

The Medina Mariners Association

THE MAGAZINE
FOR ALL RECREATIONAL USERS OF
THE RIVER MEDINA



Venues and dates of MMA activities may change or have to be withdrawn at short notice so don't forget to keep your eyes on the County Press 'Yachts and Boats' column for up-to-date amendments and information on MMA events.

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SPRING 1999



Richardsons BOATBUILDERS

Hi Mariners . . . here we go again –
another season underway.

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WHAT CAN WE DO TO HELP?

For many years the 'MMA has supported the 'SAILING FOR THE DISABLED' programme, raising money to send those less fortunate than ourselves, to enjoy a spell on the *Winston Churchill* or the *Malcolm Miller*, and while there should be no let up in this worthwhile effort I feel that there is more that could be done on a local basis.

There must be many disabled people who for various reasons can't spend a week or two away from home, but who would benefit from a shorter spell near or on the *Medina*. An evening or afternoon spent on the water or enjoying a barbecue by the river, can be just as beneficial as taking a long trip.

I would like to hear from any member who might have any ideas, and who would be able to help out in any way.

Please send ideas and details to:

D.F. Lyons
384 Newport Road
Northwood
PO31 8PP
01983 295301

7 HON. SECRETARY'S REPORT

The Hon. Secretary, Dick Loaring, pledged the Committee to a retention of the current £10-00 Family Membership for as long as possible, including the year 1999 with careful budgeting to balance the books. He also welcomed the new Editors, Dudley Creed and Jeanette who would be taking over from Tony Thomas to whose past serviceshe paid tribute.

8 TO AGREE HONORARIUMS FOR 1998

Both the Hon. Treasurer, Dave West and Hon. Secretary, Dick Loaring had intimated that, if elected, they would look for no increase in the level of Honorariums set in 1992 and as yet unchanged. Agreed unanimously.

9 TO AGREE SUBSCRIPTIONS FOR 1999

The Committee recommended no increase in subscriptions for 1997 and this was approved unanimously. Family Membership £10-00 p.a.

At this point, the Chairman, Charles Spelling , vacated the chair in favour of the President, Mr Murray Dixon and formally resigned on behaff of himself, the Hon. Treasurer, the Hon. Secretary and the Committee

10 PRESIDENT'S ADDRESS

The President, Murray Dixon, addressed the meeting and called for nominations for the office of Chairman. Charles Spelling was re-elected.

11 ELECTION OF OFFICERS

The following were then elected without dissent

Hon. Treasurer David West Hon. Secretary Richard Loating

COMMITTEE

Madge Jewell, John Drewery, Johnny Walker, John Hobson, Jeff Johnson, Martyn Ferguson, Dan Lyons, Peter White, Karen Saith, Rodney Ireland, Dudley Creed, Jeanette Harrington, Phil Harrison.

Barry Cutter was re-elected Legal Officer for co-option to Committee as needed.

12 TO CLOSE THE MEETING

The Chairman declared the meeting closed at 8.37 pm. and thanked all for attending. The usual open forum followed debating a number of topics for the benefit of the new commiftee's consideration over the coming year.....

- River Patrols to be re-introduced in a more limited form.
- There was some anxiety concerning the state of the green for parking.
- Some approach to Whitbreads for stabilisation might be warranted.
- Possibility of Envelopes for the Honesty Box on Scrubbing Berth.
- The Sailing Secretary: John Drewery would be needing some help on the Starting Line for the offshore races.



MINUTES OF THE 25TH. ANNUAL GENERAL MEETING OF THE
MEDINA MARINE ASSOCIATION
at the Riverside Centre, Newport on
Thursday April 16th. 1998 at 7.30 for 8.00 pm.

The Medina
Mariners Association
SPRING 1999

The Chairman, Charles Spelling, welcomed members to the 25th. A.G. M. and declared the meeting open at 8.00 p.m.

1 APOLOGIES FOR ABSENCE.

Were received from Madge & Jim Jewell, Chris Jenkins, Robin Weedon, Dudley Creed, Terry Glynn, Malcolm Medway, Bob Weymouth and Barry Cutter.

2 THE MINUTES OF THE LAST ANNUAL GENERAL MEETING & E.G.M.
as circulated in the M.M.A Magazine and by mail, were approved without dissent.

3 MATTERS ARISING FROM THOSE MINUTES

The disposal of the River Patrol Launch Madge had been effected and this would be debated further at a later stage in the meeting. The land purchase option was the subject of a later EGM and resolved. Mr Orlik had accepted Honorary Membership and a free Dinghy Plot in recognition of his kind offer.

4 CHAIRMAN'S REPORT

The Chairman, Charles Spelling, gave his usual wide-ranging review of the activities of the Association during 1997/8 and paid tribute to the work of the Committee Members over the past year. He thanked Tony Saunders for his work in renovating EMMA, the old dory. The year had proved a very successful one for the association in all its various areas of activity. He urged support for the various work parties one of which was to be held shortly to clear the yard and dinghy park areas.

5 HON. TREASURER'S REPORT

The Hon. Treasurer, David West, drew attention to the inclusion in the years Profit & Loss Account of the large back-payment of rentals which resulted in a notional loss for the year. When adjusted on the basis of one years rent the account was in balance.

6 ADOPTION OF 1997 ACCOUNTS

Copies of the Audited Accounts were made available to the meeting and after answering questions in respect of the sums attributed to the sale or the launch and purchase of a smaller replacement, were unanimously adopted.

