

Roach Sailing Association February 2000 Newsletter

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A note from the Chairman

Dai Williams

Welcome to another bumper newsletter. Many thanks to John and the many contributors. I believe the Newsletter to be very worthwhile and beneficial to the interests of the Association. Keep up the good work! - new contributors most welcome.

Before going any further I am sure you will all join with me to wish Edna a rapid and full recovery from her leg injury incurred in a mishap with a glass shelf. We are all thinking of you, GET WELL SOON EDNA.

It is always a pleasure to welcome aboard new members to the RSA

Peter Edwards	Virago	Silhouette 17
David Hewitt	Frith	Finesse
Mark Smith		Hostellers

Now lets get out the brushes and antifouling and get out there sailing!

Here's wishing you good health and good sailing this season and see you at the Alexandra Yacht Club on Sunday 26th March at 1930 hrs. (nearest parking above the club in Clifton Terrace to the bandstand)

Year 2000 Laying Up Supper

Although we have selected a date for the laying up supper, the actual venue has not yet been decided. For many years we have used the Royal Burnham Yacht Club and the last two years we have used the Royal Corinthian Yacht Club. We have had suggestions that we may wish to select another venue as many members find the other side of the Crouch less convenient. So in true democratic spirit, we would like you to vote on your chosen place for the 2000 laying up supper. Of course when we finally book up, we may have to juggle the weekend around, but assume in the short term that it will be Saturday October 14. Please either vote on the payment slip for subs, or at the AGM.

The choice of venues are:

- ◆ Royal Burnham Yacht Club
- ◆ Royal Corinthian Yacht Club
- ◆ Gore Golf Club
- ◆ Plough and Sail Paglesham, (The landlord can cater for us and will book the whole Pub. Note this is where the RSA traditionally had their Laying Up Supper.)

Please let us know which you prefer.

On the Line – Racing Officers Report

Caroline Gibb

As a number of people were unable to attend the Laying Up Supper in October I have been asked to repeat my account of last season's racing.

Firstly I would like to say how delighted I am with the turn out in the races this year. We have had fifteen different boats out during the season and apart from the first of the Open Boat races there have been at least five starters in every race. Sadly the Ladies' Race had to be cancelled again due to a gale, but it was such a ghastly day I am sure that all the ladies were glad that they stayed at home. LITTLE STINT was seen reaching up and down the river but careful scrutiny with my binoculars told me that there were no ladies on board or at least none mad enough to come out from down below, so it was with much relief that I cancelled the race and went home to warm up!

It was nice to see HALLOWEEN back racing again with her new plate case and HAZE, MARSHMALLOW and FRANCESCA returning after a couple of season's rest. I would also like to welcome WINKS and the 14 ft Dauntless to the "Open Boat" fleet and thank you to all the old faithfuls for supporting me so well once again.

I hope that everyone has enjoyed themselves and to those of you who would like to have a go but haven't done so yet, please just turn up on the day or come and have a chat with me if you are not sure about what you will have to do.

I'll start with the results of the "All In" races:-

The first match of the season was as usual the **Paglesham Pot**, in third place was George with PINT POT, in second place Richard with PUDMUDDLE and the winner was the Lowen family with HAZE.

Then came the **Whitaker Cup** and in third place, once again was George with PINT POT, in second place Nigel with FRANCESCA and the winner was Nick with LITTLE STINT.

A big thank you to everyone for starting yourselves for these two races and following my instructions to the letter about timing yourselves in, perhaps I should go away more often.

TESS was looking forward to racing in the **Blue Shoal** but unfortunately due to parts not arriving in time she was still laid up at Wallasea. It was early on the Sunday morning that I realised that both the fog horn and my starting whistle were aboard TESS and I frantically searched the house for something that would make enough noise to start you from the Hard. Then I remembered my niece's lifejacket in my car. I must apologise for the strange sight of a three year old's lifejacket hanging from my whistle that morning but no matter how hard I tried I could not manage to get it on. In third place was Richard with PUDMUDDLE, in second place Nick with LITTLE STINT and the winner was Nigel with FRANCESCA.

When the morning of the **Frank Shuttlewood** arrived it was a real pleasure to start you at last from the water. LITTLE STINT and STRAVAIG crossed the line within thirty seconds of each other but STRAVAIG had to give LITTLE STINT time and the final results were in third place Jonathan with STRAVAIG, in second place George with PINT POT and the winner was Nick with LITTLE STINT.

