



SOUTH COAST EARLY SUMMER RALLY
16TH AND 17TH MAY

Jon and Lynda Spencer

As we sit penning this short report the wind and rain are lashing against the study window with predictions of reaching gale force by the end of the afternoon. Lynda, as usual, had been in charge of the arrangements for our rally at Lymington, to which she brought us glorious sunshine and very light winds over the weekend.

Five boats had gathered on the Dan Bran pontoon which included: Victoria 30s; Tracker, Jerry Bottrill and Chris McRae; Wynn, Richard and Meryl Saunders; Widgeon, Tim and Dee Clarke; and Gracious Lady, Nick and Bridget Hillier; and our Frances 34, Albertine. We were also delighted that Peter and Jenny Cosker, and Roy Dawkins and Alf Tracey joined us by road.



WYNN, GRACIOUS LADY and WIDGEON



ALBERTINE and TRACKER

Departure and stopping off points for the various crews included: Chichester, Gosport, Warsash, Marchwood, Cowes, the Beaulieu River and Newtown Creek, which ensured the Association burgee was in evidence throughout the Solent. We were joined on the pontoon with other rallies from Hardway Sailing Club in

Gosport, and the Universal Marina Yacht Club from the River Hamble.

During the weekend we managed to avoid all the forecast showers, but the showers within the Lymington Town Sailing Club were the location for an early morning surprise. Lynda went off to take advantage of the showers, undressed and about to walk into the shower only to be confronted by a naked male walking out of the shower. She looked him straight in the eye (where else would you look!) and said either you or I are in the wrong place. It caused much hilarity over the weekend. As the two in question, both from different rallies, left the Sailing Club that evening they were overheard making a date for the following morning!



In the cockpit



and down below

Most took advantage of the street market on Saturday morning and it was not until the afternoon sunshine provided the need for a thirst quencher and the first bottle of tonic water was opened! This early start, before the yard arm had been crossed, led seamlessly into our pre-supper gathering on board Albertine,

during which time we exchanged stories about our passages and plans for the season.

At 19:00 we had an orderly move to the Sailing Club where the staff had laid up three large tables for ourselves, and the Universal Club, and we all enjoyed good food, wine and good company. Thanks to contacts provided by the Club's lady steward, Nick Hillier was able to arrange some land based overnight accommodation for Roy and Alf to ensure their enjoyment of the evening.



Lymington Town Sailing Club by Jerry Bottrill

Sunday dawned bright and clear, and Widgeon departed soon after 06:00, to avoid having to stem the spring tide in Southampton Water, during the afternoon, and most of the other boats were away by 09:00, to also take advantage of the strong flooding tide in the Western Solent. Sails were set but it was not long before the fickle winds necessitated the engagement of engines and we trust a safe passage home was had by all the participants.



ALBERTINE sails for home by Jerry Bottrill



TRACKER by Lynda Spencer

All enjoyed an excellent weekend and we look forward to being together again at the Folly Inn on the Medina River on the 5th and 6th September 2015 for which the arrangements will be undertaken by Tim and Dee Clarke.

Fair winds.

New Members

Dennis Brennan has joined the Association with his SHE33, SOPHIE based in Chichester Marina.

John Maurice has joined the Association. He previously owned Frances 26, BEGUINE and would like to make one more Atlantic crossing in either a Frances 26 or a Victoria 30.

Ian and Tracy Rycroft have joined the Association with Shadow 26, WINE DOWN TIME, which they base at Harleyford Marina.

Richard Harshaw has joined the Association with Frances 26, OWLER, which he bases at Fahan, Co. Donegal, Ireland.

Guy Warner and his daughter Phil (Philippa) Warner have joined the Association with Victoria 34, RUBY STAR formerly KIPPER OF LONDON and before that VICTORIA VISION, which they are basing at Port Solent Marina in Portsmouth Harbour.

Please give all of our new members a warm welcome. We look forward to meeting them all at a Social, Rally or in harbour whilst cruising to more distant parts.

Denmark after all

Jan van Miltenburg sailing Tessera

Norway was to be the pinnacle of the entire round trip. The first major leg would be 300 miles non-stop in just under 3 days. A feasible first leg, I thought. After all, I'd sailed there already helping a friend (Harry) to kick start his trip in southern Scandinavia. My plan was to spend 4 weeks sailing from Medemblik, on the IJsselmeer via Vlieland to Kristiansand, then to cross over to Sweden and leave the boat behind in e.g. Malmo. This would be Part One of this season with Tessera in Northern Europe. I would leave at the very beginning of May, when my one month unpaid leave would start.