PRESIDENT

MURRAY DIXON

CHAIRPERSON

Charles Spelling
(01983) 866667

VICE CHAIRPERSON

Dan Lyons
(01983) 295301

HON. SECRETARY

Dick Loaring
(01983) 294622

TREASURER

Dave West
(01983) 298163

SAILING SECRETARY

John Drewery
(01983) 854917

RACE OFFICER

Tony Saunders
(01983) 883443

RALLY OFFICER

Andy Pavey
(01983) 565357

DINGHY PARK OFFICER

Jeff Johnson
(01983) 568294

SOCIAL SECRETARIES

Karen Saith & Rodney Ireland
(01983) 529156

EDITOR

Paul Wood

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Front cover photograph:
Folly Inn catwalk.
Back cover photograph:
Cowes Week, 1913

FROM THE EDITOR

Paul Wood

THE BIGGEST PROBLEM I have as Editor is filling the magazine. Apart from a small group of regular contributors, articles submitted are few and far between. I can't believe that there are no budding Scoops out there.

In this issue there is a new feature, 'One Man and his Boat'. In an attempt to get articles we thought that this might generate an interest in members to wax lyrical about their boats be they big or small. So lets hear your stories and history with photographs please. If none are forthcoming I will have to write endless articles about *Dawdler*, I have the complete history, specification and plans from 1936. So I can go on and on and on

On the letters page Peter Venner has suggested a classified advertisement section. A good idea. It can be anything as long as its to do with boating. (No fridges, Hoovers or 'old bangers'.) It will be free to members. Include a photograph if its a boat. This is only worth doing if there is sufficient response. It has got to be better than the notice board at the Folly Office. (This gives me an opportunity to say that I'm looking for some (approx) 5/8 in DIA wooden belaying pins.)

Also on the letters page we have a something of a curiosity – someone using a pseudonym. The letter is worth including I think because it gives an alternative view on the spat between the council and the Classic Boat Museum. The technical point on rowing is a tad esoteric, but it just might prompt someone (I live in hope) to write in. However I would prefer it if 'Mudlark' did not start a trend for humorous names.

The article from Rhoda and Alan Cawthorne describing their trip to distant parts in such a matter of fact way had me reading it again with an atlas. This must have been quite a trip.

The new season beckons and the dreams of blue skies, warm days and fair winds on the water start. As Dick Loaring says in his column 'the triumph of hope over experience'. With hindsight it seemed that whenever we went out last year we had a reef in. *Dawdler* was kept afloat throughout the winter and we had some good sailing. The weather in January curtailed things somewhat, but it's a delight to sail around a traffic free Solent and Medina.

Best wishes to all members and have a good year on the water.

MAY 22/23
Chichester
or Itchenor

JUNE 25/26/27
Brighton with
Friday stop over
at Portsmouth

JULY 23/24/25
Cherbourg
0630 start

AUG 10/11
Eclipse trip.
Channel and
Poole over night

SEPT 4/5
Marchwood or
Shamrock Quay.
Race or Rally

SEPT 15/16
Midweek to Port
Solent. Choice of
restaurants

SEPT 25/26
Lymington.
Race/Rally

THE 26TH ANNUAL GENERAL MEETING OF THE MMA

WILL BE HELD AT THE
RIVERSIDE CENTRE NEWPORT ISLE OF WIGHT ON
THURSDAY APRIL 22ND. 1999 AT 8.00 PM

AGENDA

- 1 To receive apologies for absence
- 2 To confirm the Minutes of the previous AGM as circulated
- 3 Matters arising from those Minutes
- 4 To agree subscriptions for the year 2000
- 5 Honorariums
- 6 Chairman's Report
- 7 To agree the 1998 Accounts: Hon. Treasurer's Report
- 8 Secretary's Report
- 9 ELECTION OF OFFICERS
 - President of the Association
 - Chairman
 - Hon. Treasurer
 - Hon. Secretary
 - Auditors
 - Committee for 1999
- 10 To close the Meeting

There will follow an open forum for general discussion to assist the new Committee in their work during the coming year.

MMA RALLIES 1999

Andy Pavey

MY THANKS TO THOSE OF YOU who responded to the Rally Questionnaire. We now have a good indication of overall preferences and as a result, the 1999 programme may well now include your favourite places to motor or sail. Top favourites were the local South Coast harbours, including those outside the Solent from Brixham to Weymouth. Yarmouth found little favour, possibly too crowded for most and a bit too near home.

Crossing the Channel is no deterrent for sixty per cent whose suggestions included the Channel Islands and some less regular venues such as Carteret and Pontrieux. Further down into the West Country also featured. All subject to time available and of course, the weather.

Obviously, the respondents will not all be available for every Rally. We never have expected this. However, indications are that we may expect from 10 to 20 craft attending if the time, place and wind strength are favourable. 'The best laid plans of mice and men. . .'

Events will be advertised the preceding week in the 'Yachts Boats and Equipment' classified section of the County Press. We will also put sheets in the MMA White Notice Box at H.Q. which will contain all relevant information for you.

All Rallies are cancelled on a Force 6 forecast and it should be noted that in all cases it is the responsibility of the Skipper to assess the suitability of his vessel and crew to go to sea under current and forecast conditions on the route intended and that adequate safety equipment is carried. The M. M.A. cannot be held responsible for this.

En route, inter-ship communication will always be on Channel 72 and accompanying vessels will provide an initial radio check. The coastguard have enough to do !

I hope that the weather is kind to us and more predictable throughout 1999 and that we all enjoy some good time afloat and ashore. The list of proposed dates is not cast in stone so if it does not find favour with you, I will be pleased to receive your suggestions c/o The Harbour Office.

AT THE HELM

Charles Spelling

I SHOULD LIKE THIS opportunity to thank those volunteers who helped out at the recent work party. A great deal of work was done in a very short time. 'Heartbreak Ridge' (the build up of shingle at the entrance to the dinghy park) was moved again to help fill craters in the field. *Black Tern* having reached the end of her life made a spectacular sight when she went up in flames aided by some old diesel. The removal of mud from the slip will be a help when scrubbing off later.

You have recently received a questionnaire asking what you would like to do in relation to Rallies. I hope you have returned them. The feed back is vital to the Committee so they know what you would like to see happening. We have put on over winter a series of talks and events. Some of which have been poorly attended, to the disappointment of all who have worked hard to set them up. The AGM is coming up soon – a good opportunity to air your views after the meeting. Or alternatively you could write to me.

