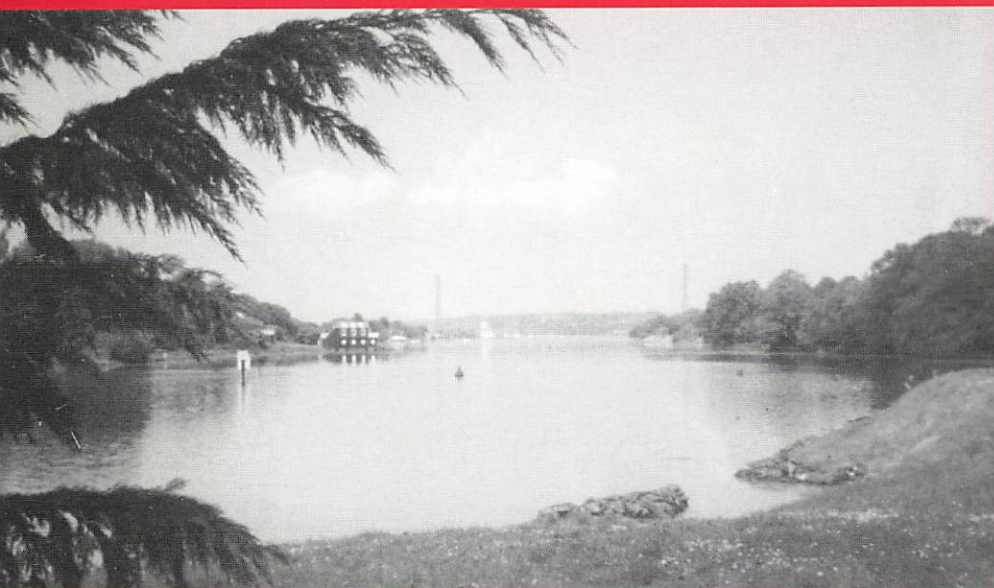


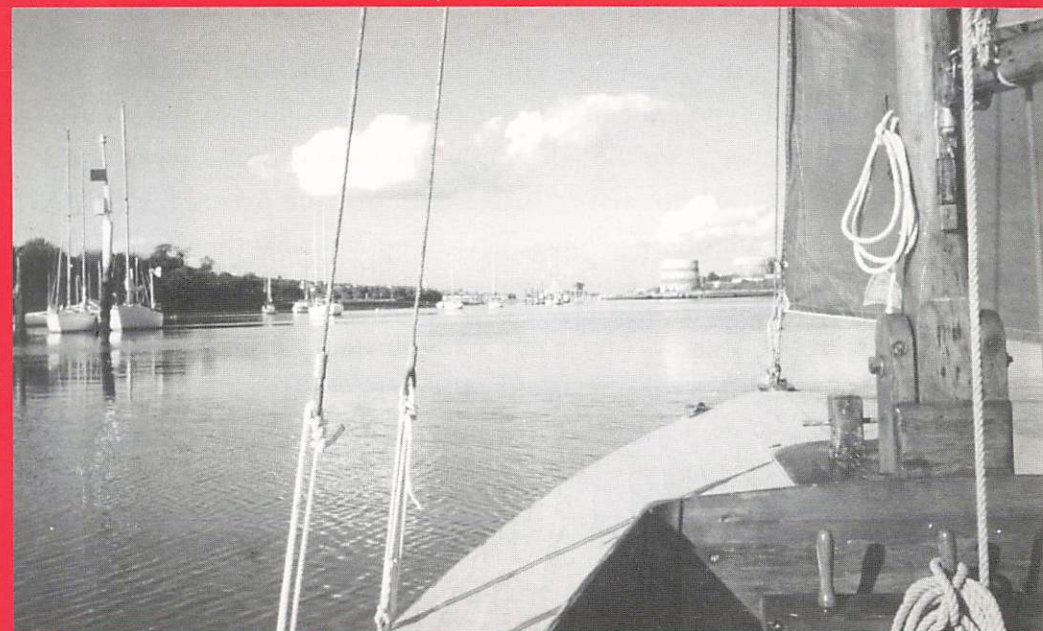
The Medina Mariners Association

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Venues and dates of MMA activities may change or have to be withdrawn at short notice so don't forget to keep your eyes on the County Press 'Yachts and Boats' column for up-to-date amendments and information on MMA events.

Magazine printed by
ISLAND PRINTERS
11 East Street, Ryde, Isle of Wight
PO33 1JP
Tel/Fax 566249



SUMMER 1999



Richardsons

BOATBUILDERS

JUST A TAD!

We have it on fairly good authority that this edition of the Mag is being issued "just a tad" late – so, looking ahead, is the next issue going to be "just a tad" late for the laying up season or "just a tad" early for Christmas?

Certainly, at present we are enjoying some glorious weather and hopefully all of you are enjoying some glorious sailing; so, just a quick reminder that we keep the Chandlery open seven days a week and I am sure that we can shave "just a tad" off our prices for MMA members. We are offering "just a tad" off our normal slipping charges for a quick lift and power wash mid season should you require it.