The **RNLI Race** once again proved to be a close run thing. MARSHMALLOW went through everything in sight but MEMORY was close on her heels and MARSHMALLOW had to give her time. The result was in third place Dai with TESS, in second place Ivor with MARSHMALLOW but the winner was Nigel with MEMORY.

As has been the case for the last few seasons the winner of the **Roach Champion's Cup** was down to the last race. Three boats were still in with a chance of winning but the weather forecast was awful and both Dai and I had streaming colds. I went down fully expecting to cancel the race and perhaps re-sail it the following Sunday but I was greeted with the wonderful sight of a river full of boats waiting to start!

It turned out to be the closest finish of the season, STRAVAIG, LITTLE STINT and PUDMUDDLE all appeared by the Pool together, STRAVAIG crossed the line first which was quite an achievement as he was on his own and it was blowing. LITTLE STINT crossed next less than a minute and a half in front of PUDMUDDLE but had to give her time - but not a lot. SWANTI appeared at the Pool with about twenty minutes to get home and win but it was a long hard beat home and MEMORY appeared but was forced to put a reef in and bail out within sight of the line. The final result was in third place Jonathan with STRAVAIG, in second place Richard with PUDMUDDLE but the winner and only by 19 seconds was Nick with LITTLE STINT. I don't know about the River Plate but this was certainly the **Battle of the Roach Plate!**

I am sure that you will have realised that the more races which you enter the more chance you have of winning the **Roach Champion's Cup**. All through the series LITTLE STINT, PINT POT and PUDMUDDLE have been battling for the cup. It is however the best five races which count for the final points. In third place for the third year running is George with PINT POT, in second place for the second year running is Richard with PUDMUDDLE but the Roach Champion this year, who has started in every race is Nick with LITTLE STINT.

Now to the "Open Boats", every season it seems that for at least one of the "Open Boat" races it is going to blow and this year it was the turn of the **Paglesham Yacht Race**. Both BLUEBIRD and STRAVAIG's tender decided it was probably better not to go in case they broke something and only MEMORY with Nigel and John managed to brave the elements and their reward is the **Paglesham Yacht Race Cup**.

The **Lifeboat Cup** was held on a Saturday as an experiment and in view of the number of entries I think it will become a permanent fixture. The weather was as perfect as the Paglesham Yacht Race had been unfavourable. There would have been six starters but Heather broke MINI's rudder pin just before the start. We sailed around Potton and it was such a lovely sail that I had to keep reminding myself that I was racing. The Dauntless 14 found it a bit too much of a battle beating up Narrow Cuts and retired but the rest of the fleet all finished and a big thank you to the Potton Bridgekeeper for his perfect timing every time. In third place was Nigel with MEMORY, in second place was Richard with WINKS and the winner was BLUEBIRD with a little help from me.

And finally the **Seamanship Cup** has been won by someone whose escapades you will have read about in the last newsletter so there is really not a lot more that I can say, so please can Dennis come and collect the cup for Dan and LADY HAMILTON.

Handicaps for the First Race of 2000

Boat	Handicap	Start Time	Boat	Handicap	Start Time
•					
Tess	110	1030	Memory	153	1000
Stortebecker	112	1030	Little Stint	140	1000
Haze	121	1030	Pint Pot	141	1000
Blue Bird	124	1000	Pudmuddle	141	1000
Halloween	125	1000	Francesca	171	1000
Stravaig	129	1000	Swanti	184	1000
Marshmallow	131	1030			

New boats are always welcome, just turn up on the day and join in. See you on the line.

And finally, it will soon be that wonderful time of the year when we will all be getting ready to go back in the water, but actually getting them in the water is often quite a headache - but its lovely when they are in, in fact you could call it

An Uplifting Experience

A TEOD is quite perfect
 Except for just one thing
 The lifting of her mighty mast
 Each winter and each spring

As the ancient TEOD elders
 Look down from up above
 I bet they have a giggle
 As we yank and push and shove

To raise the thirty feet of pine
 By only one more yard
 The effort is quite obvious
 It really is too hard

And the distinguished lady
 Just sits 'til we are through
 Her lovely lines are glorious
 As the day when she was new

She's seen it all a hundred times
 And half a hundred more
 But it's worth it for the wondrous sight
 Of a TEOD, proud and sure

So thanks to all the people
 Who have helped me take the strain
 Your worries are now over
 I'll go and use the crane!

