



# WEYMOUTH AND PORTLAND CRUISING ASSOCIATION

## THE CRUISER

SUMMER 2022

### THE IN-HOUSE WPCA MAGAZINE FOR CRUISING AND BOATING FOLK

WPCA is a friendly and informal sailing and motorboat club for those who enjoy cruising or just messing about in boats.

We meet every Tuesday at around 19.30 hrs at the Castle Cove Sailing Club overlooking Portland Harbour

There is a licensed bar, convivial company and a friendly atmosphere for those with an interest in all things maritime.

Membership is diverse from blue water cruisers to dinghy sailors so there is a wealth of expertise and experience to draw upon when you need help, advice or just reassurance. We have a busy round of activities throughout the year including:-

- Winter talks programmes
- Summer in-company cruises
- Social events & visits
- Local company discount schemes
- Deep water moorings
- Tool hire club
- Annual boat jumble
- Maritime library



15 Jun 2021, 21:01

#### FOREWORD

A warm welcome to the 52nd edition of The Cruiser.

The winter months are lean ones for reporting on our Club's sailing activities but as always we have run a successful and diverse Winter Talks Programmes, including contributions from Abbotsbury Swannery, a Bicycle Race in Kurghistan, and topics on the Sinking of the Napoli, Sailing a Victorian Brixham Trawler and a Round Britain

circumnavigation by two members, to name but a few.

The annual Boat Jumble produced the usual exchange of yachting memorabilia and a useful contribution to Club Funds. You will also find in these pages pictures of the Fit-out Supper where convivial conversation and merriment was much in evidence

The start up of diesel engines beckons the arrival of a new sailing season, so I wish you fair winds and calm seas for 2022

Ed.

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#### Contacts

##### Membership Secretary

[membership.wpca.org@gmail.com](mailto:membership.wpca.org@gmail.com)

##### Editor

[publicity.wpca.org@gmail.com](mailto:publicity.wpca.org@gmail.com)

## EDITORIAL

So here we are again, the start of a new season following the most bizarre interruptions to our maritime adventures in the form of Covid and its after effects.

This issue has more than a flavour of being retrospective. The Club was formed in 1986 and for many of our more recent members, the origins and early personalities remain shrouded in the past. So in this issue we pay homage to the founders and highlight the history behind one of our pieces of Silverware. 2026 will mark 40 years of existence and should be celebrated, perhaps with a sail past of Members as in the early years, and special programme of events. Watch this space!

Again heartfelt thanks to this edition's contributors. In the following pages we will learn new recipes, the ins and outs of repairing in-mast furling gear, the fact that marina trolleys can be malevolent and what goes into choosing a new boat for some.

This edition of the Cruiser always follows the AGM with its attendant renewal of the Committee membership. This year we say farewell to three stalwart members

Martyn Simmons Treasurer and previously  
Hon. Secretary

Peter Anderson Membership Secretary  
but still Webmaster

Jane Atkinson Hon. Secretary

Thank you all for your support and service to the Club and in particular guiding us through the Covid pandemic and its aftermath

## CONTRIBUTORS

Contributors are the life blood of any in-house magazine and the Cruiser is no exception

We are lucky to have such a diverse talent pool and I am indebted to the following who have given up their time to keep you entertained, amused and informed

- Michael Gregory
- Patrick Crawley
- Sara Lloyd
- David Lloyd
- Ann Varlow
- Jim Long
- John Whitney
- Martin Figg
- Roger Randall

All contributions are gratefully received although their final appearance may not be as the originating author intended. That is my responsibility depending on page length and space limitations, so changes have to be made and therefore apologies all round if you feel your masterpiece has been compromised.

Fair winds  
Calm seas



## President's Foreword Cruiser Summer 2022

As I write this we are looking forward to a normal summer on the water with Covid restrictions, hopefully, a thing of the past. The Club put on a brave face during the last couple of years and we managed to keep things going with limited sailing and activities. That, thankfully, is all in the past and excitement is building for the coming season.

Now we have a boat again and my back is improving daily we are looking forward to lots of the time on the water. Our brilliant Cruising Officer, Chris, has put out a great programme for the summer and hopefully lots of you will support him. Not everyone wants to be away for long trips but there are plenty of day trips on offer and these are always good fun especially if we can get ashore for lunch. As we have a swim platform on Iona, something we didn't have on Cornish Lady, I might even be brave enough to swim this summer.

It is fantastic to have three new members on the Committee, Nick Critchell, Rikk Butler and Liz Hemsley, and already they are bringing new ideas and suggestions. To ensure the Club moves forward and provides the best possible experiences for members I believe it is important to bring new people on board who nudge us into trying something different. I am starting my fourth year as President and next year I will definitely hand over to someone new so don't be shy in coming forward if you think you would like to take it on. Unlike the Commodores of the other Weymouth sailing clubs, President of the WPCA is not particularly onerous as we don't own any property, other than the moorings, which are ably managed by Michael Gregory, we don't run a race programme or need a duty roster for activities and the various Officers do a splendid job keeping me up to date on various aspects of the Club.

Over the winter we have had a good programme of talks and the Tuesday evenings at Castle Cove continue during the summer when we can have a social drink and chat or compare notes on all aspects of boating. If you are not a "regular" on Tuesday evenings why not come along – it is a great way to get to know fellow members better and Grahame in the bar likes to be kept busy.

We have lost a few members at renewal this year all for good reasons (giving up sailing, health problems etc) but I am pleased to say that we also have some new people joining so if you come across them at the Club or on the water please make them welcome. We are always looking for new members and Chris Reid has produced some flyers which can be handed out to potential members so if you would like some please ask him.

Finally my thanks again go to John Atkinson for putting together the Cruiser magazine and also you, the members, with supplying him with articles. Keep them coming in for the Autumn issue please.

With a wish for fair winds and sunshine I look forward to seeing lots of you on the water this summer.



# Your Committee

## 2022—2023

**President:**

**SARA LLOYD**

**[president.wpca.org@gmail.com](mailto:president.wpca.org@gmail.com)**



I started messing about in boats around the age of 14 when I joined the Girls Nautical Training Corps. I learnt to sail by being put in a Puffin dinghy on the River Thames and told to get on with it. I did several trips on tall ships including the Sir Winston Churchill.

I taught dinghy sailing for many years, then got into racing in a Laser before seeing sense and buying a Scorpion. Our first keelboat was a Contessa 32, Monique, followed by an X332, Iduna, which we raced and cruised for many years. As sailing was taking over our lives we decided to give up racing and briefly owned a day boat before buying Cornish Lady, a Sadler 29 which we shared with Alison and Chris. Having sold Cornish Lady we have now purchased a new boat for the next chapter of adventures afloat. Meantime I satisfy my need to be on the water by running the Ladies Sailing group at Castle Cove Sailing Club and helping with Chesil Sailability.

**Treasurer:**

**NICK CRITCHELL**

**[treasurer.wpca.org@gmail.com](mailto:treasurer.wpca.org@gmail.com)**

Nick, and his wife Tracie, have a Sealine SC47 motor cruiser which is moored in Weymouth Harbour. In addition to numerous years' experience, Nick has completed the RYA Day Skipper Coastal and RYA Yachtmaster, offshore (power). Born in Weymouth, but for most of the past 30 years has lived in Surrey where they initially cruised the River Wey and Basingstoke canals in a 62' narrow boat. Then a few years later a Sealine F43 Flybridge, based at Penton Hook on the non-tidal Thames, which allowed them to cruise further afield including the River Medway, southeast coast up to Ipswich and South coast around to Weymouth and the Solent.

In 2020 they acquired their current boat, Mojito, which they initially berthed in Chatham, but after relocating to Osmington is now moored in Weymouth harbour. Having spent a spell in the Solent, Poole and even managed a couple of trips to Brixham and Torquay in January this year, are now looking forward to regular cruising along the south coast and the south-west English Channel. Prior to moving back to Weymouth Nick and Tracie were active members of the Albany Motor Yacht Club which is based on the River Thames, where Nick was treasurer for four years.



**Membership Secretary:**

**LIZ HEMSLEY**

**[membership.wpca.org@gmail.com](mailto:membership.wpca.org@gmail.com)**



Sailing has been a part of my life from an early age – my Dad built a Mirror Dinghy which we sailed in Chichester Harbour and Salcombe, progressing to a Mirror 16 when the family (5 kids and a shaggy dog) out grew the MD. I was regular crew when Dad took on part-ownership of a Seamaster 30 moored at Itchenor.

