



## SOUTH COAST EARLY SUMMER RALLY AND CRUISE – 12<sup>th</sup> to 14<sup>th</sup> May 2017

*Jon Spencer*

During this early season weekend Richard Saunders, our South Coast Organiser had suggested we try out a new concept which included time on cruise together and plans were made to gather at Gosport on the Friday evening and then head, as a group, to Yarmouth for our more usual format. There was much discussion at tea and supper on the Friday afternoon and evening as to whether we would be in convoy or company. Suffice to say that neither applied as on the Saturday wind, tide, and the Solent Chop, in wind over tide conditions, conspired to split us either side of the Bramble Bank and we arrived in Yarmouth unable to provide Peter Cosker with the planned opportunity to take a picture of the “fleet under review” from the end of Yarmouth Pier.



10:38 GRACIOUS LADY



10:46 CADENZA



11:09 GRACIOUS LADY



12:33 GRACIOUS LADY

Editor's notes:

The start of the cruise was to be close by the yellow buoy near the Portsmouth inshore channel at about 11:00.

The en-route photographs above were by Lynda Spencer and taken from ALBERTINE.

The photograph on the right was taken by John Cade from CADENZA.

Times were taken from the photograph metafiles.



12:05 ALBERTINE and GRACIOUS LADY

Regrettably, due to illness neither Richard and Meryl, nor Sue Doyle, were able to join us and we were restricted to just four boats: Victoria 34 RUBY STAR, Guy Warner; Morris 34 CADENZA, John Cade, Roy Dawkins and Alf Tracey; Frances 34 ALBERTINE, Jon and Lynda Spencer, and Victoria 30 GRACIOUS LADY, Nick and Bridget Hiller.



14:42 GRACIOUS LADY is first into Yarmouth



14:53 CADENZA off Yarmouth pier-head



14:56 ALBERTINE close by the pier



15:10 Ruby Star on final approach

Editor's note – The final set of four photographs were taken from the pier with all boats arriving within a thirty minute window. CADENZA spent more time than the others sailing back and forth outside the harbour and could have entered earlier.

Friday supper, which was something of a rehearsal for the following evening, was taken at the Boathouse in the Marina and the lamp was swung. Guy who had planned to be at the Limehouse Rally informed us of other priorities in the Vilaine River, in South Brittany, with the Royal Cruising Club, over that same weekend. He regaled us with stories of the potential problems of assembling a crew and the tight schedule of the passage plan. Guy is usually a single hander but always a good story teller. The following morning most of us were waved off from the Marina by Sir Robin Knox Johnson, about to go sailing himself. Although, it subsequently transpired that Alf had enjoyed a somewhat more informal meeting earlier in the morning.

Despite a couple of small errors on timing we were all underway, close to Gilkicker Point, at or about 11:00 into about 18 knots from south west. Without doubt CADENZA pointed into the wind far better than the remainder and she took the Cowes shore while the remainder of us had to cut across the lower end of Southampton Water. The wind remained gusty throughout the day often reaching 25 knots over the deck.



GRACIOUS LADY and RUBY STAR



Host boat, ALBERTINE



CADENZA

On arrival at Yarmouth we were berthed together close to the Lifeboat with only a short walk to the King's Head, in Quay Street, for supper. Tea and cakes were enjoyed by all, on board ALBERTINE, and although Mr Sainsbury had made a valiant attempt at a Victoria Sponge it fell well short of the standards usually produced by Meryl. Pre-supper drinks were taken on ALBERTINE and a hearty supper preceded the Tier One Whisky and rather a good Dows Port enjoyed on RUBY STAR just before Saturday turned into Sunday. It was good that Peter and Jenny were able to join us in Yarmouth and they planned to spend a few relaxing days on the Island.



left

Drinks aboard ALBERTINE

and

right

Supper at the King's Head



On Sunday the wind had not decreased at all and we all headed off eastwards thankful of the wind being astern and a more peaceful sail than the day before. Lynda managed to take pictures of each of the other three boats over the weekend although distance and spray somewhat reduced their quality, and we often spied Bridget with her eye behind her little blue camera on board GRACIOUS LADY.

Overall the Rally, in this new format, proved to be successful; the combined age of the three gentlemen on CADENZA has now increased to 255, and we eagerly await the publication of Guy's Log to the Vilaine River to discover if the passage plan worked successfully, and who drank the six red and six white.