To prepare my boat I had started to make plans and had listed three major tasks in January. The two most important items were to replace the current wheel mounted autopilot (Raymarine) with a much stronger hydraulic system (B&G) and to change from just two lead-acid batteries to AGM (absorbent glass mat) batteries, whilst at the same time doubling the service capacity to 200 Ahr.

On the advice of an experienced friend I decided to replace all other Ray components with ones from the same brand as the autopilot (B&G): two displays, computer, gyro, autopilot control unit, plotter, VHF, single depth-, speed- and temperature sensor and to add an AIS transponder. I would thus have all items being able to talk to each other on a proprietary network. This led to much more work than anticipated, as I was advised to save money by fitting and doing the wiring myself, whereby the installing would be done by the company that sold me all B&G items. It made sense at the time. I opted for a separate mount for the AIS antenna on the push pit, and thus not use a splitter, as I would then have two antennas, one being a backup for the other.

I had a working jib made, to be hanked on to the inner forestay, of about 20m², 14m² less than the genoa and 10m² more than the storm jib. I felt that with these three headsails I would be well equipped. With the budget increasing rather considerably, I opted not to add a gennaker.

I'd agreed with the yard to have Tessera hauled out at the beginning of March, so that they would be able to carry out work on the bottom (re-glassing a hole left by changing from two separate sensors to a single one) and the cockpit (re-glassing a hole left by removing the Ray autopilot control unit) before their most busy time in April, when all boats have to be hauled in again. The rigger would likewise be able to do some work on the mast. Ominously, the crane needed repairing when I arrived. The boat was only hauled out 1,5 weeks later.

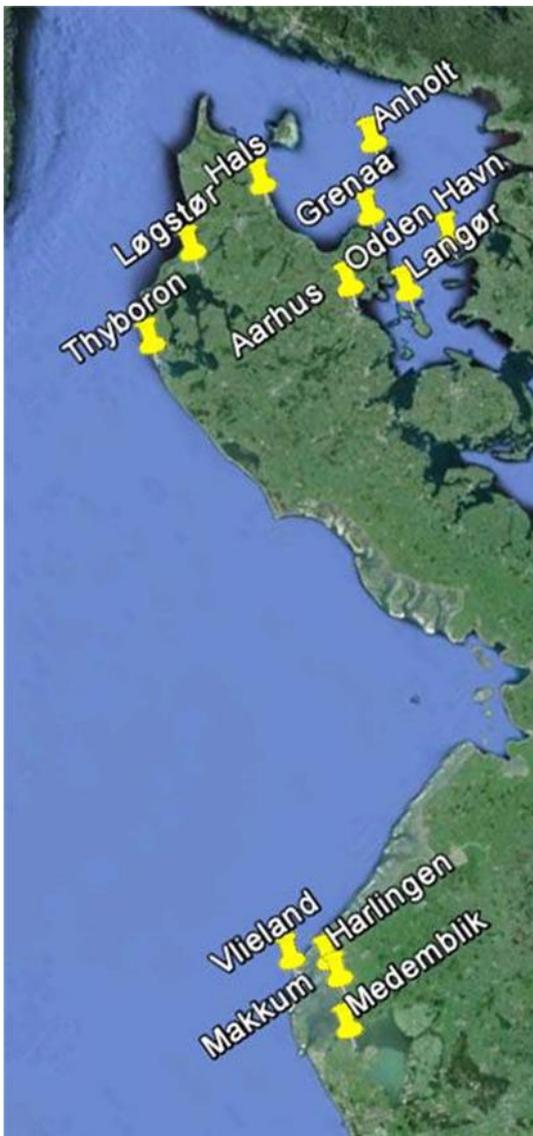
Removing all Raymarine components and wiring and mounting and wiring the new items from B&G took me

many weekends, from January into March. Whereupon, the yard immediately started the re-glassing of the bottom. The second job eventually didn't get done. A piece of teak was made to simply cover the hole on virtually the last days before the boat was hauled into the water at the end of April. With the rigger it was the same story: I would pull out the current VHF & wind set cables and pull through new ones, whereby the rigger would finish of the jobs to be done: mounting the new VHF antenna, the B&G wind set, a Windex, and adding another halyard. At least so I thought. But claiming not to know what to do the work was extremely delayed, such that the boat was only to be hauled in and the mast remounted at the end of April.