Fair winds and good sailing in to the new millennium

Caroline

Secretaries note

John Langrick
Subs

A reminder that the 2000 subs are due. The membership remains £3.00. Please send your subs to Noreen our treasurer.

We also have river licences in stock and the price remains £11.50. If you want one sending by post, please send a SAE.

Noreen's address is:
Mrs Noreen Bishop
99 Stambridge Rd
Rochford, Essex

Please make cheques payable to the Roach Sailing Association.

Burgees

We have a number of burgees in stock. These can also be purchased from Noreen. We have both racing and cruising burgees at £14.00 each including VAT. Again, cheques to Noreen above.

My thanks to all the members for some more excellent articles, please keep them coming!

Committee News

This year we had a pre-AGM meeting of the committee and we voted Norman Bishop to be our President. John Martin remains a valued committee member. Jon Walmsley has also agreed to put himself forward for nomination. We will therefore be voting for the following members to be on the committee of the RSA:

Members:

Dai Williams - Chairman
Norman Bishop - President
Caroline Gibb - Racing Officer
Noreen Bishop - Treasurer
John Langrick - Secretary

Other members of the committee on your behalf are:

Nigel Bishop Richard Bessey
John Martin Mike Dallimore
Michael Figg Jon Walmsley

The Yard and 'the gate'

Those of us who use the facilities or moorings at the boat yard at Paglesham will have received notification from James Barke that the yard will be locked in future from dawn to dusk. Pedestrian access remains. Many members have spoken to me about problems that this will cause. In particular for those who bring a dinghy to the yard by trailer and who will wish to have the freedom to come and go at whatever hour.

Also potential problems if one went aground and hence were not able to return until after dark to find one's car locked in.

There are many more issues with regards the inconvenience that it may cause yachtsmen who expect to come and go at leisure and to be able to access the slipway by car, let alone the safety access by ambulance or coastguard.

Summary of Account 1999-2000

1998

Income

1999

1999

I have approached James Barke on behalf of our members and he explains that they have taken this course of action at the instructions of their insurers. The Insurance company will not insure the premises unless it is secure after dark. Increase in 'stock' of second-hand boats has meant a higher risk and I know from personal experience that items such as dinghies 'disappear' after dark. Although some go missing 'by sea', the larger proportion of boat owner's and yard property go missing by unauthorised vehicles.

The yard suggest the following:

- 1 They are prepared to create dinghy racks that we can secure our dinghies to, in order to encourage members to leave their dinghy at Paglesham. More about this later
- 2 A car park is being constructed where cars may be left outside the gates for those who may want to cruise and be away for a period. Normally parking is prohibited beyond 24 hours, but if you call at the office and let them know, you can leave it there as long as you are away.
- 3 Should you get 'caught out' with your car in the yard, either contact Vic (who now has a mobile) or call at his caravan and he will unlock the gate for you. Vic is being paid by the yard for this service.

There is bound to be some inconvenience and although many members are concerned about this action, others are encouraged by the greater security that will result. The yard has asked if we could be patient with them to see if this plan works and it will be reviewed if there are significant problems.

Now back to those dinghy racks.

The yard has agreed to provide all the materials and will do whatever ground-work is required to construct dinghy racks to enable us to store our dinghies safely and with minimum damage. They have asked if RSA members could assist with a work party to ensure it gets completed.

Personally, I think this is a great opportunity to make life better for RSA members by preventing damage to our dinghies while having the security of being able to lock them up. Those members of the RSA who will help in the construction will get an allowance against their facilities. So please let me know who will help and I will arrange a work party!

In the mean time I will be asking the yard to get the materials.