Although it is, I know, "just a tad" early to think about laying up, we are taking bookings for the "Winter Package" – remembering that, for the last two years, we have ended up with a waiting list because we were "just a tad" full up!

Christmas? No, I think it is "just a tad" early to be worrying about that!

Enjoy the season, have fun and happy sailing all you Mariners.



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There is a holding pontoon outside the lock and a deepwater channel is clearly marked by Port Hand Marks.

This winter, if you are not bringing your boat ashore at Island Harbour with our 'Winter Package', why not bring her into the Marina, keep her afloat, and enjoy a secluded and safer berth with pontoons and shorepower if required.

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Mill Lane – Binfield – Newport – Isle of Wight*



Front cover: Medina, towards the Gas Works

Back Cover: Medina, from Newport

Above: Breezy day in the Solent



Chairman: Charles Spelling was re-elected as Chairperson

Treasurer: David West was re-elected as Hon. Treasurer.

Secretary: Dick Loaring was re-elected as Hon. Secretary.

Auditors: D. G. Sims was re-appointed as Accountant / Auditor

Committee: The existing Committee Members were re-elected with the addition of Mr Roger Easlea. There remained vacancies. (Committee list to be published in Magazine)

Close: The Chairperson, Charles Spelling, declared the meeting closed at 2130.

Open Forum: There followed the usual open discussion items discussed including ...

- Winter evening meetings. Possible venue at Quay Arts Centre. Need for good Speakers to attract members.
- New Rally Officer, Andy Pavey, to offer a number of new venues.

in EXPENSES. Money spent on property, such as the £2,666 on the Oarhouse should be reflected in an increased value on the Capital Account (Balance Sheet) offsetting Depreciation on other Assets. The money spent was not a loss. He also welcomed, as instigator, the addition of a crewed section for the Round the Island Race for those who no longer felt up to a single handed slog around.

ELECTION OF OFFICERS: The Chairman declared all Offices vacant and the President, Murray Dixon, took the Chair.

President's Report: Murray Dixon was Landlord at the Folly Inn at the time that the M.M.A. was founded and had been President since 1982 succeeding Captain Henry Wrigley but at last felt it time to pass the Office on to another. The Committee recommended the election of Madge Jewell to the office, a choice that had his fullest support. Madge was a founder member and had served on the Committee for 25 years out of 26 and he could think of no-one who more richly deserved this recognition of service.

Election of President: Madge Jewell was unanimously elected President with no other candidates. She thanked the meeting for their support and made it quite clear that she had no intention of being put on the shelf to be taken down and dusted once a year but would attend Committee and play an active part.

Presentation: On behalf of the Association, Madge presented Murray Dixon with a pair of folding binoculars as a memento of his many years service as President. Murray thanked the meeting and wished the MMA continued success in the future.



The Medina Mariners Association SUMMER 1999

PRESIDENT
MADGE JEWELL

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Dick Loaring
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Dave West
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FROM THE EDITOR

Paul Wood

A COUPLE OF SALUTARY tales in this edition. One from Dick Loaring the other from me.

At the time of writing Cowes Week is in full swing – it must be partly due to the good weather and sailing conditions, that the town seems busier than ever this year. With the local shops staying open later, the whole atmosphere is very continental.

As usual I've had the expected dramatic response to my pleas for material for the magazine, a big thank you to the members who actually sent articles in.

Jerry Walker has provided a couple of useful and commonsense tips for problems in a small craft. Dr. Mark

Wilks article on the misery and privation of being aboard a boat in heavy weather, rings a few bells. Chris Lewis's letter makes a good point about identifying other MMA members on the water. Perhaps the easiest way of doing this would be to have more members flying the Association's burgee. I will look into the possibility of publishing a complete list of members and their boats for the next edition.

The classified advertisement section has got off to a cautious start, but I'm optimistic about it...

I hope all members are having a good season on the water and long may this hot spell last.

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INCOME. Down £3,487 due to reductions on Investment

Income (low rates) Membership down 47, Dinghy Park Rentals down £190, Harbour Rental down £420.

EXPENDITURE. £ 2,666 spent on the Oar House £850 transferred for Disabled Sailing (an increase of £450)

Subs. to external bodies up £391.

Adoption of Accounts: David West answered a number of questions from the floor after which the accounts were adopted on a proposition by Rodney Ireland, seconded by Jim Jewell.

Subscriptions for year 2000: The Committee were again recommending no increase in the subscription of ten pounds which had remained at this level for a number of years. However, investment income deposit rates were at a record low and the new increased Whitbread rental was starting to bite making it difficult to maintain a balance between income and expenditure. For that reason the Committee sought approval to raise year 2000 subs. by a maximum of 10 per cent. if necessary

Proposed: Peter White, Seconded: Jim Jewell. Carried.

Honorariums: These had remained unchanged for many years at £300 per annum for Treasurer and Secretary who sought no increase in view of Association finances. It was pointed out that this sum barely covered unclaimed expenses. Carried.