Later on, I made a few voyages with the Tall ships Trust, first on Sir Winston Churchill in my youth, a (mid-life crisis) transatlantic crossing on Stavros S Niarchos followed by a trip through the Dover Straights on Prince William, where I met my partner, Steve. We are very fond of warm water sailing and try to get to the Med each year on our holidays. We are now on our second boat ownership, having progressed from a Dufour 2800 to Dulcima, a Bavaria 32 which we bought in Lockdown 2, so we are still getting to know her!

I would describe myself as a bit of a lazy sailor, being happy to head in roughly the right direction at a reasonable speed, and to not tip over too much, although I do have various RYA qualifications to fall back on. I have recently retired from the NHS, so I am looking forward to spending more time afloat in the coming years.

**Mooring Officer:                   MICHAEL GREGORY           mooring.wpca.org@gmail.com**



My first experience ‘under sail’ was in the ‘80’s on an old 'Ten Cate' windsurfing board . . which was unbelievably heavy. I migrated to my own sailing boat in [2004](#), a Mirage 28 circa [1980](#) called 'Illusion' which is currently moored on a CCSC swinging mooring in Portland Harbour.

Being keen I took the RYA practical courses Day Skipper, Coastal Skipper, Boat Handling under engine and in 2006 obtained a local Boat master licence, which permitted me to be the skipper/Coxswain on the pleasure boats taking passengers on trips from the Cove in Weymouth to Portland Castle. Apart from considerable local day sailing I have sailed in the Solent, the West Country as far as the Helford river, in France (St Quay Portrieux to Ploumanach), the BVI (charter) and the Ionian in a flotilla.

**Cruising Officer                   CHRIS REID                   cruising.wpca.org@gmail.com**

Chris was born and grew up near Taunton and then joined the MOD as a professional engineer working in aircraft procurement. He is now retired and living in Weymouth a 15 minute walk from his 34ft sailing yacht Monterey which he sails with his wife Tess.

Chris and Tess started sailing with a windsurfer, then a Mirror dinghy when their children were very small and progressed to racing the RS200 asymmetric spinnaker dinghy at club level. Their introduction to yacht ownership was at Portishead in the Bristol Channel with a 14 metre tidal range, enjoying club racing and cruising to the Isles of Scilly, West country and Southern Ireland.

Since retiring they have sailed in Monterey to the West Coast of Scotland, South Brittany, Channel Islands, North Brittany, and Normandy i2021, round Britain anticlockwise via the Caledonian Canal.



**Webmaster:                   PETER ANDERSON           webmaster.wpca.org@gmail.com**



I was introduced to sailing in my teens when friends took me sailing in their Wayfarer-like dinghy. Then I was initiated into trapezing on a 505 on the Brisbane River! There was more trapezing on a trailer sailor. I had a Mainsail (like a Topper) which went to Corsica and the Peloponnese on top of the car. And subsequently a Laser.

Then I got into big boat sailing with a Sunsail course in Levkas. Numerous flotillas and charters followed in Greece, Turkey, the Caribbean and the Pacific. And an RYA Coastal Skipper somewhere along the way.

I kept a Beneteau 36 in Weymouth marina for about ten years on which I did quite a bit of single handed sailing..

Charters planned in the BVI and Greece in 2022.

**Social Secretary:**

**JACQUIE CRAWLEY**

**[social.wpca.org@gmail.com](mailto:social.wpca.org@gmail.com)**



I am probably the least experienced of all the Committee members, coming to sailing late in life. Although my father had a motor cruiser on the Thames and I have fond memories of fishing and waking up early to the smell of bacon cooking.

When my husband, Patrick suggested a Flotilla holiday in Greece I was therefore up for it. We subsequently bought a Hallberg Rassey berthed it in Weymouth and began our life afloat with a small dog. We enjoy the cruising rallies and have travelled in company to the Isles of Scillies and Channel Islands.

**Blog Editor:**

**PAUL GARDINER**

**[blog.wpca.org@gmail.com](mailto:blog.wpca.org@gmail.com)**



Our first daughter was born in 1972 and the next day my Mirror dinghy kit arrived, perfect timing! The Mirror taught me the basics but after a couple of years we wanted something the family could share so we bought a 17' Lysander, our first small cruiser which we kept in the dinghy park at Bucklers Hard. This was replaced with a Sailfish 18 a year later and so began a pattern of looking for bigger and better boats. Our first proper cruiser was a Macwester Rowan 22 in which we began our cross-channel adventures. Our first trip to Cherbourg took 18 hours from the western Solent!

To accommodate friends we moved on to a Westerley Centaur then a Konsort and then a Fulmar. All of the boats enabled us to extend our cruising range to Normandy and Brittany. During this time we went to night school for the Yachtmaster Offshore qualifications.

A prospective Azores trip was cancelled following a road accident. Mobility issues then forced a change to a different style of sailing so having moved to Weymouth we then bought a Cromarty 36 ketch which was an absolute delight to live on. It took us three times deep into South Brittany and once to the north of Holland. We sold the ketch after six years and then with three other Castle Cove couples bought a 36' steel cruiser in Holland so we had five summers exploring the delights of the Dutch waterways. The syndicate eventually disbanded. Later we bought a Beneteau Antares to keep in Weymouth. It was slightly too small so we changed her for our current boat a Sea Saga 29 which we have found to be an excellent boat which keeps us on the water.

**Hon. Secretary:**

**RIKK BUTLER**

**[secretary.wpca.org@gmail.com](mailto:secretary.wpca.org@gmail.com)**

Rikk studied at Warsash Nautical College spending 9 years in the Merchant from 1979 - 87 inclusive. as a navigating officer. This included a cadetship with P&O which saw him take part in the Falklands War as part of the crew of SS Canberra and earning him the South Atlantic Medal.

Lucky enough to enjoy various trading routes, Rikk has circum-navigated the world numerous times both via the Capes and the canals. Most of his sea time was on container ships. Rikk came ashore and spent the next 23 years in Dorset Police in various departments including forensics, specialist security, a stint in the Marine Division, as well as planning for the 2012 Olympic sailing events.

Following retirement he volunteered for Weymouth's tall ship Pelican of London. Now enjoying retirement , Rikk owns a small wood and brass Sanderling 18ft sailing gaff called Manderley, and is on the committees of both the Royal Dorset Yacht Club and MV Freedom.



**Cruiser Editor:**

**JOHN ATKINSON**

**[publicity.wpca.org@gmail.com](mailto:publicity.wpca.org@gmail.com)**

It was either a caravan or a sailing boat and in my limited experience a caravan doesn't work too well on water so Jane and I began our sailing experience, some fifty years ago, on the Norfolk Broads with a small (19ft) bilge keeler. We graduated through a succession of larger boats to Eleanor our current 35ft Moody centre cockpit. moored in Weymouth Council Marina

Main cruising grounds used to be The Solent before settling in Weymouth some seven years ago. Principal sailing destinations have been Brittany, the Channel Islands and the West Country with Dartmouth and Bembridge (I.o.W) being our favourites Our ambition remains to get to the Scillies and last year we part achieved this goal albeit on a Victorian sailing trawler as passengers and sometime crew.

Keel boat sailing has been a lifetime interest as an antidote to working for a living



**ex-officio**

# THE GREAT TROLLEY DISASTER OF JUNE 2011

**Like donkeys, marine trolleys can be malevolent beasts if they consider they are being overworked. The Editor describes one such encounter on a dark night in June when a sulking trolley revealed its true nature.**

Work finished for a fortnight, provisions purchased, clothes packed, car stuffed and it was off to the Channel Islands for two weeks of sailing bliss. Even the weather Gods appeared benign as we left the Motorway for a 23.00hrs arrival at our Jenneau 30, Solitaire, moored in the Portsmouth Offshore Group marina in Portsmouth Harbour

With a bit of apprehension and mounting excitement the car was unpacked, the trolley over filled and whilst Jane parked the car in the secure compound, I tentatively negotiated the cumbersome load down the ramp towards our boat's finger berth. Leaving the trolley on the main pontoon I decanted the first bag from the trolley and started along the finger pontoon. Alarmed by an unexpected squeaking of wheels I turned and watched in horror as the trolley, once in perfect equilibrium with the bag which was now in my hand, no longer having this counterweight, started rolling backwards picking up speed across the pontoon and dived into the water of the vacant berth opposite

There followed a headless chicken moment as the trolley and contents slowly submerged tantalisingly just out of reach. Two bags resisted the urge to join the trolley in the murky depths and drifted off gently downstream into the night towards the Royal Clarence Marina. A third bag was recovered by virtue of a loaned boathook from our rather disgruntled immediate neighbour who had been awoken by all the confusion and chaos reigning alongside his boat.