Further to my to my comments in the Winter Issue regarding the collection of fees from the I.O.W. pontoon. For this year at least collections will be made by Alan Ruddock and Gary. You will have noticed that mooring fees administered by Cowes Harbour have

gone up this year and will continue to do so. Most of the boats in the Folly reach are small and in many cases owned by people on a limited income. This hike is an additional burden to the point where boating is no longer viable. (anybody want to buy a boat?)

On more general matters. The inquiry looking into the proposed I.O.W. Unitary Development Plan regarding Industrial and Housing development south of the Power Station on the East bank of the river. Due to sterling work done by 'River Watchdog' Peter White in getting accredited to the list of objectors to appear at the Inquiry, we will have the opportunity to put forward our objections. This is what the MMA was set up for in the first place. If you have any views on the subject both Peter and I will be glad to hear from you. We will be attending the meeting on 22-23rd April.

My thanks to Paul Wood, our new editor for the excellent Winter magazine. The presentation is superb.

The quay at Newport will get progressively busier over the next few weeks to that final stressful day when the boats are relaunched. Have a good season. Enjoy the sunny days and may the wind blow you where you want to go.

SECRETARY'S CORNER

Dick Loaring

THIS IS MY FAVOURITE ISSUE. Many of us are busy convincing ourselves that Spring is here and a scorching Summer afloat awaits. The new Almanac lists tides that will sweep us towards distant ports. We book holidays for the Summer cruise. Dig out last year's half used sun tan lotion. What's the latest fashion in shades? Off to Boots. The triumph of hope over experience yet again.

Why else would I foresake my armchair and the Sunday papers to sit on an upturned bucket under *Kimbelina* scraping off her old anti-fouling. Slightly mad or what? In spite of the early hour, the greetings on the quay from fellow nutters are cheerful.

Perhaps I have snorted too much dust as seventy quids worth of old Micron takes off downwind to weave interesting patterns on my newly washed car, parked astern. I visualise myself with that sleek and shiny hull creaming along down the Solent with the fleet wallowing in its wake...

'All that build up of old anti-fouling slows them down' I explain to the crew. I move my bucket and scrape with renewed vigour. Then reality sets in. My thoughts turn to Sunday lunch.

Dog walking Pensioners with time to kill pose a problem. They arrive in search of a breather and a chat while

the mutt cocks his leg on the back wheel of your car.

Those who know nothing about boats are easily pleased. Explain that business pressures forced you to give the Whitbread a miss but that you are turning up for Cowes Week. Well impressed they'll be. Former boat owners are welcome. Perhaps I will end up as one and get my own back on the next generation. recalling past glories from a highly selective memory. Old ex-shipyard workers abound. Having sorted out *Queen Mary's* bottom in dry dock, my humble efforts seem puny by comparison. Up one side and down the other is sixty feet and that's plenty in my state of health.

If your're painting, their dogs can be a pest. A wet nose amidships can play havoc with your steady cavita line. Having said all that, it's nice to have an excuse to stop work.

So if you're in Newport over the next few week-ends, take a stroll along the quay check out the real pleasures of boat owning. Bring a scraper and leave the dog at home!

On a different tack, I hope that you found the new Rally Officer Andy Pavey's questionnaire interesting and returned it with comments if you intend to join us this season. Rallies are notoriously difficult to organise and it

below, took one look and disappeared again. We had to manoeuvre round him. No apologies, but he could be seen peering through the curtains.

Down through the Folly Reach and out to the Solent, turning East for the Mother Bank and *Norlander*. Mooring alongside to load 250 tons of gravel. Then casting off and anchoring about 300 yards astern of her. Our cargo was due at 0700 at Supermarine Quay in Southampton (Home of the first Spitfire) and so sandwiches and tea and then to our bunks to get away at 0430.

The VHF was on all night and the chat between the Control centre at Southampton and various ships coming and going was fascinating. The *QE2* called for a pilot at 0346, and I saw her at 0415 well over to the mainland ablaze with lights and looking very regal.

Up anchor at 0430 and sailed for Southampton arriving at 0645. After unloading made for the anchorage off Netley. We left the the anchorage at 1545 and sailed for Marchwood to pick up the next cargo. Leaving immediately after loading at 1800 for Newport to catch the tide and arrived back at 2000.

There have been many occasions where small Yachts have put themselves and others in danger through thoughtless handling, crossing the bows of a coaster in confined waters, and mooring in the wrong places. Its a small number of 'Yotties' which give a bad name to all those who earn their living afloat. Inevitably any accident is seen by the general public as the fault of the larger craft running down a pleasure craft.

The *Wightstone* is handled with great skill by the Captain and his crew and is a credit to British Maritime skills.

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WHIGHTSTONE

Mike Ripper

No, its not a container ship that's taken the wrong turning.

It's been a long day. Back through the Needles Channel, an easy run through the Solent, past Egypt point and into the Medina with a recommended mooring near the Folly Inn.

I don't have to imagine the feeling of panic you would have, when for the first time sailing up the Foly reach at night you realise the entire channel is taken up by something enormous with two large head and navigation lights coming towards you.

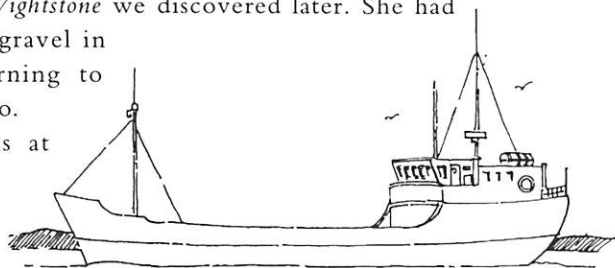
A container ship which has taken the wrong turning? Whatever we must keep well over to the west side of the channel, with moorings on both sides and the wind from the west there is no escape. As we get closer we realise that all is not lost and that it is a small coaster which is keeping well over to the west side as she is out of burden and has to avoid being blown onto the moorings to the east. There is plenty of room after all but it was a nasty moment.

