

Lee Residents Association

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LeeResidents



Making a *difference* in Lee
Events, Developments, Lifestyle & Community

SPRING 2026

Welcome to the Spring Review

We are grateful to all those who have contributed to this edition, which is full of articles and information about what is and has been going on in and around Lee.

Articles from other organisations that are included in the Review are generally printed as received and do not necessarily reflect the view of the LRA committee.

Lee Residents Association represents the interests of all the people who live and work in the area. It strives to improve the environment and make Lee on the Solent an even more attractive and thriving place in which to live, work, play and visit.



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Upcoming events for our members

LRA committee members bring you the latest Events and Fundraising information in Lee.

MAY
19

Tuesday 19th May at 7.30pm 2026

Annual General Meeting

The association's primary spring meeting will be held on **Tuesday 19th May, 7.30pm** in the Methodist Church Hall, High Street, Lee-on-the-Solent.

The event is for members only, however, new members can join on the door - £5 per household.

The agenda will include receiving the Chair's Report, approving the accounts for 2025 and election of officers and committee. We are always looking for new members to join our small management committee and would love to hear from you if you are interested. Nominations to serve as an officer on the committee must be notified to the Secretary and Chair no later than fourteen days before the meeting i.e. noon on 5th May. Please contact us on chair@leeresidentsassociation.co.uk.

Membership Fees

Gentle Reminder

If you haven't already done so, please pop in to The Mortgage Helpers opposite the Methodist Church to renew your membership.



Membership

Thank you to all members who have already renewed. We often get new members joining by way of introduction from yourselves. Application forms are always available from The Mortgage Helpers, Lee Library Hub, Tesco Express, Pier Street or by the downloading form from our website www.leeresidentsassociation.co.uk

The greater our numbers the greater our voice

It is important that the LRA continues to reflect the interests of the residents, please do contact us if you have any suggestions, what you would like to see more of or less of etc.



Committee Members

Chair LRA Kealy Dingley

Vice Chair Dawn Raymond

Secretary Ashleigh Evans

Treasurer Brenda Bamforth

Events Nigel Raymond

Health & Wellbeing Jackie Holley

Planning & Infrastructure
Co-opted Environment Brian
Mansbridge & Co-opted
Michael Sheridan

Environment
Co-opted Michael Sheridan

Membership Secretary Tim Dingley

Media Secretary & Admin
Co-opted Julie Orr

The Association welcomes
new volunteers and committee
members. Please contact us for
more information, email contact@leeresidentsassociation.co.uk

Chair's Spring Welcome

Welcome to the Spring edition of our Lee Residents Association Review. As the days lengthen and the seafront begins to bustle again, it is the perfect time to reflect on our community's progress and the challenges ahead.

Our primary goal remains making Lee-on-the-Solent an even more attractive and vibrant place to live and visit.

I would like to extend a sincere thank you to the dedicated volunteers and contributors who made this Spring Review possible. Your articles and insights are what keep us informed and united.

Chair
Kealy Dingley



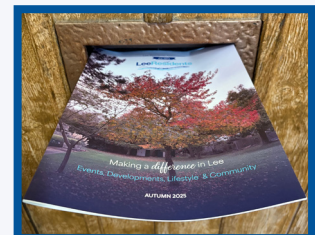
JOIN OUR MAGAZINE DELIVERY TEAM

Get involved and make a difference in your community

We are looking for volunteers to deliver our magazine three times a year. It is full of interesting and important local news, and has details of events within our community.

Helping us will help you too:

- Flexible hours to suit you
- Walking helps both your physical and mental health
- Meet new people and be part of a team



If you would like to join our team either by delivering magazines or helping in another way please contact us on contact@leeresidentsassociation.co.uk

Solent View Medical Practice

Patient Participation Group (PPG)

The Patient Participation Group (PPG) is a partnership between patients, and staff at Solent View Medical Practice. We work together to support improvements, strengthen communication and help ensure the Practice continues to meet the needs of patients.

What the PPG Does

- Promotes good communication between patients and the Practice
- Provides constructive feedback regarding patient experience
- Supports service improvements
- Helps inform patients about local health and community support
- Acts as a “critical friend” to the Practice

What the PPG is Not

- Not a forum for individual complaints
- Not a route for medical advice

NEW

Directory of Support Services

A team of PPG members is compiling a Directory of Support Services, due to be published online by the end of April. The Directory will include services and support that patients can access without a GP referral. Although concentrating on services for people with medical conditions it will also have information on services that young families, children, older persons, veterans, disabled persons etc. may find helpful. It will develop over time as we become aware of further services and reflect input from users. The directory will make clear that services are not recommended or endorsed – it is up to users to satisfy themselves on the suitability of a service.

Why this matters:

It will give patients a simple way to find help and support when they need it – and may reduce unnecessary GP appointments, leading to greater Practice capacity

PPG Facebook Group

The PPG has launched a new Facebook Group to help improve communication and encourage wider community involvement.

Purpose

The page aims to:

- Share useful updates about Practice services and health campaigns
- Promote patient engagement and local health initiatives
- Highlight support groups and focus sessions (e.g. maternity, weight management, cancer, diabetes)
- Signpost patients to trusted health and wellbeing resources
- Gather constructive, ‘moderated’ feedback to share with the Practice

The Group is run independently by the PPG and is not managed by the Practice. It is not a forum for medical advice, individual complaints or urgent matters.

Safeguards

- Clear disclaimers explain that the PPG does not represent the Practice and cannot respond to clinical or procedural queries.
- The page signposts patients to the appropriate official channels for appointments, medication queries, complaints and urgent care.

Questions We Are Often Asked

Why can't I always see a GP?

If a patient needs to see a GP, they will. However, patients are first assessed by the Clinical Team (which includes Advanced Nurse Practitioners and other clinicians). This ensures patients are seen by the most appropriate healthcare professional. For example, someone with high blood pressure may benefit more from seeing the Hypertension Nurse.

All requests are reviewed and prioritised based on clinical need.

Can I suggest improvements?

Yes. The best way is to use the Feedback Form on the Practice website. It can be completed anonymously if preferred.

How do I raise a concern or make a complaint?

It is usually best to speak to a member of staff first or complete the Feedback Form, available at reception or via the Practice website under "*Do It Online*".

This allows concerns to be resolved quickly.

If needed, a formal complaints leaflet and complaints form are available online or from reception. Complaints are handled confidentially and do not affect your care.

Why is eConsult detailed?

eConsult asks lots of detail because it acts as a triage tool, a safety screening, provides some clinical history and helps the Practice

in workload management. Essentially it is doing the first half of a consultation before you even get to an appointment.

The current eConsult system remains in place for now, as the Practice has invested significant time ensuring it is safe and effective. Other options will continue to be actively explored by the Practice.

All requests submitted online, by phone or in person are reviewed by the clinical team and prioritised according to need.

You can contact the Practice in three ways:

- Online via eConsult (the Practice website or NHS App)
- By phone
- In person at reception

2nd Pharmacy in Lee - Decision Update

We have been informed that the Pharmacy Appeals Committee has upheld the decision to refuse the application for a new pharmacy in Lee-on-the-Solent. This is effectively the final stage of the NHS appeal process resulting in the application being formally refused. The applicant is considering further action, and we will update you of any further developments. The decision has been made despite strong local support including MP and local councillors, GP Practice and PPG, and Supporting NHS data and evidence of increasing demand.

John Beavis MBE, Honorary Alderman
Chair, Solent View Medical Practice PPG

Hampshire County Council and Gosport Borough Council Elections 2026

Remember your photo ID if you are voting at a polling station

Elections for Hampshire County Council and Gosport Borough Council will take place on **Thursday 7th May 2026**.