But then as I was trying to start the engine it wouldn't. I enquired with the yard and they bluntly let me know that they had been aware of these problems from when they had to motor Tessera from her berth to just under the crane. Even then the engine wouldn't start. How on earth was it possible that a well reputed yard would allow me to leave with an engine not being able to start? I asked them to look into it and some days later they informed me that no cause could be found. They were able to start the engine after all. I was too and could finally leave the yard. I motored Tessera just a short distance to the installation company. They had to finish off the electrical systems. By then it was the end of April.

And then, on 3 May my two friends who would help me sail Tessera during the first leg arrived to board, for me only to disappoint them when the engine wouldn't start again. But I was fortunate to be able to ask a man, who happened to have his private car garage very near to Tessera, who turned out to be a retired engine mechanic, to come and have a look. He quickly diagnosed that the engine sucked air rather than diesel and that the exhaust-cum-cooling coming out of the exhaust manifold hose leaked severely. He would be able and willing to do the necessary jobs the next evening, extremely helpful of him I felt. I think he felt sorry for me at the start of my trip. And so he did the work for a very reasonable fee.

But still another issue appeared, as I invited the mechanic to have a look into the refitted electrics. He discovered that the starter battery in fact wasn't separated from the new service battery bank. It appeared that I could not switch on lights etc. without switching on the starter battery. Now how could that be possible? What could have happened if I hadn't asked him to have a look? What risk would I in fact have taken? I felt overwhelmed by this very unprofessional job and let the installation company know how I felt. My leverage to get them into action the very next day was their reputation, as I'd sent an email to the company director. On 5 May I made them send over their best electrician who, I must say, felt personally responsible for this disastrous job. It took him an entire afternoon to work through all the major adjustments.



All the delays meant that we were only to leave on 5 May. By then I was worn down. I felt very tired due to the many problems I had encountered. Not the circumstances I had planned to avoid by beginning early and employing what I thought were reputable specialists. Luckily our first leg was a very short one, in Medemblik only. Simply going through a sluice and passing a bridge, even under a mile. We treated ourselves to a dinner in a restaurant. On 6 May we knew the wind would start blowing seriously, so we opted to cross over to Makkum. In fact, it's fair to say that I just did the departing and arriving, and that Harry and David did the sailing. We tried out the new autopilot and plotter. All other B&G components worked fine. They seemed to be doing the job. I cooked dinner on board for the three of us, which I enjoyed doing.

The next day, on 7 May, the tide was ideal to sail via Harlingen to Vlieland. Greyish weather and certainly enough breeze. As David had to be at his work again he opted to take the ferry back and let his girlfriend pick him up on 8 May. Harry and I worked on the reefing lines, and generally relaxed and enjoyed this tranquil island. We did the same the next day due to a westerly 6 or above. The harbour master advised to wait for 12 hours, after which the wind would be exactly what we needed: SW4. Thus we decided to leave for Thyboron the next morning.

At 6.55 am on 10 May we finally left but by then the wind had decreased more than we had thought, resulting in cross waves and insufficient wind for Tessera to be able to charge ahead. I therefore became seasick immediately, draining me down quickly. The seasickness lasted until the following morning, although I was able to steer. This allowed Harry to sleep or rest after which I could hand over Tessera to him and sleep, rather well actually. During the first day we eventually got speed, under bright skies and with hardly any traffic, except for some large ships in the Terschelling TSS. The wind continued to build up, enabling Tessera to run in a S5-6. We regularly touched 7 or 8 SOG. Yes, Victoria's can be fast.



Thyboron

During our first night we were over canvassed I felt, with only a first reef and nearly full genoa. In the trade-off between speed and balance we opted for speed. The second day we agreed to reef down the mainsail and genoa, which allowed for much more balanced sailing and less heavy handed steering. We kept the speed up, and were both able to really enjoy Tessera taking us to our destination. It was then that I felt it would not be safe for me to continue on to Norway, another 24 hour trip from Thyboron and to continue on to Sweden. I would stretch myself beyond safety. Harry had already made the same assessment.

In the late evening of 11 May we started to see lights on the coast. We kept putting on the miles easily and finally made our last turn to starboard into the entrance channel of Thyboron at 1.00 am on 12 May. It is quite special to enter an unknown and foreign harbour in the dark, with good night visibility. We were very tired but relieved and happy to berth Tessera. We had sailed 269 miles in 44 hours averaging more than 6 knots. And importantly, we felt, no item had let us down: all B&G components, the refitted electrical system and the engine had performed. Not being hungry we went to bed.