It was of course the *Wightstone* we discovered later. She had discharged her cargo of gravel in Newport and was returning to Southampton for a fresh cargo.

Sometime later I was at Odessa Marine and was able to watch the comings and goings of *Wightstone*. She was handled with great

skill, particularly when turning round in Newport. This manoeuvre involved turning her bow round on a stern spring, which put her across the river. With limited room fore and aft the turn was completed by going ahead to port and then astern until she was heading down river.

I made my number with Bob the Captain, John the engineer and Lee, the deckhand and was invited to sail with them. We were to load gravel from the *Norlander*, a dredger at the Mother Bank. Departure at 1730 the same day. Quick pack of toothbrush and back on board. Bob always has a lookout foreward when sailing in restricted waters like these and approaching Island Harbour we found a large white yacht anchored in the fairway. We hooted and someone came up from



will help to finalise the year 2000 programme. We might even run S.W. out into the channel for the eclipse.

I look forward to seeing you at the A.G.M. the Notice of Meeting and

Agenda for which are in this issue. We have an open forum afterwards at which you can bring forward your views and ideas for year 2000.

CHANGE IN EDITORIAL POLICY. . . E.C. DIRECTIVE E/98/1278c

The European Commission has just announced an agreement whereby English will be the official language of the E.U. rather than German, the other considered choice.

As part of the hard-fought negotiations, Her Majesty's Government conceded that English spelling had some room for improvement and has accepted a plan to introduce Euro-English over a five year period. This Magazine will, as always, be at the forefront of such progress and Correspondents are asked to please note the following proposed changes as issued in the latest E.U. Directive . . .

YEAR ONE

The soft 'C' will be replaced. Certainly this will make the Sivil Servants happy.

The hard 'C' will be dropped in favour of 'K'. This should klear up konfusion and all keyboards kan have one letter less.

YEAR TWO

There will be growing publik enthusiasm when the troublesome 'ph' is replaced by 'f'. This will make words like 'fotograf' some 20% shorter.

YEAR THREE

By this time full publik akseptanse of the new Euro-English kan be expekted and more komplikated shanges are possible. The Government will enkorage the removal of double leters which have always ben a deterrent to akurate speling. Also al agre that the horrible mes of the silent 'e' in languag is disgrasful and should go.

FOURTH YEAR

The publik wil be reseptiv to such steps as replasing 'th' with 'w' and 'w' with 'v'

DURING ZE FIFZ YER

Ze unesesary 'o' kan be dropd from words containing 'ou' and similar shanges vud, of kors, be aplid to over kombinations of leters.

AFTER ZE FIFZ YER

Ve vil hav a reli sensibl riten styl. Zer vil be no more trubl or difikultis and evrivun vil find it ezi tu onderstand ech ozer.

ZE DREM VIL FINALY KUM TRU!

Auf Wiedersehn.

RACE OFFICER

Tony Saunders

I HAVE BEEN CO-OPTED onto the Committee as Race Officer. My brief is to co-ordinate those who complete the passage races into a social gathering so that we can discuss the race and all matter of other subjects we talk about after sailing. I will also collect any declarations to forward to John Drewery. Those who wish to send or deposit their own in the MMA office can continue to do so. John Drewery is still sailing secretary and is organising the races; I will of course pass on any ideas, comments etc. to John and the Committee if you wish to make a point after any race.

The past passage races I have completed have not been well supported at the finish, it seems a lot of competitors go straight home. I remember when the Poole Race finished everyone went back to Lymington as they preferred it to Poole. In Lymington last year after the Poole Race only three boats met up – 5 persons in total. Although all yachts arrived in Cherbourg two crews missed the dinner in the restaurant; even with the Round the Island Race finishing at the Folly one or two had a pint and went home (my home is very close to

the Folly but I ate there and stayed on my boat that night on my mooring).

It's my intention that this should not happen in the future. I appreciate not all can commit themselves to a specific time to finish and eat out, but we should try. In anticipation of completing the Poole Race this coming Spring it is my intention to get all those who stay in Lymington to get together for the evening and to organise a breakfast for those who want one the following morning. Perhaps a breakfast will be better supported as we are depending on the wind to get to the finish and we all know how that can change our ETAS. *Lo Shu* will be flying the MMA battle flag as soon as I get into Lymington so come on over and make yourself known.

I will also be writing a page for the magazine so if you have any amusing anecdotes you think we should mention please get in touch. I always keep a log when sailing and some of you will no doubt get mentioned, but I can't keep up with all of you so it's up to you to tell me what goes on in your part of the race. An edited edition of the last MMA Round the Island Race is in this edition.

Good luck and happy sailing.

Remember Richard Head who used to be sarky about my bird watching articles in the MMA magazine. We grounded in Poole Harbour once, I'm not sure who was to blame but I gather he's still around in some guise or another.

So many happy, hilarious memories of lovely Island people, running an Association not a Club. Devoted not just to sailing, but to the preservation of a priceless heritage of a quite and beautiful river where kingfishers and little egrets share the waters with a bunch of equally colourful humans. Long may it reign.

Things Avian

Pottering about the river I'm vaguely aware of the bird life. Sometimes at low water it sounds like the rain forest, and with my limited knowledge of bird spotting I can recognise Oystercatchers, Cormorants, Terns, Herons and of course the magnificent sight of low flying Swans.

Through the pages of the Medina Valley Centre magazine 'Wildlife' I now realise what I've noticed barely scratches the surface. The area is teeming with birdlife. This is something I think that should be given consideration with the development proposals for the land south of East Cowes power station. (some hope)

No less than 116 species* were recorded in 1998, including birds of prey that I usually associated with moorland in the North and West country. One of these is the Buzzard, very common in Scotland, in fact it seems that its obligatory to have one on every fence post up there, but in the Medina Valley!!! Sightings have been recorded over Newport, Werrar Farm and Great Werrar Wood.