Jane then arrived on the scene and quite unnecessarily, I thought, explained I had just lost her handbag, (house keys, credit cards, phone etc) a fortnight of clothes, including her new hiking boots and a significant quantity of ships stores. No mention was made of my losses! I pointed out that I had salvaged a relatively dry bag of tea towels. Not to be mollified I was instructed to go to the next marina downstream to see if any of the escape' bags had lodged there.

Although the Royal Clarence was only five boat lengths downstream, by land it involved a 20-minute journey and was of course locked up for the night with no security or night patrol. After an entanglement with the barbed wire surrounding the main pontoon gate, I was able to ascertain no bags were in evidence anywhere in the marina and returned empty handed around 02.30 hrs

We slept in separate berths that night!

Early the following morning I obtained a long boathook from the Club's workshop and set about plumbing the depths to try and locate the miscreant trolley. After a while I felt something solid and like Excalibur emerging from the lake, a sodden bag floated up to the surface. It took three of us to haul it up onto the pontoon where it turned out to be my clothes bag..... Not good enough! Further dredging located the trolley whose marker buoy and line had refused to deploy but luckily it still contained one hiking boot. The trolley was duly returned to the park after being given a good kicking by me

A return visit was made to the Royal Clarence Marina in the hope that daylight would reveal all. Despite engaging the services of the Berthing Master no bag had been handed in and I was leaving in a somewhat despondent mood; when, a yell from a berthholder drew attention to a bag he had found entangled in his stern mooring ropes. I returned triumphant but that still left the question of the whereabouts of the handbag?

A local diving friend was contacted but she explained she had more chance of swimming in porridge than locating anything in the murk of Portsmouth Harbour.

As my penance I was preparing to walk up Gosport High Street to advise our Bank and cancel our credit cards when a launch drew up alongside. The conversation which followed went something like this: -

"Are you Mr. Atkinson?"

"Yes"

"Good morning, Sir, can you confirm the whereabouts of a Mrs J Atkinson?"

"Yes, she is down below"

"Can we see her?"

"Yes, but she's not in a very good mood"

"Would you ask her to come on deck Sir"

"Darling there are two men who want to see you"

"I'm busy, what do they want?"

"I don't know but it's the Police"



It turns out they had found Jane's inverted handbag floating in the harbour entrance following the departure of the Le Havre ferry and were considering whether she had jumped or that person's unknown had thrown her overboard! Two cups of tea later, with handbag returned, all was peace and harmony on board apart from several references to a missing item of footwear.

The policemen's deduction and ability to find our berth was worthy of Hercule Poirot. They had found a card from Jane's hairdresser for a future appointment. No address or telephone number, but one of the hairdressers recognised the name and knew our daughters then boyfriend. He was contacted and provided Francesca's phone number, she in turn was able to give the name of the boat and berth location Armed with this information they were able to eliminate the then chief suspect, one John Atkinson, and eventually call off the dragnet now in full swing in Portsmouth harbour.

#### Lessons Learnt

Not all pontoon walkways are necessarily level  
Don't disturb a Trolley's equilibrium late at night  
Trolleys get fed up of being pushed around and given the chance will take off at a moment's notice  
Salvaging one hiking boot does not constitute a 50% success rate!

## NAUTICAL SAYINGS - DID YOU KNOW?

**The cut of your jib** In days of yore different nationalities would display differing designs and patterns on their foresail for ease of identification. Hence "I like the cut of your jib."

**Toe the line** Naval inspections required ships complement to line up barefoot and with precision. The method of achieving this was to organise the ship's company to follow a seam on the planking. Thus "Toes on the line"

**Three sheets to the wind** If all three sheets of a sailing vessels foresails were broken or unattached, the ship was officially deemed to be out of control with the sails flapping in the wind. A situation not unknown to sailors on a Saturday night after a few drinks

**Shake a leg** The practise of requiring sailors to extend their leg (s) out of the hammock to verify if it was hairy rather than shapely, in case any ladies had been secreted aboard

**Between the Devil and the deep blue sea** The necessity to caulk the ship with hot tar between the deck and the topmost plank of the gunwales which was known as the Devil , very often it was a precarious and dangerous operation involving hanging outboard.

**Dutch courage** In many of the Anglo-Dutch sea battles the English sailors noticed the Dutch sailors would consume considerable quantities of a local Gin which appeared to make them more belligerent

**Slush Fund** Sailors would squirrel away the fat off any cuts of meet to then sell them at the next port as it was deemed a tasty morsel. The pot they were stored in became known as the "Fund."

**Tow Rag** Before toilet paper was available on board, ablutions were conducted outboard.. The finishing touch would be to use a rag attached to a rope and then trailed in the sea for the next ablu-tion occupant.

## LIFE MEMBERS

Since its formation in 1986 WPCA has been blessed with enthusiastic support and dedication from a number of individuals, none more so than the two Life Members who are still with us:- John Whitney and Jim Long. Over the past 36 yrs both have dedicated long periods to enable the Club to prosper and grow into the organisation that we all have come to enjoy and participate in today. For those who are not aware of their story here is a little background in recognition of their important contribution.

### **Captain John.A.H.Whitney MRIN Rtd. (Founder Member)**

Including being apprenticed I served 34years in the Merchant Navy including command experience in tankers and Trinity House Steam vessel Service. My time with Trinity House was spent in all areas of the coasts of England and Wales and in all deck officer ranks including First Officer and Acting Commander. During my time with Trinity House I met and married my wife Janet and our 3 children were born. My eldest child, Julie, designed the WPCA logo still in use today

In November 1982, I was accepted for the post of Assistant Port Manager and Harbourmaster with Weymouth & Portland Borough Council (in those days the borough council was the statutory harbour authority ) and the harbour was a full department of the council with the Port Manager & Harbour Master ranking as The Chief Officer and me being his deputy .

In February 1986 I co-founded with Ken Bruton the WPCA which provided me with an exciting personal mission to ensure that the WPCA should prosper and become a credible asset to both its membership and the harbour in general. I think perhaps I should also mention that as well as my“ day job” I was a DLA (Deputy Launching Authority) with the RNLI for the Weymouth Lifeboat “Tony Vandervall” .

In 1988 I was offered the challenging and unique position of Manager and Harbour Master of Chichester Harbour Conservancy which was created by Act of Parliament to manage the former Chichester and Emsworth Harbours

Fortunately, I was supported by a staff of some 28 persons covering both the marine and environmental duties of the authority. It was a huge and challenging post which I held until 1997 when I took early retirement upon medical advice. I am very proud to have served Chichester Harbour Conservancy as the second Manager and Harbour Master following its creation and the first civilian mariner !! to hold the post. The Conservancy granted me the honour of Freedom of Chichester Harbour which entitles me to use the harbour free from harbour dues while flying my flag!!

Following a period of rest and recovery Janet & I moved to the Isle of Wight and bought a house about 3 miles from Yarmouth. Life thereafter has been as they say “another story”

Captain John Whitney MRIN Rtd



## Jim Long (Editor of the Cruiser for 25 years and Founder Member)

My first sailing experience was an Atlantic crossing, well that's what we called it, I was nine years old, the same age as my boat building chums. Like most kids we had a vivid imagination. The plan of action was to build a raft to cross this vast ocean that was really a worked out flooded sandpit from the brick building days, with the same topography as Chickerell I suppose. It was quite big, a 100 yards in all directions and about eight feet deep, enough to drown in. (Lifejackets? never heard of them).

Fly tipping is not a modern phenomenon; someone had dumped empty five-gallon drums, an old door and planks of timber and rope at a very convenient site near our ocean, and so building had begun for a great adventure that was unfolding before us. We named our creation *Kon Tiki*. Proudly we paddled out from the English shoreline. Our feet were getting wet so we had to return to our boatyard and find more drums for buoyancy. We traversed this vast ocean but didn't find any Indians when we reached (America?)

When I was 15 I joined the Royal Navy at the boy's training establishment, HMS Ganges that has been de-commissioned and is now a housing development. Looking back, I suppose Ganges gave opportunities for



lads to mature into roles of leadership and sports. A few of the lads really presented themselves as leaders that must have come to them at a very early age. At least one of them I know eventually advanced into officer training and I suppose a lot of them were fast tracked into higher things. The sports bit included pulling, rowing 27ft whalers and 32ft cutters and sailing them too on the River Orwell. The trouble was all the shouting and bullying that came with it was supposed to improve your lot but rather put me off boats. Much later on HMS Blake that was anchored off one of the Canary Islands, one of the PO's in the mess asked me if I wanted to have a sail in the ship's bosun dinghy. And that I did enjoy. The further we sailed away from the ship the better it got with the quietness of just sails, no engines or the general

racket in a warship.