Voter ID in Polling Stations

Make sure you have the right ID with you before going to the polling station. You need to show one form of photo ID. It needs to be the original version and not a photocopy or digital version. You can use a digital version of your ID if you are using an eVisa or a digital HM Armed Forces Veteran Card.

Please refer to Gosport Borough Council's website for full details of accepted forms of ID.

What to expect at the polling station

- Your poll card will tell you which polling station to attend and remind you to bring photo ID.
- Staff will check your ID but will not record or take details from it.
- Expect slightly longer processing times and possible queues at peak times.

This information has been taken from the Gosport Borough Council website. If you need further information please visit their website or contact them directly:

Website:

www.gosport.gov.uk/elections

Helpline:

023 92545 227

Email:

electoral.registration@gosport.gov.uk

Email for postal vote enquiries:

postal.voting@gosport.gov.uk

By post:

Electoral Services, Gosport Borough Council, Town Hall, Gosport, PO12 1EB



Older Persons Forum

DATES OF EVENTS THIS YEAR

Don't Fall for Fraud (Scam & Fraud Awareness) - Spring Open Meeting

Friday 10th April, 10am - 12 noon

Coffee served from 9.30am

Council Chamber, Town Hall, High Street, Gosport, PO12 1EB. Please enter by the entrance opposite the Discovery Centre if you are able to use stairs. A lift is available at the entrance from the High Street.

Annual General Meeting

Friday 25th September, 10am

Council Chamber Town Hall, Gosport

55+ Infifest 2026

Friday 16th October, 9.30am - 1pm

Thorngate Hall, Bury Road, Gosport, PO12 3QX

Contact details

Address:

Gosport Older Persons Forum, PO Box 1, Gosport Community First, Martin Snape House, 96 Pavillion Way, Gosport, PO12 1FG

Email:

gosportopforum@hotmail.co.uk to be added to the email list to receive further details.

The Gosport Older Persons Forum will be updating their 60+ Directory this year

NUMBERS TO USE IN CASE OF EMERGENCY

Emergency numbers are 999 & 112

Use only when:

- There is a medical emergency (Serious illness, injury or a risk to life)
- There is a fire
- A crime is taking place, for example an assault or burglary

In all other cases these are the numbers to use, covering **24 hours a day**:

111 Medical advice for advice and when GP surgery is closed

101 Police to give information or report a crime

105 Electricity power cuts or damage to power lines/ substations

0800 111 999 Gas report leaks

02392 477 999 Water report leaks or low pressure

0800 820999 Sewage report sewage leaks

116 123 Samaritans ready to listen if you are struggling to cope

159 Possible bank scams

For more information on scams please visit their website: www.stopscamsuk.org.uk/campaign/get-help-now

March Planning Report

Daedalus Waterfront

Over the last eight months the Daedalus Development Company have submitted eight detailed planning submissions to enable them to move forward with the project. It includes infrastructure and enabling works that are now getting started on site. All can see the significant scaffolding structure around the former Daedalus Wardroom building although this is preparatory and safeguarding works in anticipation for the approval of the detailed planning application for repairs and alterations. Similar applications have been submitted for the adjoining buildings and the open area behind the Fleet Air Arm War Memorial; all are still awaiting approval.



Above: site plan of the new proposal
Below: site plan of the approved scheme



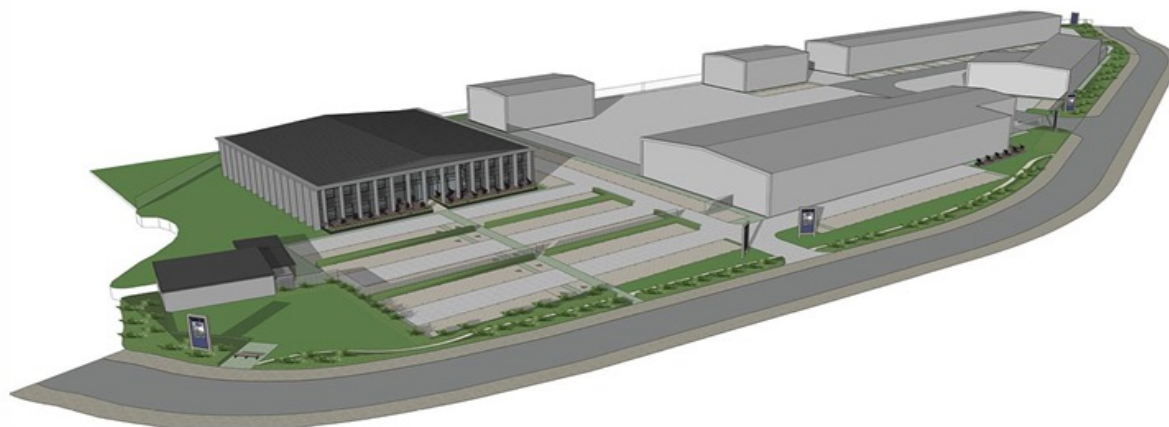
This is a plan view of the proposal from Blanchard Wells. The single building on the left is to be their Headquarters Office. The building in the middle area or central zone is a construction facility and storage area. The eastern blocks at the narrow end of the site are conventional industrial units and/or space for Blanchard Well to expand into.

This illustrates what was initially predicted in the outline plans for this area.

Rows of industrial units but painted in camouflage patterns.

The building in the new plan above are the more conventional blend of blue and grey

The application for Blanchard Wells Office and Construction Yard is now open for comment (see GBC planning application 26/00057/FULL for full details). This is for the area between Daedalus Drive and the Coastguard Hangar that is already being used by Blanchard Wells as a storage facility (photos were included in the last Review). The LRA is preparing a response that will be generally supportive but asking for the necessary reassurance about environmental issues and screening.



The Blanchard Wells development here in this perspective illustration is with Daedalus Drive as the road in front. The Headquarters Office is a two story building with the windows and the Construction Area, Builders Yard/storage area in the middle and the industrial units at the far end.

The Hovercraft Museum

The Hovercraft Museum has received a £115,512 grant from The National Lottery Heritage Fund, marking a major milestone in its transformation and future plans. The funding should secure the long-term future of the museum and its world-renowned collection. The grant is enabling the museum to carry out critical surveys, business planning, and laying the groundwork for restoration and the creation of a high quality visitor experience. Alongside this strategic progress, the museum is expanding its public programme, opening more often at weekends, running new events and exhibitions. New volunteers have joined and the team would welcome local residents to help implement the improvements and be in at the beginning of a very interesting future. This achievement is closely aligned with the wider regeneration of the Daedalus Waterfront, ensuring that the museum's unique story of British innovation remains at the heart of the community.

