



Changes to the Committee

At the very beginning of February a quite unexpected e-mail arrived from Bev Dewath. Bev, along with her partner Robert, joined the association a year earlier and had since been busy restoring their Victoria 30 at Burnham-on-Crouch. The message was nothing to do with that but rather that Bev wanted to help with the running of the association by taking on the Office of Website Editor. After many hurried discussions between the Committee Members, Anne Grubb was able to announce, on the 6th February, that Bev was to be the new Website Editor, while Peter Cosker would make the move to become the Hon. Secretary once again.

Bev has a great deal of experience of IT work and also runs a website of her own. She has already produced a secure Forum, where only Members can post messages after logging in with their username and password. Messages may contain photographs and be added under a series of headings so that postings of a similar type are grouped together.



Any inquiries about the website should now be directed to Bev, who monitors:

web@victoriashadow.co.uk as well as her own personal e-mail address. We should like to thank Bev for the changes she has put in place and all the good work she is doing.

Steve and Pam Collett with Victoria 800, LIBBY

Please welcome our first new members of 2011. Steve and Pam bought the Victoria 800 that was formerly known as Liberdade. Steve has sent us the following photograph and some details about himself and Pam.



LIBBY on her usual mooring at Sovereign Harbour, Eastbourne

"Libby is the first boat that my wife Pam and I have entirely to ourselves. I owned two boats previously but as a member of a syndicate. Firstly a Trapper 500 which we had for six seasons, (virtually rebuilding her), and then a Dehler 37 for a further two. I first started sailing as a member of the Island Cruising Club in Salcombe about fifteen years ago, sailing a Sadler 34.

My sailing experience is mainly South Coast and the occasional trip across the Channel interspersed with the odd race round the cans. However, I did take the Dehler down to Pornic just south of the Loire River a couple of years ago. A trip I would love to repeat in Libby when we have more time.

Although Pam is keen to spend some time cruising, she admits to little experience. I think Libby is the ideal boat to start with."

Resignations

We say goodbye to Simon and Jo Fayers who sold their Frances 26, BLUEGRASS some time ago. They joined the association in 2002.

Gordon and Doreen Fraser have been members since 2004 but have now resigned, having sold their Victoria 34, ANITRA.

Rui Ágoas, who bought the Frances 26, BOREAS has resigned after just two years.

Guy and Lisa Willing with Frances 26, BLUEGRASS

Guy and Lisa actually joined the association in November last year and have sent us a number of photographs of their sailing activities since then.



We have BLUEGRASS listed as being moored in Bembridge but this photograph looks as though it might have been taken on the River Medina.

Michael and Michelle Finlay and Frances 26, LOUISE

We also welcome Michael and Michelle to our association after they bought LOUISE. We are not quite sure where they plan to moor her but they list the region they are primarily interested in as the East Coast. So, we can expect to see LOUISE continue to sail in the waters she has made her own for a long time now.

Keith and Hazel Harrison, HOTWATCH OF HAMBLE

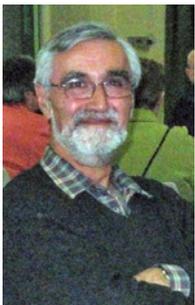
Keith and Hazel join us with their magnificent Victoria 38, HOTWATCH OF HAMBLE. They are mooring her in Chichester Harbour at Thorney Island. Welcome to Keith and Hazel.

Jeremy Fox with Victoria 26 sloop, FREYA

FREYA has moved from the west coast of Scotland and is now based on the River Thames at the Greenwich Yacht Club, where Jeremy is a member. Welcome to our association, Jeremy.

South Coast Social at Sarisbury Community Centre

Olive Hathaway and her helpers laid out a fine buffet luncheon, all supplied by the members, in the hall and we had a good attendance of about 25. We moved into the Bar Area for the talk and John Tyer, our South Coast Regional Organiser introduced Colin Johnston. Colin had started with P&O just as the first container ships were being introduced.



The container ships division later became Maersk and Colin commanded many of the ships, as the size of container ships grew dramatically. In fact, one of his main themes was to do with the respective size and speeds of different ships including those smaller ships we sail ourselves.

The visual images he showed were quite stunning. These included photographs inside the ships of engines the size of several houses, cylinder heads, crankshafts and propeller shafts as well as photographs from the bridge of a container ship running before a Force 11 storm and just a few photographs of the consequences of getting it wrong!

The audience watched spellbound and when Colin stopped talking, the questions went on and on with everyone at the meeting becoming totally involved. After a most sincere vote of thanks to Colin, we enjoyed our afternoon tea and the raffle before making our way home.