Secretary's Report: The Chairman had covered most MMA activities in his report so this was brief. Dick Loaring commented upon the presentation of accounts by the Accountant which would be more easily interpreted by the Members if certain changes were introduced to show activities making a profit included in INCOME and those losing money

MINUTES OF THE 26TH. ANNUAL GENERAL MEETING
OF THE
MEDINA MARINERS ASSOCIATION
HELD AT THE RIVERSIDE CENTRE, NEWPORT ON
THURSDAY APRIL 22ND. 1999 AT 2000

Apologies: Were tendered on behalf of Mr & Mrs Grant-Davis, David Burdett, John Drewery and Johnny Walker.

Minutes of the 1998 AGM were confirmed as circulated.

Matters arising: There were no matters arising raised.

Chairperson's Report: Charles Spelling gave a comprehensive resume' of the years activities. Rallies had been adversely affected by the coincidence of bad weather but, in general, events across the board had been well supported in both. Racing & Rallying. The Annual Dinner at the College Restaurant was successful in terms of catering but with no facility for guests to mingle before or after the meal. A change to Gurnard Pines was planned. Thursday evening Social events at the Riverside Centre had not been so well supported and would be curtailed. The Auction went well and the £1-00 entrance fee helped to maintain a reasonable profit to Charity. Charles would be accompanying Peter White, Medina Watchdog, to attend the planning meetings at Westridge to object on behalf of the MMA against proposed development on the East Bank of the River Southwards for Industrial development.

Treasurer's Report: David West had circulated his report with the Accounts the main factors were as follows.

AT THE HELM

Charles Spelling

IT IS EARLY AUGUST and the summer has arrived at last. The temperatures soaring into the high eighties. Off we go for a trip in the boat. Not so. Looking at the bottom, it's time for a scrub and another coat of anti - fouling. Too hot for that sort of nonsense. Perhaps next week? Before you realise it the summer has flown once again. But then that is boating.

I should like to take the opportunity to thank Dan Lyons for all the work he has put in organizing the two special events for the members. One a dinghy race, the other a treasure hunt with points around the Folly to be located. A further thank you to both his wife and sister-in-law for refreshments provided after the event, taken in the shade sitting in the harbour office garden.

Have you noticed that the yellow lines have been repainted on the humps. This is due to the efforts of Roger Easlea working on his own. No sooner the word than the deed. Thank you for

your time on a job well done.

There has been a Planning Application to use part of the Newport Harbour quay for the re-location of the Tuesday Market. With the loss of winter storage spaces. We have put in our objections to this proposal as it was felt that this would be the thin end of the wedge to the overall takeover of the quay for winter storage. Tuesday would be the day from hell as far as the Harbour is concerned. Lines of coaches Summer and Winter. Rubbish blowing about. A large proportion ending up in the river. The safety angle of an unprotected harbour wall. Did I hear of a six foot fence being erected along the top of the wall? Too much emphasis is being placed on the cost and return factor and not on the amenity for the residents. We await further developments.

Enjoy your messing around on the water. I am just off fishing.

SECRETARY'S CORNER

Dick Loaring

WHAT WORRIES ME is how quickly it goes. Like sand in the egg timer Summer slips away unnoticed while we are waiting for it to arrive. The longest day has passed, my legs are still lily-white and a swim in the sea is a distant memory. "Not like the old days" I grumble. Does age play tricks with us as our grey cells slowly turn to porridge? Does a conveniently selective memory remember only the good bits?

As I recall them, School Summer holidays seemed to go on for ever, the water off Cowes Town Quay was warm and you had no doubt when Winter had arrived because your taps froze up. Out came your toboggan from the back of the shed, on with the balaclava that Mother had knitted to keep the chilblains off your ears and off you trudged to meet your friends on the nearest steep slope, cars clinking slowly by with their snow chains on. Then came the war and with rationing we only had two ounces of sweets a week . . . sorry I got a bit carried away there! A few more grey cells on their way out. I think that I was commenting on a poor sailing season to date but perhaps the

best is yet to come. Someone is talking about ninety days of sunshine. Poor deluded soul.

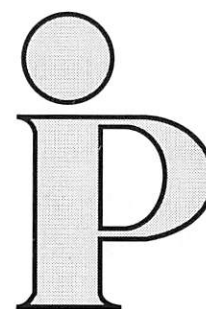
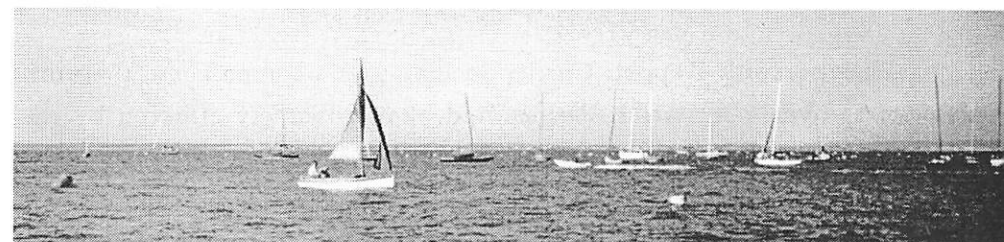
At least I am not alone in my time frame. This year has already seen four more MMA stalwarts acknowledge the passing years. Captain Henry Wrigley, Cowes Harbourmaster, Alan Cundall and Alan Ruddock from Folly waters were followed into retirement by our President Murray Dixon who vacated his office at the A.G.M. We thank them all for their help and support over the years, wish them all that they wish themselves and welcome Madge Jewell as our new President. A recognition of her service to the MMA that she richly deserves.