In the early 80's I enrolled for a dinghy course at the Youth Activity Centre in Knightsdale Road in Weymouth, sailing mainly Wayfarers, those classic cruising dinghies. One time, sailing in Weymouth Bay, the instructor told everyone to get out of the boat into the safety boat, excepting myself. I was on the helm at the time and was told to sail it on my own. All the instruction came together when initially I had a fright then calmed down to a memorable experience. Asked the instructor for some advice regarding buying a dinghy and he recommended a Mirror, 'When you go to sell it there is always a good turnover with Mirror dinghies. Very popular with new and experienced sailors,' said the instructor. So I answered an ad for a Mirror for sale in the Echo and bought it, (having found a parking place at Sandsfoot Sailing Centre, now Castle Cove Sailing Club.) The boat was named as *WEWIPS*. Funny name, what does that mean? It means weekend work in ports.

After *WEWIPS* I bought a 16ft Yachting Monthly Senior, *Carlotta*, a nice name. A charming little boat but sailed sideways when hard on the wind owing to the stubby bilge keels. I really wanted something a bit bigger, not too big or expensive. I had a test sail in a Hurley 18 at Port Solent and thought it quite nice but it had an irritating flutter on the helm that is caused by turbulence on the rudder from the keel. No thanks to that. On the RNSA moorings at Portland was a Trident 24 for sale, *Adelaide* and I was rather insistent with a test sail into the easterly chop of Weymouth Bay. The boat handled beautifully and felt right so the boat was to be mine. I had her 28 years and sold her to a chap who has put in a lot of miles in her, far and wide. Last year, feeling land locked, I bought a Gull dinghy that has thrown me in the water a few times, the first time I wasn't prepared for a dunking, now I'm getting used to it but to improve stability I've added 20kg of ballast that might just work and improve my confidence.

**Note:** Jim can be found most summer months, (generally submerged,) at CCSC, Ed

## TECHNICAL SECTION

We have two technical articles describing failures and solutions to challenging problems. First from [David Lloyd](#) who talks about re-equipping his and Sara's new boat, Iona

I rerouted all the running rigging back to the cockpit. (All the fittings were there, but not well organised) Then after a very gentle trial sail, we discovered that we needed turning blocks for the cruising shoot sheets, and that we needed a diverter to prevent halyard wrap on the forestay. The first was easy, the second required two strong helpers to hoist me up the mast.

Then I replaced all the interior lights with LED bulbs, a cheap job' but it increased the lighting levels at less amps.

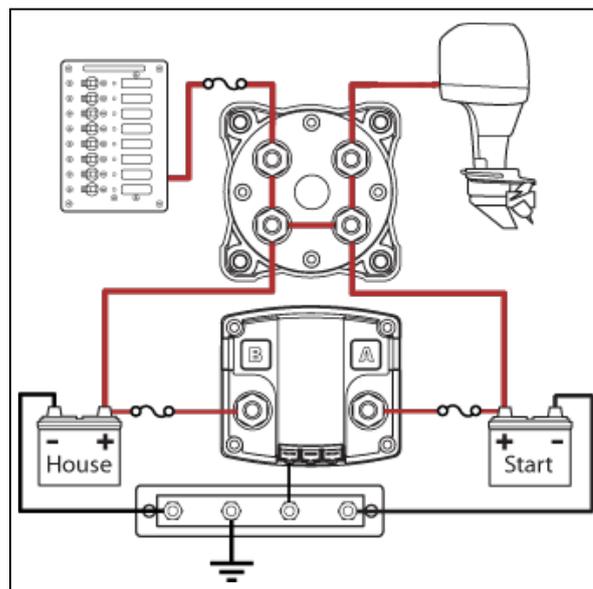
We decided that we should move with the times, and fit an "em-trak" AIS transceiver from JG Tech (Weymouth). Diving into the wiring of a boat is always an adventure, with lots of spare wire all over the place. Fortunately there was a redundant wire from the chart table to the binnacle, so with some "field installable" Micro C connectors, also from JG, I was able to interface to the Raymarine Chart plotter, and also the VHF and the Navtex.

Next up was the battery set up. The original arrangement had two switches, allowing one or both batteries to supply all services. With this set up, it is possible to drag down the voltage when starting the engine, and tripping the instruments. I like to keep Engine and House batteries separate, so I fitted a Bluesea Add a Battery Kit. which includes an Automatic Charging Relay. Now one switch turns on both batteries, but keeping the supplies separate. A further quarter turn of the switch combines the batteries if needed.



Now we're into the little jobs: sorting out the stowages; making an anchor snubber; changing from Camping gas to Calor; and so on.

Next major task will be to change the VHF radio. We were going to live with the rather strange Swedish radio, but this week we noticed that the handset cable was falling apart. So I will be collecting a new radio soonest.



## Patrick Crawley explains the trials and tribulations of repairing an in-mast reefing system.

### An In Mast Furling Tale – Beware the Jurassic Bodger

The second lady in my life (after the ‘mate’, Jacquie) is our 1990 Hallberg Rassy Mk1, Minnehaha. This is the sad tale of her Selden mainsail in mast furling system and complete loss of the 2021 sailing season.

Soon after we purchased Minnehaha in 2015 I realised that she had in mast furling problems, jamming sometimes when unfurling and furling, leaving us behind by half an hour from the rest of the flotilla when setting off from Weymouth. Over the next four years the problem worsened until 2019 when we bought a new set of sails; the original sails were stretched and distorted beyond repair. Things seemed to improve markedly and that year we made a Weymouth, Channel islands, Isles of Scilly, Weymouth, six week round trip without major problems.

In 2020, during the first year of lockdown we managed a ten days sailing trip to the West Country; nonetheless, the furling was still not perfect. So when I took Minnehaha over to Portland on 8th April, 2021 for routine maintenance I decided to have the mast off and furling system completely overhauled. My usual contractor (hereinafter referred to as the Jurassic Bodger or JB) assured me that he could do the job. (Mistake number 1) Over the following weeks and months progress with the overhaul would have embarrassed any self-respecting snail. Excuses and promises were made. It did not appear possible to obtain any parts from Selden. However, when the in mast foil (7m long), a critical part, arrived in the UK he was unable to arrange transport to Weymouth. We offered to arrange transport ourselves, but he would not, under any circumstances, allow us to do it. When the foil eventually arrived it had been damaged in transit and he decided to machine new parts to try to solve the problems.

Eventually, in early September the mast was re-stepped and Minnehaha went back in the water in Portland marina. We put the sails on and I insisted that we test the furling mechanism before leaving to come back to Weymouth. Thank God we did, the

mechanism jammed solid and in trying to force it JB managed to shear the foil away from the top of the gear mechanism turning my sailing boat into a motor boat.

By now, if not earlier the words “Piss up, a, organise, brewery, can’t in a” had begun to revolve in my mind. At this point we parted company with the JB and started to look for alternative solutions. After phoning around the best solution appeared to be to take Minnehaha to Allspars in Plymouth, who are agents for Selden. They seemed to know what they were talking about and confirmed that they could deal with the necessary repair and overhaul

So, on Saturday, 17th October I set sail (motoring all the way) for Plymouth via Dartmouth, with Alan Sampson and Richard Studerus as crew. But my troubles were not behind me yet; just short of Darthaven Marina, during a lapse of concentration, I managed to pick up a mooring line and wrap it around the prop (mea culpa, mea culpa). Luckily, passing divers came to our assistance and cut us free and with the rope still jamming the prop we were towed into Darthaven by the HM rib. Of course, by now all the yard facilities were closed until Monday.



Next day, Sunday, 18th October, thanks to Jacquie phoning round from Weymouth, she was able to locate a dive school who came and freed the prop (£60). It was now 1700 and getting dark but after discussion we decided to leave immediately to be in time for our 9 am next day mast lift in Plymouth. Motoring through the night with the moon reflected on the water was a delight; though entering Plymouth Sound for the first time in the dark was tricky to say the least. Eventually we reached our designated mooring in QAB at around midnight.

Suffice it to say from then on everything went relatively smoothly. The mast was off by 1000. The look of surprise on the Allspars' guys faces when they saw what had been done to the mast in Portland was a fright to behold. Later Jacquie arrived to drive us back to Weymouth.