That morning we had our first full breakfast for two days. Strangely our appetite had diminished significantly coming here, as if our bodies had simply postponed getting hungry. We visited the local Seacenter, walked around and bought some groceries.

Harry made has plans to return home the following day. After he started his non-stop train journey of 17 hours back home the following morning I left on 13 May for the Limfjord, with a westerly 6, grey sky and a little rain now and then, on a slightly rolled in genoa only. A seal surfaced when I left the harbour, quite special for me as it was my first ever such encounter.

The Limfjord is said to be beautiful, but on that trip solo I was more focussed on the three bridges I had to pass, two of them having to open for me, which they did with acceptable delays. I had charts on my plotter only, not having prepared for the Limfjord. The sailing was superb: fast but manageable, leading to a maximum speed of just over 10 knots SOG. I moored up in a Løgstør after 51 miles of sailing.

The next day on 14 May the sun came out and I carried on, under sunny skies but this time with no wind at all. So I motored, let the autopilot do the steering and enjoyed the varied landscapes along the Limfjord. At one time I passed one bridge in Aarhus, for the very next one only to open after 45 minutes, thus being locked in between two bridges. Quite strange and unthinkable in the Netherlands. In the evening the clouds and rain came and I arrived at Hals at the eastern entrance of the Limfjord after 45 miles. 90 miles in two long days crossing northern Denmark quite efficiently with all kinds of weather. I had seen beautiful open waters and waterfronts and encountered only a few other boats, mainly when passing bridges. The sailing season in Denmark clearly hadn't begun yet.



Hals

Hals is a nice place and worthwhile spending an extra day, shopping, going for a walk and using the time to hoist my new jib on the retractable inner forestay. It looked like it would complement my headsail wardrobe. My next destination was Anholt, in the Kattegat halfway between Denmark and Sweden. I left Hals on 16 May with both paper and electronic charts available, which allowed me to concentrate on the sailing. It blew a southerly 5 and I sailed under a second reef and a substantially rolled in genoa. By the time I arrived at Anholt I knew one thing: berthing would require full preparation outside of the harbour, due to the by then strong winds. If you sail alone everything has to be in place I always feel. So the mainsail had to come down

in heavy seas and the genoa to be rolled in completely, after having started the engine. I carried out all three jobs in good time. I was fortunate in that a man from Sweden took my ropes when I motored to the pontoon exactly into the wind, coming in between the poles and the pontoon. I had made it to Anholt safely and this felt quite an achievement given the now steady SW6 wind. My first 40 odd miles in open waters in Denmark.

It continued to blow on 17 May. Tessera leant over to leeward. The wind howled through the rigging. So I went for a walk, to escape the breeze. With so few boats in the harbour and the ferry hardly bringing in any tourists it was very peaceful. Anholt is like Vlieland: an island meant to be discovered by going for a walk. I was the only guest in a restaurant, enjoying a coffee sitting under the sun on their green in between the trees. That evening I treated myself to a dinner at the harbour restaurant, with only one other guest, who turned out to be the Swede who had helped to moor Tessera.

Because of the continuing strong south westerlies, I sailed the 33 miles to Grenaa on Jutland, so that I would be sailing on the leeside of the shore. The wind had decreased. It looked like I would have a pleasant sail with no problems. But then I overheard a weather warning on Ch. 16: "West 15", at least that is what I thought I heard. It made me a little anxious about what to expect exactly: how strong would the wind become and when. As the wind had continued to decrease I chose to motor as quickly as possible to Grenaa, in order to arrive there before any problems could arise. Because by now I realised that the warning was about 15m/s, a force 6 and above. As it turned out it did indeed start to blow, only after I was able to moor Tessera in Grenaa.



Grenaa

After a R&R day in Grenaa I left for Odden Havn on 20 May, where I arrived with just under a SW force 6 having sailed about 30 miles to get there. This harbour on the North Western tip of Sjælland was very quiet and peaceful. The village has a supermarket. My neighbour to starboard was a Danish man who spoke Dutch. I went for a walk on 21 May again under sunny skies but with strong winds.



Odden Havn

I left for Langør on the island of Samsø on 22 May. I had to beat all the way, and it took me some 40 miles to get there after several tacks due to traffic and having to avoid shallows. I left with a south westerly force 4 and arrived with a Westerly 5. The channel into Langør reminded me of the Waddensee back home, which deeper yachts can only navigate via channels. Dutch people helped me to get into a berth, which fortunately was straight into the wind. Samsø seemed like a very nice island, so I went for a walk immediately after having arrived there. I should return there with my wife and enjoy it more.

