



# Solent Soundings



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E-mail: [lizbaker\\_sailing@yahoo.co.uk](mailto:lizbaker_sailing@yahoo.co.uk)



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

# Happy Christmas!

## Editorial

I had a disaster! I had this all ready to send out last Christmas, but accidentally wiped the CD on which it was held and lost the lot. This had a knock-on effect because I couldn't catch-up on the backlog and I rather lost heart for a while. The my monitor started to fade, making any sort of work involving graphics or

e-mails a real struggle. I finally twigged that the monitor was dying and bought a new one. Now all is bright and clear again!

If anyone has a bright new idea for a rally next year, please let me know, particularly if you'd also like to host it!

Liz



## Report of South Coast Winter Meeting - Jan 04

John and Linden are gluttons for punishment - having hosted our Winter social in 2003, they offered to do it again in 2004! Despite a hiatus over non-appearance of the Bulletin, a hasty round-robin of e-mails produced the desired result and 20 members assembled to swap yarns, view photos, meet old friends and enjoy the Kuyser's warm welcome and Linden's delicious cooking. Unfortunately my e-mail didn't reach everybody, and even several to whom it was definitely sent told me they hadn't received it, but would have come

had they known. Sorry folks - I tried REALLY HARD! Then when the Bulletin finally arrived on the Monday AFTER the meeting, the notice wasn't in it at all! It had been sent to Joan with the rally reports which WERE published, but somehow it was not passed on to the Bulletin producers.

**Len's boat jumble raised £13.80 for the RNLI.**

The 2005 SC Winter meeting will be back at The Crown (see below).

Those who came were:

John & Linden Kuyser (*hosts*)  
George Strube  
Len Wingfield  
David Sumner  
Geoff Wright  
Alan Glanville

David Morl  
John Barney  
John Etherington  
David Weinstock  
David & Jenny Jones  
Doug Forster

Bruce Longstaff  
Jay Millbourne  
John Perry & Josephine Street  
Liz Baker  
Chris Jenkins



### 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 Sat 6 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, but if anyone can provide a back-up or one that takes cassettes, this would be helpful.

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.

### **The Northney Saga & other matters**

*Bob Klitz writes -*

24 Nov 2003 -Two matters relating to Len's excellent write-ups. Having lived here (Northney, Hayling Is) for over 40 years now, we have always been given to understand from local inhabitants that the northern slipway at Northney Marina is on public land and that their barrier is erected illegally across a public right-of-way in an attempt to bluff visitors into believing they own that area. Just don't hand over any money to them\*.

Also to the best of our memory that wide ramp at Brockhampton did not exist when we came here in 1963 but was built to allow materials, plant and goods for the construction of the Havant bypass to be landed, in the early 70s.

\* 27 Nov - We are at present trying to verify the facts about Northney slip from those who have access to them. Will let you know. We could all be wrong at this stage of proceedings . . .

*and from Len . . .*

25 Jan - Chris Jenkins phoned me saying that Northney free ramp has been closed. With your permission I will check on this on behalf of DCA.

29 Jan - I have phoned Nortney and they say they will unlock for us. I will contact them again when the manager is available.\*

\* 11 May -The Manager rang me today. He said that the north slip was closed because it





was dangerous, but they were obtaining a quotation for its repair, but he did not hold out too much hope that they would go ahead.

.Meanwhile it costs £9 in and £9 out to use their main slip! . . .

. . . and over the year it has transpired that you pay your money or don't use Northney Marina!

Liz



### **David Sumner - First DCA person afloat in 2004 ?**

On Sunday, 4 January I sailed from Itchenor to Oar Rythe, but I decided not to go too far into the creek as it was a falling tide and I did not want to be stuck there at night in this cold weather, so I did not see the seals. It was lovely sailing in a nearly deserted harbour, with a gentle F2 NW wind. In fact, no other

boat or person was visible all the way from East Head to Itchenor - just the scapes of geese and birds feeding along the shore. My feet were freezing so I put the cooker on the floor between my feet to warm them up (successfully).