## Please welcome New Members

Johny Willis has joined the association with his Frances 34 Cutter, PIPPIN, which is based in St. Peter Port, Guernsey.

Simon Baxter has joined the association with his Victoria 800 Cutter, MAGWITCH, which is based in Amble Marina.

## News from the Netherlands

Dingeman Boogert, who sails Frances 26, CLARA, would like to remind us all about the 'Dutch Classic Yacht Regatta'.

This event will be held at Hellevoetsluis from July 26 to 30 this year. And, like the organisers of the event say, "... more than 125 impressive classic yachts will compete against each other on the Haringvliet in different classes." Since the Frances 26, Victoria 26 and Victoria 800 qualify for the event, we may be some of these impressive classics.

I will be there and I would very much welcome other Frances and Victoria owners.

Further information may be obtained from the website of the D.C.Y.R. at [www.dcyr.nl](http://www.dcyr.nl).

Dingeman ([dingemanboogert@kpnmail.nl](mailto:dingemanboogert@kpnmail.nl))

## Limehouse Rally for Yachts and Motor Cruisers – update

This will be our really big rally of the year and the date is getting closer. The plan is for boats to arrive at Limehouse on Friday, 14<sup>th</sup> July and to depart on Monday, 17<sup>th</sup> July with the rally dinner to be held in the Cruising Association headquarters at Limehouse Basin on Saturday evening.

Four Shadow 26 Motor Cruisers will come down the river from the upper Thames. They are:

- J JOLLY OLLY with Kate and Peter Hunt,
- J WHITE ROSE OF YORK with Dave and Angie Probert,
- J COSWECAN with Jim and Heather Melville,
- J WINE DOWN TIME with Ian and Tracy Rycroft.

Four Yachts from the East Coast will join three Yachts from the South Coast to sail up river with the tide. They are:

- J V30 JENNY WREN with Peter and Alison Child,
- J F26 MARGO with Chas Argent,
- J F26 REDWING with Martin Hunt,
- J F26 MARIA FRANCES with John Sadler,
- J F34 ALBERTINE with Jon and Lynda Spencer,
- J V30 GRACIOUS LADY with Nick Hillier,
- J V30 WYNN with Richard and Meryl Saunders.

So, there should be a total of eleven Victoria boats and possibly the largest rally ever. If you would like to join in, by boat or by road, then please contact Richard Saunders at [richard@rnsaunders.plus.com](mailto:richard@rnsaunders.plus.com) or on 01892 668354 or Ian Rycroft at [ian.rycroft@gmail.com](mailto:ian.rycroft@gmail.com) or on 01844 275989.

## Frances 26, SHEBECA, is now For Sale at a reduced price

Simon Fayers has reduced the asking price of SHEBECA to members and potential association members. Provided you deal directly with Simon, you may be able to buy SHEBECA for as little as £18,950, which is as low as he is prepared to go!

Full details of the boat and its equipment can be found on our website under Marketplace.

Simon Fayers can be contacted at [s.fayers1@btinternet.com](mailto:s.fayers1@btinternet.com) or on 01326 290644.

## South Coast Rally to Gins Club on the Beaulieu River

This rally is scheduled to take place on the weekend of the 2<sup>nd</sup> and 3<sup>rd</sup> of September. Gins Club is part of the Royal Southampton Yacht Club with a fine clubhouse, where high standards and excellent cuisine are the order of the day. Boats are usually moored on a mid-stream pontoon and crews normally make use of the Gins Bosun and Dory Service.

The rally is being organised by Tim and Dee Clarke. They may be contacted at [t.clarke401@btinternet.com](mailto:t.clarke401@btinternet.com) or on 01420 538642.

## Thames Shadow Rally, possibly to Cookham

This rally is still at the planning stage but is likely to be to Cookham on the weekend of the 16<sup>th</sup> and 17<sup>th</sup> of September.

The person to contact for more details is Ian Rycroft at [ian.rycroft@gmail.com](mailto:ian.rycroft@gmail.com) or on 01844 2758989.

## Annual Luncheon and General Meeting

This will be on Sunday, 26<sup>th</sup> November 2017 at Linden House on the Middlesex bank of the River Thames half a mile upstream of Hammersmith Bridge. Linden House is the home of the London Corinthian *Rowing and Sailing* Club and their water born activities can usually be observed from the first floor bar of the clubhouse.