And because of a north westerly force 4 which surely would increase during the day on 23 May I opted to sail with my new jib, and reef down to second, as I knew I would be beating all the way to Aarhus. Tessera could now beat the wind under 45 AWA, retain speed, sail safely but steadily and withstand gusts easily. It took me 7,5 hours and some 40 miles to get to Aarhus and I enjoyed it. Who says gentlemen should not beat? The sun was shining a bit and it seemed less cold. But I was tired and hadn't realized that I entered the industrial part of the port of Aarhus, until a big Harbour Pilot sped up to Tessera and indicated that I had to turn around and leave immediately. The marina was a bit further

than I'd thought. A mother and her 10 year old daughter took my ropes, very kind.



Towards Aarhus

Having visited Aarhus, enjoyed it's Guggenheim like arts centre and bought my last groceries I sailed for Ebeltoft to the West of Aarhus on 25 May, with variable winds up until I had to enter the marina running with a force 5 but I was fortunate again to be met by a man who recognised that I was sailing solo. He helped me to secure into a berth. It was my final destination for this first part of my Danish round trip. By then I had sailed 12 legs in 3 weeks. I hadn't reached Norway and I wasn't able to sail on to Sweden, all because of a seasickness lasting 24 hours, but the decision to enter the Kattegat via the Limfjord proved a good one. Denmark in May is quiet and peaceful, sometimes still quite cold and often with strong winds, but a perfect sailing opportunity nonetheless. On 27 May I flew back home. My wife and I will return in the summer. It can only get better in Denmark.

[Editor's note: Jan plans to write a further account when he resumes sailing in the summer, which we hope to be able to publish later.]

Victoria 26 For Sale



SERENITY

SERENITY is a delightful example of this classic Victoria 26' yacht owned by Martin Gooderson, who writes:

She was built in 1985 and has been well cared for, including storage ashore every year for 5 months, since I bought her in 2002.

In 1997, she had a full modern internal refit costing £12,000. The hull had Epoxy treatment as a preventative measure in 1998 and the Yanmar 1GM engine has recently been reconditioned.

I am selling her through Plymouth Yacht Brokers. Please contact Kim Vasey on

T: 01752 484176 M: 07899 887070

Shadow Rally Cookham 6 June



Individual photographs and montage courtesy of Ian and Tracy Rycroft

SHADOW SPRING THAMES RALLY 2015

Our Spring Rally was held on Saturday, 6th June. We met up on the public field moorings at Cookham on Thames, Berkshire; three Shadow 26 motor-cruisers attended, namely 'Jolly Olly' (Carol and Peter Hunt), 'White Rose of York' (Dave Probert and Angie) and our new members, Tracy and Ian Rycroft, on 'Wine Down Time'. Jon and Lynda Spencer were present to represent the yachting fraternity but we were sorry that our stalwarts, Peter and Jenny Cosker, were away and unable to join us. Paul and Patsy Townsend ('Rebweilly') came by road and so (sadly) did Gill and I, having recently sold 'Heavenly Daze'.

We were pleased to welcome Tracy and Ian who joined the Association earlier this year, having purchased their Shadow from previous members last season.

As our 'official' photographer, Peter Cosker, was unable to join us and I had left our camera in the car, Tracy and Ian very kindly stepped into the breach and took the obligatory photos.

Carol and Peter kindly hosted our pre-dinner get-together, and after much hilarity (and a few drinks) we moved on to The Kings Arms in the village to enjoy a very nice meal, after which the fortunate couples, who had come by boat, were able to wander back along the towpath for a nightcap, while the rest of us drove home.

We very much look forward to meeting up again in Abingdon in September for our Autumn Rally.

John Walker (Chairman Cruising)

Chance meeting in Salcombe by Colin Reid

QUE SERA looking splendid at anchor by the Salt Stone in Salcombe. I was anchored there in TUI on Friday evening when she turned up, at the start of her summer cruise. She is the Victoria I seem to bump into most frequently, from memory, on the Dart, coming out of L'AberWrach as I was arriving from Dartmouth, in the Scillies and now in Salcombe. Sue paddled over on Saturday morning for a chat before I headed off.



Newsletters and Waterlines

Newsletters are published whenever the amount of 'copy' is sufficient. The more articles that are submitted the more Newsletters there will be. Please send articles and photographs to the editor at news@victoriashadow.co.uk.

There will be a special edition of Waterlines next year to mark our 25th Anniversary. If you have a special article or idea for an article, please send it, as above, but mark it 25th Anniversary copy.