



### The Island Sailing Club's 'Round The Island Race'

This annual event, on the 30<sup>th</sup> June this year, was especially interesting as two Victoria Yachts took part; SANTY, a Victoria 34 and TRACKER, a Victoria 30. The Victoria Cup is presented to the crew of the boat with the highest position in the ISC Overall Results.

SANTY's skipper was Chris Passmore with crew Michael Passmore, Richard Bolsin, Peter Coveney and Peter Finch. Racing in the Island Sailing Club Rating System Division 7B, SANTY had an 08:30 start and finished in 09:26:34, corrected to 09:02:12 and putting her in 372<sup>nd</sup> place overall. We understand, from an account published in the Kent Section of the Cruising Association's website, on rounding Bembridge Ledge, after a fast downwind run, there was a problem with SANTY's tiller, which had to be quickly changed for the spare.

TRACKER was skippered by Jerry Bottrill and being in Division 8C, started at 08:40 and finished in 09:29:55, corrected to 08:26:05 that put her into 217<sup>th</sup> position overall. If you have wondered just what it takes to participate in the 'Round The Island Race', read what Jerry has to say:

"Yes the race was another wet and windy one, which the boat enjoys and probably the crew as well!

We had a delayed start from Chichester on the Friday as there was a very strong south-westerly over the bar which I did not fancy as the bar can be a bit exciting at the best of times in near gale conditions and an onshore wind. We finally got away mid-afternoon when the wind had moderated somewhat and berthed in Gosport Marina for the night, which gave us time for final preparations and the odd refreshment ashore.

Saturday was an early start in driving rain and against strong headwinds to find the start line at Cowes in the mist and gloom. After a well-positioned start we progressed well down the Western Solent making good progress through some reasonably lumpy short Solent seas in strong gusty winds. We pushed the boat hard with plenty of sail and a very well balanced rig reaching the Needles in good time, where we had already caught up with some of the early starter boats. Turning the corner round the Needles we took all reefs out to maximise the opportunity with the wind on the beam pressing hard to keep as much speed on as possible, this was a fantastic broad reach maintaining well over six knots for most of the duration, which is not bad for a small heavy boat. The long stretch down the back side of the Island gave us a welcome break for late breakfast and time to change the helm for a while.

There were the normal lumpy seas from St. Catherine's up to Ventnor with the wind behind so this leg is not so much fun in rolling seas. The only turning mark in the race is Bembridge Ledge buoy, where there is the normal congested cluster of boats. Having negotiated this, it was back on the wind so time to bang a reef back in and plug

on to the finish line. I always find this leg the less interesting bit as it's quite a long leg plugging the flood tide and by this time we are all starting to get a bit tired. The reef was put in just in time, as the wind freshened to a very gusty thirty five knots, now and then, which took us to the finishing line.

The race was not finished yet as we now headed to Gosport under full sail for a speedy trip back and a very well deserved meal and refreshments after a very hard days racing before returning to Chichester the following day.

The long weekend we logged a little over one hundred miles in comfort and safety of the well-designed Victoria boats.

My Crew was Jason Rice, who did not know really know the boat but we had a good shake down trip to Gosport to sort things out. We worked well as a team and had a really fun weekend which delivered good results.

#### Results -

Entered 1647

Finished 1199

Retired 246

Disqualified 29

Tracker final corrected position 217

Lapsed time 09.29.55 hours which is 6 minutes longer than the last time I completed the race in similar conditions."



Jerry Bottrill is presented with the Victoria Cup by Jon Spencer at the Island Harbour rally dinner

#### Please welcome the following new members

Norman Crawford and his Frances 26 cutter, MALLARD to be based in Greenwich,

Mike and Pat Healey with Victoria 30 sloop, MAYA based in Campbeltown on the Firth of Clyde,

Michael Hall and Clare Raby with Frances 26 sloop, GRAYLING based in Portishead,

Dave and Veronica Hewitt with their Victoria 30 sloop, DARK ISLAND based on Kerrara Island, west coast of Scotland.

