



Roach Sailing Association

www.paglesham.org.uk/rsa

February 2002 Newsletter

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Chairman's Report

John Langrick

Welcome to the 2002 RSA newsletter and a big thanks to all those who contributed to this edition. Please continue to send me your articles for future newsletters:
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Committee News

Please note that all members of the committee stand down and are due for election or re-election at the AGM. Please let John Langrick know if you would like to join the committee, or stand as one of the officers.

The current members of the committee are:

John Martin - President
John Langrick – Chairman & Newsletter Editor
Jon Walmsley – Secretary
Richard Bessey - Race Officer
Noreen Bishop – Treasurer (resigning)

Other members of the committee on your behalf are:

Nigel Bishop
Mike Dallimore
Nick Eddery-Joel

Mike Figg

Mike Dallimore has also recently been elected to sit on the Crouch Harbour Authority (CHA) Advisory Committee. This is an important role and significant in that Mike is also a member of the RSA committee and therefore is able to represent the interests of our members and those of the Wakering Yacht Club, where Mike is also a member. We would like to congratulate Mike on this important appointment. Of course this will not impact on the important role of CAYF, an organization that has supported the interests of all local yacht clubs with regards the CHA, for many years.

Noreen Bishop has given the RSA some sterling work over the last few years as Hon Treasurer keeping our finances in order, and especially in helping organize the laying up supper. Noreen has decided to stand down this year, so we do have a vacant post at election time. On behalf of the Roach Sailing Association, I would like to thank Noreen for her help and support in the past.

In addition, Mike Figg is also standing down from the committee. Mike has been an active member for many years and again Mike, a big thankyou for your support in the past.

RSA subs

It is that time of year when the subs are due. These remain at £3 per year. Note that we have a slightly higher subscription for those who race. This is to cover the cost of cup insurance and engraving. The supplement is an additional £5, total subscription £8.

Please also note there has been an increase in the river licence this year to £13. Please send your subs and river duties to me, until we appoint a new treasurer, enclosing a stamped addressed envelope with your cheque made payable to the **Roach Sailing Association**.

AGM

The AGM will be held at the Thorpe Bay Yacht Club on Thursday March 14th in the Admiral's Bar. We intend to start at 8:00 as this is a week-day and some have to return from work. Please let me know if you need directions.... And note the Thorpe Bay Yacht Club has a bar...

Sad Farewell to Edna Bishop

We lost Norman Bishop earlier last year and again it is sad to have to report the death of his widow, Edna Bishop late last year. The funeral was at the Paglesham Church on 7th January 2002.

Many will remember Norman and Edna as staunch supporters of our association and, on behalf of the RSA, I would like to extend all our sympathies to the family who have requested any donations that our members would like to make be sent to the RNLI.

Burgees

We still have plenty of Burgees for sale. These can also be purchased from John Langrick. We have both racing and cruising burgees at £14.00 each.

There has also been a suggestion by some members that we might have a T-shirt, smock or polo shirt with the RSA logo and name. Please let me know if anyone is interested and I will get some quotations.

Crouch Harbour News.

I have been informed that the Crouch Authority, which is being re-organised, has agreed and will start to enforce an 8 knot speed limit from the Roach Buoy, to the head of the river, including Potton creek and all creeks around the island to the Havengore.

RSA Web site

Please do try and look at the RSA web site. We have to thank Richard Bessey and the Paglesham VPA for allowing us to use this site for our association.

Richard has made an excellent presentation of the site which includes a number of articles from recent newsletters as well as our racing calendar. It also includes several pages about the RSA and other local boats, present and past, including a long list of boats built at Paglesham going back over 200 years. Richard has also included all the details of the races engraved on our cups for over 50 years, with the boat's name, year and owner (where known).

If you have any more information, photos or corrections, please do contact Richard Bessey (richard@bessey.demon.co.uk).

Please do try and use the Havengore

Many years ago the RSA was very active in ensuring that the Havengore route to the Thames was kept open. There was a plan to close this route off at the bridge.



EVA ANNIE returning via the Havengore August 2001.

Returning from the Dauntless Benfleet Rally.

Although there is no current threat, it is important that we do use this route as much as possible to ensure there is never any such question. Please contact me should you have any queries about using this excellent short-cut.