The Wardroom, Seafront Area and Daedalus Square

It takes a long time for other planning submissions on the site to be approved as they involved the heritage buildings. This requires that the Local Planning Authority (LPA) must consult widely as well as be satisfied themselves that the conservation policies that safeguard the heritage site are all being respected. The same applies for the listed building around the former barrack blocks which, once approved, will allow the reformative transition into "Daedalus Square." Daedalus Waterfront keep their

informative website updated, for those with internet access see www.daedaluswaterfront.co.uk This website also links to the latest 2026 Newsletter that invites readers to:

Come and be a part of Daedalus Waterfront this year

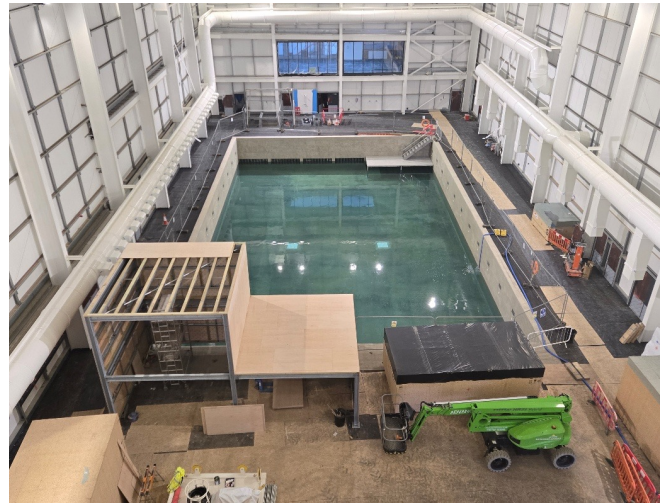
Welcome to the Daedalus Waterfront "newsletter for 2026, a year of momentum, memory, and making things happen. This edition brings you a fresh update from the Hovercraft Museum, news on key infrastructure improvements, and a look at how we're

continuing to back our local community with practical support and visible progress. You'll also find two simple ways to get involved yourself: by modelling for upcoming projects or by sharing the heritage stories that make this place what it is. Daedalus has always been about pride, possibility, and people, and this year, that spirit is very much in motion. Follow us on social media for regular updates."

The **Development Update** advises. This year we expect to clear more planning hurdles and see much more activity on site.

- Our priority is to begin enabling infrastructure works on site as soon as possible. Our designs for this have been submitted and are awaiting approval from Hampshire County Council. Once we have the go ahead we will be in touch with further details.
- Our detailed design for the heritage buildings around Daedalus Square and the Wardroom, is also still being reviewed by planners.
- We continue to work closely with Homes England and Gosport Borough Council to understand how we can accelerate delivery of the transformation of Daedalus Waterfront

Bristow's UK National Search and Rescue Training Centre



Thanks to Mildren Construction this is the view of the interior of the new tall building behind the CEMAST College.

It is expected to be handed over to Bristows this April.

Not just a wave making pool for training helicopter winch rescues, it can even simulate rescues in a gale and at night. There is also a ship simulator, a training wall to practice techniques for cliff rescue; all in a state of the art complex.

This Lee facility should enhance the capability of Search and Rescue service in the UK and beyond.

Significant other Lee-on-the-Solent planning applications

28 Elmore Road, Planning Applications 26/00032/LDCP & 26/00041/FULL

There is a lot of local opposition to 28 Elmore Road extending to become a Home of Multiple Occupation (HMO). The earlier LDCP application is seeking approval for a 'Lawful Development Certificate for a Proposed use/development' it was followed by another application to extend the property into a 10 Bedroom HMO. Much of the opposition are concerns about being close to the school and it will quite possibly house single residents new to the area. If these new residents have cars they would overspill the existing and inadequate 2 parking spaces (not the required size). Of these two concerns the first issue is not valid as a planning objection (but the Ward Councilors are certainly aware) the second, parking issue is, and particularly relevant at school in/out muster times.

The character of the area is residential, primarily inter-war in-fill development that already suffers considerable parking stress and congestion. The LRA has submitted a detailed planning objection, although an HMO of up to "6 unrelated persons" is normally allowed as '**Lawful Development**' and was the original LDCP application. The later application for a 10 bed HMO does require planning permission. A valid planning objection really needs to raise an objection that quotes how it contravenes the Local Plan(LP). Unfortunately, the current LP does not have a lot to govern HMO development although its successor (GBC LP 2042) does have a policy about HMOs but until it has passed through the consultation and examination stages it is only 'intended' rules and not as fully enforceable as 'formally adopted' policies.

Browndown Former Army Camp opposite the Kingfisher Caravan site.

Application 25/00096/FULL

Perhaps both the LRA and Gosport Society's objections have influenced the LPA discussions with the developer and have prompted a revised plan that has removed the three story retirement living block of flats, but it still proposes the three storey care home with inadequate parking provision. There is some improvement in the overall parking count, but it is still inadequate for this sensitive site. Fortunately, the local plan is site specific and it does recommend that any development should preferably be single story, so let's hope the LPA can persuade the developer to cut all the planned development down to size. Accepting that it is a brownfield site but surrounded by designated open space, ideally any development should not be significantly more intrusive than are the camp huts that are there now. The revised plan and updated LRA objection can be viewed on the GBC planning website under the reference 25/00096/FULL.

Planning enforcement has succeeded in removing unreasonably high industrial racking placed by a Daedalus Industrial Estate operator against the fencing of adjoining residents. The affected residents and the LRA raised an objection to the

LPA detailing how it contravened residents' rights and original Industrial Estate planning conditions. Another LRA objection was to further extensions to the ongoing works of the property at 67A Marine Parade East. The additional expansion has been refused. This is not the first refusal of what some neighbours considered an unreasonable expansion to this Marine Parade property.

Both the Conservative Club and the Squash and Tennis Cub have applied to re-pollard or fell trees, at the time of writing the recommendations of Gosport's Arboricultural Officer are awaited. The LRA does not have the expertise within its team to challenge the experts but keeps a watch over the well-loved trees like the big sycamore on the verge of the Squash and Tennis club to see that they are not under threat.

Other Gosport Areas

Former Haslar Barracks off Fort Road The justice department is progressing the conversion of this site to be an **Immigration Removal Centre**. Not much can be done to save what's left of the Napoleonic Barracks, even though it's designated a Conservation Area. The Justice Department, like the Ministry of Defense can claim the alterations are essential for their purposes.

Fort Gilkicker a Scheduled Ancient Monument. Alterations here all have been approved, so the controlled conversion of the Listed Fort into 26 luxury dwellings will at least revive the future of the decaying and vandalized structure and give it a new purpose.

Royal Hospital Haslar. Another important repurposing but as it is a commercial development of a Conservation Area all the changes are approved in advance. So far, the changes seem appropriate, although those of us that have seen new detailed plans would have preferred not to see a block of flats that will appear near the remodeled entrance gate. The residential numbers were all included in outline plans, these have been approved in advance as the developer's framework, so let's hope the actual design features are creative enough to blend in with the rest of the site.

Fort Road the Former Diving Experimental Laboratory. A developer is consulting on a proposal to build 15 family homes alongside an 80 bed care home. This is a much more intensive development than a former proposal for 9 houses on the same site. A developers' consultation has taken place seeking local reactions but if you missed the local event, it can be accessed online at www-studios.com/projects/Gosport.

The 1929 Schneider Trophy Race

A bit of Background



The Schneider Trophy contest was conceived and sponsored by French Industrialist Jacques Schneider in 1912, with the first race taking place in Monaco in 1913. The prize was the “Coupe d’Aviation Maritime Jacques Schneider”, also known to the pilots of the time as the “Flying Flirt”.

The Trophy would be awarded to the first national aero club to win the annual event three times in 5 years, at which the victorious nation would keep the trophy in perpetuity along with 25,000 Gold Francs to the eventual winning pilot.

The rules were clear; the contest would be held over the sea; the distance not less than 150 nautical miles; the aircraft must be seaworthy; each nation could enter a maximum of three aircraft and each team had to be sponsored by the governing nations body for Aviation Sports. The winning team would be responsible for the next annual contest.

In 1913, and held during the Grand Prix de Monaco, over ¼ million people from across Europe attended, with The South Eastern & Chatham Railway advertising daily express services from London to the Riviera. The contest was won by the French alongside entries from Belgium, Britain, Italy, Spain and Switzerland though only four teams turned out on the day. All using French landplanes fitted with temporary floats and powered by rotary Gnome engines.