## South Coast Rally

by Jon Spencer

Having spent most of the summer sheltering from gales and the heavy rain experienced on our cruises to the West Country, and along the South Coast, it appeared that we would have some reasonable weather for our late season rally to Island Harbour on the Medina River, about half way between Cowes and Newport. We left the Hamble on the Friday morning in bright sunshine, but the expected sea breeze never developed and therefore we had to motor-sail across the Solent and arrived at, what is sometimes referred to as the Island's best kept secret, and entered the marina towards the end of the free-flow period through the lock.



Pontoon drinks party with ALBERTINE and TRACKER beyond



DISPARATE, QUE SERA AND FELICITY

Arrangements had been made for the seven boats, and 18 people expected. The boats were: Felicity, Roy Dawkins with Jane and Dawn; Que Sera, Sue Doyle; Disparate, Pete Lines and Sally; Tracker, Jerry Bottrill and Chris; Wynn, Richard Saunders and Meryl; Widgeon, Tim Clarke and Dee; and Albertine with Lynda and myself. Peter and Jenny Cosker, and John and Lynda Tyer joined us via the Red Funnel ferry for some afternoon tea and supper.

While at supper we took the opportunity to "present" Jerry with the Victoria Cup which he had won during this year's Round the Island Race and although his crew from this year's race was not able to be with us, Chris, one of his crew from his previous victory in 2008 was with us. A previous winner from 2002 and 2003, Roy Dawkins, joined in the accolades, and on reflection there was little to choose between any of them with regard to dancing prowess. The presentation also sparked some competitive rivalry for the 2013 race and we will watch the results with interest.

Sunday dawned with a few sore heads and the prospect of drizzle later and we all agreed that the informal structure worked well and next year we plan to repeat the process at Chichester and Marchwood. Finally although we all enjoyed the informality my thanks to Lynda who provided the much needed structure and administration of the event and the link between the Association and the marina and restaurant staffs.



WIDGEON looks splendid and commands attention

Some of those who arrived early enjoyed the short walk, along the river bank to Newport, before we all gathered for drinks on the pontoon prior to an informal supper in the Breezes Restaurant, which together with the usual other marina facilities makes up what is available at Island Harbour.

Supper of either one, two or three courses met with our needs, as did the bar, but we had the unexpected added benefit of live music and the assembled company could not resist the temptation to push the tables back and take to the dance floor with various degrees of ability!

## Victoria Yachts in Scotland

Lesley Whitfield and Paul Brittain sent the following text message on the 24<sup>th</sup> July from their Victoria 26, EVERGREEN:

In Tobermory – with a V800 and two V30s! Vita, Sùlair and Dark Island. Quite a collection. Hope you have not been getting too wet this year. We hope to go to Coll tomorrow if the good weather they keep pushing back finally arrives.

P+L

## Frances 26, FRANTASY to change hands

FRANTASY was one of the earliest Frances 26 yachts built by Victoria Marine, possibly the first or second, and has been owned continuously by Ralph and Elizabeth Aldwinkle since then. They joined our association on 24/12/1990 and are some of our longest serving members. Unfortunately, the time had come for them to sell the boat and they will be allowing their association membership to lapse at the end of the year. We wish them the very best for the future.

Simon Fayers, past member and previous owner of Frances 26, BLUEGRASS, has agreed to purchase FRANTASY and has just re-joined our association. Welcome back Simon and Jo.

### East Coast rally to West Mersea Yacht Club

JENTER had a fine sail from Burnham-on-Crouch to West Mersea through the Swin and Wallet spitway only to lose the breeze at Bench Head buoy in sight of West Mersea. Approaching The Nass beacon, we called the Yacht Club on the old marina channel, as instructed, and were not too pleased to be told, "Take Thorn Fleet and moor between piles in the Ray Channel; there should be room!" This was not what we wanted to hear at all, as JENTER really does not like piles and would have much preferred a swinging mooring in the nicely sheltered Salcott Channel.

Our spirits lifted considerably when we sighted the piles to find the narrowest of pontoons floating between the piles and, better still, Chas Argent with MARGO already there and offering to take our lines.



