



# Solent Soundings



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Don't forget to join the <http://groups.msn.com/MICROCRUISERSUK> website so you can share South Coast rally photos and general discussion.

### Editorial

Would anyone like to take-on the South Coast Secretary's job (Rallies Co-ordinator)? It's necessary to fix the programme before the press date of the Spring bulletin, usually the end of January. I'm finding it quite hard to keep-up the programme year-on-year with full-time work becoming ever more demanding. We could use some new ideas too. I'd be happy to continue with *Solent Soundings*.

Another vacancy is the shop - Rodney Redding who took it over is ill in hospital and can't continue. If anyone feels like injecting some new life into that, please contact Joan Abrams.

### George Strube

With great sadness I have to report that George died of a heart attack in his car on the evening of 3 December. He was always an enthusiastic attender at rallies and we will miss him greatly.



In addition to the two advertisements listed on p2, Jay is selling *Ka Lae*. Details can be found on the South Coast website (see above).

Liz



### SOUTH COAST WINTER MEETING

To be held on SATURDAY, 4 February 2006. Please see back page for details.

Happy Christmas to you all!



**Anyone want a Potter AX06 . . . ?**

I haven't sailed at all this year & not much in the last two owing to mobility problems. I am considering changing Potter AX06 URSA MINOR for something in the 15 ft range without a cabin.

Guide price, if 4hp Mercury outboard & SNIPE trailer are included, is around £5,000.00.



*Bruce Longstaff*

**Seagull  
Outboard for  
sale  
(longshaft)  
£60 ono  
01323 844 472  
- Richard  
(not DCA)**

***Rally Reports***

**Poole - 27/29 August 2005 – Keith Holdsworth**

The cast:	Chris Jenkins	West Wight Potter	<i>Gypsy</i>
	Liz Baker and Graham Deans	Wayfarer	
	Alistair Law	Paradox	<i>Little Jim</i>
	Steve Bradwell	Enterprise	
	George Strube	Peter Boat	<i>Goldeneye</i>
	Jay Milbourne	Startrekka	<i>Kae Lae</i>
	Martin Corrick	Cormorant	
	Keith Holdsworth	-	<i>The Flying Pig</i>

With reliable weather and the water as warm as it gets, a long August Bank Holiday week-end rally at Poole Harbour is always one to savour. As usual, I launched on the River Frome and began by motoring up-river to stock up on provisions at Wareham. Mistake No. 3 was to moor among ducks alongside a high wall. On my return the boat was well stocked with pieces of bread aimed by small, well meaning but underpowered children. The long winding section of river before it drains into the harbour demands a motor or else a great deal of strenuous rowing. Mistakes 1 and 2 were my decision not to take the petrol carrier and then not bothering to check the fuel level in the tank of the outboard. In blissful ignorance I chugged down-river to the harbour and later resorted again to the

motor when the light winds failed on the approach to Shipstall Point.

Fortunately I was moving quietly under sail again when I was treated to the extraordinary spectacle of a seal calmly sunbathing on a pontoon in a remote corner of the anchorage.

Four DCA boats had already arrived off



George Strube at Poole rally



Arne beach and three more were to drift in during the course of a warm and still evening. An impromptu beach barbecue rounded off the day before the mariners retired to their various floating shelters, which ranged in sophistication from the palatial to the makeshift.

Sunday brought more light winds and the fleet scattered to enjoy the variety of treats that the harbour has to offer before reassembling with almost telepathic timing at a new anchorage in a sheltered cove behind Redhorn Point.

My mission that weekend was to test the leeboards that I had made to compensate for lack of a centreboard on *The Flying Pig*. They seemed to be having the desired effect but was I deceiving myself? I need to conduct a properly controlled experiment to be sure. Certainly

### ***Graham's & Liz's Poole***

We sailed from Keyhaven in Graham's *Wayfarer*, leaving my car at Cobnor. Having got-up at 3am, collected some equipment from *Tessa* at Cobnor, then collected the *Wayfarer* from Emsworth, it was 9am before we were sailing. This early start was necessitated by the tide. We sailed out through the Needles Channel from where the light S Westerly enabled us to make Poole entrance close-hauled on one tack . . . but as we had lost the tide, this took all day and we didn't reach Shipstall Point until 5pm. Only Alastaire and Chris were there but, gradually, over the next couple of hours, five more boats arrived.

On Sun we sailed in company with the others as far as Redhorn, but then left the others behind and continued out of the harbour and along the Dorset coast past Old Harry Rocks and Swanage as far as Durlston Point, which was a new section of coast for me, very lovely and totally different to the Solent area. From somewhere near Handfast Point we could

controlling leeboards is a pain in the neck when short tacking single-handed through an area heavily infested with water skiers.