In 1914, and with their 1913 win under their belt, the French were unconcerned about their competition. Unexpectedly though, a 28 y.o. Howard Pixton, flying an untested & highly modified, Sopwith Tabloid won for the British. However, rather than coming down after his 28th lap, Pixton went on to do two further laps taking the world distance record of 300Km.

It was only 3 months later that WW1 broke out and the contest was suspended, at the time, indefinitely! However, who would have guessed that within a few months of the armistice, the contest would be underway again.

So, in 1919, in Bournemouth, the contest series recommenced, though it was, on reflection, a complete shamble. Few facilities were available and only with the generosity of Sam Saunders on the Isle of Wight, was it able to take place at all. Most competitors either crashed, failed to finish or failed to start and the only finishing aircraft was from Italy, who failed to fly the correct course for 11 laps.

No one was credited with a win, though the next race hosting was granted to Italy. The 1920 race was a disappointment as only four countries registered to take part and only one, Italy, actually competed! Italy would host the next contest.

1921 Venice should have been set for an exciting competition, it was however, a bit of an embarrassment. The world's powers were still suffering post-war financial hardship and whilst there were plenty of potential Italian entries, the 1921 contest attracted just a single foreign competitor, France. Of the 4 entries, 1 failed to compete and 2 retired from the circuit. Had the 1919 result stood, then the Italians would have won the Schneider Trophy outright in 1921 and that would have been the end of the contest series. If they won the 1922 contest, the Trophy would be theirs to keep!

1922 Italy was a backdrop of civil strife between the Communists and Fascists and many thought Civil War inevitable, however France and Britain were determined to beat the Italians and therefore when Captain Henri Baird, flying a Mitchell designed Supermarine Sea Lion, won the day the contest returned to British waters in 1923.

The 1923 and 1925 races belonged to the teams from the USA, flying much faster Curtiss CR machines. So much so, that after the 1923 race it was decided that no one could compete with the Americans without a complete rethink of the aircraft & engines, so a hiatus for 1924 was agreed. Whilst the 1925 race also belonged to the Americans, Britain came a respectable second with a Gloster 3A.



For the 1926 race the Americans looked unbeatable still, so the British and Italians asked for another delay. However, the Americans said no. Even so, the Americans were having problems of their own with a number of their pilots ill or killed and also having technical problems with their aircraft. So, the Italians won the 1926 race. This was also the last time the USA competed and the last race Jacques Schneider saw as he died penniless in 1928.



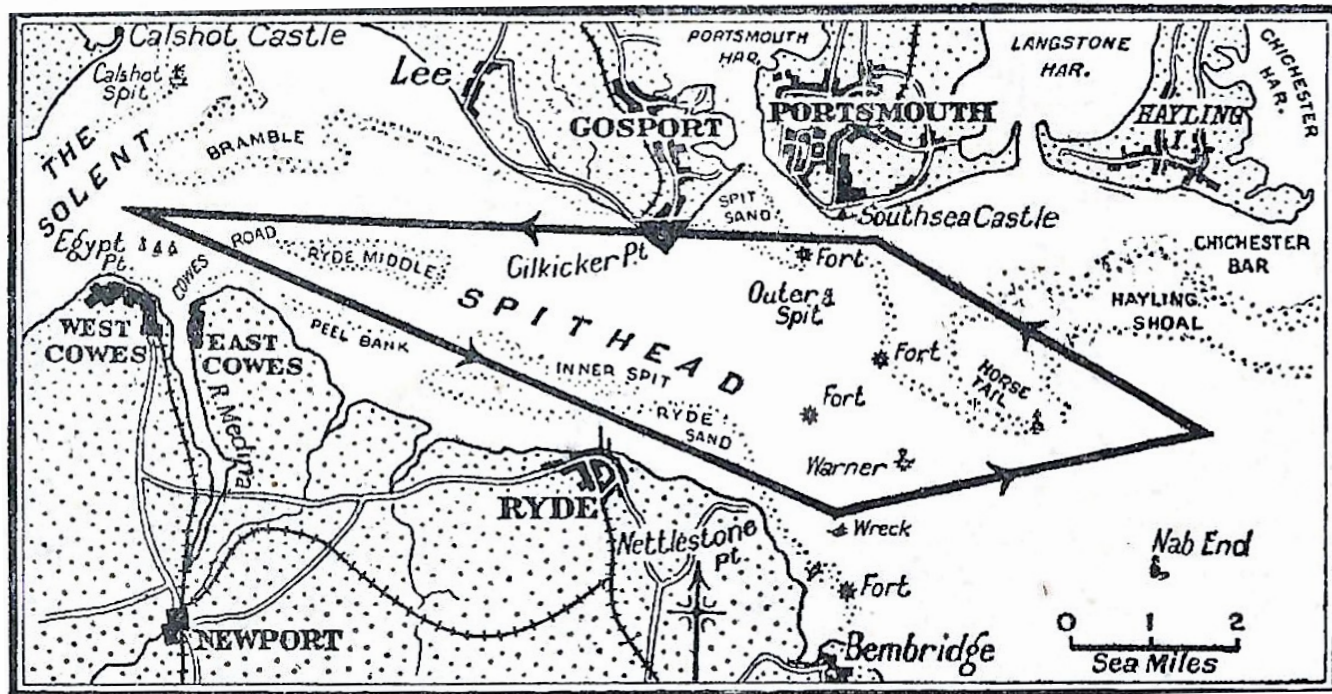
In 1927 in Venice, the Italians expected great things from their team, however, Mitchell & Supermarine with their S.5, funded by the UK Government, outpaced the Italians to finish 1st & 2nd. Again, the increase in speeds in 1927 required everyone to rethink their aircraft and so the next race would be in 1929.

1929 Calshot

1929 was to be the first race since Jacques Schneiders death. The final contests would be a fight between Great Britain & Italy although the French and USA teams had initially registered for the race.

The British Napier Lion engine of previous races had run out of development steam and was too bulky, so the British looked to Rolls-Royce for a replacement, the "R".

THE SCHNEIDER TROPHY COURSE



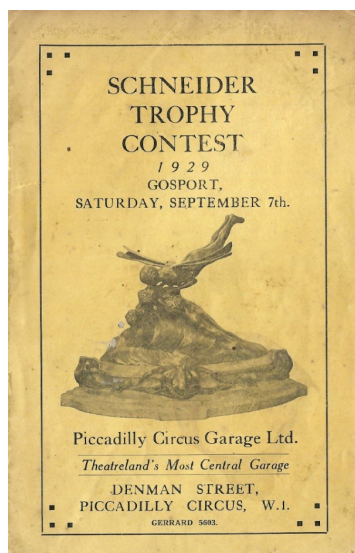
The Italians returned enthused with a very capable team and respected pilots under Lieutenant Marion Bernasconi. They had four new aircraft types because of the poor performance of the Macchi M.52 in 1927. Team Captain Balbo wanted other Italian manufacturers to show what they could do. So, the Macchi M.67 was a development of the M.52 with an Isotta Fraschini, 57.3-litre, W18, 1800hp engine. FIAT offered a tiny

C.29 weighing about 50% of the Macchi with a compact 1000hp FIAT AS.5 V12. The Savoia-Marchetti S.65 was an entirely different & murderous machine. And the last of the new Italian Offerings was the Piaggio P.c.7.

The Contest had its measure of excitement getting going. The Supermarine S.6 with the R engine had been found to have traces of metal on a spark plug and a team of Rolls Royce engineers were rounded up to change the piston the night before the race. Italian Lieut. Monti then found 30,000 tonnes of HMS Iron Duke steaming across his path when he was trying to land a test flight.