MARGO from JENTER across that narrow pontoon

The following day VOLANTE, a Victoria 800 arrived followed by ROSY BRIER, a Victoria 30. Owen Clarkson can be seen on the pontoon securing her lines.



ROSY BRIER, Owen and VOLANTE



Anne Grubb, East Coast Organiser, with Chas aboard MARGO

There were two other arrivals. Frances 26, BEGUINE with Phil and Angela Thorne arrived from Chatham and had a spot of bother when they became entangled with an over friendly buoy before lying outside of ROSY BRIER. Much later, when the rest of us had already gone ashore, MALLARD arrived from the River Orwell and lay outside MARGO.

So, we were six boats in all and all double-enders. With other guests arriving by road or staying locally, over twenty of us enjoyed drinks on the lawn of the West Mersea Yacht Club before going upstairs to dine. After an excellent meal, Anne Grubb was thanked by Jon Spencer not only for organising this rally but for many fine rallies she had organised over the years. Anne will not be standing for re-election and we hope a member will come forward to be nominated as the new East Coast Regional Organiser at the forthcoming Annual general Meeting.

There was one other little surprise in store for us. The following morning we woke to quite dense fog with a visibility estimated at 50m.



Early morning fog!

Most of us wanted the last of the ebb to get downriver to the spit-way and none of us wanted to be picking our way around the harbour, which has many shallow and drying patches, at the bottom of the tide. At about 08:30 things had improved sufficiently that JENTER, followed by VOLANTE and BEGUINE, were all able to depart.

### Victoria 26, VAGABOND is For Sale by Josh Sanus

**VAGABOND** Victoria 26, built in 1985, based in Essex and had a complete fit out in 2009.

**Replaced items:** Rigging, Sails, Furling gear, Hatch, Engine, Fuel tank, Toilet and the holding tank, VHF radio.

**Additional items:** Chart plotter, Diesel burning ceramic hob/heater, AGM batteries, Solar panel, Smart regulator, Automatic bilge pump, Radio/cd player, Fridge, Coppercoat antifouling.

**Existing items:** CQR anchor chain warp, Kedge anchor, Fenders with socks, Autohelm instruments, Crockery and cutlery, Try/ storm sails and spinnaker.

**Price** - £27,000.00

**Contact** - Josh Sanus – mobile: 07789 231944

### Cruising Log Competition to win the Victoria II Cup

The Victoria Cup has already been won and presented but there is still an opportunity to collect some silver-ware for the mantelpiece. Submit your cruising log entry to the Secretary by the 31<sup>st</sup> October and you may be able to polish and display the Victoria II Cup for the coming year!

## Thames Rally to Abingdon

Three Shadows made the journey upriver to Abingdon for the last rally of the year. HEAVENLY DAZE, based at Wargrave, with John and Gillian Walker led the way followed closely by JOLLY OLLY, based at Marlow, with Peter and Carol Hunt and following some time later was WHITE ROSE OF YORK, based at Pangbourne-on-Thames, with Dave Probert and Angela. Paul and Patsy Townsend were not able to sail in REBWELLY this time but joined us by road instead.

Peter and Jenny Cosker along with John Tyer were invited to join the first two boats at Wallingford for the last leg of their journey to Abingdon.



HEAVENLY DAZE and JOLLY OLLY



JOLLY OLLY underway with Kate on the foredeck



WHITE ROSE OF YORK, Angela, Dave and Peter

Four locks need to be negotiated on the route. They are Benson Lock, Day's Lock, Clifton Lock and finally Culham Lock before reaching Abingdon. Some waiting is inevitable, if boats are already locking through.

It was but a short walk over the bridge to the *Crown & Thistle* where we had our own dining room.



Kate, John and Peter waiting for the lock



Our thanks go to John Walker, Chairman Motor-Cruisers, who had organised the rally and been kind enough to give two 'yachties' a lift on HEAVENLY DAZE. John Tyer got a lift aboard JOLLY OLLY and our thanks go to Peter and Kate in his case.

