



Editorial and Contents

This edition of the Newsletter has a different appearance from previous examples to make it easier to read for those members who want to view it on tablets or mobiles. The page is no longer split into two columns and the text is larger.

-) Many Nautical Miles *by* Peter Helmetag – Wisper – Victoria 34
-) New Members
-) Reports from our Members
-) Frances 26 Sloop, CALVA is For Sale *by* John and Janet Williams
-) Victoria 26, MERHONOUR is For Sale *by* Robert May
-) Victoria 800, TAMAR CHICK will be on the market soon *by* Sue Thatcher
-) Limehouse Rally – a first report *by* Peter Cosker

Many Nautical Miles *by* Peter Helmetag – Wisper – Victoria 34

In 2003 I began casting around for a larger boat. Cybele, my Seasprite 28, just seemed too small for the sea voyages of which I dreamed. After looking around at various bluewater vessels, I initially settled on a Morris Justine. I loved the lines. They pulled at my heartstrings, but the pull at my wallet was too much. At the Morris yard in Maine, I was shown a Victoria 34. The broker said she was not for sale, but I should have a look in case a Morris 34 came on the market. No Morris 34's came on the market, but the plain-Jane, white-hulled Victoria at the yard was suddenly available. (What boats aren't?) I held my breath and bought the Victoria 34 named, Wisper. I have never regretted the decision.

It wasn't until the next season that I was able to take possession of my new boat. That gave me time to set about getting things right aboard. While Wisper was in meticulous condition as she had never been more than day-sailed around Northeast Harbor and had always been winter stored indoor in a heated shed, she was lacking in off-shore equipment and she needed a new coat of paint. Over the winter the folks at Morris equipped her with radar, a

chart plotter, a heater, and a SSB radio. Additionally, I had her hull painted “Morris Green” which really set her off as a beautiful little sea boat.

Since 2004 I have had the best times sailing my little sloop to faraway places. And, I believe the many who have crewed aboard her can attest that she has always treated everyone with the class and friendliness befitting such a vessel.

Our first journey aboard Wisper took us from Bass Harbor, Maine to Lake Champlain, Vermont. Everyone aboard that maiden voyage was green at sailing the high seas, but we made it from Maine to New York City up the Hudson River and through the locks to Lake Champlain in one piece! It was a memorable trip with stops at Newport, Block Island, Stonington, CT, Manhattan, and lovely anchorages along the way.



Perce Rock, Gaspe, Quebec



Wisper at McCallum, Newfoundland

After a couple of summers coasting around the fresh waters of Lake Champlain, it was time for an adventure. So, in the summer of 2006, we cast off northerly for the Richelieu River and then the mighty Saint Lawrence. Two weeks of delightful sailing had us in Gaspe, Quebec after stops along the way at Quebec City and bucolic French Canadian villages. From Gaspe we traveled to the magical Iles des Madelines located in the middle of the Gulf of Saint Lawrence. It doesn't get any more Quebecois than the Madelines with jumping whales, high seas, and amazing rugged landscapes. Leaving the Madelines in our wake we traveled to Canso, Nova Scotia, having transited the canal and pushed on to the coast of Nova Scotia. A stop in downtown Halifax was one highlight of our adventure which was punctuated by the show we put on for those walking the strand as we sent crew to the top of the mast to replace the windex. Another stop at the historic nautical port of Lunenburg was fun as by dumb luck we arrived for the Nova Scotia Folk Festival. Eventually, we drifted our way back to the Morris Yard, from whence we once came and put Wisper on the hard for the winter.



McCallum Reflections

The next season we were back at it with the same crew this time with the higher expectation of Newfoundland. So, back along the Nova Scotia coast we sailed and into the brackish and protected inland waters of Cape Breton's Bra d'Or Lakes. Upon arriving at Henry Fuller's yard in Baddeck, we were coincidentally greeted by Mike Arms of Newfoundland sailing fame. There he was, my former high school English teacher, aboard his cutter, Brenden Isle. Even more coincidental was that Cal one of our crew's high school cronies was also there who he hadn't seen since graduation over forty years before. Coincidences happen all the time to sailors, but understand there were only a handful of boats at Henry's yard, and we Yanks knew a third of all the sailors in the harbor. In any case, we pushed on from Baddeck, Nova Scotia for the south coast of Newfoundland.