The Buzzard is a resident as are the Kestrel and Sparrowhawk. Visitors include the Goshawk, Merlin and the Peregrine.

It might be of interest to members to have a Medina Bird life/Country Notes column in the magazine. Is there anyone who would like to take this on?

I look forward to hearing from you. **ED**

* Source: *Medina Valley Wildlife*, Spring 1999

Memories

JOHN PRESTON, TARRAGON

Reading Charles Spelling's 'At the Helm' in the winter edition of our lovely magazine prompts me to type a few words about memories of eleven years as an 'Ovener' member of the MMA.

Ambience

Only just an 'Ovener'. I came when I was three, and grew up on the Island before the war. Now, shopping at East Cowes before joining my boat at the Folly, I join the queue at the checkout; I get cross when the cashier says to a lady two in front

"how's your daughter Mrs Saunders, did her operation go all right?"

Then suddenly I realise I'm back in the real world, where people care about others, and am glad to be home.

Characters

Do you remember Keith Hathaway? He lived aboard his little 22ft. gaff rigger, just south of my mooring for several years. In the 1987 hurricane he spent the night in 4ft breakers rolling down from the South, with his dinghy sunk, and no chance of getting ashore. After many years at sea, including Artic convoys, he said it was his worst night at sea. And that in the Folly reach!

Who can ever forget the Two Alans. Their surnames escape my memory just now, but one was a harbourmaster and the other a ferryman worth of Charon's heritage. One a dour and formidable character, unless you were in trouble, in which case he was a tower of help and strength. The other a formidable wit, quick as a flash to deflate the slightest trace of pomposity, but another tower of help and kindness to any one in trouble. Put the two together and Morecambe and Wise would have retired from the stage long ago.

I well remember peeing myself with suppressed laughter when Alan the Ferry was treated to a hair raising account, from some pompous ass, of the horrendous sail from Southampton to the Folly, in a bit of a breeze:

"What, around the dreaded Brambles"

says Alan po-faced as ever. The ensuing saga did for my continence, after a couple of pints of Old Speckled Hen, but Charon held a steady course and never a smile crossed his face!

Do you remember Arthur Wilson? Quietly working away numbering the dinghy park slots, doing up the dory or scrubbing the slipway. I had the delight of taking him on a short trip one year and realised that a man older than me could eat more than I could and still enthral me at the same time, with tales of safari in darkest Africa.

Remember the scruffy large poch, roaming free, who grabbed the lead of a snow white, well scrubbed poodle from the hand of its elegant owner and hauled it down into the black malodorous mud off the slipway for A good dunking, then let come back to the owner for a good shake!

NEWS FROM New Chance

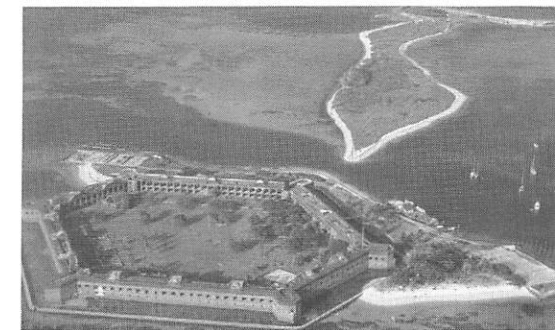
RHODA AND
ALAN CAWTHORNE

AT THE END OF November 1997 we were at Pensacola, east of Mobile Alabama, having come down the rivers from Chicago. Here we were taken by our friends, Bill and Barb Kellogg, to their house in De Funiak Springs to stay for a few days over Thanksgiving. We had the traditional turkey and pumpkin pie, met their friends and had a most enjoyable stay. Back in Pensacola after some repairs to the boat we set sail across the Gulf of Mexico to Tarpon Springs, a small town up an inlet, and settled at the turn of the century by Greek sponge fishermen.

Christmas Day was spent at Clearwater, we had dinner with our friend Russ Cobb, a single-handed sailor we'd last seen in the Black Sea, nine years before. He lived in St Petersburg with his mother, and took us on a tour of the city in his car – the automobile is an absolute necessity in St Petersburg. Among other things we visited the Cyprus Gardens and Salvador Dali museum, a nice interlude before sailing south to collect the last of our Christmas mail at Sarasota, an attractive town with Botanical Gardens.

We went on to Fort Myers Beach, holing up for storms on the way, There we met sailing friends from the Eastern States. After a few days we sailed through the night to

the Dry Tortugas, an interesting group of islands beyond the Florida Keys. There's the enormous Fort Jefferson built by slave labour in the early part of last century, a crazy idea as it is surrounded by sand banks and shallows. Now a National Park we stayed a few days walking, swimming and watching the frigate birds. Then it was east to Key west to meet our friend Liz Grove.



Fort Jefferson

Intending to visit Cuba, only ninety miles away, time ran out, and the weather was poor, so we gave it a miss. Liz stayed for ten days around Key West, and flew home from Marathon, an enclosed harbour further up the Keys. We sailed on to Miami. Wendy and Guy Ammirati and new baby joined us for my birthday party on March 17th, (St Patrick's Day). Then we had a gentle sail

past Great Isaac Light to Great Bullock Cay in the Bury Islands, Bahamas. Here we stayed a week. Then it was on to Nassau where I attended mass at the Cathedral on Easter Sunday. We thoroughly enjoyed our stay there.

We sailed Southeast to Allen Cay for another look at the iguanas, and then onto Eleuthera, where there are some good harbours. A new American pilot book, 'On and off the Beaten Track', is excellent, giving new chartlets and many soundings. We visited Spanish Wells and Royal Island before sailing 50 miles north to Little Harbour in Sea of Abaco, only navigable at high water. Then we went round to Marsh Harbour where, with the help of friends, we celebrated Rhoda's birthday on the 29th April. We were here exactly a year ago, and so were some of the guests! After three days in the sheltered lagoon of Man of War Cay we had an easy week sailing to Bermuda, anchoring at St George's at midnight.