As the river approaches Abingdon, it twists and turns and the cooling towers of the distant Didcot power station keep appearing in different positions relative to the boat.

Our rally organiser had one more trick up his sleeve, though. Elvis walking into our dining room, sang to us and danced with the ladies. Well done, John.



Suddenly we are there and the moorings all appear to be taken but John Walker finds a small gap right by the bridge and squeezes HEAVENLY DAZE into it. JOLLY OLLY comes alongside. There is just time for a pre-dinner drink, or two, when WHITE ROSE OF YORK is spotted coming up river. Hurried negotiations with an obliging narrow boat skipper enable another space to be found.

Paul and Patsy Townsend arrive by road soon after and our party is complete. 3 Shadows and 11 members to dine at the *Crown and Thistle* later that evening.

## Lending Library

The association's copy of Chuck Paine's book, 'My Yacht Designs and the lessons they taught me' has been borrowed by a number of members now. You can borrow it for a month by contacting the Secretary, provided you pay the onward postage to the next borrower when you have finished with it.

## Annual Luncheon and General Meeting

The association has just one more event this year and really, you know, it is the most important event of the year. Yes, I am referring to our Annual Luncheon and General Meeting to be held on Sunday, 18<sup>th</sup> November at Linden House, home of the London Corinthian *Rowing and Sailing Club*.

The emphasis is on the social aspect and it is a good opportunity to meet your fellow yachtsmen and motor-boaters in a convivial setting. Linden House is right on the bank of the River Thames, Middlesex side, just west of Hammersmith with good rail and road links and we have been holding our Annual Luncheon there every year since the association was founded.

After the lunch, we do a little work, not too much, before ending the afternoon with a visual presentation given by one of our members. This year there are a number of exciting openings, if you would like to get involved in the running of the association. Regional Organisers are needed on both the South Coast and the East Coast, you could become Journal Editor and publish the next edition of 'Waterlines' or, maybe, you might like to take on the Office of Honorary Secretary and have a real say in the way things are done.

The association has more members at the moment than it has ever had in its previous history. We have a splendid website, a fine magazine, socials and rallies but these things do not happen by themselves. If you think you might have the necessary skills, please come forward and lend a hand. We are all very friendly and you may find it is far easier than you think.

## News from more distant parts

A message received from Victoria 30, VICTORIA ROSE, on the 3<sup>rd</sup> of August:

Please pass our regards to our fellow Victoria owners. We are enjoying a leisurely cruise through the Ionian Islands - a wonderful cruising ground. However we did have a few minutes of rain yesterday - the first since we left Sardinia in May!

David and Susan

It seems that the Macgregors' may have had better weather than those of us that stayed at home.

## Just received from Jo Norman on 20<sup>th</sup> September

At last we have sailed AZIZA (a Victoria 30) to Watchet Marina, Somerset last week from Plymouth. We arrived at Watchet on 13th September. From Plymouth we sailed to Newlyn then on round to Padstow, then to Ilfracombe then Watchet. A relief to have her here now, as days are getting shorter. The only trouble is that Watchet Marina dries out at low water!

## MOONFLEET OF HOO

Early in August, I got word that Brian Smith might be sailing his Victoria 34, MOONFLEET OF HOO, 'up channel' and, indeed, might already be at Brighton. It seems this was no navigational error but a conscious effort to explore what lay to the east. After checking the tide tables and grabbing my camera, I set off to Eastbourne to record his arrival there, should he succeed in rounding Beachy Head.



MOONFLEET approaches the twin locks at Eastbourne Marina

If you are not familiar with Sovereign Harbour, Eastbourne, then be assured that the locks are large but easily negotiated with floating pontoons on both sides.



Mike steadies the bow, while Brian secures the stern

Once through the locks, it is a question of which basin, Main Basin, North basin, West Basin or South Basin and getting the necessary bridges raised, if necessary.

If you are based in the Solent and have not ventured to the east, why not give it a try? You may find it more interesting than you expected.



MOONFLEET motors on into the Main Basin