Dining places for the three-course luncheon in the Commodore's Room are limited so an early application to the Honorary Secretary is advised. The General Meeting that follows should finish at approximately 4.00pm.

Contact Jon Spencer at [jon.fairwinds@btinternet.com](mailto:jon.fairwinds@btinternet.com) or on 01489 581622.

## Newsletter Articles

The next edition is likely to be October, after any September rallies. Copy, photographs and articles, to Peter Cosker at [peter@the2coskers.com](mailto:peter@the2coskers.com) or [news@victoriashadow.co.uk](mailto:news@victoriashadow.co.uk) or on 01444 414162.

### The Wild Atlantic Way – Leg 3

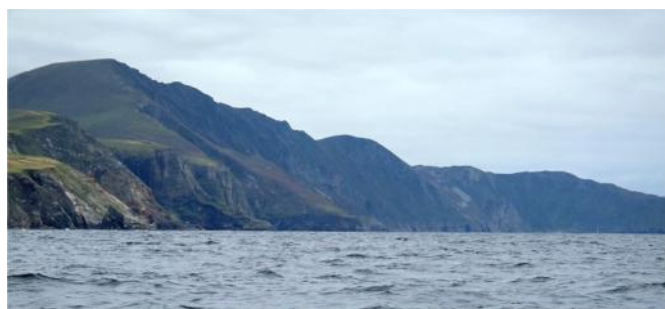


We planned to come back in August to complete our circumnavigation and had one week's leave to achieve it. The crucial factor was the weather. If you are in Sligo in Westerly's of any strength then that is where you will stay. We both agreed with our work that we could take a week at short notice when we made the call on the weather coming from W/NW to S. We studied 14 day synoptic charts, zygrib, pocket grib and Met ie and decided to set sail on Sunday 14<sup>th</sup> August. A French yacht had been there for 4 days when we arrived, waiting for a wind shift. On Sunday morning it was 3-4 S/SE.



Rathlin O'Birne

We had planned to stop at Teelin but made such good progress up and out of an almost flat Donegal Bay. The cliff scenery was back with Slieve League tumbling 597m to the sea. Rathlin O'Birne has the honour of having Ireland's only ever nuclear powered light house, the electricity being generated by 33watt radio isotope. In 1987 wind power replaced the isotope.



Slieve League

We made Portnoo on the evening and enjoyed a calm night on a yellow buoy off the dunes in a beautiful sandy bay. Alone as usual! Monday was warm and sunny as we made our way through the Sound of Aran which is shallow and rock strewn and can only be attempted above half tide. The

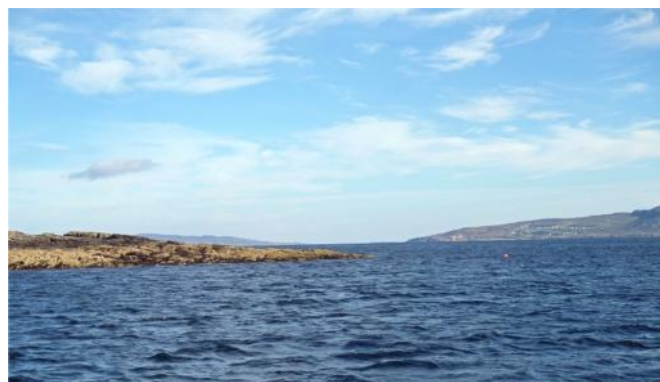
water is crystal and we spotted at least one rock that was too close for comfort. Spatial awareness – forget the chart plotter!!



Dawros Head



Portnoo



Sound of Aran as seen from Portnoo



Hills of Donegal



Gliding tentatively towards the Sound of Aran under genoa alone



Aran Road

Past Aran Island there is a pearl chain of islands where you can go inside to get out of the swell. In fact the weather was so gentle that after a dog leg behind Owey Island we decide to stay outside. We passed Gola where there is a memorial to two decedents of islanders who perished in the twin towers on 9/11. Bloody Foreland proved friendly and as we left the crouching Lion shape of Tory island astern we anchored behind Horn Head in Dunfanaghy Bay. Sandy beach, dunes, crystal clear moon and stars on a mirror sea. We felt privileged to be able to take in such a sight at our exclusive anchorage.