Dave Sumner



### **David Jones invites you to make your own ship's biscuits -**

I usually don't include bread or potatoes in the food taken on a cruise. Instead I take oatcakes which stay fresh and appetising despite the unfavourable storage conditions on a dinghy in the summer. To add some variety I tried to find a source of traditional ships biscuits or a recipe for them, so far without success. However a Maltese shopkeeper gave me the following recipe which is for a biscuit which he used to eat as a boy when hiking. I found they only need 15 to 20 minutes in the oven and

you have to watch carefully they don't burn. From the quantities given you'll get 40 or 50 small biscuits, ideal for breaking into croutons for your soup or dunking, as well as with cheese, jam etc. Jenny's recipes for pitta bread that you can make in the frying pan on board were in the Bulletin about 10 years ago but you'll have to make these biscuits at home.



#### **Galletti**

(Maltese hard biscuits)

Galletti are usually made in two sizes, large and small. The large ones are the more traditional. When freshly made or bought they

go very well with cheese. They do not resemble the French galette, being neither soft nor sweet.

#### **Ingredients**

8 oz flour  
8 oz semolina  
1/2 oz fresh yeast or 1 level teaspoon dried yeast  
Approx 7 fluid oz of warm water  
A pinch of salt

#### **Method**

Sift the flour and salt together and add the semolina. Melt the yeast in a little water and add this to the dry ingredients. Slowly add the remaining water, to make the consistency of bread-dough. Knead for five minutes or until smooth. Allow to rise, covering it with a damp cloth or a polythene bag. Roll out on a floured board as thinly as possible. You will probably find it easier to divide the dough into three

portions, rolling out one at a time. Cut into rounds with a 2 inch cutter and prick each one in the middle with a matchstick. Sprinkle the baking tray with semolina. Bake in a hot oven until golden brown and crisp. Do not worry if the biscuits puff out in bubbles, this is how galletti should look.



### **More information from Bob Klitz -**

Please will the DCA take it on board that there is NO 'H' in OXEY Lake! Though I have never attended a rally there, it is sacred to me as a Lympingtonian for it is where 60 years ago I spent many happy days in the Oxey Sea Scouts, keeping our whalers and cutters and our Bosun's 16ft open clinker-built keelboat 'Fair Alice' up in

the creek, at the head of which was our HQ, an insulated, corrugated tin shed where we stored all our gear and had great games during the winter. So Oxey Lake please.

#### *Editor's note:*

*Sorry Bob, my fault! I used to go orienteering on Oxhey Common in Surrey, and I get confused with the spelling for that.*



Finally and sadly I have to report that this year after 17 years, I have sold my beloved *Eastlight*, being no longer able to look after her the way she needs and expects to be nurtured, nor sail her as frequently as warranted since single-handling was becoming too heavy to uphold best seamanship in an emergency. Regrettably, my Rally attendance has been vestigial owing to domestic commitments, but you know the story. I am now consoled by my last restoration project which has been that of this pretty little 10ft elm-built varnished



clinker stem dinghy *Galiant* (see attached), which has been virtually rebuilt and I am in the process of rigging in the hope that I may get sailing again next year. *Eastlight* will still be in her old berth at Emsworth, where her proud new owner will keep her after a **professional** storage, repaint, varnish and fit-out by a local yacht company. So my conscience is salved. Great job you do Liz. Keep 'em coming. I'm now going to read the back numbers . . .



Bob sailing *Eastlight*



### **Useful Information from Len**

**Hythe free launching ramp** (within Hythe Marina): Car parking now £3.00 for 4 hours, £5.00 all day. We left the trailer on rocks clear of ramp. Good pub/restaurant within Marina.

2 hours either side of high water. Boats dry out on firm mud at the edge of shingle and saltings.

**Towsure** - the discount trailer parts and camping supermarket, can be reached by boat. It is situated in Southampton near Northam Bridge on the east bank of the River Itchen. At high water there is a shingle landing on the east side of the bridge, and the store is two minutes up the road.

**East Head overnight berths:** We usually anchor in the Snow Hill Creek entrance, but this provides only limited shelter. Roman Landing is sheltered from easterly winds, but is lined with dinghy berths. However berths accessible about 3 hours either side of high water and sheltered from SE to SW winds can be found at the head of the southern arm of Snow Hill Creek (map ref 768 984). Follow the southern line of moorings, and make for strand to west of the concrete sea wall and steps. Keep about 30 yards clear of steps to avoid two nasty stakes; the largest of the scrubby oaks is a point to aim for. The beach is very steep with large stones, but there is level mud a few yards out in the creek bed. There is also a level patch of fine shingle by the saltings to the west, but this would only be accessible

**Dell Quay Landing:** A brief stop in onshore winds is now much easier with a pontoon on the north side of the quay. It is free for the first hour, but £30 per hour thereafter!