The 1929 race was to be 7 laps of a 50km circuit. Briton, F.O. Waghorn was first away in his Supermarine S.6 and whilst his first lap was slow, he quickly got into his stride. Italian Dal Molin was next away but couldn't match Waghorn's pace. D'Arcy Grieg's S.5 was not quite as fast as the Macchi and considerably slower than Waghorn's S.6.

Italian pilot, Cadringer, in the first of the Macchi M.67's, ran into clouds of poisonous exhaust fumes and dropped out after the second lap unable see or breathe properly Monti in the second M.67 also dropped out on the second lap having also being affected by fumes and being scalded when a joint gave way on the engine cooling system.



Waghorn entered what he thought was his last lap and felt the engine hesitate, so he climbed from 150 to 800 feet to glide over the finish line should the engine fail completely. As it happened, he had miscounted his laps and already completed the requisite number to win with an average of 328.63mph.

In 2nd place was Warrant Officer Tomasso Dal Molin for the Italians and in 3rd place was Flight Lieutenant David D'Arcy Greig for Great Britain.

The day after the contest, Flying Officer Waghorn had the Gloster IV up to 351.3mph setting a 4 timed run world record of 336.3mph. A few days later Sqdrn Ldr Orlebar pushed the S.6 to a new world record of 357.7mph. A decade or so later Mitchells Spitfire would regularly cruise at this speed.

The British Team had now won two consecutive races in 3 years. Could they win the 3rd & take the trophy in perpetuity?



The Finale.

There was only one further race in the Schneider Trophy series, that of 1931, also held at Calshot & the Solent. However, the race series was nearly thrown away by Great Britain when the government of the day refused to allow the RAF planes (Supermarine S.6 & Gloster IV) or pilots to take part nor allow the Royal Navy to police the Solent. Cutting a long story short, Lady Lucy Houston, Britain's wealthiest woman of the time, promised to write a personal cheque for £100,000 (around £7+million today) on condition the government lift its restrictions.

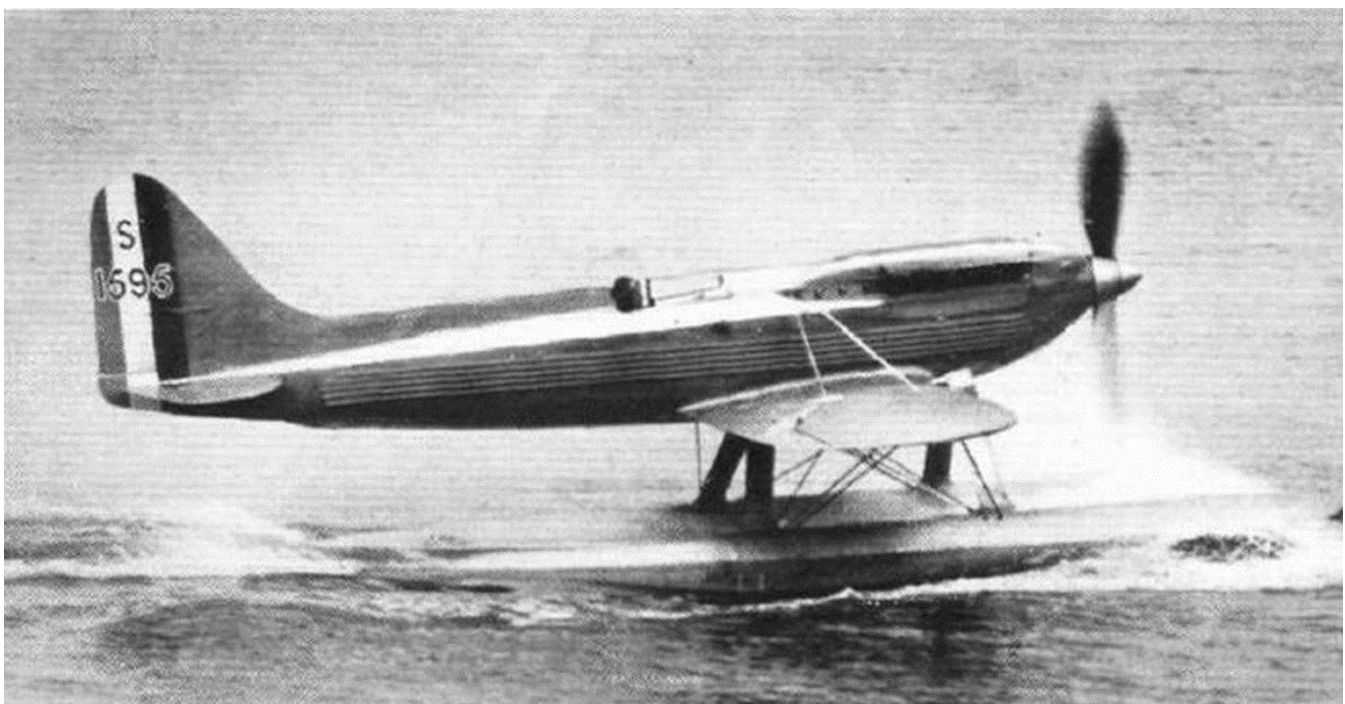
An impasse followed along with much political vocalising and provocation. The government's problem was money following the collapse of Wall Street a month after the 1929 Schneider contest. The impasse continued until Lady Houston played what is now considered her trump card. A telegram to 10 Downing Street. It read *"To prevent the Socialist Government being spoilsports, Lady Houston will be responsible for all extra expenses necessary beyond what Sir Philip Sassoon [Royal Aero Club Chairman] says can be found, so that Great Britain can take part in the race for the Schneider Trophy"*. Embarrassed perhaps, and bending to popular pressure, MacDonald expressed government approval as long as funds were made available from private source. The Chief of Air Staff Sir John Salmond gave the go-ahead for RAF pilots & aircraft to take part.

With all the time lost to the impasse, Mitchell had no time to design a new seaplane, so key improvements were made to the S.6 to produce the S.6B. Although 300kgs heavier, Rolls-Royce extracted a further 450hp from the R engine. It produced so much torque the pilots had to use a very strange technique to get it into the air and was said to give the strong impression of a kitten chasing its tail. It was not without tragedy however with Lieutenant Jerry Brinton RN being killed whilst trying to take off in the 1929 winner with his neck broken as the S.6 porpoised into the sea.

The French looked like being back in the contest. The French Government had commissioned 3 new seaplanes, each from Bernard; Nieuport-Delage and Dewoitine and a new engine from Lorraine-Dietrich to power all three. As months clicked by the engines failed to materialise. One was eventually sent late to Dewoitine, however there were concerns about the plane's airworthiness. Also, their three leading pilots all met their maker. Antoine Paillard died from Peritonitis; Lieutenant Georges Bougault was killed when his HV120 dived into a river near Marseilles & Ferdinand Lasne also crashed the Nieuport-Delage shortly before the contest. The French lost heart and withdrew leaving only the Italians.

Seven pilots were selected for training and a single seaplane type commissioned. The Macchi-Castoldi MC.72. However, whilst the airframe was considered excellent, the engine was not. Capt Giovanni Monti was killed when his MC.72 exploded in mid-air over the FIAT & Macchi representatives on a test flight. His final flight lasted only 2 minutes! General Balbo asked the British for a delay. The British said "No", though sportingly encouraging the Italians onwards. Then, a little before the race was due to take place, Lieutenant Stanislo Bellini, flying at around 394mph, flew into low lying ground near Lake Garda and was killed. When the aircraft remains were recovered it was clear the pilot only lost control after the engine exploded, spraying and igniting fuel everywhere. This aircraft was downright dangerous and Balbo withdrew from the contest.