Poole Harbour's only drawback as a rally venue is the distance between pubs and the best anchorages. Only the resolute braved the five mile round trip to the Bankes Arms that evening.

An early start was necessary on the Monday morning but the flat calm spelled a long row up the harbour to conserve the precious fuel for the last stretch up-river. Eventually the wind got its act together sufficiently to propel me to the mouth of the Frome, at which point I discovered that the fuel was a mere figment of the imagination. With gritted teeth I battled the current for the last two miles, reciting under my breath with every oar stroke, 'next time . . . check the fuel . . . next time . . . check the fuel . . . next time . . .'



clearly see a line of hills to the SW of St Catherine's. Without any map extending that far I presumed it to be the Sussex Coast near Brighton or Eastbourne, but checking a map later revealed that there is no land on that bearing before the French coast near Dieppe. It must have been a mirage as you would not normally see France from there.

We had planned to spend the night at Studland so as to be well positioned to start the return passage on Monday; but there were 2,000 yachts anchored there so we



settled for the preferable peace of Redhorn Point, where we found most of the others. On Mon we started with barely enough wind, but it soon picked-up from the West. Off Hengistbury Head we were going well with the tide turning in our favour . . . and St Catherine's Point clearly visible . . . yes! . . . you've guessed . . . perfect conditions for a trip south of the IoW. Of course that nice breeze didn't last and we were off St Catherine's when it dropped,

but it did return. Although not more than F3 it got us to Culver Cliff, but by then it was getting late so we resorted to the o/b. We camped at Cobnor and before dawn on Tues we were driving my car back to Keyhaven to pick-up Graham's car and trailer. The best sail I've had this Summer . . . and I hadn't even intended to go to Poole!

*Liz*

#### **Newtown - 10-11 September 2005 – Liz**

Aidan de la Mare	-	<i>Jady Lane</i>
David Jones	Beaufort	<i>Speedy</i>
Len Wingfield	Woodnut	<i>Bluey</i>
Cliff Martin	Mirror	<i>Daydream</i>
Liz Baker	Cormorant	<i>Tessa</i>
Frank Dyer	Faversham 14	
Graham Deans	Wayfarer	

Arriving at Cobnor on Friday evening I did as much rigging as I could before it got too dark to see, then slept in car and launched on Saturday morning. Even with an early start and no breakfast, I wasn't sailing until 10am. There wouldn't be much favourable tide in the Solent until late afternoon but the ebb speeded progress down to Chichester entrance. There, at low water, I could compare the West Pole shoal with David Sumner's well-drawn chart (shown on back page of Issue 13). The wind was light variable, and *Tessa* doesn't sail well in light winds. Not keen to use too much o/b fuel at this stage, I rowed as far as Portsmouth, then the wind filled-in and got me almost to Cowes, dropping me in the midst of the racing yachts, Red Funnell ferries and container vessels. I used the o/b to get me clear of all this traffic and choppy water and then intended to sail in the calmer stretch along the IoW shore, but then realised that if I didn't get a move on I wouldn't reach Shalfleet before the tide left it. An hour or so later I pattered up to the river bank rendezvous, but Frank Dyer, arriving half

an hour behind me, had to settle on the mud a couple of yards out. I knew Graham had started late from Bosham and, with light winds, even a Wayfarer is slow, so I didn't expect to see him that night. Those who were there before me had already decided not to bother with the pub, as the one at Shalfleet is always crowded and difficult to get into.

On Sunday we were up at dawn to get down the river before the receding water left us stuck on the mud. By the time I was ready the water was too shallow to sail or even use the o/b, so I was rowing against a strongish headwind when I heard the scream of an outboard and a Wayfarer shot across my bow – it was Graham. He had sailed in at 11pm and spent the night near Hempsted Farm. Cliff, Graham and I sailed back "together", that is, we started together and met-up again at East Head for lunch. At first the sailing was slow, beating against an Easterly F3, but once past Cowes we had a lovely reaching sail and were all back in Chichester by about 1pm.



**Ashlett Creek - 24/25 September - Len Wingfield**

Steve Bradwell  
Len Wingfield

Enterprise  
14 ft Woodnutt dayboat

Although we had the most wonderful sunshine for late September, only two boats turned up, both launching from Warsash, but at separate times. Steve Bradwell in his Enterprise sailed first to the Medina, Len Wingfield in his Woodnutt 14 footer went up Southampton Water to Eling and back. Both being sail and oar men, a lot of rowing was required in the morning, but a breeze filled in for the afternoon. With it being neaps, and first HW at 04.36 (second + 2hrs), we had to get away early, but I tripped in the dark and bounced heavily into the water. With the consequent delay I sailed out as much

through mud as through water.