For many of us, messing about on the River has been a way of life for so long that there is a danger that familiarity can breed complacency as to its potential dangers. I met a member yesterday dripping his way soggly back into the dinghy park. He had fallen off the foredeck on his mooring and being well built he found himself unable to get back on board. A passer by hauled him out and only his pride was hurt.

In an inverse sort of way the dunking did us a favour, its certainly a quick way of getting a wooden boat to take up. I've since been told that some Yacht Clubs sunk their Scows over a couple of tides after the winter lay up as a matter of course. (Do any members know anything about this?)

High water came and *Dawdler* floating, looked none the worse for wear. In fact she looked exactly as she had done the previous day, apart from a tide mark on the inside starboard planking. We finally left the quay on Sunday afternoon in a freshening breeze, shot down river to Cowes came about and with the lee rail under sailed back to our mooring at the Folly and went and had that pint.

Needless to say if *Dawdler* is layed up for any length of time in the future we will keep the bilge full of water. And a curious thing, she is now riding about 1½ inches higher in the water.



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always the case in these situations the spectators had grown in number and were greatly amused, this however was just the beginning of the entertainment.

With *Dawdler* held in the slings, her bilge full of water, she slowly started to take up, all thoughts of a quick sail back to the Folly Reach and a pint were soon forgotten. The next problem was that the crane was needed to take *Black Bess* the Museum's Itchen Ferry out of the water. We had to move.

Further down the Quay we know that there is a shallow flat patch which makes for a comfortable mooring alongside. But between us and it is moored about a hundred and fifty feet of sand hopper. The decision was made, I stay in the boat and scull with Peter in the dinghy towing. We have done this countless times but not with the boat taking water. We cast off, and headed out into the river only to be slowly dragged back towards the quayside – this is weird, we try again only to have the same thing happen. Its quite natural in a sinking boat to look down, had I looked up I would have seen the topping lift fouling the crane hook, I discard an idea for the magazine on 'Freak Tidal Streams at Newport Harbour' – more amusement and advice from the onlookers.

The cliché about a panicking man with a bucket is the most efficient bailer was about to be proven. Halfway round the sand hopper I had stop sculling and start. *Dawdler* by now was down by the bows and looking a bit sorry for herself. The floorboards started to bang against my ankles and things I hadn't seen for months began to emerge from under the foredeck. We got her alongside and and started bailing. My wife turned up, and having decided that the sight of two men furiously pumping a boat out was some kind of ritual thing that men did with boats proceeded to top up her sun tan sitting on the quayside. The water still came in but at a lesser rate.

Our calculations that she would be okay until she took the ground were right. I went down and pumped her out again in the evening. She made it afloat through the night until the early morning when she was observed by Mike Ripper aboard his motor yacht to sink. It might have been the wash from *Wightstone* turning that rocked her just a bit too much so water was able get down the centre board casing or more likely we underestimated the amount of water coming in. We arrived back at about 0600. *Dawdler* was lying on her side with her floorboards floating around her under the watchful eye of Mike Ripper. (We managed to get all of the floorboards back)

This same week Andy Pavey's dinghy was luckily to hand afloat to help four occupants onto my pontoon after their tender had capsized on the way back to Folly. The only casualty a pair of wellies kicked off to keep afloat.

IT IS AT THIS POINT that this article required some hasty re-writing before going into print as within days I was facing the same problem.

Coming back to my Pontoon berth against a strong beam wind is always difficult when short-handed. My answer is to get a line quickly secured from the centre cleat to stop her blowing off while I sort the rest out. I have shallow water on the lee side and ahead that restricts manoeuvring if I get it wrong. Muriel's leading foot slipped away as she stepped off onto the wet pontoon, the boat blew off and she ended up in the river. As I turned away the bow line went around the prop and some quick anchor work left me stuck and embarrassed some 20 metres away. Were it not for Gerry Kegwin and dinghy who moors a few boats back, she would have had to hang on until I had

pumped up the inflatable and got across to her. With a damaged leg and ankle she too needed a heave to get her back onto the pontoon. Same story all over again.

All five wet mariners that have ended up on my pontoon within a week have soon been very cold but otherwise little worse for wear. It will be a different story as Autumn approaches, there are less people around and it gets dark early. A slim vest type buoyancy aid, such as we use for dinghy racing, slipped under your sailing jacket would make good sense as many problems arise on the river before and after the days sailing.

Give some thought as to how you would get back out from an unplanned dip in the Medina hampered by your unexpectedly heavy wet clothes. Letters to the Editor on the subject would be welcome.

On that cheerful note I will leave you. We will be pointing *Kimbalina* towards the West Country or Alderney and the Channel Islands if it's hard Westerlys or the Jolly Sailor at Hamble – anywhere away from the telephone !

RACE OFFICER

Tony Saunders

Poole Race 29th May 1999

THERE WERE NINE entries in the single handed class and five in the fully crewed. In fact there were only six who turned up on the start line, four single handed and two crewed, a poor turnout for the first race of the series. If you want a different course or race let us know and we will try to accommodate your choice next year. We hope more will enter the round the Island crewed or single handed.