All the British had to do was fly around the circuit without failure or pilot error. And so, it was. The crowd, around 1 million strong along the Solent, were to watch Flt Lieutenants John Boothman and George Stainforth. Boothman to fly the circuit to capture the Schneider Trophy for Great Britain and later Stainforth to attempt to break the world airspeed record.



After the trial take-off and landing required by the rules, Boothman was away with the gun and got into the air after 36 secs. His lap times were all within 5mph of each other with the fastest at 342.mph. On landing he was ferried to the HMS Medea still wearing his flying helmet and looking slightly embarrassed as you might expect of a British Officer.

Of 3 entries, one competed and two were kept in reserve. Great Britain had secured the Schneider Trophy in perpetuity. The Trophy is on display at the Science Museum in London.

So, what were the benefits from the Schneider Trophy given the race series was won in 1931. War didn't breakout until 1938/39?. Although many years in the future, many politicians and industrialists could see war coming, Reginald Mitchell of Supermarine and Lord Hives of Rolls-Royce among them, even if the man in the street didn't.

The S.6 did not directly lead to the Spitfire, that famous aircraft was designed by R.J. Mitchell and his team between 1934 and 1935, with development of the Type 300 prototype beginning in December 1934. The prototype made its maiden flight on March 5th 1935, however, there can be no doubt that they learned the lessons of aerodynamics, stressed aluminium construction and flying control from their work on the S.6.

Far more connected though, was the development of the Rolls-Royce Merlin (& subsequent Packard-Merlin & Griffon) from the "R" engine in the S.6 & S.6B. These engines went on to power more aircraft types than you might imagine, & too many to list here. Although the engine is most closely associated with the Spitfire, the four-engined Avro Lancaster was the most numerous of the applications of the Merlin, followed by the twin-engined de Havilland Mosquito.

However, let's get back to the legacy of the contests. The basic legacy was that of power, reliability and aerodynamic understanding and indeed, in my opinion, it's greatest contribution to World War fighter design. Overall, from 1913 to 1931, in just 12 races, only 47 aircraft started the contests and 40% of them, 19, failed to finish due to engine failure. In 1913, only one finished, Laurent Seguins Rotary Gnome/Bentley BR.1. In 1931 only one aircraft took part.

However, let's not lose sight of how dangerous the Schneider Trophy was. 11 pilots were killed; 6 had near miraculous escapes from death and another 10 had close calls after crashing or ditching. World War 1 got the SPADVII & VIII, the Sopwith family aircraft & SE5 amongst others

World War 2 got the Spitfire and Merlin along with the Italian C202/205 fighters. Perhaps the most notable observation from the whole contest series is that Jacques Schneiders vision for seaplanes and seaplane ports never really developed into a commercial reality. It really was down to the cost of getting a heavy load out of the water.

Unfortunately, Jacques Schneiders vision missed the economics of cost-effective travel, there was no real precedent in his time, even rail travel was generally the reserve of the wealthy in any comfort. That Jacques Schneider saw the need for commerce by air, he was a visionary, however his love for the seaplane marred his judgment.

Researched & written by
Robert Toseland

Most of the information was sourced from Wikipedia and all pictures are from freely distributed sources or scanned from original documents.

Lee-on-the-Solent Community Policing Update

My team covering your area have been busy since I last introduced myself.

We welcome a new Sergeant to the team here at Gosport, PS Mark KINGSTON is an experienced officer having served across the county and on several different departments including the forces Public Order Support Unit.

He is leading the team responsible for keeping Lee residents safe and I have expressed the importance of high-visibility policing and positive action when faced with anti social behaviour.

Over the past month, your local neighbourhood policing team has been working hard to address concerns raised by residents around anti social behaviour (ASB), particularly issues linked to *Operation Chromium* (vehicle related ASB). We wanted to share an update on what we've been doing, the progress we've made, and what you can expect from us in the weeks ahead.

What We've Been Doing

High Visibility Patrols

We've carried out regular high visibility patrols across Lee on the Solent, including during known peak times for ASB. These patrols help deter unwanted behaviour, provide reassurance to the community, and allow officers to engage directly with residents.

Tackling Vehicle Related ASB

In partnership with Hampshire Highways and Gosport Borough Council, we have supported the installation of new speed cushions in several local car parks. These measures are already helping to reduce vehicle related nuisance, making these areas safer and quieter for everyone.

We've also been working closely with our colleagues in roads policing to target repeat offenders who use the area for disruptive vehicle activity.

This joined up approach means we can identify, monitor, and deal with persistent issues more effectively.

Engaging with Licensed Premises

Our officers have visited local licensed venues to ensure they are operating within the conditions of their licence and are playing an active role in keeping the area safe. We're pleased to report that businesses have been supportive and cooperative.

Results So Far

Thanks to the combined efforts of the community, partner agencies, and our policing team, **ASB reports have dropped by 69% – from 16 reports in January 2025 to just 5 reports in January 2026**. This is a significant improvement, and we're committed to keeping this positive trend going.

What's Coming Up

PACT Meeting

We will soon be holding a Police and Community Together (PACT) meeting. This will give residents an opportunity to speak directly with officers, raise local concerns, and help shape the priorities for policing in Lee on the Solent. Details will be shared shortly, and we encourage everyone to come along.

Continued Patrols

Our commitment to maintaining high visibility patrols remains a priority. These will continue at all times of day to deter ASB, engage with residents, and provide a regular police presence in key areas.

Ongoing Intelligence & Community Partnership

We will keep developing community intelligence to support effective enforcement action. Your information helps us understand emerging issues and allows us to respond quickly and appropriately.

If we don't know about it, we can't act on it, so if you see something suspicious or what you believed is linked to drug dealing, or any other criminality, let us know.

Hopefully see you soon,
Inspector Shaladan

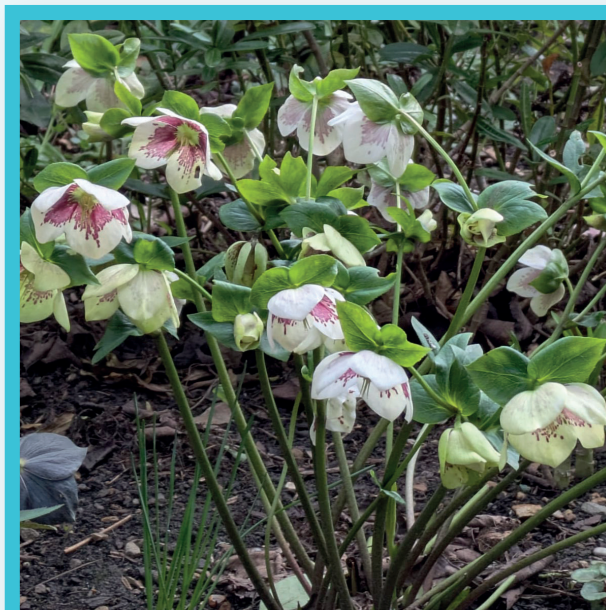


Photo by D Rooney

And now the winter's through

Crocus, crocus, make us focus,
Daffodils bursting through.
Holly berries, red as cherries,
Everything anew.

Magnolia and blossom trees
Primroses, tulips and solitary bees
Everything anew.

A brand-new morning, starlings calling
And now the winters through.

Andy Brown

The most important exercise you can do at any age

Do you struggle to undo a jam jar lid or a drinks bottle?

A Lot of newspaper time is dedicated to articles about the importance of daily walking 10,000 steps or 0-5k training for the Park Run. However, both scientists and doctors are now talking about weight training as being an exercise that helps us all with everyday tasks and especially those of you who are susceptible to osteoporosis or brittle bones. In addition women who have gone through the menopause are at greater risk from damage caused by falls impacting the skeletal system.