The 05.45 forecast warned of F6 at first and rain and showers. Plans for the Solent were accordingly cancelled and we headed for the Hamble, a lively sail, with heavily reefed mainsails only. Sailing against the ebb up the river we had heavy gusts and light winds alternating, but coming back down it was apparent that the 'F6 at first' had already passed over. There was rain to be seen in the distance, but in fact we had sunshine and ideal sailing breezes. Steve therefore sailed up to Eling making a marathon weekend of what could have been just local sailing.

Sorry I couldn't make this one Len - I went to Ullswater with Joan. Liz

**Fowley Island - 15/16 October 2005 - Liz**

Alan Glanville	Ness Yawl	<i>Lowly Work</i>
Chris Jenkins	Potter AX	<i>Gispey</i>
Steve Hurst	Shipmate	<i>Acorn</i>
Cliff Martin	Mirror	<i>Daydream</i>
Martin Corrick	Cormorant	<i>Penny Black</i>
Liz Baker & Steve Skinner	Cormorant	<i>Tessa</i>
Steve Bradwell	Enterprise	
Len Wingfield	Woodnutt Dayboat	<i>Bluey</i>

A real *Swallows & Amazons* rally, this one, and an amazing turn-out for mid-October. Fowley Island seems a popular venue. I reached Cobnor loaded with firewood, bar-b-que charcoal and sausages. Leaving the firewood ashore I slept aboard *Tessa* on a mooring. The water sparked in the moonlight and after I had eaten I lay in my bunk with the tent flap open, gazing at the stars and enjoying the piping of birds on the mud. In the morning I was joined by Steve Skinner and together we loaded the firewood and the rest of the equipment. The wind was very light so I started the o/b, only to break the shear-pin in the shallows. Luckily after about half-an-hour the wind increased so we could sail. We reached Fowley Island

at HW, 11 am, and found Alan Glanville already there. Several others had deposited firewood but left before we arrived, and more arrived and departed while we were there. We pitched our tents ashore and I assembled the fire ready for lighting when we returned on the evening tide.

Leaving Chris Jenkins to be Lord of the Isle for the day we set off to enjoy the fine sailing breeze. I had suggested meeting for lunch on Pilsley Island as a change from East Head, but the wind, which had veered from North to East and increased to F5 would have made that an uncomfortable lee shore. We tried anchoring in Crake Rythe but the anchor



dragged, so up with sail again and we picked-up a mooring in the main Thorney channel. Before having lunch I pulled down a reef, but by the time we were ready to set sail again the wind had dropped to F3. At Len's suggestion we all met-up in the Bluebell pub at Emsworth for a meal while waiting for the tide to return. Sailing back to Fowley Island after dark at 9pm was no hardship on a warm night with a bright moon, where we found Chris had already lit the fire and others

while, enjoying the warm night, then one-by-one people drifted off to their bunks.

In the morning I emerged from my tent to be told I'd just missed a wonderful sunrise.

Steve helped to light the bar-b-que and cooked sausages and bacon for everyone for breakfast, while I re-lit the bonfire and burned the last of the wood. Later, when the bar-b-que had died down, I used the bonfire embers to boil a billy for washing-up. When the tide returned at 10.00 hrs we all set off for a few more enjoyable hours of sailing before returning home. Steve and I had agreed to join Steve Bradwell for lunch at East Head, but by the time we arrived the weather was showing signs of deteriorating and the winds was E F5, making the Snowhill Creek beach a draughty lee shore. We sailed up the creek but could see no sign of Steve. With deteriorating weather and a threat of rain it seemed sensible to return to Cobnor and recover Tessa before the tide dropped, but the rain arrived too soon and we got very wet packing-up.

Breakfast on Fowley Island



were shining torches to guide us into the tiny harbour. Some of us had chosen to camp ashore and our dry sleeping quarters were ready and waiting for our return. We gathered around the fire for a



### *SOUTH COAST WINTER MEETING*

To be held on SATURDAY, 4 February 2006 at The Crown Hotel, Emsworth from 6pm until 10.30pm. For those who want to sail, HW Emsworth will be at around 16.00 hrs. New members very welcome. I will be charging £8 per head, the same as last year, 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 Liz

Could anyone bring or lend an up-to-date laptop computer and/or digital projector? If so, we could have fun viewing the 50<sup>th</sup> Anniversary photos and, of course, any other digital pictures taken during the season. 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! Has anyone has done a good cruise they'd like to talk about?

Liz