And so to the race: 0930 and the horn went on the dot and the flags came down. The wind was light, and from the east or a little south of east, spinnakers were hosted and we were off keeping inshore to avoid the tide still flooding in the middle. In fact *Pisces* sailed by Robert Cundall played a waiting game just near Gurnard buoy stemming the tide waiting for the start. *Moondog of Jersey* (Andrew Pickett) was first over the line, followed by *Pisces* and *Lo Shu*, hot on the heels came *Sarke* (Mike Painter) and further astern *Jacaranda* (Malcomb Medway) and *Zelco* (Chris Lewis).

It was Chris's first single handed and he got out a little too far in the tide which delayed his start. *Moondog* gradually crept away down the Island shore and held on to his port tack. *Sarke* with a bigger spinnaker gradually overhauled *Lo Shu* and the wind was changing direction forcing *Lo Shu* to jibe by Thorness. A sudden squall off Saltmead nearly caused *Sarke* to broach giving *Lo Shu* a chance to catch up. *Sarke* took down the kite and set the jib out on the pole, *Lo Shu* with a fractional rig and small spinnaker gradually pulled away. *Pisces* went over onto the mainland shore and took down the spinnaker after Lymington. *Moondog* disappeared out of sight, lost in the mass of sail off Yarmouth.

Looking back up the Solent to Cowes a line of spinnakers was following: I.S.C. Poole bay race was off; I wonder if some of our members were entered in this instead of our race. At 11.40 *Lo Shu* jibed the spinnaker on to a starboard tack and reached off into the north channel. Looking back I saw

THAT SINKING FEELING

THE EDITOR

A couple of months ago we decided to replace *Dawdler's* deck canvas. It had become worn in various places and was beginning to lift on the after deck. *Dawdler* was laid up in the Classic Boat Museum's workshop at The Quay, Newport.

After stripping off the old canvas we discovered a couple of soft planks and one that was badly rotten. This was due to fresh water being trapped between the canvas and the deck, and probably had been a hidden problem for some time. One thing led to another and a major refit ensued.

Eventually things were as finished as they ever would be and *Dawdler* was rolled out of the shed one pleasant Friday to wait for the afternoon tide. Looking resplendent with her new stainless rigging, brightwork and paint job. We hooked her up to the Victorian crane on the quay ready for launching. A fraught 24 hours were just about to begin.

It is here that I must digress – until *Dawdler* the boats that my sailing partner Peter and I have owned have all been of carvel construction. *Dawdler* is clinker... One can see when a carvel boat is beginning to dry out, the seams begin to open. It took some time and we always got the boat back into the water with some judicious recaulking before things got serious. *Dawdler* was under cover for just over eight weeks and dried out. The thing is as we now know is that she does not look any different dry or taken up. With our experience of carvel boats we knew that we would get few leaks

– nothing to worry about.

With the usual crowd of helpers and onlookers we lowered away. What happened next to say the least was startling. The ingress of water didn't come under the heading 'leak' it was a more like a flash flood. With both of us pumping (Chimp and stirrup) we were losing the battle, the floorboards began to float. Meanwhile as is



CHERBOURG RESULTS

	TWO HANDED		FIN.TIME	ELAPSED	P.Y.S.
1st	K5921	SHE	22.30.00	16.00.00	15.27.32
2nd.	K7076	MOONDOG			
		OF JERSEY	23.14.08	16.44.08	16.34.11
3rd	76	QUICKSILVER			
		OF MARCHWOOD	00.57.19	18.27.19	16.38.29
	FB580				
	8796Y	LO SHU	RETIRED		
	CO615	QUASAR	RETIRED		
	4970T	PISCES	D.N.S.		
	TW812	ZAHARA	D.N.S.		
	532	WIGHT TERN	D.N.S.		
	C14	SPIRIT OF PEACE	D.N.S.		
		JACARANDA	D.N.S.		

CREWED

XXXXXX	ZELCO	RETIRED
GBR 9747	MIDNIGHT GOLD	D.N.S.
XXXXXX	BONNY FLIGHTY	D.N.S.
K9961	SARKE	D.N.S.
K8190	MONARKIST	D.N.S.
16	ZEBEDEED	D.N.S.

CREWED SHORT HANDED CHAMPIONSHIP

SHE	8 POINTS
MOONDOG OF JERSEY	6 POINTS
QUICKSILVER	5 POINTS

Sarke follow *Moondog* and *Pisces* out of the Needles channel. By now *Sarke* was a mile and a half behind. I thought it will be interesting to see where we all are at the Poole buoy. *Lo Shu* held the spinnaker to within a couple of miles of the buoy. The wind was increasing to a force 4 and black thunder clouds were looming over the Purbecks. *Lo Shu* reaching along at six knots and *Moondog* already beating back to Lymington, *Pisces* running down on the mark with spinnaker full, and no sign of *Sarke*. At 1400 *Lo Shu* rounded the buoy about half a mile behind *Pisces* who retraced her course out in the ebbing tide.