Range Officer	01702 383211
Havengore Bridge	01702 383436
The bridge operates on CH 72, call sign 'Shoe Bridge'.	
Potton Bridge	01702 219491

Bridge keeper present two hours before and after high water. The bridge operates at weekends or with prior permission of the range officer

Race Officers Report

Richard Bessey

Five boats for the first race made a good (if a little chaotic) start to the season, with two dinghies (MEMORY and MERGANSER), and cruisers PUDMUDGLE, SHEER STRESS and STRAVAIG competing for the **Paglesham Pot**.

PUDMUDGLE had 3rd place, with SHEER STRESS 2nd and STRAVAIG with new owner Simon Joel in 1st place.

The **Shuttlewood Cup** saw Jon Walmsley's new Shipman 28, IMOTHES, up against STRAVAIG, SHEER STRESS and PUDMUDGLE. Jon set his standard by coming in well ahead of the pack, but on handicap IMOTHES came in 3rd place, with PUDMUDGLE 2nd and SHEER STRESS in 1st.

The weather forecast convinced us to cancel the **Blue Shoal Trophy** race, which we later regretted as the winds were actually not too bad, and we were to race in far more challenging conditions later in the year.

We were determined to run the **Whitaker Cup** at least somewhere near the Whitaker this year, so we started and finished in Quay reach with about an hour of ebb. After a short delay waiting for boats we decided to count down to the start, then IMOTHES appeared round the Branklet. She made it to the line just after the starting signal, with Jon shouting "when are we starting" to which 3 boats simultaneously replied "NOW"!

We were all still in a bunch when the very light SW wind drifted us to the Outer Crouch buoy, where we turned back up channel. On cue, the tide turned to take us back – and the sea breeze cut in so we had a run both ways!

PUDMUDGLE floated into 1st place, followed by SHEER STRESS, IMOTHES and STORTEBECKER.

The **Paglesham Yacht Race** and the **Ladies Race** were held in the same June weekend, and we had the hoped-for pleasant weather. Only two Paglesham Yachts made it to the start on the Saturday – WINKS and SARAH EDITH. The course was up river and into Stambridge Creek – we had just enough water to round the buoy. WINKS was back to the line in 1st Place.

The turnout for the **Gracilda Cup** was unprecedented in recent years, with no less than six boats competing. Nobody was going to let Angela Dowding get a way with it by being the only contestant two years running! There was:

Jenny Bessey in SWANTI,
Angela Dowding in STORTEBECKER,

Naomi Bessey in SHEER STRESS,
Christine Grinsted in IMOTHES,
Justine Selman in PUDMUDGLE and
Emily Joel in STRAVAIG.

After a run in company to the Inner Crouch buoy, with spinnakers flying and all sorts of tactics, the boats soon spread out on beat back to the finish in Quay Reach (in time for a walk on Foulness).

SWANTI had 1st place, with PUDMUDGLE and SHEER STRESS in 2nd & 3rd.



Please sir, can I have some more! Lunch aboard IMOTHES near Foulness steps, after the Farnham race.

The RNLI race in September had five entries in spite of the strong north-westerly wind. SWANTI kindly acted as rescue boat and we set off on the traditional 'Redward to Port' course. SHEER STRESS was forced to retire after a grounding, but the rest had a fast race, with STRAVAIG in 3rd place, PINT POT 2nd, and PUDMUDGLE taking the cruisers **Lifeboat Cup**.



PINT POT & STRAVAIG racing for the Lifeboat Cup

The **Lifeboat Cup** dinghy race had three entries and again the wind was blowing hard. We set off on a beat up to Rochford with Simon's Wayfarer BARBARA ANNE (which Richard had borrowed for the occasion) getting ahead of LUCY BROWN (Colin's immaculate

Dauntless dinghy with SWANTI-John at the helm), and Jon Walmsley in SARAH EDITH. The wind was too much for SARAH EDITH and Jon retired after blowing into the sea-wall. After the run back, LUCY BROWN took 1st place.



LUCY BROWN, the race winner, (after breaking the tiller).

SHEER STRESS was up on the dolphins for a scrub in late September, so we eagerly anticipated a battle for the series. Regrettably however, SHEER STRESS was unable to make it for the **Roach Plate**. The forecast for 7th October predicted gales up to force 9, but we had a go anyway. IMOTHESES, PUDMUDDELE and STRAVAIG laid a course to the Horse Shoal and back, and there were many sightings of keels on the beat up Quay Reach and round the corner.

The finish on corrected time was incredibly close with only 10 seconds between them. However it worked out with STRAVAIG in 3rd place, PUDMUDDELE 2nd and IMOTHESES taking the Roach Plate.