£		£	£
236.00	Annual Subscriptions	228.50	
370.50	Crouch Harbour Authority Discs	345.00	
-	Profit from Sale of Flags & Burgees	19.75	
15.83	Bank Interest	3.82	
28.62	Surplus Income for dinner (inc. flowers)	34.40	
<u>650.95</u>		<u>631.47</u>	
	<u>Expenditure</u>		
57.00	RYA Subscription	57.00	
-	CAYFE Subscription	6.00	
3.00	Printing and Stationery	39.00	
27.19	Postage	41.97	
52.00	Cup Insurance	52.00	
50.00	Cup Engraving	39.48	
129.26	Cup Re-silvering	-	
370.50	Crouch Harbour Authority Discs	345.00	
60.00	Flowers	-	
20.00	Heritage Afloat - Donation	-	
75.00	Legal Fees - Lane Research	-	
<u>843.95</u>		<u>580.45</u>	
(193.00)	Excess of Expenditure over Income	-	
-	Surplus of Income over Expenditure	<u>51.02</u>	

Balance Sheet as at 31st December 1999

	<u>Assets</u>		
637.00	Balance at Bank 31st December	405.67	
-	Stock of Flags and Burgees	282.44	
<u>637.00</u>		<u>688.11</u>	
	<u>Accumulation</u>		
830.00	Balance at Bank 1st January	637.09	
(193.00)	Excess Expenditure	-	
-	Surplus Income	51.02	
<u>637.00</u>		<u>688.11</u>	

Signed _____

Close Encounter (Too Close!)

Jon. Walmsley 25/01/00

Every sailing season leaves individual memories that distinguish it from others. 1997 is no different in this respect. In particular I remember Richard Bessey being transported between Pudmuddle and Swanti, kneeling on the back of a canoe. Richard then bettered this feat by returning back to Pudmuddle with each knee on a different canoe. It was perfectly safe, he had his wellies on! (I still haven't seen the photos John).

Another unforgettable event took place on the Orwell one Sunday evening in August.

I had set off with a friend for the Orwell from Paglesham on the Friday evening, catching the ebb tide to anchor in Quay Reach for the night. On the Saturday we left before seven, but due to light winds and my reluctance to use the engine, did not arrive at Pin Mill until five in the afternoon. No sooner had we put the kettle on, than Eric arrived in Meris and picked up his daughter's mooring, a couple of buoys upstream of us, his daughter being away at the time. We were invited aboard Meris for a tippie before going ashore for a meal in a very crowded Butt and Oyster. Eric, sensibly, declined to join us.

On Sunday we awoke to the familiar sight of Meris astern. After a leisurely breakfast we went ashore and walked to Woolverstone. In the afternoon we sailed under the bridge and then back downstream to Suffolk Yacht Harbour, where we picked up a buoy upstream of the entrance. I had decided not to



Stravaig – on her wanderings

take Stravaig into the marina as we had an early start the following day and anyway the dinghy was

already inflated. After a filling meal on the lightship, washed down with Guinness, we set off in search of the dinghy.

We managed to get into the dinghy and negotiate various hazards, (pontoons, other boats etc.), until we were clear of the entrance and out in the river. It was flat calm with an overcast sky making it very dark, once we were away from the lights of the Marina. The tide was flooding, so I let it do most of the work and slowly rowed out towards the trot of moorings. At this moment a seal appeared a couple of hundred feet behind us. He had caught a large fish and was splashing around while he ate it. We decided to see if we could get closer. I started rowing slowly in his direction, making sufficient way to stem the tide.

The seal had disposed of the fish, and was going through a cycle of diving, surfacing for a few seconds, (usually where we least expected him), and then diving again. Each surface brought him nearer. As we were now very close to the seal, his last dive was only thirty feet away, I had stopped rowing leaving the oars cocked in the air. The port oar had a large piece of seaweed hanging from it which left circles of phosphorescence on the surface of the water as it dripped. The seal then surfaced, breathing noisily, only ten feet away from us. We sat there rigid, fearing any movement would frighten him away, (little did we know). Then, after a brief look around, he was gone.

Suddenly the seal surfaced and removed the seaweed from the oar, making us both jump. This was a bit too close for comfort, so I decided to take us out of harm's way. I started rowing. To our surprise behind us we could see the seal following, the round shape of his head marking the bottom of a vee that spread out across the flat water. I didn't seem to be outrunning him. I wondered if the splash of the oars attracted him. I stopped rowing and we sat watching the surface for telltale ripples for a couple of minutes. No sign of the seal so we assumed he had gone. I was about to resume our journey back to Stravaig when the seal appeared directly alongside the dinghy. He reared up out of the water so that his head was a couple of feet above the surface and seemed to be peering into the inflatable. Then, again, he was gone. This was getting beyond a joke, I didn't like to think of the consequences of sharing the Avon with another large mammal. I decided it was time to make a hasty getaway.