“Pumping iron” may conjure up images of muscly gym-goers sweating though a workout accompanied by over-the-top music, but developing a weight-lifting routine can be done easily at home. And the benefits can be huge.

The pros of weight training (also known in various forms as resistance training and strength training) go beyond simply toning the body and stronger muscles and bones – it helps maintain a healthy heart and immune system and can even improve brainpower and help you live longer.

Lifting weights lowers blood sugar

Maintaining muscle mass is not just about how good it looks on the outside, it’s working for you inside too. As well as benefiting your waistline, weight training improves your metabolism and increases your insulin sensitivity, meaning it’s easier to lower blood sugar levels after a meal.

Are you frightened by the thought of going into a gym, or attacking your wardrobe for something trendy to wear when everyone else is in the latest sportswear, relax any old T-shirt and shorts will get you started. Your fellow gym goers are all in their own zones or bubbles to worry about anything apart from their own session.

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Your immune system is boosted by resistance training

A study comparing women who did no exercise with those who regularly did resistance training showed that the latter group had cells that were more active in helping the body fight infection.



Muscle mass is a key indicator of longevity

By maintaining muscle mass, you can reduce your risk of chronic conditions, such as Type 2 diabetes and heart conditions. In turn, the lower risk from chronic physical illnesses helps decrease the likelihood of suffering cognitive conditions such as dementia.

The benefits of resistance training appear to be limitless. A decade-long study of 3600 men and women over the age of 50 found that those with more muscle mass were at a lower risk of death across all major causes. Consequently, muscle mass can be considered one of the strongest indicators of longevity, more so than weight or body mass index (BMI).

Pumping iron could reverse the ageing process

There's more good news. Not only can you work out in the knowledge that you are keeping illnesses at bay, you might also be reversing the ageing process. A scientific study asked 14 older people to take part in strength training (where the aim is focused on building muscle mass over general fitness) twice a week for a six-month period. When their muscle development was compared to younger adults, it was shown that the cells that generate energy (the mitochondria) were functioning at a similar level.

Exercise has a double whammy effect on cognitive function

The impact of exercise on the brain has mainly been focused on endorphin release, but the association is even more complex.

A study of over-65s, including both healthy participants and those with a cognitive impairment, revealed that after strength training both groups showed improvements in associative memory (e.g. matching names to faces) and in decision-making.

Magic of being 'In the zone' or 'the buzz': That's happening in your brain when you work out

When you're weight training your brain is releasing "neurotrophic factors" that promote the growth of neurones, the cells that transmit nerve impulses. Key amongst them are Happy Hormones produced in muscles and released when contracting muscles. Whose role is to travel throughout the body and go to different organs and tissues and jump-start a variety of biochemical processes.

Resistance training from home

If you're worried you might miss out on all these benefits unless you sign up for a gym, don't panic - fitness begins at home. To demonstrate this, a number of resistance training exercises can be done in your kitchen or in the garden. Lifting the cat litter or bags of compost in the garden They include: a bicep curl, normally done with a dumbbell but which will do by holding a bottle of milk; calf raises, by holding on to a countertop and standing on tiptoe and, finally, weighted squats, which involves doing squats with a heavy article like a backpack filled with books or cat litter or compost.

HOW DO I START?

If you are inspired to start your own resistance or strength training programme, don't forget to check in with your GP beforehand. Also most health and fitness clubs will offer inductions to the various machines to help you get the most benefits from your workouts.

Gosport Leisure Centre has a large gym containing free weights and resistance machines which can help users of all abilities from treadmills for indoor walking or running to a whole range of equipment to help improve your strength, mobility and flexibility. Exercise referral classes can also be booked from your doctor or health professional.

A free five day pass coupled with an induction can help produce your own personal fitness plan which will help your journey to overall fitness coupled with the centre E GYM body analyser to work out your body fat and visceral fat and overall muscle mass this should help smooth your way to using the centre.

Lee on the Solent Tennis and Squash Club in Manor Way Lee-on-the-Solent has a gym offering a full range of free weights and cardio vascular and resistance machines.

To enquire about membership ring the clubhouse on 02392 550381.

Field Vole

Let me introduce you to *Microtus agrestis* our most common mammal. Although living mainly above ground and about both day and night, I doubt you will ever have met one unless as a special delivery by a resident feline.



Meet the short tailed field vole. This grey brown furry is about the size of a hen's egg but less than half the weight, and lives with the constant threat of an early end!

Just check out the menu of our top predators: the kestrel, owls, all the mustelids from the weasel up and of course the fox.

Field voles feed mainly on grass, but as rodents with self sharpening incisors which are open rooted, so continue to grow throughout their lives, gnawing is an essential part of their activity. The bark of twigs and small woody stems, particularly in winter, being their target. Unlike their cousins, the bank voles, they are not such ready climbers and so confine their chewing to the first 10-15 cms above the ground, ring barking or even severing the stems.

This has the potential to cause devastation and financial implications for new plantations and areas of soft fruit for example.

Having in the past spent many freezing February days threading mesh guards over bare-rooted whips, and then taking care to bury the base well into the soil, when establishing field hedges on a friend's farm in Northumberland, I can attest to the necessity of this extra expense.

Take a drive along Daedalus Way!

Field voles live in grassland, heathland and moorland, requiring a good finger's depth of last year's dead grass in which to make an extensive network of tunnels, in which they feed and breed.



Male voles are very territorial marking out their boundary and pathways with urine. CSI fans will not be surprised to learn that it fluoresces in UV light. This will be of particular interest to any hovering kestrel, who with their UV-sensitive vision will see the whole network highlighted below.

At a normal population of 75 million field voles outnumber humans in the UK. If they survive predation they can live for about 18 months, and breed throughout the year. Spring broods are the most successful with a dozen or so tiny 'pink peanut' young, who will themselves be ready to breed just after leaving the nest three weeks later. If you 'do the math' you will quickly see the potential for a population explosion and this indeed happens every four or so years when their number can increase ten fold to 2000 per hectare creating a VOLE YEAR.

As with Mast years (2025 was one) this phenomenon can have a marked knock-on effect across many different species.

Studies have shown a close correlation between high vole numbers and the breeding success of kestrels and owls. The opposite is also the case when vole numbers are low. Followers of Springwatch will be aware of the fate of the youngest owlet when its oldest sibling's demand for food is not being met. Especially in marginal areas and when adverse weather comes into play, to hamper hunting, female owls may not even reach breeding condition.

I was fortunate, some years ago, to be able to make a detailed examination of the diet of the barn owls living on two adjacent farms, to provide extra data in support of an official monitoring programme. Both farms had extensive areas of permanent pasture and strategically placed nest boxes they were able to support four pairs of barn owls. Like all birds that swallow their prey whole, once or twice a day, before going out on a hunt, barn owls regurgitate a pellet of compressed undigested fur and bones. These are usually dropped close to the nest site or roost, so can be linked to individual pairs.



Pellets are easily dissected and individual skulls and other bones used to identify the prey species present.

In this small extract from my study, each numbered line records a single pellet and details of the individual prey animals identified.



A successful hunt is not always the number of prey animals caught but also the ratio and preponderance of a larger to smaller species and therefore total body weight.

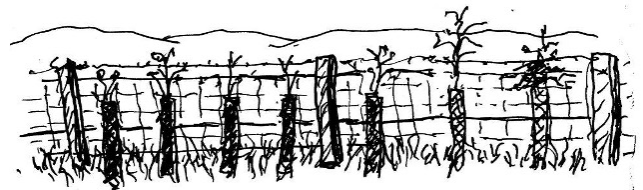
As well as quantifying individual prey species it is possible to make a rough estimate of their possible size and weight by measuring the length of the pelvic bones, which in the case of field voles this would be a maximum of 18mm. but as I found, many do not survive to this size.