Staying nearly two weeks, buying a bus pass, exploring, old forts, exhibitions, botanical gardens, and even one afternoon, watched a pretty women on a ducking stool, or in the stocks, being given the treatment. Big cruise liners came in from Boston and

New York disgorging their passengers. We were very pleased to meet again our friends Don and Sandy on MISTICK, who had twice crossed the Atlantic to Ireland the northern way.

Our journey to Flores in the Azores took twenty days. It was a pleasant, relaxing trip with little wind for much of the time, some days only making sixty miles and had to ration our diesel. During the crossing we were in daily contact with 'Herb', the famous Canadian forecaster. Reception was a little rusty at his end, 'because we had a coat-hanger for an aerial', he reckoned. Flores was fun. We anchored behind the new sea wall at Lajes along with about ten other boats. Of course, we went for an inland tour. From a local government bus we saw lush fields and hedges of blue hydrangeas.

Moving on to the island of Faial where there is a famous Marina at Horta. Here boats meet from both sides of the Atlantic. There were at least three 'round the world yachts' on our pontoon. We made friends with an Irish couple on SAOIRSE, who were just finishing a four year honeymoon circumnavigation. We also met David and Sally on PENDRAGON from Oregon, and John on SIFU, who fixed our aerial so we



Horta

1550 Bembridge Ledge Buoy to port, spinnaker down and a beat up to No Mans Land Fort using every lift I could to get in out of the tide. I was soon catching the mast head rigs who passed me on the long spinnaker run. After I had rounded the fort I kept in on Ryde Sand, not inside the pile but inside the south-west Mining Ground Buoy – you'll notice the bank of sand when you cross it, if you're not sure go round it as you could get caught out. It was here I met Robin and Jeff in *Quasar*, we met again a little later, I tacked up the shore and kept out of the flood but got caught on starboard. three time's by the same Seal 32, which annoyed me, so I stood on a bit too long and got out in the tide. This meant a long tack into Kings Quay. and *Quasar* had gone through to cross the line ahead of me never mind they are not in my class.

It was 1853 before I passed Peel Bank and saw *Quicksilver* coming up behind me, better get on and cross that line before he does. I eventually crossed the line at 1934 to take the Division 4 cup. It is the 4th time I have entered this race and my best placing, so I have to admit to the fact that a plastic fantastic is faster than my my old faithful Mahogany plank. *Eos* timed in one hour later, where was *Celia Mary*? I'm sure she was on the entry list. Ah well maybe next year.

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MMA

SINGLE HANDED ROUND THE ISLAND

1998

TONY SAUNDERS *Lo Shu* FB 580.

July 4th Independence Day: seem's a good day for single handing. 0630 left the mooring at The Folly, main up and engine. 0708 Cowes Harbour Buoy, wind NNW 2 to 3, up the jib, sunny, hot air balloons coming over the Solent from Southampton balloon festival. Caught sight of *Eos of Emsworth*, the other Folkboat. Where is *Celia Mary*, she was entered? Thirty boats started out of 38 entries, the largest a Dehler 43, the smallest a Cinder at 21' 6".

0730 Start, timekeeper a bit out, certainly not GMT or BST, must be local time. My strategy was to start offshore but by the time the gun went I was nearly up the beach. Now you know the wind always heads you in Gumard bay so tack Tone, get out in the tide and clear wind. At 0900 we were off Bouldnor with little or no wind and the famous Yarmouth hole was starting to show – It glistens and gleams like glass with no wind until you pass, still I did pick the tide so we might just drift down to the Needles. 0930 breeze filled and we got going again, *Eos* was on my heels, once through the Hurst narrows the wind was now WSW our course 335 C.

1020 the Bridge buoy to port and the tide in full ebb, spinnaker up and head for St Catherine's should we be inshore, offshore or do we do our usual trick and take the middle course, how is the kite setting, not bad but setting us offshore a shade to much. Well settle down Tone, put the kettle on, get out the rolls, it's 1130 and you're hungry. Now, whenever I get out the food or crack a can something needs doing on the foredeck: wind is going westerly or more like north-westerly, gibe the spinnaker, back to the coffee and roll's. Now we are getting set out in the tide, gibe the kite again, wind is going light again. I do wish I had a mast head rig in these light fickle airs. 1345 St Catherine's on the port beam, gibe the kite again, tide now in our favour, gibe again or we won't miss Dunnose Point. Wind picking up again, now doing 5 knots over the ground, maybe we will get home tonight. Enter Sandown bay Schneider Trophy planes practising for their big race tomorrow. Today is also the Seal Association's Round The Island Race and they are catching us up across Sandown Bay.

could chat again to Herb. Rhoda did a painting on the wall among the hundreds of others, of NEW CHANCE sailing home to the Isle of Wight. An earthquake occurred while we were there, and unfortunately nine people were killed when some of the old stone houses collapsed. We took a taxi ride round the island then sailed to Pico. Here we took the chance to see the old whaling stations.

After stopping at San Jorge, we forged on for Graciosa, an attractive small island to the north. We explored inland to view the vast old caldera, an extinct volcano. An overnight sail took us down to Angra on Terceira (on the third main island), a beautiful city, and recognised as such by UNESCO. Inland again. The villages here are nothing special, but the people and lush countryside were great. We moved onto Praia da Vitoria. From there it was a sail through the night to Ponta Delgada on San Miguel, the largest of the islands. We stayed seven days. Here there were some interesting mountain lakes, and we met a charming Portuguese couple, Fernandez and Louise, who entertained us royally at their home.

