

## Roach Sailing Association

[www.paglesham.org.uk/rsa](http://www.paglesham.org.uk/rsa)

### February 2003 Newsletter

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#### Chairman's Report

Dear Member

May I first and foremost wish you a happy and prosperous new year, may we all enjoy a glorious summer with steady breezes and a barometer that does not fluctuate too often.

Last summer saw us maintain our numbers afloat and the 'fast' boats enjoying some exciting racing with many close finishes.



MARSHMALLOW and SHEAR STRESS, Traditional and modern racing at Paglesham.

Cruising took up a large part of the summer for many of the fleet, especially those who traveled to Holland and the Scandinavian ports. Well done. (See articles in this and the last newsletter).

Others favoured the East Coast, and I personally still believe these stretches of water to be the best sailing grounds for peace and tranquility, but at the same time knowing there is always an Adnams pub ashore somewhere.

The Constitution of the Association has been re-written as it was thought this to be out of date and not in keeping with the modern times we live in. (Note that there is a copy of our Constitution on our web site.) I am not a great lover of many rules and regulations but appreciate the necessity of them for the well being of our Association, but we must continue as a priority the promotion and fostering of sailing in our Association if we are to survive.

It was some forty years ago, when in a moment of inspiration, I lost my presence of mind and attached a pair of dainty Black Laced Knickers to the commodore's flag and hoisted them to the yard arm on the front lawn of the Alexandra Y.C. Oh, little did I know what deep water I would find myself in later that week. Needless to say I was ordered to attend a disciplinary meeting to explain my behaviour. I got away with a severe reprimand. Thankfully we have moved away from those days of observing exact rules. Anybody hoisting a pair of knickers/bloomers to their masthead, remember the interpretation can read "I need Assistance", on that note I had better shut up.

I look forward to see you at the AGM and during the summer at our two favourite drinking holes, The Ferry Boat and the George and Dragon.

Your Chairman, Rodney Choppin

### **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 Rodney 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  
Rodney Choppin – Chairman  
Jon Walmsley – Secretary  
Richard Bessey – Race Officer  
Nick Eddery-Joel – Treasurer  
John Langrick – Newsletter Editor

Other members of the committee on your behalf are:

Nigel Bishop  
Mike Dallimore  
Ivor Jones

### **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 Harbour Dues this year to £15. Note that this is a concessionary rate and the full due of £95 must be paid if later than 31<sup>st</sup> July 2003. Please send your subs and river duties to our treasurer Nick Eddery-Joel, 40 New Rd, Leigh-on-Sea, Essex SS9 2EA with your cheque and a self addressed envelope, (if harbour dues paid), made payable to the **Roach Sailing Association**.

### **Mobile Phones**

If you have a mobile phone, please let our secretary have details. This could be helpful should we need to contact you re a mooring problem, or on any social events.

### **For those on the Internet...**

Many of our members on e-mail are corresponding via a group set up by member Steve Dowding. To subscribe, simply join the 'Yahoo Group' [Roach@yahoogroups](mailto:Roach@yahoogroups). This is a great place to hear of impromptu meets and snippets of news through the year.

### **THE ROACH GROUP (Initiated by Steve Dowding)**

Over the past couple of years, an informal emailing circle developed amongst some of the active racing &/or cruising members of the RSA. Most of us it so happen work in IT or related fields and so emailing was already a thing we did quite routinely. It was however, still quite complex to decide to which particular addresses to send our messages. Both to simplify this process for ourselves, and with the hope that this would make our communications more inclusive and available to other RSA members less comfortable with email, an Internet Newsgroup has now been set up using the free Groups service offered by 'Yahoo!' One email sent to this single address is then automatically forwarded by the list server to all group members.

This is a membership-only group, so private as opposed to the RSA website <[www.paglesham.org.uk/rsa](http://www.paglesham.org.uk/rsa)> which is the RSA's public face on the Web. Membership to the Roach

Group is of course open to all RSA members, and for instance provides the opportunity to discuss possible weekend cruising in company, weather prospects and the like, and even the possibility to keep up with the exploits of some of our more adventurous members when they're off cruising the Baltic or whatever. RSA race series results are also promptly posted to the newsgroup.

For more info talk on the water to (almost any of) the Johns, or Richard or Steve, or email [steve.dowding@lineone.net](mailto:steve.dowding@lineone.net). There is also a link to the group on the RSA web site. A big thanks to Steve for setting this up, (Ed).

### **Update on the Beagle**

You will remember Rodney's article on the Beagle and it's association with the Roach area. Please keep looking at the RSA web-site for further news/developments in 2003.

### **Newletters via e-Mail**

Would you prefer your newsletter via e-mail. This could save our organization a lot in printing, stationery and mailing. Please let John Langrick know and will organize for you ([johnlangrick@aol.com](mailto:johnlangrick@aol.com)).

### **The Hard – Findings by County Council**

The long dispute with regards the public use of the hard has been decided upon by the County Council in favor of the yard. It has declared that the hard is private with no public use and also that there is no public vehicular rights down Waterside lane. We have a copy of the findings and rational if you would like to see detail, please contact Jon Walmsley.

The initial view of the Committee is that we are very disappointed at this outcome and have expressed this formally to County, but we do not have the funds to challenge. I am sure this will be discussed further at the AGM, but our initial feeling is that we should try and accept the situation and simply get on with sailing.

### **AGM**

The AGM will be held at the Paglesham village hall on Sunday 16<sup>th</sup> March with a start at 7:30. We may very well adjourn to the Plough and Sail later.

### **Race Officers Report - RSA racing 2002**

*Richard Bessey*

Regrettably our first meeting of the season was blown out, but a couple of weeks later we had a fine day and ran two races, morning and afternoon.