SHEER STRESS having a 'scrape' on the dolphins.

The **Len Choppin Trophy** goes to the boat with most points in the all-classes series. The top four were there by dint of attending nearly every race, and the winner by dint of not missing any at all (not to mention having a very reasonable handicap).

IMOTHESES and STRAVAIG have 9 points each, SHEER STRESS has 10.5 and PUDMUDDELE wins the series with 16.

The Seamanship cup goes this year to the vessel with a story to tell, of a voyage to Holland, of waterways and ports visited, and of storm and night-rescue in the Thames estuary. SWANTI of course. Many would have panicked or lost their way in the conditions they met between Long Sand Head and the Swin, with water welling up between the boards, yet SWANTI was back for the Farnham meeting the next weekend.

Some handicaps (below) have been adjusted based on overall performance last season. For more details see the web site.

BARBARA ANNE	1357
IMOTHESES	1303
LUCY BROWN	1694
MEMORY	1583
MERGANSER	1269
PINT POT	1471
PUDMUDDELE	1501
SARA -EDITH	1694
SHEER STRESS	1434
STORTEBECKER	1210
STRAVAIG	1415
SWANTI	1667
WINKS	1694

Note that there is a racing subscription of £5 from this year towards the cost of maintaining and engraving the cups. Please include this with your subs, if you are taking part.

2002 Cruising and Social Events

Jon. Walmsley

After the success of the inaugural **Fitting Out Supper (Saturday March 23rd)** we have decided to stick with the winning formula. Join us for a chance to plan the season's escapades and enjoy memories of previous years whilst sampling the hospitality of the Plough and Sail (Paglesham). Please meet for dinner at 7:00-7:30 and settle your own bills! This was a very popular event last year so please book early by calling John Langrick, (01702 588199)

After the adventures of SWANTI and PUDMUDDELE last year, the **Cruise to Holland (Saturday July 20th to Saturday August 17th)** has to be a must for all you hardy sailors out there. Come join us for a relaxed (honest!) cruise to the other side to sample the beauty of the Dutch Coast and inland seas. Contact Jon. Walmsley or Richard Bessey for further details.

Another destination for you intrepid sailors is the coast of **Kent** (exact destination as yet unknown!). If the weather conspires against us the tranquil delights of **Pyefleet Creek** await. Keep in touch with the committee nearer the time for the latest. (**Saturday June 22nd to 23rd** and **Saturday September 7th to 8th**)



PUDMUDGLE, SWANTI & PINT POT. Why do I always get a fat one sat next to me?

For those of you unable to join us for our longer cruises how about the **Fambridge Cruise (Saturday August 17th to 18th)**. With no 50th birthday to celebrate this year we will have to think of some other reason for champagne. How about the sheer joy of an evening in the Ferry Boat Inn with a crowd of like minded boat lovers?



Enjoying a meal at the Fambridge Rally 2001

For reasons as yet unclear an increasing number of RSA members choose to go to sea by clinker (some even cross the North Sea ?!). For this reason we have included the **Dauntless Events** in the Calendar to which those proud owners of carvel, (or even plastic), vessels are most welcome.

As the season draws to a close join us for a chance to reminisce on the adventures of yet another wonderful summer spent messing about in boats. **The Laying Up**

Supper (Saturday October 26th) is an ideal opportunity to share your highs and lows and reflect on the year through rose tinted specs.



Dauntless Association 'Creek-crawl' to Benfleet and dinner in the Yacht Club.

ACE-2002

The RSA has been invited to join the rest of the Yachtsmen of the Crouch for 'ACE-2002'. This will be on Saturday 27th July 2002.

The ACE-2002 is an event to which all yachtsmen on the River Crouch and Roach are invited, it is in fact a competition for all types and sizes of boats.

For the many boats which do not normally race, there will be a 'PREDICTED LOG COMPETITION' that is open to all motor craft and all sailboats. Before the start, each captain will hand in to the collecting officials the time he estimates his vessel can complete the nominated course and cross the finish line at Clementsgreen Creek, which is about halfway downstream from the Brandy Hole Y.C. The start line will be that of the Royal Corinthian Y.C. at Burnham and the starts for this part of the event will commence at about 1:00pm.

For those captains and crews who instead prefer to "RACE", there is a parallel event (run under RYA rules) with the same start and finish lines and a similar nominated course. The actual times for the race will be about an hour earlier than the predicted log competition.