Over the next few weeks I had regular and useful phone conversations with Allspars. Obtaining replacement parts still proved a problem until these were couriered from Sweden. Everything had been fixed and Minnehaha was ready for pick up by the second week in December. On 12th December Jacquie drove Chris Reid and me down to Plymouth for the return journey. We left on 13th December again via Darthaven (this time no mishaps). We sailed the whole way albeit with the engine on tick over to keep the autopilot wellfed (he did a wonderful job).

We rounded the Bill at about 1600 on 14 December and arrived in Weymouth just in time for the 1800 bridge. Since then there have been no problems with the in-mast furling, fingers crossed.

The moral of the tale is that for more complicated and specialised repair/overhaul issues always go to the experts and if things seem to be going wrong with your local JB trust your instincts and move away, said as one some thousand of £s to the wise

## All the Presidents' Men (and one lady)

As this is a bit of a retrospective issue I thought it might be of interest to list our previous Presidents to provoke old memories and record those who have served the Club so well over the years.

### WPCA's ROLE OF HONOUR

- Rev. Howell-Jones      1986 - 1987
- Tony Hunt                1987 - 2000
- Derek Thomas         2000 - 2003
- Phil Walker             2003 - 2006
- Rupert Fowke         2006 - 2009
- Jim Long                 2009 - 2012
- Michael Gregory       2012 - 2015
- Ernie Rowe             2015 - 2018
- Michael Gregory       2018 - 2019
- Sara Lloyd              2019 - ?

I am indebted to Jim Long for casting back his memory and know that there are many others who have served the Committee in a variety of posts, over longer periods of time and to them we are also duly grateful.

## Buying Iona by Sara Lloyd

In April 2021 we sold Cornish Lady, a Sadler 29 that we had jointly owned with Alison and Chris for several years. Alison and Chris have decided to spend their lives sailing the dream and have bought a boat which is presently based in Greece. We were therefore boatless, a state that I find completely unbearable!

We talked for some time about the Bavaria 30 as a possible purchase particularly as they appeared to be a lot of boat for the money. In the Spring of 2021 boat prices were still fairly reasonable but boats were going quickly so whenever we saw a possible boat we rushed off to have a look at it. Many of you know I was suffering from particularly bad sciatica which in the end wiped out the whole of our summer culminating in a back operation in November and as a result viewing boats became extremely difficult and we had to be fairly sure it was worth the journey before arranging a viewing. The summer dragged on and every time we found a possible boat it was sold before we even left Weymouth.

In September we spotted a Beneteau 311 Oceanis Clipper for sale in Plymouth and at a reasonable price and we quickly made an appointment to view it and as soon as we saw her we knew this was the boat for us. We had not even contemplated a Beneteau but she was in good condition and had obviously been well looked after by the owner who was reluctantly selling her due to his wife's ill health. By the time we left the Marina we had decided to make an offer without bothering with a survey. We felt that a hugely expensive surveyor would probably only tell us things we already knew and it was worth the risk of not taking her out of the water. Two weeks later we were the proud owners of Iona.

Having bought the boat we needed to get her back to Weymouth – I was unable to sail or do anything useful on a boat so David asked Michael Gill and Nigel Page to help him sail it back. Diana kindly drove them down to Plymouth and after stowing their gear and check-

ing over the boat they left in absolutely no wind for Weymouth. They had a very pleasant but windless trip back with an overnight stop in Dartmouth and with my friend Ellie I was able to get out to Portland Bill to welcome them home waving fairly large flags.

Since Iona's arrival in Weymouth we have taken her out into the Bay a couple of times but only in light winds due to my back still healing but we had an enjoyable pre Christmas drinks party on board when we were joined by other Club members and David seems to have spent many happy hours "fiddling". We joined in the day cruise out to East Shambles buoy at the beginning of April in fairly windy weather which was our first proper sail in the boat.

Our aim is to join in the Club cruise to Yarmouth at the end of April and maybe go west in July plus Club day cruises throughout the summer. All provided the X ray at the beginning of May shows my spine has fused properly and the consultant gives me the all clear.

As an appendix to this David has written a short piece on the "fiddling", sorry work, he has done on the boat over the winter



## THE UBIQUITOUS CUP—Amongst WPCA’s silverware is the Ubiquitous Cup. Martin Figg has delved into its background and tragic history

This document was written by John Whitney, the surviving co-founder of Weymouth and Portland Cruising Association, and supplemented with research by Martin Figg the current holder (2021/22) of the Cup.



“Ubiquitous“ was the name of a 21ft Drascombe sailing boat owned by Brian Billen and his partner Karen Hall. Both Karen and Brian were WPCA Officers elected at the Foundation Meeting of the W.P.C.A. held in the Weymouth Youth Activity Centre on Saturday 1<sup>st</sup> February 1986.

Shown is a typical Drascombe Lugger, though this may not have been the same type as Ubiquitous.

tous.

Interestingly Ernie Rowe, a long-time WPCA member worked with Brian, who was a Design Engineer, at Plessey Ltd, Templecombe in the mid 1970’s, though Ernie was not aware of the sailing connection.

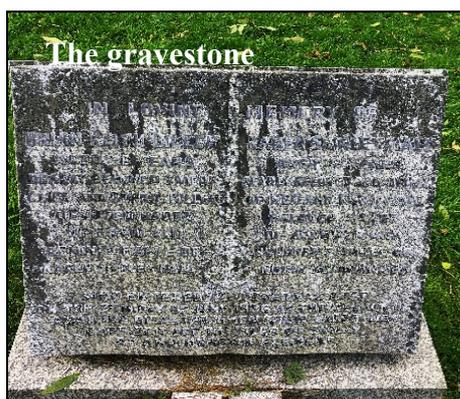
Who, after a few months later, could of dreamed of the tragedy which marred the first year of the Association’s existence. Brian and Karen were drowned during a capsized incident that occurred on 25<sup>th</sup> June 1986. Brian’s Death Certificate places the incident as “In the sea between a point EAST of the Islands and ANNET ISLAND” Annet is an unoccupied smaller island is West of the main Scillies.

Following an inquest held in St.Mary’s a verdict of accidental death was recorded and their bodies were returned to Weymouth where their funeral was conducted at St Nicholas’ Church Broadway, where they are now buried. Their Headstone reads:

BRIAN KEITH BILLEN  
AGED 36 YEARS  
DEARLY BELOVED SON OF  
CLIFF AND DORRIE BILLEN  
DEVOTED DADDY OF DAVID AND  
BELOVED FIANCEE OF

KAREN SHIRLEY HALL  
DEARLY BELOVED DAUGHTER OF KEN AND NORA HALL  
BELOVED SISTER OF  
JENNIFER AND  
BELOVED FIANCEE OF  
BRIAN KEITH BILLEN

**Who entered into eternal rest on the 25th June 1986 as a result of a sailing disaster when their yacht was capsized off the Isles of Scilly by an unknown element (sic)**



As a measure of the high esteem in which the couple were held, a Memorial Flotilla of WPCA boats carried out a “line astern” procession with ensigns “at the dip” led by our first President The Reverend Joseph Howell-Jones in his motor yacht HAWAII and the two founders, John Whitney in TOLWAR and Ken Bruton in WUFLIN. The procession, associated protocol, and vessel manoeuvres being meticulously planned and masterminded by Fabian Malbon RN using his considerable experience as Commander of sea training at the Portland Naval Base..

HAWAII continued on course until well clear of the Stone Pier and then hove to while the column continued on a course leaving HAWAII close to each boat’s own starboard side, casting a single bloom from each boat when abeam of HAWAII. Once this mark of respect was paid all vessels hoisted their ensigns “close up” and the flotilla returned to a 1630 bridge led by TOLWAR. It should be noted that Mr. & Mrs. Billen attended this event as guests aboard Hawaii.

SUBSEQUENTLY the WPCA received a letter from Brian’s parents, direct quotations from the text of the letter read as follows : “We would like to express our most sincere thanks for the unforgettable memorial service to which we were invited. The occasion was carried out with such respect, precision and first-class seamanship that was easily recognised even by land-lubbers such as ourselves and we are sure both Brian and Karen were most proud of you all.”

“We intend to donate a trophy in the future to their memories, but we both feel that the greatest recognition to their memories would be the continued and everlasting growth of the WPCA that played such a large part of their short but happy and active lives. Thank you all for your kindness to us”



Circled is a picture of Brian from his schooldays at Broadway School in 1959



# COOKS AFLOAT

A GASTRONOMIC GOURMET SELECTION FOR THE DISCERNING YACHTY

## FLAPJACKS

Don't go to sea without a supply of these flapjacks – they will keep you going through the worst weather and can be eaten any time of the day or night.