A couple of miles after the buoy I met *Zelco* boring down with the kite still flying, not far behind was *Jacaranda* with poled out jib; I learned from Chris Lewis later that *Jacaranda* had blown out her spinnaker. By now it was blowing a five and increasing, so I put a reef in the main, lost sight of *Pisces* and concentrated getting to the line. Within an hour I took out the reef and was becalmed, then a zephyr, and a calm, all

the alarms came on and I looked to see if I had caught a pot line, no – just no wind at all! Then it slowly started to fill in from the north east where they said it was going to blow from all day; well better late than never. Now close hauled and in sight of *Pisces*, who was going for north head buoy, we picked up speed and the tide with us headed through the Hurst narrows and tacked up to the line ten minutes or so behind *Pisces*. *Zelco* came in under engine and had retired at Poole having been becalmed at the Poole buoy.

So three boats went into Lymington, but what a surprise to see the committee boat with 'Martin and Susan' waiting with Gin and Tonics – what life savers! They then invited us to join the festivities on the quay. Robert's son Simon was there to greet us as well, along with Suzanne Lewis (*Zelco*). We went to the Bosuns Chair and had a wonderful meal in the dining room and finished the evening out in the garden – a pub we all recommend when visiting Lymington next time.

Besides the usual ship's log, on long trips in the past I have kept a personal diary: a relief at times to express feelings that one was not so keen to divulge to other crew members. For instance, the infuriating way whatsisname snored so loudly. However looking through old logs/diaries the other day on I came upon the following, on a less personal note.

I reproduce it verbatim – it was written on the way from Bermuda to the Azores in a 36ft Biscay Ketch, during the 3rd Gale in quick succession.

Never Again...

Dr. Mark Wilks

NEVER AGAIN DO I WISH TO HEAR the whistle, wail and moan of gale in the rigging, with the periodic thump and splash as a wave hits the hull, followed by a rattle of spray against the sprayhood and ones oilies accompanied by the sound of water gurgling through the scuppers and cockpit drains as well as swilling about one's feet. Nor do I wish to hear rushing noise of breaking crests of the big waves as they approach looking frighteningly high and steep. And the endlessness of it all, waves waves waves with nothing else save scudding clouds.

Never again do I wish to spend days and nights in oilskins with the resulting feeling of wet legs, backside, and damp feet in seaboots with permanently crinkly hands and wet wrists. The difficulty of performing any natural function in the heads – a major operation. Nor do I enjoy pumping out the latter in its cramped space with the boat's movement throwing one about. And talking of being thrown about, never again do I want to prepare food in a wildly cavorting galley, with a strap holding you in the small of your back and knees braced against the locker. Food or drink painstakingly heated and made ready, suddenly and uncontrollably slopped, slurped and spilled in every direction with cutlery, mugs and plates clattering to and fro like crazy.

PORTSMOUTH YARDSTICK

C.H.S.

1ST. JACARANDA
2ND. BONNY FLIGHTY
3RD. QUICKSILVER

1ST. SHE
2ND PISCES

	FIN. TIME	ELAP. TIME	C.H.S.	P.Y.S.
PISCES	21.56.00	13.56.00	12.24.02	13.50.11
SHE	22.05.00	14.05.00	12.04.10	13.36.26
ZAHARA	22.15.00	14.15.00	xxxx	13.42.07
SARKE	22.17.18	14.17.18	xxxx	13.44.20
BEAU STAR	22.24.00	14.24.00	xxxx	13.47.35
QUICKSILVER	22.33.28	14.33.28	xxxx	13.07.37
WHITE TERN	22.56.00	14.56.00	xxxx	13.20.00
LO SHU	23.00.00	15.00.00	xxxx	13.46.27
BOOY FLIGHTY	23.25.00	15.25.00	xxxx	12.50.50
JACARANDA	23.37.00	15.37.00	xxxx	12.35.39

CREWED

ASLAN	22.15.00	14.00.00	xxxx	12.38.49
PATIENCE	22.22.00	14.07.00	xxxx	13.48.36
GUINAN	22.52.00	14.37.00	xxxx	12.10.50
SPIRIT OF PEACE	23.02.00	14.46.00	xxxx	13.56.48
ZELCO	23.11.00	14.56.00	xxxx	13.42.46
JOANNE	00.00.00	15.45.00		12.42.06

ALL ABOVE RECEIVED PLAQUES

SHORT HANDED CHAMPIONSHIP

S.H.R. POINTS

JACARANDA	8 POINTS
BONNY FLIGHTY	6 POINTS
QUICKSILVER	5 POINTS
WIGHT TERN	4 POINTS
SHE	3 POINTS
ZAHARA	2 POINTS
SARKE	1 POINTS

TOTAL TWO RACES

JACARANDA	8 POINTS
LO SHU	8 POINTS
PISCES	6 POINTS
BONNY FLIGHTY	6 POINTS
SARKE	5 POINTS
QUICKSILVER	5 POINTS
WHITE TERN	4 POINTS
SHE	3 POINTS
ZAHARA	2 POINTS