As the chart shows there is a big difference between a mature field vole and a pigmy shrew. Just think how one of Phil's famous Herby Hampshire's compares to a cocktail sausage!

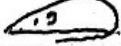
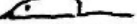
The evidence for another year's successful breeding by the pair who are raising these owlets. Having been weighed, ringed, and their details put on record, they were quickly returned to their next box ready to await their next delivery of, hopefully, field voles.

I hope that you will want to go out and look for evidence of field voles yourself. In winter, especially after snow cover, tunnels may be easy to spot.

However, Alver Valley Country Park would be an excellent place to start, at any time. You are looking for an area of unmown rough grass with a good finger's depth of last year's thatch. Pull apart the matted stems until you spot a tunnel and follow this along looking out for evidence of chewed grass stems, short lengths of debarked twig and green mouselike droppings.



Nests are often hidden in grass tussocks or under taller plants like thistles. You might even see a vole as it escapes.

 Field vole 14-50gms		 Bank vole 14-40gms
 Wood mouse 25-30gms	 Common shrew 5-15gms	 Pigmy shrew 3-5.7gms

Good hunting!



Lee Coastwatch Station

Declared Facility Status Assessment at Lee Coastwatch Station

The National Coastwatch Institution (NCI) has a Memorandum of Understanding with HM Coastguard which renders all its stations around England and Wales part of the UK Search & Rescue Community.

To remain part of that community, each NCI station must pass an annual Declared Facility Status (DFS) assessment. Lee NCI's DFS this year is in early April.



So, what does the DFS assessment involve?

An accredited assessor from another station visits for the day. First and foremost, he/she will spend time on the Bridge with Watchkeepers on shift. The conduct of the watches will be observed and conclusions reached regarding the standard of watchkeeping. The assessor will particularly be looking for:

- Application of the NCI's Hierarchy of Vulnerability. This hierarchy ensures that water users most at risk, such as swimmers, paddleboarders, kayakers and those in small vessels, are given watch priority over larger commercial vessels.
- How observant and concentrated our volunteers are.
- A good listening watch being kept across Channel 16 (the distress channel), Channel 67 and Channel 0 (two further Coastguard channels), Channel 65 (NCI's own channel) and Channel 12 (Southampton Vessel Traffic Service).
- A high standard of radio protocol being used.



- The standard of log keeping. Each station keeps a written log of vessels and water users passing through its area, again operating the Hierarchy of Vulnerability. This log is a legal document.
- The accuracy of weather reports and of sea state assessment.
- How embedded Water Safety principles are with Watchkeepers and their efforts to pass that important information to the public when out on foot patrol.
- How thoroughly volunteers hand over to the next watch to ensure they have all the necessary information to be able immediately to pick up the threads of the watch and ensure continuity.



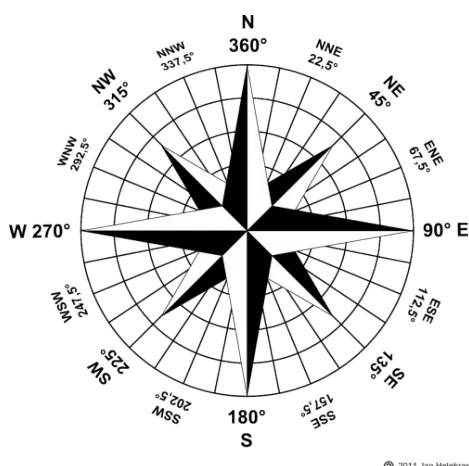
As well as spending that all-important time on the Bridge, the assessor will also hold discussions with the station's leadership team about station initiatives and activities over the past year. How well the station is led and managed is obviously vital to its success and so is a key part of the DFS assessment. The assessor will particularly look at the number and types of incidents in which the station has been involved with Coastguard and any learning points picked up and actioned from them. For Lee NCI, 2025 was its busiest year to date when it either reported to Coastguard or was tasked by Coastguard to assist in 23 incidents.

Clearly, training of new Watchkeepers and keeping the skills of longer-standing Watchkeepers honed is fundamental to the station being able to act swiftly and effectively in the event of those emergencies on the water. For this reason, the DFS assessor will pay close attention to the structure, timing and record-keeping of the initial training for new Watchkeepers.

Likewise, the annual (or more frequent where needed) refresher training for existing volunteers.



At Lee NCI, we start our new trainees off with four classroom sessions, a week apart, where they are introduced to our 'patch', the key risks therein, to keeping a log, to weather reporting and chart competencies such as calculating bearing and range, latitude and longitude, and tidal & wind drift. They then move on to training watches, working with their own trainer, where they will put what they have learned in the classroom into practice, be involved in any incidents which occur (and/or role plays of incidents) and start to go out on foot patrols.



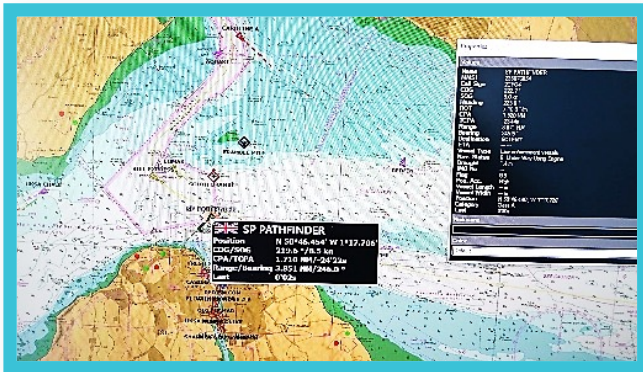
After becoming qualified, Watchkeepers each undergo an annual assessment where they are 'put through their paces' on the Bridge by one of our trainers to assess their general watchkeeping standards, their plotting skills, their use of AIS and CCTV and their radio skills. If anyone is found to be 'rusty', a programme of re-training is immediately arranged until that Watchkeeper once again meets the required standard.

This rigorous approach to training and standards has stood Lee NCI in good stead in all previous DFS assessments.



One of the many water users at Stokes Bay

Whilst 'eyes out the window' is the core of watchkeeping at any NCI station, we of course need technology to assist too. The assessor will therefore investigate the technology and equipment available to Watchkeepers to ensure we are sufficiently equipped for our role.



Recently Lee NCI was donated, by Furuno, their latest Zero Coastal Monitoring Automatic Identification System and so we are bang up to date in this regard! We have CCTV coverage, with strong zoom facility, across our patch from Hill Head around to Ryde and, thanks to a grant from Gosport Borough Council, we will soon have CCTV coverage of Stokes Bay too where there is so much water-based activity to monitor and keep safe. The station also boasts an excellent telescope and some state-of-the-art binoculars.

Finally, no assessment would be complete without checking that Health & Safety management is sound and all necessary NCI operating manuals and NCI administration is up to date. We are completely confident in these regards.

Wish us luck for early April but we are well prepared! 🤞👍

Some Dates for Your Diaries in 2026

Saturday 6th June

NCI Awareness Day – a chance to find out more about the NCI and what we do here in Lee and all around the UK

Saturday 1st August

Lee NCI Fun Day – tours of the station, games, sea shanties and much more!

Monday 31st August

Stubbington Fayre – visit our annual book stall

And if you would like to donate to our Station, you can do so (giving as much or as little as you like) using the URL below or scan the QR Code.



www.zeffy.com/en-GB/donation-form/lee-on-the-solent-nci-station

Thank you!

Carrie Bendix
Deputy Station Manager



LeeResidents



Tel: 02392 344122

Email: contact@leeresidentsassociation.co.uk