

The JRA Summer Rally 2011

Our summer rally is always the first event of the year and one at which the Annual General Meeting is also held. The venue alternates between the Warsash Sailing Club on the Hamble river near Southampton and the Mayflower Sailing Club at Plymouth. We have also been to Falmouth although not for quite a few years now.

This year it was the turn of the Warsash Sailing Club to host our rally which was held over the weekend of 18th and 19th June 2011.

34 members and guests attended along with four boats. Steve and Sally Peake brought their Freedom 30 *Alanouwoly*, Anthony Cook came in his Ebbtide 28 *Zuleika Louise*, John Stone brought his Sunbird 28 *Rose* and Bernie Lyford arrived in his Kingfisher 20 *Amicia*.



Alanouwoly



Zuleika Louise



Rose



Amicia

Photos by Roy Denton and Tom Wallace (Alanouwoly)

As we only had four boats there was not enough space for everyone who wanted to sail to get out on the water. However, on Saturday the weather took charge and discouraged most of the boats from going out. However, John Stone and his brother-in-law Chris Edwards decided to brave the wet and windy conditions and offered to take any adventurous sailors out for a bit of boisterous sailing. Two or three members came forward. The rest preferred either to remain in the comfort of the Warsash Sailing club or to partake in some other land based therapeutic activity (shopping in other words).

In the evening the members gathered at the club for a buffet dinner to be followed by the Annual General Meeting.

As I expect many members know there has been a little disquiet within the JRA in recent months which concerned proposed changes to the constitution and changes to the administrative structure of the association and it was with some anxiety that this meeting took place. I am pleased to report that the meeting passed off in good heart.

Robin Blain, who has been our Hon. Secretary for almost as long as the association has existed decided to stand down at the meeting. Over the years he has given unstinting service to the association to ensure its smooth running. His attendance at our rallies means he is a familiar figure to many of us and he has been willing to offer advice and guidance to many of us trying to get to grips with the junk rig. I am sure we all owe him a great debt of gratitude.

Also to announce his retirement at this meeting was our Chairman Gavin Dalglish. He has served the JRA for many years as Chairman and was also for a number of the early years the rally organizer and then editor of the newsletter. Our thanks go to Gavin for the service he has given to the running of the association.

The AGM was held under the old constitution which only provided for two elected officers, Chairman and Hon Sec. Edward Hooper who had been nominated for Hon. Sec was unopposed so was invited to take up his new post with immediate effect.



Two nominations had been received for Chairman, myself and Alan Boswell. Outgoing Chairman Gavin pointed out that there would need to be a caretaker Chairman until the new Chairman had been elected. As I was the only nominee present it was proposed, seconded and voted by the membership present that I should be appointed caretaker Chairman.

Photos by Tom Wallace

As the meeting was running late Gavin decided to make only a short retirement speech after which I presented Robin with an Admiral's flag with the JRA logo embroidered onto it which had been made by our member Paul Thompson in New Zealand and Gavin was presented with an inscribed tankard.

Sunday brought with it much better sailing conditions. The rain had ceased and the wind had subsided which was fortunate as we intended to sail across Southampton Water to Ashlett Sailing Club in Ashlett Creek where we had arranged to have a barbecue lunch.

With only four boats available to get 23 members across the water we had to ask for volunteers to go by car. Robin and Mandy Blain offered to take their car along with two passengers. This enabled us to get the remaining 19 members onto the four boats.

We all met on the pontoons as the clubhouse is not open on a Sunday.



Members gathering on the pontoon on Sunday morning awaiting allocation to the boats

Photos by Tom Wallace



Zuleika Louise and Rose on route to Ashlett Sailing Club

Photos by Roy Denton



Amicia

After a pleasant sail in the morning we all made our way up Ashlett Creek.

The Ashlett Sailing Club clubhouse is situated close to Ashlett Mill which is a well known local landmark of considerable interest.

It now serves as an attractive meeting and club house of the Waterside Sports and Social Club and the Ashlett Sailing Club, complete with bar, skittle alley, shooting range and billiards tables. However, it has a long history. It has seen centuries of service in its original purpose of milling corn, and when that came to an end with corn being milled more conveniently and economically with electrically or engine driven machinery, it served as a hostel for labourers engaged in the building of the first Fawley refinery in 1920-21.

The present mill house bears the date 1816, and the initials 'T.B.' on a stone set into the wall of the Calshot side of the building. It is certain, however, that a mill existed at Ashlett much earlier than this. Tide mills have been known to exist in southern England from early Medieval times, and it seems likely that there has been a mill in the locality from the beginning of the 13th century. Some evidence comes from Esso Petroleum Company

records of the refinery land purchased from the Cadland Estate. After the mill shut down, it served variously as dwellings (it was made into flats), as a boathouse, and as a store. There were people



living there when Agwi bought the building in 1920 as part and parcel of the land for the first Fawley Refinery. Tenants remained there until late October of that year when the mill was quickly stripped and cleared of as many obstructions as possible and some 80 camp hospital type beds were installed on the first floor. Underneath, on the ground floor, communal ablutions and cooking facilities were put in. By mid-November of 1920, 40 men were sleeping there for 3/6 (17.1/2p) per week. It was not five star hotel standard, but it was cheap! For those who valued privacy, they could get a hut within the refinery site for five shillings (25p) per week. The occupants did their own bed making, washing and cooking, although some sort of hot meal could be obtained on the refinery site. The numbers of men using the mill dormitory continued to increase through November until some 75-80 people were accommodated there. They remained until the first construction task was completed, and the refinery started up. The accommodation was closed down at the end of June 1921 when it then became a store again, but before twelve months had passed a new phase of refinery construction had started, comparable in size to the original undertaking. By April 1922 the mill was once again providing shelter and accommodation for a construction force. This continued until the end of the following April in 1923. In the meantime the second floor had been turned into 20 yards indoor rifle range. There had been an interest by refinery staff in rifle shooting as a form of recreation since 1921 and an outdoor range had been put down on the adjacent salt flats. The mill house offered the ideal solution for an indoor range which was opened on January 4th, 1922, on the ground floor, it was later transferred to the second floor where there was more room, and where it has remained in use to the present time. In 1932 the old mill was converted into a social club - the Ashlett Club of the Esso Recreation Club that became the Waterside Sports and Social Club in 2002.

Whilst sailing towards Ashlett Creek we were joined by another junk rigged Freedom 30 which was not known to local members. Amazingly, there are about six junk rigged boats kept at Ashlett Sailing Club thanks mainly to the enthusiasm of Chris Edwards who keeps his Freedom 30 there.



Photo by Roy Denton



Our visitor followed us into the creek and was made most welcome by the members. The boat's name was *Santiana* which until recently was owned by our member Jim Hassall. She is a lovely example and very well kept. She now boasts a new 'Nestaway' folding dinghy on her foredeck and wind generator.

After an enjoyable barbecue lunch in the very pleasant surroundings we made our way back to Warsash and the end of another successful if just a little stressful summer rally