Dinghy recovery will be available at the Upriver Y.C. or at Brandy Hole Y.C. where changing facilities are also available. Alternatively mooring can be alongside at Westwick Marina or in the river at North Fambridge moorings. It is planned that water transport will connect both mooring sites to Brandy Hole Y.C.

The prize-giving will be at 6:30pm in the Brandy Hole Y.C. at Hullbridge and this will be followed by a social evening with a band in a marquee area alongside the

club. Also the club bar and restaurant will be going at full swing so a very good evening is in store for competitors and visiting yachtsmen.

Please let John Langrick know if you are interested and let's try for a good turnout from the RSA.

Changes at the Boatyard

John Langrick

There have been three significant changes this year at the boatyard.

A new car-park has been laid to the north and west of the yard. Visitors and mooring holders are now asked to leave their cars here so that the yard is clear from vehicles. Cars can be taken into the yard by permission. This entails dropping some posts into the ground which will be normally locked in the upright position. It is now impossible to take a car to the sea wall without permission from the boatyard.

A new toilet block is in the process of being installed next to Frank's old office. This new loo also includes a ladies toilet and will have electricity and hot water. Currently the unit has no steps and the electricity is not connected. This will be completed in the next few weeks.



The new car-park



And new toilet block

Does the RSA need a shower?

The yard has explained to me that if the RSA would like to install a shower unit, we can install a meter in order to recover the outlay. What do the members think, would this be useful? One concern might be that it may encourage more people living on boats. But I personally feel that it could well be to the advantage of many members. If there is interest, let's discuss this at the AGM.



The start of the new pontoon

Finally work has started on the new pontoon. This will eventually extend to the low water mark and should allow dry landing at all states of the tide. It is to have both electricity and water on the seaward end.

At the moment, the jetty next to the black shed is being reinforced and the bridge to the first section of the pontoon is in place. From this there will be a swinging section to the first section of the floating pontoon. This first section is just awaiting the area to be dredged and a support pile before floating into position. It is currently secured next to the dolphins.

Don McDowell Trophy

John Langrick

Sadly we had to report the death of Don McDowell last year. His widow Pat has kindly donated a trophy to our association in memory of Don. This will be called the Don McDowell Trophy and will be contested at the Fambridge to Branklet Spit race on the return after our Fambridge weekend.

Pat feels that this would be very appropriate as Fambridge was the destination for Pat and Don's first cruise together from Paglesham. Pat also writes the following:



Leaving Veere 14th Aug '63, Jack Coot's BLUE SHOAL alongside jetty



DORMOUSE Sailing up the Middleburg Canal to Veere

"In view of your recent trip to Holland, I thought you might find the enclosed photos interesting. It's hard to realise that it's such a long time ago when DORMOUSE and BLUE SHOAL were at Veere together (by chance). No doubt Veere has changed somewhat. It was a small peaceful spot in '63!"

DORMOUSE was built by Shuttlewood and is now owned by RSA member Reg Seal.

A FLOATING HOME

Ivor Jones

R.S.A. members sailing the upper reaches of the Roach on a quiet afternoon tide may like to be reminded that a few hundred yards below Stambridge Mills, near where the lane from the "Cherry Tree" meets the river, you pass the spot where was once berthed the barge "ARK ROYAL" described in one of the nicest books about sailing barges, "A Floating Home" by Cyril B Ionides.

In the years just before the First World War, Mr. Ionides bought a small trading barge and converted it as a home for himself, his wife and three young children, keeping the vessel rigged so that they could cruise the Thames estuary, laying up for the winter at whatever small Essex port took their fancy, from where he could commute by train to his business in London.

The book, published in 1918, is referred to at some length by Frank Carr in his "Sailing Barges" in connection with the conversion of barges as yachts. Carr calls it "this delightful book" and it is indeed so.

The barge was acquired at Greenwich and taken to the Crouch, where the conversion work was carried out with the owner doing a large part of the work himself. The total cost of the "floating home" was £375 19s (!), including the £140 purchase price of the barge and £4 2s 6d for "Disinfecting at gasworks". The most costly part of the work was raising the main hatch coamings to incorporate windows, executed by a local shipyard. After a first cruise to West Mersea and the Blackwater, the barge was sailed via the Maplin Sands into the Thames, where the family intended to take up their winter berth at Leigh.

