton Creek OS 196 / 547 921 Meet near wooden jetty on rhs, just below Wootton Bridge.	Liz Baker Home 01323 842 124 Mobile 07957 945 523
** 21-22 June	17-36 Pompy (Poole Entrance 15-20)	Shipstall Point, Poole Harbour OS 195 / 984 882 Camping forbidden on Arne Heath, but there is a small campsite on Long Island, 988 878	Keith Holdsworth 01425 479 239
* 5-6 July	16-16	Hurst Castle, Keyhaven OS 196 / 316 903 Meet near the black hut on beach. Good site for a bar-b-Q, but keep it clear of the nature reserve!	David Jones 01403 266 800
19-20 July	16-09	Cowes, Folly Inn OS 196 / 510 926 (half-way between Cowes & Newport). Meet on beach in bend of river, just up-stream from pub.	Liz Baker Home 01323 842 124 Mobile 07957 945 523
* 9-10 Aug	22-19	The Kench, Langstone Harbour OS 197 694 999 Quiet creek off Sinah Lake, between shingle bank and shore, just east of small bay. Should be time for bar-b-Q or picnic on shingle bank before tide covers it.	Dave Sumner Home 01403 730 152 Mobile 07818 801 657
23-24 Aug	22.30	Bembridge OS 196 / 641 886 Meet on sandy beach on lhs, just inside entrance. Possible onward cruise in company on Sun – destination to be agreed by those present.	Len Wingfield Home 01483 563 422
* 13-14 Sept	13-56	Oxhey Lake, Lymington OS 197 / 744 044 Meet on small beach where sea wall bends sharply to left towards Moses Dock.	David Jones Home 01403 266 800
* 27-28 Sept	13-39	Bursledon traditional end-of-season meet at The Jolly Sailor. We usually meet-up on Lands End Hard. Some prefer to continue under the bridges and up-river for a quieter night. Tide is right for a cruise to Curbridge or Botley on Sunday for those who can lower their masts.	Liz Baker Home 01323 842 124 Mobile 07957 945 523
* 11-12 Oct	12-54	Lunch on Fowley Island then visit seals in Oare Rythe and overnight in Snowhill Creek.	Liz Baker Phone nos. as above

\* Accessible by sheltered water

\*\* Particularly suitable for families

Map references relate to the OS Landranger series



**Lake Road Launching Site – Poole Harbour**

*Stuart Jones has kindly sent me details of a free launching site at Poole which was described in PBO 24 April 2002. He has inspected and recommends it as a useful one. I believe Steve Bradwell has also used this one.*

Take A350 from Upton and Blandford Forum. Turn right when you see the *Red Lion* on left. Lake Road is a residential street which, after 100 yds or so, bends sharply left. Continue through narrow bridge and ahead is a stretch of tarmac, more houses, then an open gateway leading to a public hard. Toilets are ¼ mile to the east in a public park – either quick journey by car, or a pleasant ten minute walk along the foreshore.