I started rowing as hard as a soft dinghy and plastic oars would allow. Again the seal followed, but did not seem to be catching us. I could see Stravaig now, and we were soon alongside. We scrambled into the

cockpit, and stood there anxiously looking for our bête noir. The silence was broken by the outboard of a loaded dinghy returning to a nearby yacht. I put the kettle on. We did not see the seal again.

We had an uneventful trip back to Paglesham on the Monday. Meris overtook us mid morning while we were drifting in light airs off Walton, I started the engine and followed her out to the Spitway. Looking astern, Eric would have seen Stravaig marking the bottom of a vee that spread out across the flat water.

We were back at the mooring by two.

Normandy and Back

Dai and Caroline

Weds 19 May 99

5 trips in dinghy assisted by Rodney

1750 Leave mooring (Pag)
1835 On hook Branklet

Thurs 20 May

0915 Weigh anchor Branklet Log 180.2
0938 Zero trip log at Inner Crouch
1000 Outer Crouch. SUN APPEARS.
Barometer 1019 mb Log 1.8
1115 Whitaker 6. Engine on. 7.5
1240 SW Sunk Beacon - not our favorite environment! 14.7
1310 Barrow 10
1417 Edinburgh (Red can) opp South Cardinal No 1 Edinburgh
1630 North Foreland (Wpt)
1715 Off Ramsgate, wait for ferry "Eurovoyager"
1750 Tied up in marina
1830 Dine at Noknoi (under RTYC) Great meal – Spring Rolls, Golden Parcels, Beef Yum Neai, Prawn, Squid, Egg Rice, Mixed Vegetables, Espresso Coffee, Bottle House Medium Dry, £32.30.

Fri 21 May

0915 Leave Ramsgate exit
1015 Deal Pier 46.9
1120 Off Dover Eastern Entrance. Escorted in after ferries by Harbour Launch.
1210 On berth 57 in Dover Marina – made very welcome by staff 54.2
1245 Royal Cinque YC. Plaice and chips £3.50: Scampi and chips £4.50. Shepherd Neame £1.50

Sat 22 May

0905 Clear Dover Western Entrance
1230 Dungeness. Wind freshening and seas very lumpy - keep well off headland but still rough
1330 Rye Channel red and white buoy. Wind on the nose F6-7 and seas becoming big rollers and rogue waves hitting beam like concrete. Tack headings 210 and 300 deg mag.
1900 Royal Sovereign marina (nearly 10

hours) soaked to the skin. 1 roll in main and jib clew 2 ft forward of shrouds - crew magnificent. Log 105.9

1910 DISCOVER BURGEE HAS BLOWN AWAY !

Sun 23 May

1100 Buy expensive stool in supermarket (£1)
1320 Superb lunch in YC. Chicken, stuffing, roast, boiled potatoes, swede, cauliflower and greens, sausage, steak and kidney pie £5.00 each
Marina fee £16.98 including electricity.

Mon 24 May

0915 Leave Eastbourne shore. Log 107.0
1130 Off Newhaven. Wind 4-5 oc 6 Long tack from Beachy Head with Brighton 303 deg M holding 310 deg most of the time.
1250 Inside Brighton breakwaters (£19 per night !!!)
Log 126.0

Tues 25 May

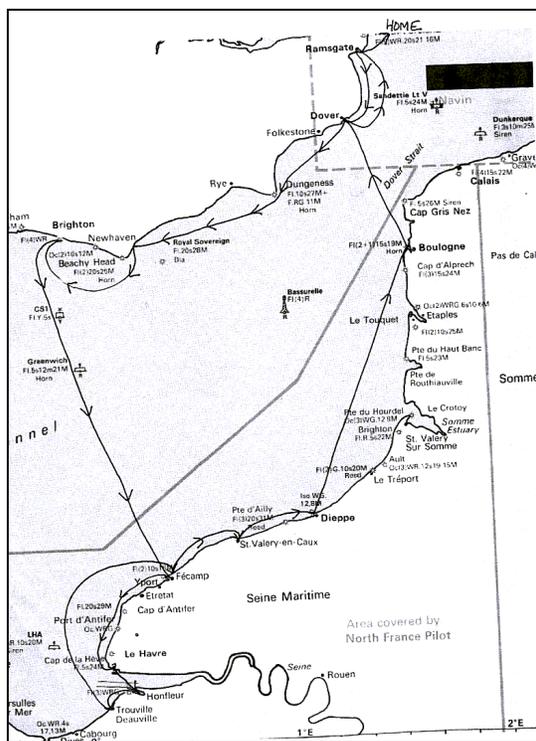
1100 No 7 bus from marina to Lanes (10 mins)
1130 Coffees in Lanes
1300 Donatello's. Moule x2 (£7.90), Coke and 2 sweets (enormous) total £15.70
1545 Caroline sets off and returns with new battery - good effort
1800 Battery fitted. Shopping ASDA – delicious crabs for tea.
1801



