



# Solent Soundings



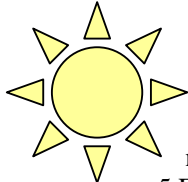
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Don't forget to look at <http://groups.msn.com/MICROCRUISERSUK> for rally photos and general discussion.



## **Editorial**



Are you're coming to the Winter meeting? If so and you havn't already confirmed, please let me know by Fri 5<sup>th</sup>, as I have to notify numbers to the hotel by Sat 5 Feb. Many thanks. Numbers are a bit thin so far . . . .

This issue has just come together quietly so I might as well send it out now.

Apologies to Len for omitting his name from the Bursledon rally report in the Winter Bulletin. Alan did mention that he'd been around, but because I hadn't seen him myself I'd forgotten by the time I wrote the report some two months later.

Congratulations to Dave Sumner on winning Len's Boat Safety quiz.

Has anybody tried David Jones's biscuit recipe yet?  
*Liz*

## **How Others see us** (part of a letter received in June from new member Graham Deans)

. . . Funny really, you all seem a very sociable lot but so far I've only been on two meets and nobody sails in pairs except some day sailors on the last Cobnor meet, and the Holmans . . . quite a solitary arrangement when theboats are all such different

speeds as well. You only see your chums quite briefly some day - easier to keep friendly! I shall look forward to sailing with some of the others if they'll let a reprobate like me in their boats - Len offered, but he'd gone before you could blink! . . . .

## **The Northney Saga . . .**

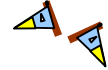
*Alan Glanville writes -*

Re - Northney, I launched at the marina in September, having discovered the old slipway blocked-off by yacht cradles. The marina staff told me that this was because someone injured themselves on the old slipway and tried to sue the marina. He thought it might get repaired sometime but that this would then cause it to be no longer a free slipway. You probably know this but in case . . .





## South Coast Winter Meeting



We're back at the Crown, Emsworth, this year. The meeting will run from **6 pm** until 10 pm on **SUNDAY**,  
13 February 2005.

HW Emsworth about 14.50 hrs for those brass monkeys who would like to go sailing first.

Price will be £8 per head as we have to cover hire of the room, and there will be a light buffet supper.

**Please let Liz know by am Sat 5 February** if you intend to come, with payment in advance please, to:

Liz

Phone: 01323 842 124 (w/ends or after 8pm)

Bring your gadgets, photos, cruising logs, or anything else you think would be of interest. Slides work better than photo albums at these events, but all types of photos welcome. Somebody might by now have a laptop computer on which they can display digital pictures . . . If you've done any interesting cruising, we'd love to hear about it. New members seeking advice will be very welcome. A slide projector will be available, and Doug Forster has kindly offered to bring his as a spare, with some empty cassettes.

Len Wingfield will be there with his RNLI Boat Jumble and would welcome contributions for this, as well as buyers for the items of course! All proceeds to the RNLI.

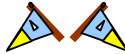
## Non-Rally News

As this is Winter, there are no rally reports; however . . .

16 December 2004 - I have just come back from a week at Emsworth - we hired one of those white 'huts on sticks' in Thorney

marina - had a lovely time but due to high pressure it was mainly rowing!

*Alan Glanville*



Tideways at Cobnor



### *Last Sail in 2004:*

I took *Tessa* out on New Year's Eve. It was raining when I left home, but the forecast promised "brighter later", and by the time I reached Cobnor the sun was shining. Graham Deans joined me and we launched at 11 am, sailing to East Head in a gentle SW3 - perfect for a Winter sail. Skeins of Brent geese flew across the sky, and elliptical flocks of smaller birds wheeled about, changing from black to shimmering white as they turned. We sailed up Snowhill Creek towards *The Hinge* until we grounded, then picked up a mooring while we ate lunch of hot soup, turkey & ham sandwiches, mince

pies and port, coffee & rich fruit cake. The sun was so warm we didn't need the wind shield or woolly hats and gloves we'd brought with us. As we left the creek we spotted a young seal pup, completely unafraid of the group of walkers trying to take his picture. No sign of Mum, but she was probably watching from below the waterline. Before returning to Cobnor we had time to sail up to Bosham and back before the sun started it's rapid decline towards the horizon. A perfect end to a busy year.

*Liz*



### *First Sail in 2005*

*Hi Liz*

Yesterday I went for my first sail this year in Chichester harbour. It was not a bad day, a little sunshine got through and the wind fluctated around SW F4. When I launched, as often happens, something got in a tangle, and whilst sorting everything out the boat drifted between the scrubbing piles. Unfortunately, someone had put a rope between these at high level and it knocked the glass cover off my navigation lamp. Luckily it fell into the boat and the the light still worked. Am I getting accident prone? I hope not.

The tide was flooding all afternoon so I had three hours beating against wind and tide to reach East Head. Of course, I could have started the motor, but I wanted to enjoy the sailing. The wind was of a strength where I kept reefing and unreefing, but the best combination seemed to be full mainsail with a reefed jib. This was just enough jib area to ensure good tacking. For the first time I reefed the jib whilst afloat, by heaving-to under mainsail alone and then crawling onto the weather side of the

foredeck. It takes a full five minutes to do the job.

At length I anchored at East Head, where it was sheltered close inshore, and brewed some tea. Then I tried out my new masthead flotation device, which is the Secumar Masthead Flotation Bag. This inflates automatically in event of a capsise. The unit is fairly small and seems successful, though not tested in anger. My son told me that the Coke bottles I used previously look absolutely ridiculous, but they are more than £100 cheaper. I had to wash 2000 test tubes to pay for the new gadget, which is ludicrously expensive!