East Coast Social at the Nottage, Wivenhoe

After lunch at the Rose and Crown, we moved to the Nottage Maritime Institute, just next door. Anne Grubb, our Chairman and East Coast Regional Organiser, introduced Berni Hetherington to give the talk entitled, 'The River Colne, Past, Present and Future'.



Berni has been the Harbourmaster at Brightlingsea for as long as most of us can remember. He gave an excellent illustrated talk, that both included nostalgic events from the past as well as plenty of hard facts and a positive outlook for the River Colne including commercial activities in the future.

After Berni had taken questions from the audience and was given a vote of thanks, we were treated to tea and Anne's homemade cakes before John Cade held the customary raffle.

John Tyer, Olive Hathaway, John Cade and Anne Grubb all put in a great deal of work to make these socials a success and they deserve our thanks.

PERSEPHONE OF PERCUIL

Graham Gibson has sold his Victoria 34 and bought a Rustler 36. In Graham's own words,

"It was a hard decision to make as the Victoria is without doubt the nicest boat that I have owned but as I have now fully retired (largely due to the recession) I have decided to try and do an Atlantic crossing. Although the Victoria could have managed this and I know it has been done by others I decided to buy an old Rustler 36 for the purpose (50% more displacement etc) but may well try to change back to a Victoria when I have accomplished my trip."

Graham remains a member of the association. We wish him well and hope he will send us further reports of his progress.

Phil Rowcliffe has sold JILL

Phil had his Frances 26, JILL, transported to Malaysia, when he found himself spending most of his time in that country. His situation changed and he bought a Vancouver 34 back here that was in need of considerable renovation. He found a buyer for JILL quite quickly and is already missing her. Phil writes,

"I will remain a member of the Association if that's OK. I have acquired a Vancouver 34, not so different from the Victoria, but I may very well move back to a Frances 26 at some stage in the future - it has a lot of advantages in terms of cost (marina, new sails, rigging, fuel etc etc), and I'm already missing JILL!"

Ken and Elizabeth Sizer have sold TESSERA

Many of you on the South Coast will know and remember Ken and Elizabeth Sizer. They sold their Victoria 34 some time ago and have now resigned from the association after having been members since 2002.

Jan van Miltenburg with Victoria 34, TESSERA

Welcome new member, Jan van Miltenburg to the association. He has bought TESSERA, mentioned in the previous paragraph, and sailed her back to The Netherlands. He kindly offered to write an account of how he came to buy TESSERA and sail her home. Here is his story:

Our second boat had to feel seaworthy, safe, strong but also good looking. Age wouldn't matter as long as she would have been well maintained. It is only when I read Libby Purves' column 'The Valve Effect' in the summer issue 2010 of Yachting Monthly about her newly acquired Victoria 38 that I became interested in the Victoria brand and started to surf the internet, including the VSA's website. In order to receive some advice I managed to have an email passed on to her and thereafter she was extremely helpful and interested in my search in the UK for a Victoria 34, which we felt would be the right length for the four of us.

Eventually I came across *Tessera* and decided to go for it. The pictures on the internet were promising. So I flew into Southampton in early October 2010 with high expectations and joined the vendors to have a good look around and a short sail on Southampton Water. That short trip along with, crucially, the honest and genuine appearance of the vendors convinced me. *Tessera* was definitely going to be our future boat. Her classic lines, friendly motion, strong build, sound engine, spacious interior and general comfort made me decide, there and then, that she could meet all of our wishes. And after some negotiating we reached a deal and I had a boat lying in a foreign country.

Slightly apprehensive, I joined the vendors for the second time on 23 October 2010, as I would be sailing *Tessera* back home to The Netherlands on my own, having managed to sell and hand over *Anne Elise* on the previous day. Fortunately, they joined me on my first leg from Marchwood to Haslar Marina, on a beautiful autumn day, fresh but not too windy, having to push through the ebb in Portsmouth. There the vendors left and I sensed that it was a bit emotional for them to leave *Tessera* forever. They even left me with a home-made cake and a bottle of Cava, very friendly! Emotional it was for me as well, being on my own, still having several unknown legs to go.



And little did I know what lay ahead of me. Halfway between Eastbourne and Dover, I discovered that the fuel tank was rather empty. It seemed the only option I had left was to turn off the engine and sail as long as it would take me to reach Dover with only a modest breeze. Eventually, after 24h non-stop sailing and drifting at times, I had Dover in sight on 26 October. And suddenly, the wind came in with a blow and the tide turned against me, again.