### Ingredients:

1 x 250g pack margarine  
8 oz sugar  
2 large tablespoons of syrup  
1 small tablespoon of black treacle  
12 oz oats

(measures are approximate and may take a few attempts to find the right size spoon.)

### Method:

Grease a tin approximately 10" x 8" and line with non stick baking paper. Heat oven to 180 degrees or Gas 4. Melt margarine, sugar, syrup and black treacle in a saucepan over a low to medium heat. Mix in the oats. Press into the tin and cook for 20 minutes, cut into squares and leave until nearly cold before turning out onto a wire rack.

For a change add nuts, raisins or cherries with the oats.

Recipe is from Sarah Lloyd as a tasty alternative to the traditional ships biscuits Weevils can be added for additional protein but sadly are not yet available in Waitrose!

## TUNA WITH VEG.

### Ingredients

Tin tuna  
Potato or pasta  
Courgette, diced (these keep well without fridge)  
Carrot, diced  
Half yellow pepper, diced  
Half onion, diced  
2 garlic cloves, diced  
Salt and pepper

### Method

1. Boil the potatoes 20mins or pasta for recommended time.
2. Gently fry chopped onions then add chopped garlic, then the vegetables, add half pint water and place lid or a plate over the top.
3. Continue to steam for 5 minutes
4. Place a heaped tablespoon of flour in a mug and add half a mug of cold water to make a smooth paste.
5. Add paste to frying pan stirring continuously. When it starts to thicken, remove from heat and continue stirring, return to heat and add more water if it gets too thick.
6. Add tuna.
7. Continue to simmer for 5 minutes, stirring occasionally.
8. Chop potatoes and add potatoes or pasta to the meal and serve.
9. Enjoy!

Anne Varlow's recipe for a great Tuna dish but first catch your fish, or on second thoughts open a tin!

## VEGETABLE RISOTTO

(A very tasty meal done in one pan which requires no fresh food, only what's on board in tins or dry food. The stock can be heated in advance and kept in a thermal container during cooking. Whatever you do, don't skimp on the white wine – it really does make a difference)

### INGREDIENTS

(Serves 4 hungry sailors, cooks in 30mins)

50g butter  
50ml olive oil (not virgin)  
2 medium onions  
4 garlic cloves crushed  
1 small leek (sliced halfway through then chopped into 15ml chunks)  
200ml dry white wine  
300g risotto rice (Arborio or carnaroli)  
1 litre vegetable stock - heated  
3 fresh (or 4 dried) bay leaves sliced lengthways into 3, soak in the stock  
2 x 200g (net) tins of button or sliced mushrooms, drained  
1 x 200g (net) tin of Butter beans, drained  
1 x 200g (net) tin of garden peas, drained  
200g grated parmesan

### METHOD

1. Sauté onion and leek in the butter and olive oil until soft, but not browned (Appr. 3 mins)
2. Add crushed garlic and mushrooms and continue cooking for 3 minutes
3. Add rice and stir vigorously until butter and oil are absorbed in the rice
4. Add dry white wine, continue stirring until wine is absorbed into rice
5. Continue adding stock, one ladleful at a time until each ladleful is absorbed into the rice, continuously stirring vigorously
6. After 20 mins add the beans, peas and 150g parmesan
7. Continue cooking and stirring until fully heated through and rice is fully cooked (ie until no hard bit remains in the centre. Be careful not to overcook as the result will be stodgy.
8. The result should be moist, but not 'wet', add more stock or hot water if necessary
9. Season with freshly ground black pepper and salt (if required, depending on salt levels in the stock) to taste

Serve with remaining parmesan sprinkled over the top NB 1. Adjust amount of wine and parmesan to taste.

NB 2. If using fresh mushrooms, lightly sauté them beforehand and place aside. Add them to the risotto at the end

The Editor can vouch for the tastiness of this meal from Michael Gregory and it remains a firm favourite and compulsory fare on all of our maritime misadventures

**2 Sept 2021 Autumn Rally to Island Harbour.** As described by Tess and Chris Reid

The planned Autumn rally was to a new destination for WPCA, of Island Harbour, up the Medina River from Cowes towards Newport. Eleanor and Bo Skip had seen the forecast of head winds and had departed earlier in the week and were already in the Solent. Monterey with Patrick Crawley as crew also left a

where pies were eaten for lunch before taking a return bus to the Marina.

Our President arrived in her motor home on Saturday to host the fish and chip supper before we retired to the marina bar. Patrick changed boats to get a lift back to Weymouth with Eleanor as Stella and Monterey were continuing the Solent trip visiting Cowes and Bembridge. On Sunday we waited for sufficient water to depart with Eleanor ploughing some soft mud on her way to deeper water.



Party Time



Preparation

day early on Wednesday 1<sup>st</sup> Sept but commitments meant an afternoon departure from Weymouth.

Monterey enjoyed a stiff beat to St Aldhelms Head and a reach into Poole Harbour but Stella having left in the morning, turned back to Weymouth due to the conditions and eventually arrived in Island Harbour late on Saturday. Monterey spent a quiet night in South Deep (a first for Monterey) and on Thursday enjoyed another stiff beat to Cowes.



Leaving

We had to wait for sufficient depth of water to enter Island Harbour where we joined Bo Skip and Eleanor with Aquilo arriving on Friday morning. On Friday the crew of Monterey enjoyed a walk to Newport and back and then the rally goes met for the evening in the marina restaurant. On Saturday the bus was taken to Quarr Abbey followed by a gentle walk into Fishbourne and on to Ryde



Stuck!!

Rally flotilla, Monterey, Bo Skip, Aquilo, Eleanor, Stella and one Motor Home



## To Anchor or not to Anchor?

The summer's coming quickly, so it's time to go to sea.

The harbour can be noisy and an anchorage is free.

Weymouth Roads can often beckon, for they are close at hand and when the wind is very light you often hear the band.

Here you'll see and hear the folks along with all their toys, so you must always anchor outside the line of buoys.

Next along is Preston, here be guided by blue flags.

The pebble beach is close at hand and the bottom's free of snags.

Close inshore the water is quite deep and the local caf is very good but not so very cheap.

Bowleaze is so busy its best to move along to Bran Point and to Redcliff where the sounds are just birdsong!

So now we come to Ringstead with its ever present reefs, the eastern end is safer to avoid the risk of grief.

Here you'll find the Burning Cliff. It's dark and rather rude and you may see some locals here sun-bathing in the nude.

Lulworth Cove is mentioned as a famous local spot. You'll find the world here anchored if the weather's good or not.

As you enter do be careful to avoid the dreaded rat and then seek the Northeast corner as your next move after that.

Now Mupe is often better as you hide behind the rocks and the Barrow Bay is really close, if you need another spot.

And so we now find Chapman's Pool before St Alban's Head.

The holding here is very good, but can be rather breezy, when it's time to go to bed.

If you are cruising to the west, Portland Harbour it may be. But please avoid the long sea grass and you should pay their fee.

Weymouth offers many options for the boater with a hook so before you find your favourite spot just go and have a look!



# Discover something new

## PORTLAND MARINA

With everything you need to make the most of your time on the water, from our in-house engineering team to our dedicated boat brokerage, you'll never want to leave.

For more information about our facilities, visit [portlandmarina.co.uk](http://portlandmarina.co.uk) or call us on 01305 866190

boatfolk

boatcare boatpoint *Beyond.*

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## OUR WPCA; THE EARLY YEARS

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I wonder if any of today's members ever give a thought to how and when our unique association came into being?

Perhaps you thought that some keen yachting folk got together in some local sailing club or hostelry and said to themselves "*now what we really need is a good locally based cruising club?*" Not quite. The idea of the WPCA was actually born of adversity and conceived in the Harbour Office of all places!

When the late Ken Bruton came into the Harbour Office with a long list of complaints, the redoubtable Harbourmaster's Secretary Betty Adams, ushered him into my office and beat a hasty retreat leaving a very disgruntled backwater pontoon mooring holder in her wake. Suffice to say a rather full and frank discussion of the problems faced by the inner harbour pontoon mooring holders followed...

It seemed to me that much of Ken's concern emanated from friction that existed between owners of power and sailing craft; and the unfriendliness of many of the mooring holders. Towards the end of our discussion Ken deplored the lack of a good cruising club that could cater for owners of both power and sailing craft - so I challenged him do something about this and go away and start one!