NEXT YEARS RACE IS ON SAT. 24TH JUNE 2000

ROUND THE ISLAND S.H.R. 1999

CO615	PISCES	21.56.00	1st. MONOHULL CHALLENGE CUP
K5i921	SHE	21.05.00	MEDTEC TANKARD. DIV 2 P.Y.S.
4970T	ZAHARA	22.15.00	DIVISION 3 CUP.
K9961	SARKE	22.17.18	DIVISION 4 CUP.
xxxxx 76	BEAU STAR	22.24.00	DIVISION 2 CUP.
	QUICKSILVER OF MARCHWOOD	22.33.28	HAROLD ROSE BAROMETER. DIV 4 P.Y.S.
812	WIGHT TERN	22.56.00	HIGHEST PLACED CUP. DIV 3 P.Y.S.
FB580	LO SHU	23.00.00	
xxxxx	BONNY FLIGHTY	23.25.00	LADIES CUP
C14	JACARANDA	23.37.00	HYDRO PLOUGH TROPHY. DIVISION 5 CUP. DIV 5 P.Y.S. SMALLEST CUP
K3105	SHEKINAH	RETIRED	
R23	ARTIMON	RETIRED	
K9012	HAYLEYS DREAM	D.N.S	
K7076	MOONDOG OF JERSEY	D.N.S	
GBR9747	MIDNIGHT GOLD	D.N.S	
FB292	EOS OF EMSWORTH	D.N.S	
CREWED			
K3593	ASLAN	22.15.00	
H310	PATIENCE	22.22.00	
C38	GUINAN	22.52.00	P.Y.S. TROPHY
532	SPIRIT OF PEACE	23.02.00	
xxxxx	ZELCO	23.11.00	
E16	JOANNE	00.00.00	
8796Y	QUASAR	RETIRED	
GBR6054T	KIMBALINA	D.N.S	
K8190	MONARKIST	D.N.S	
3285Y	SUNDANCE	D.N.S	
16	ZEBEDEE	D.N.S	

**PRIZE GIVING WILL BE AT THE ANNUAL DINNER ON THE 16th.
OCTOBER 1999 IN THE CHART ROOM RESTAURANT, GURNARD
PINES HOLIDAY VILLAGE.**

Never again do I wish to crawl about a the gyrating foredeck with seawater coming down the back of the neck and up the trouser legs. Or fumbling and yanking at sail hanks with wet slippery fingers, meanwhile being obliged to grab the guard rails to steady oneself and disentangling legs from the encumbrance of the safety harness. So called. The fear of letting a halliard go, or going over the side oneself and the laboriousness of it all, taking so long to do simple things.

Taking sights in rough weather I could dispense with too, sitting only semi – securely on the coach roof having negotiated the trip from below with sextant clutched in one hand and consequently only one hand to hold on with. And what fun is there in trying to bring a sun which is going up and down like a yo-yo to balance on a heaving horizon which 1/10th of the time is obscured by big waves. Guesswork in the end. Then to clamber down again to the chart table with tired and foggy brain to wrestle with corrections, increments and intercepts. To end up with an obviously impossible result. No, no try again, cudgel the wretched figures into some sort of reasonableness.

Then at last the blissful off watch time, stretched out on bunk with lee cloth firmly secured and a pillow beside one to stop rolling about. Sleep does not come easily. When you're being rolled from side to side or the boat is slanting to windward with loud pounding crashes. How lucky not to be seasick; that would just about clinch it.

Nor have I any desire to experience again the slatting frustration of being becalmed, with the tedious lack of progress and infuriating slam and clank of the mainsail flapping to and fro with the rustle of the genoa filling and unfilling. When tempers get a little short and conversation in the cockpit is punctuated by gazing hopefully at catspaws on the water.

No, I want to go home and would actually relish mowing the lawn or even help with the washing up.

PS.

Well, of course it did happen again. And again.

You can see of course that this was written in the days furling jibs or G.P.S.

LETTERS

Chris Lewis,
Creek Cottage,
Main Road,
Shalfleet,
Isle of Wight,
PO30 4ND

Tel: (01983) 531795

Dear Paul,

I'm writing after thoroughly enjoying reading the Spring issue of your magazine.

I'm a relatively new member of the MMA, having joined four years ago. Since becoming a member my wife and I have enjoyed numerous MMA Rallies.

However we feel that members would gain even greater benefit and enjoyment of membership if it were possible for members to identify one another at meetings and rallies. I wonder if I might suggest that once a year the magazine might publish a list of members names, together with a means of identifying their boats (such as the name and model of the boat owned). This would then enable members to identify other members and enable introductions to be made when attending rallies and racing.

I'm sure that this would lead to many more friendships within the membership and would enable the exchange of contacts, ideas and information. I entered my first race last year (MMA Round the Island Race) in *Zelco* a Morgan Giles 30 which I have owned for 12 years.

I enjoyed that race so much that I've entered all the MMA races to be held in 1999! so, if any of your racing members see a dark blue Morgan Giles called *Zelco* on the start line of any of your races, then I apologise in advance for getting in their and doing everything wrong – it's because of racing inexperience. Just tell them to give me a wide berth and perhaps new friends can be made.

Wishing you all a good summer.