For the return trip I hoped to use the twins, but the wind was not quite correct for this as it was mostly quartering. Anyway, I ran back fast under full sail in near darkness. At Chalkdock I needed to gybe, but should I risk it in the isolated conditions? Well I did and, as luck would have it it was as smooth as anything. I sheeted the mainsail nearly amidships, then



Dave Sumner at Bembridge

when I was ready I just gave it a shove towards the new side.

Only one vessel seen on the way home, a fishing boat coming home also.

The temperature was about 9 C and

I used a dry suit with a full-body polar fleece underneath, together with a hat. This seemed about correct for the conditions. I still need to find warm light waterproof boots to use in the boat with the drysuit, which has sealed rubber socks. The dinghy boots I have seem to let in water by design. Unfortunately plimsoles inevitably become wet and are then cold. I can put on big Wellingtons for launching and recovery.

*David Sumner*

## East Head, Chichester Harbour

The following is part of a current report on the condition of East Head published on the Conservancy web site. *The Hinge* is that narrow strip of shingle and dune between the top of the SW branch of Snowhill Creek and the open sea. The sea is threatening to cut a new channel through there, potentially threatening the whole of East Head and possibly the harbour itself.

- 1.1 On 4<sup>th</sup> November 2004 the Conservancy resolved that measures should be taken to protect East Head in the short and long term. This paper reports on the current physical condition of East Head, work that has been completed to date and the proposed way forward.
2. **Current Physical Condition of East Head**
  - 2.1 Since the sand dunes at the Hinge first breached at the end of October, the breach has widened and, at the time of writing in late December, it stretches for about 70 metres running from behind groyne 24 north along the line of the berm. The indications are that East Head is unzipping from south to north, although for a two week period at the beginning of December the process slowed down during a window of benign weather.
  - 2.2 The rock berm is doing the job for which it was designed, namely preventing a tidal channel forming through the breach in the dunes. Contrary to English Nature's concerns, there is no indication, at this stage, that the berm is causing damage to the dune system itself or causing a reduction in beach levels.
  - 2.3 Work to date has been progressed through a number of meetings: internally of the Conservancy's East Head Working Party that now includes the Steering Group of Conservancy and Advisory Committee members; bilateral meetings with Chichester District Council; and a meeting of the East Head Liaison Group. This latter group consists of all the interested parties, namely CDC, HBC, EN, EA, WSCC, NT, West Wittering Estates and the Conservancy. All are represented at senior management



level and all agree that there is a need to act in partnership to find a long term solution to the problem at East Head that satisfies the concerns of all

interested parties. This is a significant step in the right direction and recognises the need for a balanced and not just a single interest solution.

### 3. Short Term Measures

3.1 The Liaison Group met on 13 December 2004 and agreed that the rock berm should remain in place whilst a scheme to protect East Head in the long term is developed and implemented.

3.3 The Conservancy has sought an early implementation of a recharge option with both English Nature, the District Council and the National Trust. We have requested that, in order to slow down the loss of further unspoiled sand dune, and to stop the berm being outflanked to the north, material is recycled from the north-west tip of East Head back into the Hinge where it has been lost in front of the berm. It will act as a sacrificial barrier and is a process which, subject to prevailing weather conditions, may have to be repeated before a permanent solution is implemented. It is judged that this is a wise precaution and discussions are ongoing at officer level about the exact location of any recharge scheme.

3.2 It was also agreed, by the Liaison Group, that the breach in the Hinge could be repaired by recharging it with locally sourced material. This is an important element of the short term management of the Hinge because there is a danger that if nothing is done, the loss of dunes may prejudice a long term scheme. However, English Nature and the District Council currently believe that any recharge should be behind the rock berm.

3.4 It is hoped that Chichester District Council will undertake this work as part of their commitment to hold the line in the short term. It may however be necessary for the Conservancy to contribute to the costs in whole or part, depending on the size of the recharge and assuming an appropriate consent is forthcoming. The estimated

cost of a 4K- 5K cu m recharge is £6,000. The matter is being considered by the District Council's Executive Board on 11 January and a copy of the report to the Executive Board is attached at Annex B. An oral report back on CDC's Executive Board decision will be made at the meeting.

### 4. Long Term Measures

4.1 The long term solution to the problem at East Head must flow from the Coastal Defence Strategy. It will simply not be possible to implement a scheme which is not included in the

Pagham to East Head Coastal Defence Strategy because an ad hoc scheme might have an adverse impact on an adjoining sector of coastline.



Photo by Jacob Glanville

There was an old man  
 Who lived in a boat,  
 He had so many children  
 The boat wouldn't float!  
 So he gave them all supper  
 Of bread and salt water  
 And sent them all home with his son and step-daughter.

*(Just a bit of nonsense, and apologies to Alan, who wouldn't dream of doing such a thing!)*

### ***Racing Rules & DCA***

Thanks to Chris Hunt, who has corrected me with regard to current racing rules:

Re: Dinghy Racing, page 5 of *Solent Soundings*, the racing start timings changed a while ago (racing rules 1st April 2001) and there are now only 5 minutes from the first flag to the start gun:

- 5 mins class flag and warning signal sounds.
- 4 mins P flag and preparatory signal sounds.
- 1 min preparatory flag down and one minute signal sounds.
- Start - Class flag down and start signal sounds.

One minute before the starting sequence the first substitute flag is lowered with a sound signal if it is being used to show a delay to the (posted) start time. So in six minutes there will be five separate 'hoots' and a lot of flags up and down the flagpole! and you have to be the right side of the line by the five minute start sequence!