He fell silent for a while, and as a boat owner and keen sailor, I found myself offering to help him as a joint project. Amazingly, those few words marked both the start of a long friendship and ultimately, the birth of the WPCA.

Fired by enthusiasm and a mutual love of cruising in small craft, we sought the advice of many friends to help us navigate the legal snares and other complexities involved in starting a new association. A small cadre of persons who would be willing and experienced enough to fill the requisite executive positions were identified; and coerced or cajoled into volunteering.

As you can probably imagine our fear was that the public meeting might be poorly attended, but thanks to the energy and enthusiasm of this core of volunteers the project

gathered momentum and our inaugural meeting was held on Saturday February 1<sup>st</sup> 1986. The event was publicised through questionnaires and flyers, and also in print and on radio by our brilliant (soon to be) Press Officer Michael Hunt, who luckily for us, was a professional journalist.

When the great day of the inaugural meeting finally arrived and Ken and I were thrilled, not to mention relieved, to see an audience of over 50 people; 44 of whom went on to become members. Whilst Ken and I were the catalyst for the formation of the association neither of us, for different reasons, wanted to be considered for any of the executive positions, but we were proud to be unanimously voted honorary life members.

Reverend Joseph Howell-Jones was elected to be our first **President**, Roy Gale was elected as Honorary Treasurer and Karen Hall was elected as Honorary Secretary, This was followed by the election of 4 further members namely Fabian Malbon, Brian Billen, Michael Hunt, and John Gazzini,

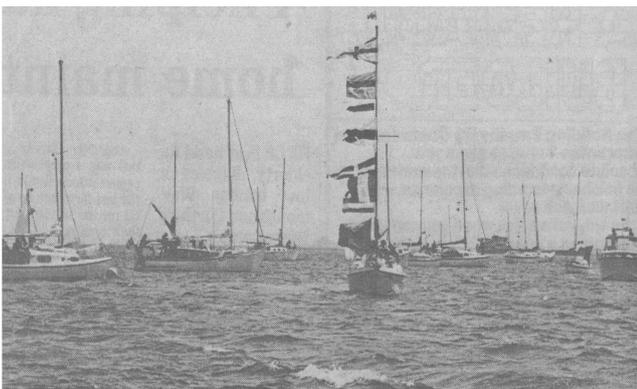
Our newly elected **President** gave a short address thanking all present for their strong support and advised that an embryo working party had already been doing some advance work securing promises of interesting lectures, vhf user courses, RYA recognition to run educational courses leading to inshore qualifications, plus many other social and educational ideas in the pipeline. **Joe Howell-Jones** then ended his address with a pledge to donate a **President's trophy** for annual competition. Even now, after many years have passed, I still remember that occasion with pride and that the atmosphere was full of excitement and enthusiasm.

***New Group Plans Cruise Ahead***  
***"Membership is open to men and women and their immediate families who own lo***

*cally based craft, power or sail and who quite simply enjoy messing about in boats,” said John Whitney at the inaugural meeting. “It is hoped a number of cruises in company will be undertaken and we intend that a number of talks, lectures, and seminars on all things nautical will be held” Western Gazette on 7<sup>th</sup> February 1986*

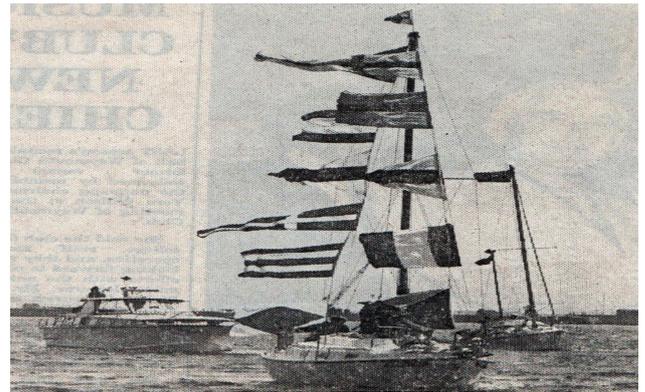
Buoyed with initial success our membership grew at a spectacular rate. During our first two years I can say, without hesitation, we achieved all of the aspirations outlined at the inaugural meeting plus a great deal more. In the brief time between our inaugural meeting and the commencement of the spring/summer season we took up a winter accommodation agreement with Weymouth Angling Club. A winter talks and events programme began almost immediately with a Sea Shanty evening held on February 15th. It featured local group “Arish Mel” led by Topsy Toner, who later became our Social Events Officer. In fact, a total of 10 lectures and talks took place leading up to the start of our first summer season in May 1986. As the winter talks concluded Karen Hall and Brian Billen, ably assisted by my wife Jan, organised and held what was billed as **“Weymouth’s first ever boat jumble”** at the Sea Cadet Corps Boat Station below the Nothe Gardens.

Little were we to know that just a few weeks after this successful and ground breaking event, we were going to lose our lovely, enthusiastic key members



Karen and Brian who were tragically drowned in a boating accident. Members will be aware that the Ubiquitous Cup is named after their Drascombe coaster “Ubiquitous” and is a memorial trophy donated to the WPCA by Brian’s parents. I am sure those of us who were members at

this time will never forget those lovely young people who as our President Joe Howell-Jones said



**“were so in love with both life and each other”**  
A parade of 28 boats took part in our first fleet review in May of 1986, proceeding out of Weymouth Harbour in line ahead and anchoring in the bay to be inspected by the President in his motor yacht “Hawaii” escorted by Fabian Malbon in “Kunyang,” Ken Bruton in” Wufflin”, and myself in “Tolwar”.

During the following months many successful “in company” cruises took place, we gained Queens Harbourmasters permission to lay moorings in Portland Harbour, and on land the educational and social events continued. A competition for the design of a club logo was held and I deliberately stood back from this item because our daughter took part. Her entry was judged the winning design and I swear no nepotism was involved! But I am proud of course that you still use it.

I left Weymouth in 1988 to take up the post of Manager and Harbourmaster with Chichester Harbour Conservancy. After we moved to Chichester I occasionally commuted to Weymouth to attend Tuesday evening meetings and welcomed members visiting Chichester and also later in Yarmouth IOW where we retired but, my WPCA friends as they say, that’s another story

**CAPTAIN JOHN WHITNEY MRIN Rtd  
FREEMAN OF CHICHESTER HARBOUR**

*As you can see John is steeped in the history of WPCA with a rich source of archive material. He remains one of our two surviving life members and is in the process of writing a book on our heritage and we wish him every success with this project. Ed*

# JOLLY GOOD COMPANY - FITTING-OUT SUPPER 2022



With thanks to, and organised by, Jacque Crawley (Social Secretary) at the Piano Bar – Pavilion Theatre Weymouth.



## Trophy Awards

Ubiquitous Cup - John Atkinson  
Bent Prop - Roy Sanders

## WHEN MIGHT ISN'T ALWAYS RIGHT!

Many may already have heard about these events, but the following is worth repeating for entertainment value and to show the benefit of checking your charts before you Transmit.

This is allegedly an actual VHF conversation between the Aircraft Carrier USS Abraham Lincoln and the Canadian Authorities in October 1995 off Newfoundland.

**Canadians** Please divert your course by 15deg. To avoid a collision

**Americans** Recommend you divert your course by 15deg. To the North to avoid a collision

**Canadians** Negative, You will have to divert your course 15deg. to the South to avoid a collision

**Americans** This is the Captain of a US navy ship, I say again, **divert your course!**

**Canadians** No! I say again you divert your course!

**Americans** **THIS IS THE AIRCRAFT CARRIER USS LINCOLN, THE SECOND LARGEST SHIP IN THE UNITED STATES ATLANTIC FLEET. WE ARE ACCOMPANIED BY THREE DESTROYERS, THREE CRUISERS AND NUMEROUS SUPPORT VESSELS. I DEMAND THAT YOU CHANGE YOUR COURSE 15 DEGREES NORTH...I SAY AGAIN THAT'S ONE FIVE DEGREES NORTH...OR COUNTER MEASURES WILL BE TAKEN TO ENSURE THE SAFETY OF THIS SHIP!!**

**Canadians** This is a Lighthouse...**Your Call!**

OOPS!

## Ann Varlow Records the second phase of her voyage around Greece

### Sat 4 Sept - Wed 8 Sept Vliho Bay (yet again)

Here again to ride out the storms forecast for Sunday. Nothing happened - 4 drops of rain, v. little wind and mostly sunny! Roast dinner Sunday at the English owned Vliho Yacht Club. Monday washing machine duty. Unstuck from Velcro Bay on Wed. Got provisions from the IBA pontoon. Headed to Palairos on mainland.