Throughout the book, the identities of places where the "ARK ROYAL" was moored are disguised under invented names; for example Leigh is called "Newcliff", but it is fairly easy to identify it from the descriptions of local topography and by reference to surrounding places given their real names in the book, such as Southend pier and Sheerness. The winter berth in Leigh Creek is described thus:

"To the west of us was a sea wall, and behind it marshes stretching away into dimness; to the north was the railway line, to the south, first salttings and then the open Thames. At high water we could see all the ships beyond the salttings; at low water they were hidden from us. To the east there were gasworks, which we tried to forget, and the ancient end of the town with houses of many shapes and attitudes. One of the houses leaned over a quay against which smacks lay so close that you could have reeved their peak halyards from the top window I took a season ticket to London as the time had arrived for me to begin my new work. The station was about eight minutes walk from the "ARK ROYAL".

Local tradesmen were engaged to deliver provisions, coal and water to the barge. At high tides supplies had to be left in a box placed on the sea wall. On one occasion, sausages were stolen by a passing dog which had to be pursued in the dinghy, and another time the butcher's boy was blown off the ladder leaning against the barge's side, resulting in the joint of meat becoming lodged in the mud. On dark winter nights, when returning from London, it pleased Mr. Ionides to look out of the train window and see the warm glow from the "ARK ROYAL's" windows striking up into the blackness.

At Easter the "ARK ROYAL" left the creek with its fleets of bawleys and cocklers and headed for the Swale.

At Kingsferry, the bridgekeeper refused to open the swing bridge; his instructions being not to open for barges as they could lower their gear and shoot underneath, despite the fact that the "ARK ROYAL's" raised hatches made it impossible to do so. He was only persuaded to open the bridge by a combination of bribery and production by the owner of the ship's papers, including an Admiralty warrant to fly the Blue Ensign and "one or two other imposing documents".

Later that summer, the barge cruised to the Colne and the Orwell. Manoeuvring the engineless barge through crowded anchorages must have been alarming to say the least, and a number of minor collisions occurred. However, the professional bargemen they met with were always anxious to help and give advice. Eventually, Mr. Ionides bought a motor launch with which to tow the barge. Unfortunately, the engine "did not generally achieve internal combustion" and the launch was christened the "PERHAPS". The children used to take the metal seals off the petrol cans and hang them on the engine as medals, in numbers according to the merit of its performance.

The barge returned again to Leigh for the next winter but after Christmas Mrs. Ionides became ill with typhoid and had to be nursed for some weeks on board. Happily she recovered, but her illness produced in Mr Ionides "an unreasoning dread" of the place where she had lain ill. He therefore resolved to find an alternative berth for the next year, which is how the family came to settle in the Roach, referred to in the book only as "the Happy Haven". This is Ionides' description of the approach to Stambridge Mill:

"To reach our port there are but two ways, one by water and one by land. Are you coming by water? Then you must come in from the sea and take the young flood up the river past the low-lying islands; if the wind be foul you will have to wait for water according to your draft. With a fair wind come straight on past the village and the wood off which the smacks lie (Paglesham?), and past the church tower to the south (Barling). When abreast the creek leading to the red-tiled farmhouse on the starboard hand (Barton Hall) you will find the best water in the middle. Keep close to the point on the north side, and from there steer straight for the three great poplars you will see ahead until you reach another church among the trees on the north side (Stambridge). Then keep the hut on the point just open of the old water-mill.

But suppose you come by land. For two shillings you can be driven from the railway station out through the old market town until you come to an avenue of trees and a rookery. There you must turn off the public road into a private road, and drive under the great trees

which meet above, and down a lane of thorns until, suddenly turning a corner, you will drive alongside the river to a grassy quay where the "ARK ROYAL" is lying. You can go no further for the road ends there.

After all, you may say, there is not much to see. Only an old water-mill and three barges alongside it; the mill-house, and above it the mill-head spreading wide; our friend's house among the poplars; on the opposite shore a farmhouse where a barge is loading hay; under the sea-walls on both sides fields dotted with cattle and white gulls; an unbroken vault of sky; and the shining creek stretching away into the ultimate green of flat pasture lands.

Such is a brief description of how to arrive at the Happy Haven, and what there is to see there. But wild tugs with steel hawsers will not drag the name from me. Those who want to live in floating homes will search far to find a better berth."

When "A Floating Home" was published in 1918, the family had been living at Stambridge for several years. It seems likely that the outbreak of war in 1914 had put an end to their cruising, but that they continued to live on the "ARK ROYAL" through the war and quite possibly for some time afterwards. Certainly, Frank Shuttlewood remembered them being there, and the barge remained there as a houseboat for some years between the wars.