After a 925 mile trip we touched mainland Europe at Bayona, Spain. It had been an easy trip apart from thick fog near the coast. Stephen, our third son, came out from England and spent an enjoyable week swimming and sailing in the Islas Cies. We went to Vigo and Stephen flew home. Pushing on north we bashed our way around Cape Finisterre against 38 knot winds. We stopped at Muros, Corne, and Camarinas. Here we anchored alongside an interesting Australian couple aboard AMAROO. They'd sailed up the Red Sea,

through the Med and French canals, and were now en route for the West Indies. We gave them a pilot book for the Spanish coast.

Further up the coast at Coruna we were made welcome by our Spanish friend Charles Guyutt, whom we had last seen in 1987. We joined his family for dinner. Then it was across the Bay of Biscay, and bound at last for home shores. It all went well until in the middle of the second night, as we were motorsailing, there was a thud. Something had got caught around the prop. It was a very long piece of fishing net, and in the morning Rhoda went over the side to cut it off. But as it was too rough we sailed on for 24 hours towards Northwest France. Rhoda went over again, diving down repeatedly to cut away the net. I helped with the moral support and lent a hand sharpening her knife. There was 18 feet of netting. We reached Falmouth just after midnight on the 3rd September, home at last after three years and three months.

We dined with Rhoda's brother and family at an excellent pub. After waiting five days in poor weather chatting to yachtsmen in the same position, we left on our last leg home, and arrived at our moorings on the River Medina, Isle of Wight. It had been a great trip. We'd sailed or motored over 20,000 miles, visited 23 countries and island groups, including 16 American States. We'd stopped at 317 places, anchoring 242 times.



Rhoda and the net

LETTERS

Retirement by the Old Grouser,

At last the 14th November arrived and I was summoned to the Folly Inn at 1830 hours. I came with some trepidation, not quite knowing what to expect. My nervousness was fully justified when I entered the door and saw the numbers present – I had never seen the Folly so full except possibly on Regatta Day and then never so early in the evening. What a wonderful reception.

I am so very grateful to the members of the Mariners' Association for making this evening one of the most memorable of my life. I am also more than grateful for the tremendous work done by Carl Jewell, Charles Spelling, Henry Wrigley, Wayne Pritchett, the Cowes Harbour Commissioners, the Isle of Wight Council and many, many others, including Andy and Cheryl for the wonderful buffet and everyone for the very generous gifts. It made me feel rather embarrassed and humble to be leaving a job I had thoroughly enjoyed for so many years. That people had taken the trouble to come along on a winter's night, some from mainland England, to wish me well – both Pam and I will be eternally grateful.

I wish I could thank everyone personally but that is quite impossible. I hope I shall be able to keep in touch with the many friends I have made on the river when I launch 'Nutshell' – the Famous Grouse.

Alan.

Dear Mr. Wood

I always look forward to receiving my copy of the MMA magazine, it's a good mix of informative articles and letters. All the same have you ever considered making some detail changes to the content?

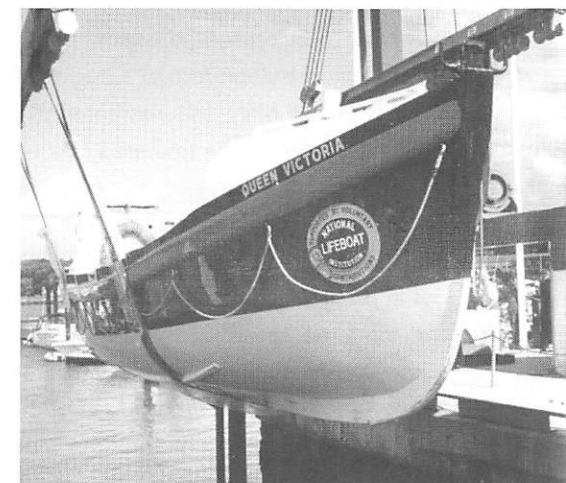
For some time I have felt it could include a for sale and wants column, as a service to members I imagine this would be free. Especially useful when the only other placing for these advertisements is in the County Press.

Yours sincerely
Peter Venner

known face. I reached the double doors to the studio and entered a bit hesitantly as signs indicated rehearsals had started, but I was totally unprepared for the sight that met my eyes.

The studio was about the size of our large boatshed, the ceiling possibly higher. With lights everywhere the *Queen Victoria* dominated the scene with the two inshore craft in front of her occupying a good quarter of the floor space. There was a stage area for use of the presenters, their guests and the Blue Peter dogs and cats, and for this programme a cookery demonstration area. Some familiar faces were among the audience including Martin Woodward from Bembridge who had been with our lifeboat most of the day and Nigel Klitz, the driver of the towing unit.

Rehearsals started at 10am and final rehearsals at about 3pm for transmission at 5pm, so I saw the programme twice. During rehearsals I achieved my ambition to meet and make a fuss of the two Blue Peter dogs, Mabel and the puppy Lucy, and chatted to the lady who trains them.



After transmission I was to travel back with *Queen Victoria* to Wightlinks (our sponsors) yard at Portsmouth. The studio staff got us out by about 6.45pm as they had to clear all the other major items out of the way. They were getting a bit anxious as they had to prepare and rehearse the Wednesday edition of the programme, so goodness knows what time they finished!

As we started out of the enormous Television Centre Complex into the last of the rush hour traffic, our driver thought there might be a child or children in the car park asking their parents

"Mum, dad, is that the boat we saw on Blue Peter?"

The next morning, Tuesday, two gentlemen called at the Museum's boatshed hoping to see the *Queen Victoria* as a result of the programme but unfortunately she was still returning to the Island on a Wightlink ferry.

Queen Victoria



HAS RECEIVED A BLUE PETER STICKER!