**Dell Quay overnight berths:** A good isolated berth sheltered from westerly winds can be found opposite Dell Quay just below Hook Farm (map ref 833 027), accessible about



about one hour either side of high water. The saltings are lumpy. This berth is on a footpath used by boat-friendly people, and only about a mile from the pub.

**Northney launching:** The marina manager has confirmed that the free (north) launching ramp is now closed. They might re-build it sometime, but he didn't offer much hope. The all-tide launching ramp within Northney Marina is steep, as are the charges - £18 including parking!

**Dinghy racing:** Many DCA members are against racing but at the same time I feel sure that we all want to see Britain to win Olympic medals, and racing practice is vital for this. The current issue of Chichester Harbour News

provides advice on sharing our waters to mutual advantage. It is not difficult for us sailors to work out where the racers are heading and steer clear. Races are normally started to windward. The clubhouse or committee boat hoists the 'P' code flag (Preparatory) with only four minutes to go, and lowers it with a hoot with one minute to go. During this time the racers are jockeying for position to cross the start line first, fast and in the best tactical position, so although normal collision regulations apply it is only common courtesy (and common sense!) to keep clear of the racing boats.\* However it is worth bearing in mind that '*Racing Rule 69 allows severe punishment for gross breach of good manners!*'

\* I don't think Len has got this quite right - from memory of my racing days, the 'P' code flag was hoisted ten minutes before the start. At five minutes the class flag was raised, and at the start a klaxon or gun was sounded and both flags were lowered. However, if another race was to be started, the 'P' flag remained aloft to become the ten minute signal for the next race.

*Editor*



### *A Dinghy Adventure*

by Tom Evans

We listened keenly to the BBC forecast - 7pm Saturday 1 May 2004:

"Tomorrow will be the best day of what otherwise promises to be a washout Bank Holiday weekend."

"This is our chance - quick! Let's go for it!"

So it was that myself, my wife Julie and son James found ourselves hitching our boat to the car at 6 am on Sunday morning to join the Dinghy Cruising Association May cruise in Chichester Harbour.

On arrival we pushed the boat down the winding track, leading through the trees and down to Cobnor Sailing Club. That was when we caught the first glimpse of the Itchenor Channel lying below the steep ramp leading onto the hard. It was a perfect morning with the sun glistening across almost unrippled harbour waters with boats regimented by the tide, bobbing at their swing moorings.

We busily set to raise the mast and rig up our GP14 in time to join the eight or so other boats for the start, whilst at the same time getting instructions on

the route, tide and any hazards to watch for from Len Wingfield, one of the rally organisers.

"Don't worry too much about the schedule" were Len's parting words of advice, "Organizing DCA members is like trying to herd cats!". The launch trolley went into the water - but something was wrong,

"Dad you've forgotten to fit the bungs in the hull!"

Bungs fitted, a wisp of breeze filled the sails and we were off, serenely weaving against the wind down the Itchenor Channel between those swing moorings as if on the slalom run. Suddenly we were being surrounded by keelboats not dissimilar to 'Flying 15's' sailing from a channel on the port side. A polite shout across the water revealed the mystery boats' identity as 'Solent Sunbeams', only sailed by two clubs in the country and just about to start their Sunday race. We were the party gatecrashers but no one seemed to mind.

As we got closer to the harbour entrance, the wind picked up and the GP's progress took on a greater sense of urgency in the force 2-3. An assortment of asymmetric boats performed a display of



spinnaker assisted reaches for us, tormented in their choice of course between their desire for the superior winds of the open sea and the safety of the harbour. Our own course had by now changed to a north-westerly direction in order to slip up the Emsworth Channel. We had the accompaniment of an assortment of much larger yachts (Bavarias, Hunters etc.) but we managed to hold our own in terms of pace under sail against these boats on what was a very broad reach. With the water becoming shallower, our yachting acquaintances, constrained by draft, gradually disappeared. Then the Emsworth pontoon came into sight partially obscured by anchored boats drying out in a haphazard variety of angles and directions on the soft mud. The centerboard acted as our depth finder in the murky water, the occasional tap reminding us that we were close to the bottom as we tried to pick a path across the final few metres to the pontoon.