It would be interesting to discover more about Mr. Ionides, and to know what happened in later years to the members of the family. As far as I can discover, he never wrote any other books. One of the reasons he gives for living on a barge is to economize on housing costs in order to eventually pay for his sons "education" but he also mentions that "a trusted family servant, Louisa, came to live with us", and it seems that his impecuniousness was relative rather than absolute. As he says at the beginning of the book, one advantage of living on a barge was that "no-one will know whether we're eccentric millionaires or paupers only just to windward of the workhouse".

Anyone who reads "A Floating Home" can easily be envious of the idyllic life described therein. One gains the impression that the small ports visited by the "ARK ROYAL" bustled with sailing craft of all kinds, and that a good many quaint "characters" were to be met with among the barge skippers and smacks men who sailed the waters. Although some of the places described in the book may still be recognisable today; there is no doubt the Essex rivers of that time might as well have been a thousand miles from London, and in a different world from those we know today.

Ivor Jones

ROACH SAILING ASSOCIATION

Income and Expenditure Account for the Year Ending 31st December 2001

2000	<u>Income</u>	2001	2001
		£	£
256.00	Annual Subscriptions	180.50	
356.50	Crouch Harbour Authority Discs	345.00	
-	Race Subs	25.00	
5.16	Sale of Flags & Burgees	5.16	
1.87	Bank Interest	0.65	
(4.00)	Excess Inc/Exp for dinner (inc. flowers)	(5.00)	
615.53		551.31	
	 <u>Expenditure</u>		
57.00	RYA Subscription	62.00	
6.00	CAYFE Subscription	10.00	
84.09	Printing, Stationery & Postage	39.60	
52.50	Cup Insurance	52.50	
185.65	Cup Engraving	-	
356.50	Crouch Harbour Authority Discs	345.00	
10.00	Donation To Alexandra Yacht Club	-	
-	Flowers for NES Bishop	50.00	
751.74		559.10	
(136.21)	Excess of Expenditure over Income	(7.79)	
-	Excess of Income over Expenditure	-	

Balance Sheet as at 31st December 2001

Assets		
294.80	Balance at Bank 31st December	335.35
245.60	Stock of Flags and Burgees	208.76
11.50	Debtor	-
551.90		544.11
688.11	As at 1st January	551.90
(136.21)	Surplus Income/Excess Expenditure	(7.79)
551.90		544.11

Signed Noreen Bishop

Noreen Bishop
Honorary Treasurer

Roach Sailing Association: 2002 Sailing Programme

All boats start races at 10:00, except where other times are given below, or on the day.

Tides at Burnham-on-Crouch

Date	Event	Tide (BST)
Thursday March 14 th	AGM at the Thorpe Bay Yacht Club	19:30 for 20:00
Saturday March 23 rd	Fitting Out Supper Plough & Sail	19:00 for 19:30
Sunday May 26 th	Paglesham Pot	HW 13:15
Saturday June 1 st -2 nd BH	Dauntless Association Weekend (Shipwright Arms, Faversham, Kent)	HW (Sat) 05:10
Sunday June 16 th	Frank Shuttlewood Cup	HW 04:52
Saturday June 22 nd -23 rd	Cruise to Pyefleet or Kent	HW (Sat) 11:06
Sunday June 30 th	Blue Shoal Trophy (Jack H Coote)	HW 04:49
Sunday July 7 th	Whitaker Cup	HW 11:00
Saturday July 13 th	Paglesham Yacht Race (open boats) 13:00 start	HW 15:31
Sunday July 14 th	Gracilda Cup (ladies race)	HW 03:57
Saturday July 20 th – 21 st	Dauntless Association Paglesham Rally	HW 09:34
Saturday July 20 th – Saturday August 17 th	Cruise to Holland (when conditions permit)	HW (Sat) 09:34
Saturday August 17 th -18 th	Cruise to Fambridge	HW (Sat) 07:50
Sunday August 18 th	Don McDowell Cruiser Trophy (Fambridge Race to Branklet Spit).	HW 09:07
Saturday August 31 st	Dauntless Association Benfleet Rally	HW 18:25
Saturday September 7 th -8 th	Cruise to Pyefleet or Kent	HW (Sat) 13:31
Sunday September 15 th	RNLI Race	HW 07:16
Sunday September 22 nd	Lifeboat Cup (open boats) 11:00 start	HW 14:07
Sunday October 6 th	Roach Plate	HW 13:05
<u>Saturday October 26th</u>	<u>Laying Up Supper Royal Burnham Yacht Club</u>	