Joy Grant, FRIEND OF THE
CLASSIC BOAT MUSEUM



The BBC's Blue Peter planned to celebrate the 175th Anniversary of the RNLI on the 1st March. For over 30 years they've funded more than six inshore lifeboats mainly of the 'D' Class. The RNLI at Poole arranged for two modern inshore lifeboats to be present, *Blue Peter 6* plus crew and a new one *Pride of Sherwood* together with *Queen Victoria* the restored 1887 rowing lifeboat from the Classic Boat Museum representing the historic type of craft.

On Saturday 27th February we saw the *Queen Victoria* leave Newport Quay to make her historic journey by ferry and road to the Television Centre at Wood Lane, London, arriving on Sunday.

I left the Island at 11am on Monday and by 3pm after checking in at the Main and Stage Door receptions was walking through the corridors of Television Centre looking for the Blue Peter studio. It was quite exciting to pass doors with different programme names on them and to glimpse the odd well-

Sir,

Following some adverse comment in the local press I am writing to put the case for the Classic Boat Museum in Newport. Far from being a rich man's preserve the men who run this museum want to share their toys. It is not just a place to stand and stare, from my own experience you can work on your own boat or sail in one of theirs provided that you have a common enthusiasm for old boats.

I am afraid some members of the Council have leapt in to criticise the centre, they appear to be ill-informed. It is worrying that the outcome could be to replace this fine museum and workshop with another light industrial unit. We would lose a unique asset which as a monument to boat building and salt water life is where it belongs on the Medina.

Incidentally one of the workshop's most significant achievements has been the complete rebuild of the hundred year old RNLA rowing lifeboat *Queen Victoria* I was in the crew for her maiden voyage, it was enormous fun. However, on a technicality, I felt the looms of the oars were much too heavy on the outboard part. Considerable downward pressure had to be maintained throughout while reaching forward for the catch. The problem could have arisen as no original oars had survived to act as patterns. I wonder if any reader can offer memories or opinions about this?

Mudlark

Dear Sirs,

I have for fifty years wanted to own a small yacht, and for the past three years I have been the proud owner of an Alacrity pocket cruiser (18' twin bilge, fibre glass, powered by a Seagull Century with clutch but no reverse gear).

I have twenty years of dinghy sailing experience and never thought I would have trouble changing to something bigger. Unfortunately my son is not interested and my wife died three years ago, so I find myself a single handed sailor with no experience in small cruiser sailing.

Can you put me in touch with someone who would be able to give some instruction (for a fee of course). Failing that do you know who would let me crew for him a few times. I did do the Day Skipper course at the technical college last year.

Heres hoping you understand my predicament, and are able to help me. I'm retired, seventy one, and fit.

A.B. Cobb.
01983 872838

one man and his boat

Dr. Mark Wilks and 'Spear'

A Nicholson 32 Bermudan Sloop

Spear was built in 1964 and Mark conceived the year of the Russian revolution though not, he assures me, the cause of it. He bought her in 1970, the start of a 28 year partnership through which she has brought him many happy times and got him out of a number of what he describes as maritime scrapes.

With her straight keel, 1.74m draught and full sections forward, Mark feels that she may not be as close-winded as some but has absolute confidence in her stability and dependability in all sea conditions.

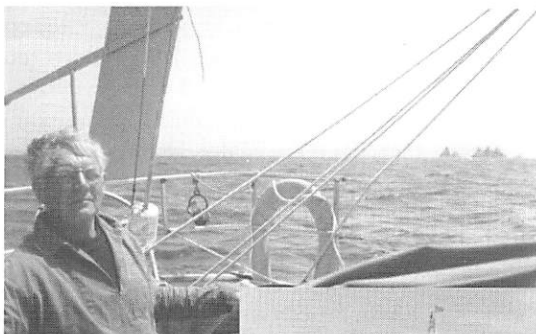
Originally designed with five berths, ideal with his three children, she was later converted to a four berth layout and has been re-engined twice, currently driven by a three cylinder Mitsubishi.

Mark has found the Hasler Windvane self-steering wonderfully effective over the years as in the early days, he did a fair amount of single-handed sailing. He cruised Brittany, the West Country and Northern Spain but now enjoys the help and company of crew on longer trips.

In 1981 Mark joined his brother on a Biscay 36 (a sister ship to that on which Colin and Marilyn Ford are now sailing the oceans) and crossed the

Atlantic to the Caribbean. He also hitched a ride on a 41 foot Halberg-Rassey from Capetown to Perth, once more chasing the sun.

Feeling that, perhaps, the time has come to limit his horizons and move down to something smaller, Mark has now become a two-boat man. With a Squib moored at Fishbourne for the



Off Cape Finisterre

occasional race or potter around the Solent, *Spear* now has competition from a younger rival. Time will tell but I get the feeling that the partnership will not be over for a while yet.

Dick Loaring



Safely home to the Medina mooring

NOTICES

FOLLY DINGHY RACES 1999

We are still waiting to hear from members who wish to take part in the Wednesday evening Dinghy racing at the Folly.

Send the following information to:

**'DINGHY RACES' c/o THE MMA, FOLLY HARBOUR OFFICE,
FOLLY ROAD, WHIPPINGHAM, ISLE OF WIGHT, PO32 6NB**
NAME. ADDRESS. PHONE. TYPE OF DINGHY. SAIL No.

EARLY WARNING

The 1999 annual dinner and prize giving will be in the

**CHART ROOM RESTAURANT
GURNARD PINES HOLIDAY VILLAGE**

on Saturday October 16th

NEW MEMBERS

	BOAT	TYPE	KEPT
Thomas and Ruth Mager	TANGO	Trapper 500	Spain
Keith and Jean Parish	CHRISPEY	Dinghy	Folly
Ray and Carole Redrup and family	TOMERONG	Snapdragon	Folly
David and Mary Bennett	SAONE	Islander 20	Folly

COPY DEADLINE FOR THE SUMMER ISSUE JUNE 1st 1999

Please keep sending the articles in to:

**THE EDITOR
c/o THE MMA, FOLLY HARBOUR OFFICE,
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