2215 A S T B (and so to bed)

Weds 26 May

- 530 Leave Brighton. Sunny. Wind SW @ 10-12
Knots Course heading 170 deg Mag.
- 730 4.3 NM on 191 deg to WPT on edge of
westgoing separation zone Log 138.0
- 1424 Sight Normandy
- 1630 Off Fecamp Log 138.0
- 1645 FWE 194.1
- 1900 Opening time at GRAND BANC cafe 63
Berigny. Super 4 course meals
- | | |
|-----------------------|------------------|
| Fruit de Mer | 6 Escargot |
| Veal | Plaice, Carrolet |
| Asparagus | Spinach, Potato |
| Chicory, French Fries | Swede |
- Meringue with coffee ice cream
Profiteroles with ice cream and cream and
wine flavour
Choice of ten cheeses
Coffee. Bottle of Muscadet Total £28.66



Thurs 27 May

- 0900 Croissants for breakfast
- 1010 Clear Fecamp exit Log 195.3
- 1415 Enter Le Havre
- 1450 FWE. SUNNY AND HOT. Thunder promised
and F7 Plymouth Log 222.0
(Navtex 0918 hrs)
- 1830 Ashore - like a giant council estate of 1000's of
flats - result of being flattened in WW2
- 1930 Eat aboard for chicken coriander and spuds -
lovely
- 2000 Meet couple from an Oyster - they had best
spinnaker run for ten years. Victory 40 next to
us heading for the Med through the canals.

2200 Wind increased to Force 7 West.

Fri 28 May

- 1238 Chanal du Rouen Log 229.0
- 1355 Enter lock for Honfleur - just down stream from
Pont du Normandie - beautiful bridge
- 1500- Ashore centre of Honfleur - Moule and Cidre
x2, Coffee, Ice Cream, Strawberries,
- 1800 Tomatoes, Raclette and Camembert cheeses.
- 1900 Bernard Matthew's !! Turkey - very good

Sat 29 May

- 0830 Leave Honfleur Lock
- 0905 End of training wall beacon Log 244.6
- 1200 Through lock and on pontoons Deauville
- 1215 Ashore - wonderful super beach (with the
planks) Detto (road) train circular tour around
town - wonderful trip - magnificent hotels
- 1330 Lunch at pavement cafe - achieve long-standing
ambition to try Normandy Tripe - it was awful -
Lancashire Tripe on the other hand is gorgeous -
so disappointed. Marina charge was £8 cf
Brighton £19!

Sun 30 May

- 0950 Exit Deauville lock for return to Fecamp
- 1245 Clear Port de Antifer breakwaters (oil terminal)
Log 270.5
- 1515 Enter Fecamp Log 286.0
- 1600 Walk to Benedictine Palais then to LE
PROGRESSE near lock, super meal
Fruit de Mer x 2 Cod, Chicken, Cheeses
(RACLETTE our favourite) and coffees.
286F
- 2100 See Shoreham lads after Great Escape (Brighton
to Fecamp) 105 starters

Mon 31 May

- 0900 Shoreham lads return - lifeboat had taken one
crew to hospital with breathing problems - later
recovers OK
- 1500 Meal at Pizza near Le Progresse. Ham, cheese
salad, egg and cheese galette, Crepe Sucre,
Chocolate Mousse, 50cl Muscadet. 133 Fr

Tues 1 June

- 950 Exit Fecamp for St Valery en Caux. Visibility
2-3 NM. Rain
- 1230 Through lock/bridge in to St Valery en Caux.
Log 300.8
- 2000 Super meal in L'Eden Hotel - mussels,
whitebait, smoked salmon terrine, steak in
pepper, cheese, creme brulee. Bottle Bordeaux.
£26.79 total.