Mount Errigal



Ballagh Rocks Beacon



Approaching Owey Island

16<sup>th</sup> August dawned very sunny and very windy. We put two reefs in the main and convinced ourselves that the wind was katabatic and it would be fine when we got out of the bay according to Met ie. Sure enough we weren't far off shore

when the wind died. We shook out the reefs. Twenty minutes later the wind came back and the two reefs went back in. S5 saw us eat up the miles and we approached Malin Head confident that we would be whisked past and in Portrush in no time.



In Owey Sound



Bloody Foreland



Tory Island



Horn Head



Malin Head

Malin Head had different ideas and just as we were entering Inishtrahull Sound suddenly the wind went up a notch and swung to the SE. We beat into steep seas in Inishtrahull Sound. Suddenly we were flying in the face of public opinion that you shouldn't be in the Sound with wind over tide. Well this wasn't forecast and it was supposed to go NW 3/4 but in fact we had to beat all the way to Greencastle where we arrived in the dark. We managed to squeeze on to a pontoon and left early next morning, broad reaching again and at last

in a more moderate swell to Portrush where we had lunch while waiting for the tide.



At the 7<sup>th</sup> attempt, Inishtrahull Island Lighthouse



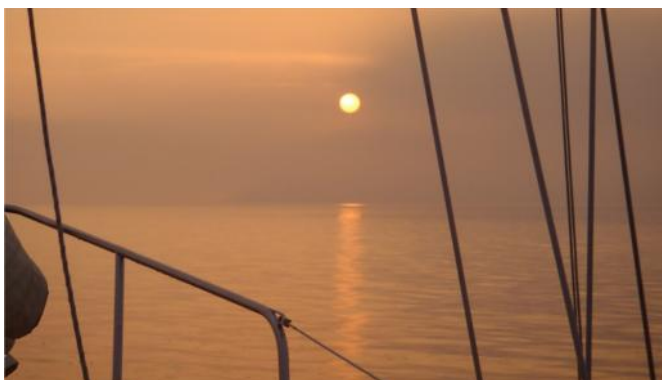
Approaching Lough Foyle at dusk



Portrush Lifeboat

From Portrush it was back to familiar scenery and into Ballycastle marina. We had completed our circumnavigation of Ireland and celebrated with champagne and a hearty on board meal.

We thought we would rest on Thursday and move on to Bangor our final destination on Friday. A Friday forecast of SE6/7 changed that plan and at 6am on Thursday we left Ballycastle into a foggy yellow sunrise motoring on an oily calm.



We crossed whirlpools and overfalls with gay abandon and set a new Mallard speed over the ground record of 11.5kts engine on tick over.



Close up with the 'Gobbins'

Crossing Belfast lough we realised that we had left the Wild Atlantic Way far behind and were back to bright lights, ships trains and planes. We actually drove back to Fair Head on the Friday just to reassure ourselves of what we had missed by leaving on Thursday.

This has been amazing voyage, with wild and lonely places, warm and friendly people, music, food and best of all great craic. Our total sea time for the complete circumnavigation was about 28 days. Wallace Clark was right about the time to cover the 900miles, but how he managed to visit all those places and meet all those people in three weeks I'll never know. I would encourage anyone with the right boat and unconstrained by time to visit Ireland and in particular the West Coast. Reassuringly there are excellent Search and Rescue facilities all around Ireland with RNLI Lifeboats and coastguard helicopters. We encountered some challenging conditions but nothing that Mallard couldn't cope with. Headland ratings in terms of meanness on our total voyage to date – Malin Head, Slyne Head and Cape Wrath. Of course we were lucky that we passed so many major headlands in benign conditions.



Mallard back in Bangor

The 'Wild Atlantic Way' is 1500km by road, but we have seen it from a different perspective and the sights will be forever in or memories.

Norman Crawford and Christine Adamson 'Mallard'

## HUBBLY BUBBLY II is For Sale

Dave and Pauline Massey, members since January 1991, have decided to sell their Victoria 34, HUBBLY BUBBLY II.



The yacht has been placed with brokers, Why Boats, Deacons Boatyard, Bursledon Bridge, Bursledon, Southampton, SO31 8AZ.

For Description and to View Full Specifications visit <http://www.yachtworld.co.uk/boats/1992/Victoria-34-2854821/United-Kingdom>.

The yacht was built in 1992 and the asking price is £49,950 Tax Paid.

Dave Massey tells me he would really like to sell to a member of our association. You may contact Dave on 01489 576033.