Chris and Suzanne Lewis

RACING RESULTS

POOLE RACE RESULTS

	SINGLE HANDED	FIN. TIME	ELAP. TIME	C.H.S.	P.Y.S.
1st	FB580 LO SHU	17.52.00	8.22.00		7.37.12
2nd	C0615 PISCES	17.41.00	8.11.00		8.16.58
3rd	K9961 SARKE	18.30.05	9.00.05		8.26.39
	ZELCO	RETIRED	RETIRED		
	K3105 SHEKINAH	D.N.S	D.N.S		
	K5921 SHE	D.N.S	D.N.S		
	4970T ZAHARA	D.N.S	D.N.S		
	FB292 EOS	D.N.S	D.N.S		

FULLY CREWED

1st	K7076 MOONDOG				
	OF JERSEY	17.11.35	7.41.35		7.37.01
	C14 JACARANDA		RETIRED		
	BONNYPUGHTY		D.N.S		
	GBR6054T				
	KIMBALINA		D.N.S		
	8796 QUASAR		D.N.S		
	K8190 MONARKIST		D.N.S		
	GBR 9747 MIDNIGHT				
	GOLD		D.N.S		

SHORT HANDED CHAMPIONSHIP

LO SHU 8 POINTS

PISCES 6 POINTS

SARKE 5 POINTS

POOLE CUP (SINGLE HANDED) LO SHU
POOLE CUP (CREWED) MOONDOG OF JERSEY
PLAQUES TO ALL SINGLE HANDED FINISHERS

READERS TIPS

Sump Oil Removal

For years I used a hand pump to suck the oil out of the dip stick hole. This was fine until the pump finally gave up the ghost and I was unable to repair or replace it. The sump plug, although readily accessible, is low down, where the available width for any sort of receptacle is severely restricted and there is even less space to get past the flywheel.

Last winter I cracked it. Two plastic bags, one inside the other. Plenty of room for the 4½ litres of oil and it can take up any shape to pull it gently passed the flywheel into the saloon. Not a drip spilt and oh so easy. The oil must not of course be too hot.

Refrigeration in a Small Boat

When I first acquired *April Folly*, a Westerley Renown, it had a cool box sited behind the sink. Being on the short side I could not reach in to get anything out and realised I would have to think about a replacement.

Like many boat owners I suspect, I have always been appalled at the cost of marine refrigeration units, usually battery powered with the inherent problem of large current demand.

I thought I would see for myself whether a calor gas caravan fridge would do the job. Not suitable for marine use because it will not work at angles in excess of 10°. Well I've had the same fridge now for 15 years running on calor gas and. It has been quite excellent, and soon recovers from a pounding. I think it has gone out twice and that was in very rough seas when the boat dropped off a wave and slammed into a trough, the sudden jolt extinguished the flame. The thermocouple fitted as standard to all gas appliances automatically turns the gas off and the fridge is ready for reigniting again when conditions are more suitable.

It usually takes a little while to settle down after a blow but on balance has been very effective and cheap. I think I paid £120 for it 15 years ago and its still going strong.

It's nice to have that cube of ice for the G.& T.

Jerry Walker

Dear Members.

I must apologise for any inconvenience or delay in processing your application to either renew or join the Medina Mariners this season. This was due to two things.

One I think I had the Millennium Bug early and had a lot of trouble with the computer. This is now sorted and I will try and clear the backlog as soon as possible.

Two, I was fortunate to have the honour of organising my daughters wedding. Which was on the 24th of July and went of without a hitch. Apart from my father in law Dick Loaring missing the Cherbourg race, sorry about that Dick.

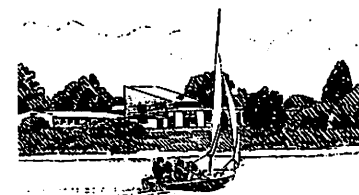
All I can do is say sorry and get on with being your Treasurer.

Yours faithfully.

D. F. WEST.
(Hon Treasurer.)

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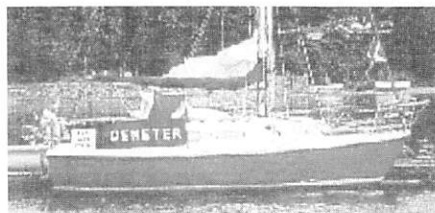
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Further information (01983) 294813 Evenings.

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September 1994.

NOTICES

The Mariners Annual dinner and prize giving will be held at the
CHART ROOM RESTAURANT

at the

GURNARD PINES HOLIDAY VILLAGE

on Saturday 16th October 1999

a booking form is included in this issue of the magazine,
numbers are limited so book early.

Deadline for bookings Thursday September 30th.

NEW MEMBERS

JAPSEN & JORGEN ISHOJ
GEORGE & VIVIENNE PERKIS
NIGEL & GILLIAN GOODWIN
DEREK WEAVER
DEREK PEARCE

BOAT
TIKI NOVA
THE LADYTARIA
SNOWGOOSE
PASSEPARTOUT
GALLIARD OF WIGHT

COPY DEADLINE FOR THE AUTUMN ISSUE MID SEPTEMBER 1999

Please keep sending the articles in to:

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PO32 6NB