Wed 2 June

Forecast Force 8. See Peugeot 50cc moped (new) at £414
- double this in UK!

Thurs 3 June

Force 5-7 inc 8 SW

Fri 4 June

Force 6-7-8

Sun 6 June

At last wind abates

- 1510 Enter lock - strong adverse stream despite waiting for level to equate. Crowd gathers! Full power and enter lock - go astern involuntarily 3-4 times; eventually Caroline hauls out jib and we escape to the cheers and waving of the crowd.
- 1800 Enter Dieppe FWE Log 316.5
- 1900 Le Haven restaurant. Fruit de Mer, Monkfish Liver, Fish au Gratin, Apple Pancake, Chocolate cake and custard, Nenchatil cheese. Bottle Muscadet '97 £27.10. Great Meal.

Mon 7 June

- 1100 Exit Dieppe after "falling leaf" manoeuvre in light airs
- 1940 FWE Boulogne Log 369.7

Tues 8 June

Forecast 4-5 oc 6 (French) Forecast 3-4 (UK)

- 1050 Leave Boulogne Force 5 outside Boulogne; Force 6 off Cap Griz Nez; Force 6 gusting 7 mid channel; Force 7 gusting 8 then Force 8 nearing Dover. Very heavy seas on port bow but rogue waves from abeam like 1-2 tons of concrete hitting hull and 2-3 filling cockpit. NASTY. Get permission from Dover Port Control for immediate entry at Western Entrance. What a relief!! Log 390.0

Wed 9 Jun

Sunny at the moment.

- 0745 Exit Dover (West)
- 0845 Off Deal (inshore route) Log 404.7
- 1005 Pontoon Ramsgate Log 411.1
- 1230 Excellent Steak and Kidney £3.50 (home made) Shepherd Neame £1.60 at Royal Temple YC. I like Ramsgate.

Thurs 10 Jun

- 0925 Leave Ramsgate
- 0945 Pump Bilge - rather a lot
- 1225 Edinburgh No 1 Log 427.4
- 1330 Edinburgh No 9
- 1405 SW Sunk Beacon Hurrah! Log 437.4
10.5ft min at Sheerness HW +5; Barometer 102 mb and Sheerness Range of 12.4 ft; 2 days after neaps.
- 1515 Pump out again 38 strokes (after 3 ½ hrs)
- 1535 Whitaker 6
- 1805 On mooring Cliff Reach
- 1848 48 strokes on pump
- 1900 Caroline locates leak mid bottom of port locker

Fri 11 Jun

- 0700 150 strokes to empty bilge
- 1000 Essex Marina to check leak. No external damage visible.

25 DAYS ASHORE for Caroline to saw through prop shaft (3 hours) saw coupling, install new coupling, stern tube hose etc.

6 Jul

Re launch - no leak visible

11 Jul

Sonata "Maggie May" demolishes pulpit etc. on Burnham mooring whilst lunching ashore.

21 Aug

Relaunch
Log 504.0

HOPING FOR BETTER IN 2000 !

Laying in your bunk dreaming

Rogues Yarn

There was uproar in the House of Commons last night when the Prime Minister announced that, as a result of consultations between the Kent and Essex County Councils, it had been decided to name the new island in the mouth of the Thames Estuary 'Kessex', instead of the name 'Yantlet', as favoured by the Kent council, or Sreach, as favoured by Essex. The island, he went on to say, would be accorded the status of a District Council and would be granted full parliamentary representation by the formation of the two new constituencies.

At this point the Prime Minister was rudely interrupted by cries from the floor of "Gerrymanderin" and by the Rt Hon Derek Timber, Independent (Maplin Sand Forever Party), who accused the Government of not taking fully into account the feelings of his own constituency, Paglesham East. And asked further why no mention of these new divisions had been made in the Roskill Commission Local Government Reform..

The Prime Minister replied that at the time of the Roskill Commission, it was not envisaged that two super tankers would collide and completely block the estuary mouth.