McCallum and Wisper from the hill



Francois, Newfoundland

Our first stop in Newfoundland was La Poile, a tiny roadless seaport with 70 hearty inhabitants. As we entered the harbor we could asked where to tie up our yacht.

“Oh, just make fast to Jim’s trawler and come on over for dinner as soon as you’re ready.” Cod cheeks and screech (the local rum) it was and what an evening! Our cruise along the south coast of Newfoundland did not disappoint us. We made many friends and experienced the wonder of dramatic fjords. Our last stop before turning homewards to Vermont was the French Island of Saint Pierre.

Since that amazing trip, termed the “Down East Circle” by some, we have continued to sail Wisper to far away places. Once we took her to Chesapeake Bay and two years ago we raced her in the Marion to Bermuda Race. We didn’t win, but we didn’t lose and we had a blast sailing to and from Bermuda despite rough seas and gale-force winds. Even in the worse of it, our little Victoria 34 took care of us and gave us the confidence to keep sailing.



Blow-Me-Down, Devil’s Bay, Newfoundland

This year, we plan to finish another tour of the “Down East Circle.” We wintered Wisper over in Baddeck after a memorable second cruise from Lake Champlain out to the Saint Lawrence River and on to Newfoundland. Now, we plan to return one more time from Baddeck to the south shore of Newfoundland where we will challenge ourselves with rock climbing on some of the huge granite faces of Devil’s and Chaleur Bays. After an estimated two weeks in Newfoundland we will point our vessel south-west again and head for the New England coast and Newport, Rhode Island. Eventually, we will complete the circle and tie our faithful vessel one more time at the dock in Essex, New York on Lake Champlain where we started.

We 're getting older now and don't know how many more sea voyages we will sail, but Wisper has brought old pals together, made new friends, taught the family to sail and given us all countless memories. What more can one ask of a sturdy little ship like Wisper - our lovely Victoria 34.

New Members

Please welcome the following new members.

Towards the end of May, Kevin Misselbrook and Charlotte Hume joined the association with their Frances 26, MAINE STREAM, whose home berth is on the River Orwell in Suffolk.

At the beginning of June, Don and Melanie Smith joined the association. They had made an offer on Victoria 34, TRIPTYCH, which they plan to berth at Conwy Marina.

Towards the end of June, Mark Kingsland and Lucy Hunter joined the association with their Victoria 34, FOLLY ROSE, which is based in Chatham Maritime Marina.

Reports from our Members

We only received one report, from Jon and Lynda Spencer, who sent this account from their Frances 34, ALBERTINE on the 31st May:

We are currently in Portland Harbour, on board Albertine, enjoying a short break and a Warsash SC rally at Weymouth over this next weekend.

Yesterday we visited Portland Bill and watched the fury of the Race from the comfort and safety of the Lobster Pot Restaurant before walking back to the harbour and watching Peregrine Falcons hunting over the cliffs, both fantastic displays.

On cruise so far we have seen Victoria 30, QUE SERA, Sue Doyle, and TAMAR SWALLOW with new owners, in the Beaulieu River, and a Frances 26, ROSELLA, on the hard here in Portland.

Sue is on her way, mainly single handed, to Southern Ireland and Wales via the Scilly Isles.

Jon Spencer

Frances 26 Sloop, CALVA is For Sale *by* John and Janet Williams



John and Janet Williams are selling Calva, a Frances 26 sloop built in 1989, which they have owned for 9 years.

She has been well cared for and maintained. Equipment includes 2 mainsails and genoas, working jib and storm jib; sleeps four; separate heads; gas cooker (2-burner, grill and oven); fold-away chart table; chartplotter (new 2014); Beta 20hp engine (2005 - 450 hours only) with 3-bladed prop; 2 sealed deep-cycle batteries (new 2014); DSC radio (new 2014); Dinghy and outboard.