A picnic lunch on the sea wall, a quick exchange of tales regarding the morning's sailing and we were off again, this time relying on the outboard to navigate the 500 meters or so of channel which was



Emsworth Pontoon

no longer deep or wide enough to sail out of against the wind. We marvelled at the rowing ability of some of the members as they remembered

that the Spring tide could enforce a somewhat longer visit to Emsworth than planned! ("There's a rip tide here!" and "We're all doomed!" were the most notable exclamations overheard coming from the urgently departing boats. Of course there wasn't, and we weren't, respectively but it added to a touch of excitement to the proceedings).

The highlight of the trip was billed in the programme as 'the chance to see seals' in a creek

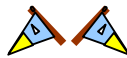
off the Emsworth Channel. We followed Steve's Enterprise dinghy up the 40 ft wide creek with the wind coming from astern. Steep, drying banks of black mud rose 10 ft out of the water and above our line of sight both to port and starboard instilling a sense that we were sailing through an alien environment. Then we saw them - perched on the



crest of the mud bank to our starboard, a family of eight seals, both adults and pups, motionless but looking down at us in what seemed both a curious but almost condescending way. Steve anchored 40 feet downwind of the seals and we beached our boat on the opposite bank, our sails pinning us to the shore. We then sat for 30 minutes watching as the younger seals performed a display of well practiced mud-sliding down the wet shimmering mud and ending up with a splash in the water. Their heads would then bob up in the creek for an investigative peek at the boats that had invaded their surroundings. It would have been possible to stay longer but the sun was dipping lower in the sky and we still had several miles of sailing ahead to reach home. James volunteered to get out of the boat and turn the bow to windward. Unfortunately he forgot to get aboard in time and so the boat sailed off leaving him running behind along the mud bank. On the first tack he judged our speed and distance from the bank and, on the second, with perfect timing, launched himself from the shore and across the transom just as we "went about".

As we headed back to Cobnor the wind gradually dropped and as we limped the last few yards to the Hard on just a breath of wind the day ended as it had begun - perfectly!

*(Lots more photos from Tom on the SC website - see top of page 1)*

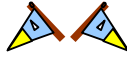


## Rally News

As this issue is becoming too fat to e-mail and all the rallies have, or soon will be, included in a Bulletin, I am just going to touch briefly on the 2004 rallies and our Solent holiday cruise this time. I'll try and get back on the ball next year. The weather wasn't so good this year, with strong winds forecast for many rally week-ends, but none had to be cancelled and, apart from Bursledon which attracted just *Tessa* and *Lowly Worm III* I don't think any rally had less than three boats. I was



surprised how many members appeared when the weather was definitely less than clement! It was also good to see a lot of new faces. Thank you also to all the willing volunteers who ease the pressure for me when it becomes difficult to get afloat myself.

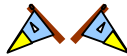


### Solent Holiday Week - 24-31 July - Jay Milbourne & Liz Baker

We had a splendid week and Jay's idea of encouraging people to drop-in and-out throughout the week worked well. The only people camping at Calshot were the Evans family, who loved it there with the views of the big ships coming and going, but life afloat off Calshot at HW is a bit uncomfortable with the constant wash from shipping, so the rest of us, camping afloat, preferred the calm of Ashlett Creek, only a short distance away. Whilst chatting to a member of the Sailing

Club there I learned that they are quite keen to encourage campers, so by liaising in advance, we might be able to base a future holiday there. Anyone preferring to camp at Calshot could still do so of course.

For 2005 however, as you will see below, we are planning our holiday cruising-in-company to link-in with the 50<sup>th</sup> anniversary celebrations.



### Fiftieth Anniversary at Cobnor

As this is to be held at Cobnor on 16/17 July, and some northern members have shown an interest in staying-on for the rest of the week, we thought we'd hold our holiday week then, so our friends from further afield can join-in if they wish. Diana Beale has agreed we may stay until the Friday, but that she has other groups booked for the following week-end.

Hugh Clay, who is the mover and shaker on this, has an idea for a treasure hunt on the Saturday. I like this idea - if we can be

imaginative enough with our clues it would be a good way of getting the visitors exploring - only problem is we have low tide at mid-day, so getting ashore to look for clues might be interesting! If any of you have ideas along these lines, please get in touch. We might be hiring a neighbouring barn for our meal on Saturday evening, for which we will engage professional caterers, and hold a picnic barbecue at East Head on Sunday. So anyone good with barbeques please come forward! More anon . . .