### Wed 8 Sept - Tues 14 Sept Palairos

Well this really is life in the slow lane! A slow sail across the bay to the lovely village of Palairos where for 2 nights we were on the small pontoon for €5, and we were given a rare receipt! Thrown off on Friday because of returning charter boats. Then 4 very peaceful nights at anchor just outside. Caught up with Rob and Lizzie and were introduced to their friends Bill and Jo (ex sailors) on beautiful Menna, their 50 ft motorboat. For 3 nights we shared sun downers on each respective boat. One night we enjoyed a lovely meal at the New Mill Taverna on the hill (closed on Mondays) where the owner cooks traditional Greek food there's no menu and she keeps bringing food out till you stop eating! All set in their family garden where the children play before helping clear the dishes.

### Tues 14 Sept - 16 Sept Port Athini

Sailed most of the way to Port Athini on the island of Meganissi. We'd hoped to get on the mole at the head of the bay but by the time we'd arrived it was full with 11 boats so the alternative was an anchor drop with 2 long lines ashore tied to convenient trees. Despite plenty of space the Frenchman next to us told us we couldn't stay there. He said our flat tape line would be too noisy. Paul said he would move it if it did get noisy. And we stayed put. A lovely spot with no sound from our line. Made all the lovelier when the French left in the morning. We went for a delightful walk over the hill, past a smallholding with hens to the old village of Katomeri. Pausing to litter pick by the hedgerow. We stopped for a well earned beer then down to Vathi and back to Port Athini and into the tender.

### Thurs 16 Sept - Mon 20 Sept Vliho Bay Varko Bay and Preveza Town Quay

It's Lizzie's birthday so 16 of us ate together at the Yacht Club to celebrate. From Sunday we've got David and Yvonne visiting for a week so Friday we provisioned Jacana and then spent a very sheltered night in Varko Bay - the sea is getting colder! Saturday we travelled north through the Lefkas Canal to a very central spot Stern to on Preveza Town Quay.

They eventually arrived having gone to Cleopatra's Marina in stead of where we are. We enjoyed a fun evening at the Mermaid Taverna, whose claim to fame is that he can speak a little Welsh and has a friend in Pinner, London..

### Sun 19 Sept - Sun 26 Sept A week with David and Yvonne

Fantastic company and some great sailing.

**Day 1.** Preveza to Port Athini. Detouring via a swim and lunch stop at anchor diving off the bathing platform at the stern in a secluded bay South of Lefkas. Onward to (Little) Vathi (there are 2 Vathis) on Meganissi and then free swing at anchor in Port Athini for the night. We saw a large octopus right by the boat! We discovered the dinghy will take 4 people so off to the Taverna!

**Day 2.** Spartakhoris and up the steep steps to the white painted village where even the tiny winding paths are painted white.

**Day 3.** Off to Kalamos and a great sail till we reached the top of the island. Yvonne and I went swimming to harvest some sea urchins. If you place your hand on them gently and slowly tilt them, they come away from the rocks. You only eat the female ones which are brown or green. Males are black.

#### Day 4. Kalamos to Kastos

Ate at the second Taverna on the water's edge and enjoyed the most succulent tuna ever!

**Day 5.** Kastos to Palairos. Reasonable sail, we decided on a curry at the Panorama and watched the sun go down, gorgeous sunset.

**Day 6.** Palairos back to Preveza, motored to Lefkas Canal then a brilliant sail right into the harbour. Secured a space on the quay and a final meal together and cocktails sat in a pretty narrow side street.

### Sun 26 Sept - Thurs 30 Sept Vliho Bay and Sivota

We said our goodbyes to David and Yvonne then dropped the laundry off. By 1300hrs we were back in Vliho Bay with all the washing hanging from every available line on the boat.

Mon we moored up by Yannis Ionian Taverna, Sivota and a thorough wash down of the decks. You don't know how dirty teak is till you see the run off. We met Gwen Pete Rob and Lizzie for a last get together before we return to the UK next week. Monica and Steve from Castle Cove Sailing Club were there on a flotilla holiday and we managed to meet up for breakfast with their crewmates.

## POSTSCRIPT

### Thurs 30 Sept - Sun 3 Oct Nidri and Vonitsa

After 3 nights of excellent food including Dorado fish and with lift out booked for Monday it was time to start heading north. Last careful provisioning to see us through to next week. Fri early start to get the 11am bridge, Lefkas, under sail. 115 litres of diesel required by Preveza Marina. Stopped for a couple of nights off Vonitsa. Good hold but 20 knot gusts hurtling down the hill buffeted us till the morning when we were able to row across and explore the town and castle ruins. Whilst at anchor we were privileged to watch a family of fishermen including mum fishing in the traditional way. Dad rowing, son stood laying out the long, if holey, net. Mum supervising. Then he stood with a tamper thrusting it onto the water I'm guessing to scare the fish into the net. Each time catching about 12 sardine sized fish. All washed down with a healthy intermittent father and son shouting match, Greek style (loud and passionate). Sun headed back to Preveza to winterize Jacana.

### Sun 3 Oct - Wed 6 Oct

Secured a space on Preveza Town Quay. Dropped and flaked both sails. No wind. With engine cooled a bit, changed engine and gearbox oils and engine oil filter.

Mon motored to Cleopatra's Marina for 8.30am lift out. Ann lined the hatch and window curtains. Flaked out anchor chain rinsing with fresh water. Cleaned anchor locker, flushed holding tank, flushed salt water from engine, defrosted fridge, removed Bimini, exercised 10 sea cocks, covered binnacle, cleaned stained hull with oxalic acid, fit boat covers. Left keys with reception, caught taxi, 1 mile to airport, Easyjet to Bristol airport.

### Wed 6 Oct 2021

Lovely train journey back travelling through beautiful green countryside. Though bit of a shock that no one on the crowded train wearing masks. You couldn't go in a shop in Greece without one.

Last but certainly not least we would like to give a very warm welcome to the following new Members, who have joined WPCA since the last issue of the Cruiser.

Joan Whyte,  
**'Grey Knott'**, Hanse 315

Nick & Tracie Critchell,  
**'Mojito'**, Sealine 47

Christine Rashleigh-Berry

Christopher & Alison Bell,  
**'La Sorciere'**, Najad 400

Austin Hallmark,  
**'Gon Voyage'**, Colvic Sailor 26

Dennis Scadding,  
**'Sciuma'**, Sadler 26

David & Shirley Lister,  
**'Piranha'**, Glastron 24

Trevor Martin & Annie Yeulett,  
**'Joanna'**, Moody 36

Contact details can be found on our WPCA website and its very encouraging to see so many new faces participating in our "Cruises in Company."

## WPCA Cruising Programme 2022 – Issue 1a

Destination	Date	Leader	Itinerary / notes
Spring Rally Yarmouth	Mon 25 Apr to Thu 28 Apr	Chris Reid	Avoids Easter and early May bank holidays
Channel Islands	Sat 14 May To Sun 22 May	Chris Reid	Avoids Queens Jubilee
Channel Islands Alternative	Tue 24 May To Thu 2 Jun	John Atkinson	John is tied to these dates and is happy to lead any WPCA boats wishing to join him.
Summer Cruise West Country	Sat 9 Jul To Sun 17 Jul	tbd	Tide turns to west at the Bill around 07:30 on 9th
Autumn Rally, Lymington or Poole	Fri 16 Sep To Mon 19 Sep	Chris Reid	Tide to E from 0900 to 1500 on 16th

Crew vacancies and members wanting to crew should be managed using the WPCA web site facility or by personal contact at club evenings.

Range not firing: Easter: 9 to 24 April 2022, Spring stand-down: 28 May to 5 June 202, Summer stand-down: 29 July to 31 Aug 2022

Range weekend firing: 25 to 26 June 2022, 24 to 25 September 2022

## Day Cruises in Company

Day Cruises	Lulworth Range	Leader
Tue 5 Apr	Open	Chris Reid
Wed 4 May	Open	
Sat 18 Jun	Open	Michael Gregory
Mon 4 Jul	Open	Sara Lloyd
Tue 16 August (BBQ)	Closed	Sara Lloyd
Thu 1 Sep	Open	Chris Reid

Notes: Day cruise destination and timing to be discussed on the preceding Tuesday club night. Can be made into an overnight stop if weather is suitable.

Usual destinations *Lulworth Cove, Worbarrow Bay, Mupe Bay, Studland Bay, Chapman's Pool, East Shambles and back, Photo shoot.*

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