In order to enter the Port of Dover safely I felt I had to do the wise thing and inform Dover Port Control that I was "extremely low on fuel", after which I received a most welcome reply that they would send out a harbour launch to escort me in. It was just what I needed, and gave me the safety to start the engine and push through the force of the ebb. Exhausted but satisfied I was able to stop at the fuel pontoon and fill up. It seemed that I had 10 litres of fuel left.



Due to the cold nights and the long journeys I decided to have a break, let the wind blow, take showers, eat warm food again and sleep well. So it was two days later that I felt confident enough to leave Britain on 28 October and head for France. On that leg, with a South Easterly force 5 to 6, *Tessera* gave me what I needed, namely a reliable passage. I had put in two reefs in the main and rolled back the genoa quite a bit. Despite the rough seas *Tessera* gave me the impression that these conditions were what she was made for. I arrived in pitch-black Dunkerque, but that didn't matter, I'd crossed Dover Strait for the second time, in my new boat.

The following legs took me via Flushing, Scheveningen on to IJmuiden on 31 October, where I left *Tessera* behind and went home, being simply too tired to carry on. Although in familiar territory I felt it was best to stop there and continue later on. My wife and daughters came out and waved me in from the pier, and we were reunited. Finally, on 13 November I reached Medemblik, a medieval town on the western shores of the IJsselmeer, where I had *Tessera* hoisted out for the winter. What an adventure at the very end of the sailing season, crossing three borders!

Setting out alone, towards the end of October and into November with short days and long nights, in a new boat and unfamiliar waters is quite an undertaking and Jan certainly earns our respect.

Jan then sits down and writes a fascinating article about his experiences in English, which is not his first language and probably puts all of the rest of us to shame.

Well done Jan and thank you for sharing your story with us!

South Coast Rally on Saturday, 21st May 2011

The first rally of the season has been organised by John Tyer and takes us up Southampton Water and into Hythe Marina Village.

If you are not familiar with the area, the marina village is very pretty and peaceful and everyone is very friendly. Hythe is just a short walk away and has more in common with the New Forest than the docks across the way at Southampton. The cruise liners that come and go make any stay at Hythe that bit more interesting than most other places. The marina itself is run by MDL and you lock in via a smallish lock that can be turned around very quickly and usually holds about four boats depending on size, of course.

John and Lynda live locally and have had plenty of opportunity to check out the restaurant, called The Boat House, where we shall be dining; all the reports are excellent! Note that menu choices are required by Sunday, 15th May at the latest.

We had to cancel a South Coast Rally last year because of the lack of support and this was very disappointing for John so, please, let us try and make this one a great success. It always helps if you can announce your intention to attend early and not leave things to the last minute.

Contact: John Tyer by telephone on 02380 843733 or send an e-mail to jttyer2000@yahoo.co.uk.

For the Shadow Motor-Cruisers

SPRING THAMES RALLY 2011

AT WINDSOR, BERKSHIRE ON SATURDAY 4 JUNE

- MOORING ALONGSIDE WINDSOR TOWN-SIDE RIVER BANK (Barry Avenue)
- AMPLE PARKING NEARBY FOR THOSE ATTENDING BY ROAD
- PRE-DINNER DRINKS ON BOARD
- EVENING DINNER AT BEL & THE DRAGON RESTAURANT, THAMES STREET (Windsor side of Eton Bridge) at 7.00 pm.
A varied set menu of 3 courses incl. coffee @ £25.95 pp.

Please contact John Walker if you wish to attend (numbers required by 7 May for restaurant booking please) on 0118 9782317 or by email to johnwalker@talktalk.net

East Coast Rally on Saturday, 18th June 2011

North Fambridge on the River Crouch is the venue chosen by Anne Grubb for the first East Coast Rally this year.

The visitors' pontoon allows easy access ashore and it is but a short walk to the Ferry Boat Inn, where crews will be able to dine well at modest prices.

For full information and to reserve a place, contact:

Anne Grubb by telephone on 01480 472524 or by e-mail at anne.grubb1@ntlworld.com.

Dany Chapuis and an invitation to members



Dany is in regular contact with the association, enjoys sailing his Victoria 34, FALKOR from Le Croisic near the River Loire estuary and is very proud of his yacht. In a recent message, he wrote,

"Is there some body of the association going in France ?

It must be possible to meet this Captain and his crew at our home.

Great regards

Mr Chapuis"

Thank you Dany, for such a kind invitation.

Articles for future Newsletters

Should you have been encouraged, after reading this Newsletter, to write an article for our next edition or have anything of interest that might be included, please contact:

Peter Cosker (Hon. Secretary)
by telephone on 01444 414162 or by e-mail at peter.cosker@rya-online.net or info@victoriashadow.co.uk.