£17,500 VAT paid. Lying afloat in Emsworth Yacht Harbour.

For full spec and more pictures contact John on 01243 370660, email jojwilliams@talktalk.net.

Victoria 26, MERHONOUR is For Sale by Robert May

I do not have a photo at present.

The brief details are:

Year 1990 hull no. 25/88

Owner since 2001 season, little used since stored in our barn every winter and for the last 6 seasons.

20HP beta marine Kubota engine 2001 with hot water calorifier.

Mast tabernacle with lowering gear 2001.

Easy reef in mast main reefing 1998

Furling Genoa, cruising spinnaker and storm jib.

35 lbs C.Q.R. anchor + 15 fathom chain.

Spray hood 2001

We would like offers around £18,000

Robert may be contacted by e-mail at robert@kingsclere-estates.co.uk.

Victoria 800, TAMAR CHICK will be on the market soon by Sue Thatcher

Sue and Dick Thatcher have been members for as long as the association has existed. Here is what Sue had to say,

Sadly due to age and health reasons we are going to put Victoria 800, Tamar Chick on the Market.

This is very sad for us as we have had three Victoria yachts for nearly thirty years. We have sailed many thousands of miles in Europe, US and Canada. This is the end of many fantastic adventures.

If you would like to know a little more about the proposed sale, Sue can be contacted by e-mail at suethatcher@me.com or by telephone on 01822 841123.

Limehouse Rally – a first report *by* Peter Cosker

Shadow Motor Cruisers had come down the River Thames to meet up with Victoria Yachts from the Rivers Crouch and River Blackwater to the north of the estuary, from the River Medway to the south of the estuary and other yachts that had sailed from the Solent by way of the English or French coasts. I had just driven up to Limehouse Basin to take a look and join the crews for a dinner at the Cruising Association. So, there are many more stories to tell of individual journeys, which I hope will appear in future copies of the Newsletter.

On arrival, I did not see any obvious signs of a rally until I glanced over at a remote corner of the basin. Walking around the outside of the basin, I paused on the footbridge over the Limehouse Cut, that leads to the River Lea, and took the following photograph.



How clever, I thought, of the Harbour Master to tuck them all away in this corner; away from all the regular boats and about a mile from the toilet and shower block! Then I noticed that a party appeared to be in full swing on the pontoon alongside the Shadows. WINE DOWN TIME with Ian and Tracy Rycroft had come down river from beyond Marlow. COSWECAN with Jim and Heather Melville had come from Windsor. JOLLY OLLY with Peter and Kate Hunt were also from beyond Marlow. WHITE ROSE OF YORK with David and Angie Probert had come down from Pangbourne.



Party – WINE DOWN TIME – COSWECAN – JOLLY OLLY – WHITE ROSE OF YORK



JENNY WREN and MARGO



GRACIOUS LADY and REDWING

Victoria 30, JENNY WREN with Peter and Alison Child were from Chatham. Frances 26, MARGO with Chas Argent had come from Maldon on the River Blackwater. Victoria 30, GRACIOUS LADY, with Nick and Bridget Hillier was out of Gosport. Frances 26, REDWING, with Martin Hunt was from Creeksea near Burnham on the River Crouch. Victoria 30, WYNN with both Mike Pearce and Richard Saunders present had sailed from Chichester and opted for the French side of the Channel. Finally, Frances 34, ALBERTINE with Jon and Lynda Spencer had sailed from Warsash on the River Hamble. Both WYNN and ALBERTINE can be seen on the left of the photograph overleaf.

Also present by road or rail were Norman Crawford and Christine Adamson of MALLARD, Anne Grubb and us, Peter and Jenny Cosker. Anne had taken the very sensible precaution of booking a cabin in the Cruising Association. So, we had a total of ten boats and about twenty-five of us to dine in the evening.

At this stage, we should like to thank Richard Saunders (South Coast Regional Organiser) and Ian Rycroft (Chairman Motorboats) for organising the rally.



The Cruising Association had laid a single table diagonally across their hall for our meal. We had a fine time and enjoyed the meal and the evening.