The House will recall, he went on to say, that the particular night in question was a very, very foggy one, when the super tanker SS WORLD BIGGEST, Japanese built and registered under the flag of convenience at Yates Roughs Tower Conglomerates Ltd, entered the river bound for Faversham with 1 ½

million tons of crude bicycle oil and had, on being unable to ascertain his whereabouts, and believing in any case that Faversham was in the West of Ireland, the Captain of the SS WORLD BIGGEST enquired directions off a passing Thames Barge.

On being told to take the first creek on the left, and left again, "you can't miss it", the Captain attempted to do just that. Subsequently, on missing the mouth of the Medway, he attempted to turn into Yantlet Creek and grounded. At the same time, went on the Prime Minister, her stern struck that of another super Tanker, the SS PRIDE OF PAGLESHAM, whose bow swung round and incised deeply into Southend Pier, thus completely blocking the Estuary from the Pier across to the Isle of Grain.

On being asked why attempts had not been made to part the two ships immediately after the collision, the Prime Minister replied that it was his government's intention to investigate the matter when British Rail, in conjunction with the Paglesham and Great Wakering Municipal Steam Railway Company, announced that it had already built a narrow gauge railway across the two hulls and was running profitably cheap day excursions to Margate.

Also, he reminded the House, the Ministry of Transport began shortly afterwards to construct a six lane motorway across to ease congestion to Blue Water. The G.L.C. had made a planning application to build 130,000 new homes on the orlop and tween decks. By that time the Department of the Environment had scheduled the area as a Site of Special Scientific Interest (SSSI) and had included it in the Green Belt, so there was nothing he, personally or anybody else, could do about it.

In any case, bearing in mind that the recently built railway was the only one to be running at a profit, and the fact that the Government was in severe financial straits following the mysterious sinking of Foulness Airport through a previously undiscovered quicksand belt, there just wasn't any money left in the 'kitty' to tow the two hulls away.

The new island was proving to be a great success, he was pleased to announce. The Government sponsored pop festival had reaped a great profit and revenue was also being derived from letting off space on the sides of the hulls for advertising.

The sheltered water above Kessex had now shown suitable for a flying boat base which would prove an acceptable alternative to Rochford Airport, South Farnbridge and Devil's Reach Seaplane Institution.

There would obviously be teething problems with Kessex, not least among them the fact that the new citizens had already declared UDI and had issued passports for anyone wishing to pass from the mainland.

At that point the House was interrupted by the arrival of the Secretary of State for Cycling and other Allied Industries. Miss Penny Farthing, member for Rayleigh, her department was hurriedly set up to popularise cycling during the energy crisis as being one way of selling off the surplus bicycle oil.

She conferred briefly with the Prime Minister, who moments later gravely rose to announce that because of alleged problems regarding demurrage, the owners of the vessels concerned had in fact re-floated the tankers which were already under tow, bound for Paglesham Pool for laying up or breaking up at the Paglesham breakers yard!

It was then that I woke up!

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Roach Sailing Association 2000 Sailing Programme

**“All In” Start times: Boats with handicap 124 and above 1000hrs
Boats with handicap 123 and below 1030hrs
For Open Boat Start Times see below.**

Date	Event	Tide (Burnham)
26 March	AGM at the Alexandra Yacht Club, 1930hrs start.	
21 May	Paglesham Pot	HW 1515
27-29 May	OGA Crouch Rally	
4 Jun	Whitaker Cup	HW 1445
18 Jun	Blue Shoal Trophy (Jack H Coote)	HW 1427
9 Jul	Frank Shuttlewood Cup	HW 0705
16 Jul	Paglesham Yacht Race (Open Boats) Start time 1030hrs	HW 1332
22-23 Jul	Pyefleet Weekend 1	
5 Aug	Cruise to Fambridge	HW 1730
6 Aug	Race Fambridge to Branklet Spit	HW 1752
13 Aug	Gracilda Cup (Ladies' Race)	HW 1226
26Aug - 2 Sep	Burnham Week	
2-3 Sep	Pyefleet Weekend 2	HW 1602
10 Sep	RNLI Race	HW 1106
16 Sep	Lifeboat Cup (Open Boats) Start time 1330 hrs <u>NB this is a Saturday Race</u>	HW 1457
30 Sep/1 Oct	Dauntless Association Paglesham Rally	
1 Oct	Roach Plate	HW 1536
14 Oct	Laying-up Supper	