No less than nine boats competed for the *Shuttlewood Cup*, laying a course from Paglesham to the Horse Shoal up the Crouch, and finishing at Foulness Quay. It was a stiff breeze and Gemini suffered a torn foresail. Imothas was in 3<sup>rd</sup> place, Marshmallow 2<sup>nd</sup>, and *Pudmuddle* won the cup.

All 9 boats formed a raft in Quay Reach for lunch, then Francesca came by (returning from an OGA event), and stood by to start the *Paglesham Pot*. Having run a longer-than-necessary race in the morning, and missed most of the lunch, *Mistress* pulled out all the stops and won the race.

Our next event was the *Blue Shoal* trophy, in which Colin's Eager made her maiden appearance under sail. We were all astonished to see her forge ahead of the other boats as we set off for the Inner Crouch, and pass us on the way back. Clearly a force to be reckoned with. On handicap, Eager took 2<sup>nd</sup> place to *Shear Stress*.

The course for the *Whitaker Cup* was a traditional 'Redward to Port', in a strong westerly, giving us a following wind out and a hard beat back to Paglesham. To their credit, every boat finished in spite of watching the forward boats heading for the pub on Foulness! On this occasion Stravaig finished 3<sup>rd</sup>, with Shear Stress in 2<sup>nd</sup> place and *Imothes* taking the Whitaker Cup.

The *Paglesham Yacht Race* was run to Barling Quay and back in quite different conditions – almost no wind at all. John Langrick entered his Dauntless Dinghy (newly acquired from Colin), Stella Marie. Steve Dowding entered TT Stortebecker, and Richard Bessey in Winks. The tide was still rising as we turned at Barling and we had a real struggle to get back, but *Stella Marie* was the clear winner.

A good turn-out again for the *Gracilda Cup*, with 7 boats on another day of light winds. Not everyone was able to finish, not least because of some confusion about the course (ahem). However Jenny Bessey brought Imothes to 3<sup>rd</sup> place, Emily Joel helmed Stravaig to 2<sup>nd</sup>, and Vanessa Bradley, cheered on by baby Harry (we think they were cheers) with *Shear Stress* wins the Gracilda Cup.

The trend in very light winds continued on the first occasion of the *Don McDowell Trophy*, which is now awarded for the Farnbridge Race. In fact, hardly a breath was felt the whole day. It is our intention to add something a little different to this race each year, and so competitors had to perform a 'man overboard' exercise this year (the objective was to throw an fender, hat or small child from the stern, and then retrieve it. As any floating object easily kept up with the boats, this was not a problem.

Gradually boats dropped out, having drifted aground or simply decided to get home sometime today. Which left Stravaig and Pudmuddle to play poohsticks through Burnham in the occasional downpour. Now it seems that some hull shapes drift faster than others, and so it was that some four hours later, *Pudmuddle* passed the Branklet buoy in first place.

Seven boats took part in the RNLI Race, which ran to the Inner Crouch and back to Foulness Quay. The wind was N4-5, which gave us some fast sailing up and down the Crouch. Shear Stress came in 3<sup>rd</sup>, Mistress 2<sup>nd</sup>, and Eager wins the cup.

Four boats set out round Potton Island for the *Lifeboat Cup*, in a strong gusty breeze. Steve Dowding's dinghy suffered rudder damage and dropped out in the first reach, leaving Stella Marie, Winks, and guests from the Hostellers in Merganser. Tacking up to the bridge on the early flood, the three boats were still in sight, with Winks trailing behind. No sign of a bridgekeeper, so the leading boats dropped their gear and rowed under. Lo and behold, as the Race Officer approaches, the bridge opens! He flatly denies any prior

arrangement! In the event *Merganser* finished well ahead and takes the *Lifeboat Cup*.

It was blowing hard and gusty from the North for the *Roach Plate*, and the 6 entries set off down Devils Reach at a fine pace. Competition ran high, with the coveted Plate and the Series yet to be decided. A hard beat followed up Quay Reach, with Marshmallow hot on the heels of the leaders, Shear Stress and Imothes. Cutting across the Branklet Spit, the boats headed for the Horse Shoal – except Imothes which inexplicably went round the next buoy!

The return to Paglesham was swift. Shear Stress was well ahead by this time, with Stortebecker (who caught up well after a late start) coming in next and the others close behind. The Plate goes to Shear Stress.

The Series is based on point scores from all the cruiser races. As always the best recipe for success is 'be in every race' – and this year there were many commendable efforts to do just that!

One boat took the lead early this year, but was jostled for this position by George Phillips with Mistress, who finished with 9 points, Richard Bessey with Pudmuddle, who finished with 11 points, and Jon Walmsley with Imothes also with 11 points. But with 15 points the clear winner of the *Len Choppin* Trophy this year is John Apps with *Shear Stress*.

Now you've read and heard a little about the exploits of members venturing to the Friesian Islands and the Baltic this year (and there's more to come in the next newsletter). The trip was inspired by Jon Walmsley, who having bought a Swedish boat has had a hankering to visit those waters. Pudmuddle went along with all the family, supplying crew on demand.



Jon Apps is presented with the the Blue Shoal Trophy at the Laying up Supper at the Royal Burnham YC.

But it was John Apps who impressed us all, sailing to Sweden and back in Shear Stress (a Popcorn 23). Throughout the trip he declined to use the outboard engine except where absolutely necessary, covered 1500 miles without an autohelm, and navigated accurately with minimal charts and pilots. John I hope you've got a big mantelpiece because here's the *Seamanship Cup* to add to your collection.

#### RSA Racing Handicaps for the start of 2003

Handicaps were adjusted at the end of the season to match the performance of each boat in that season's races. This could only be done for boats which finished at least 3 races, and

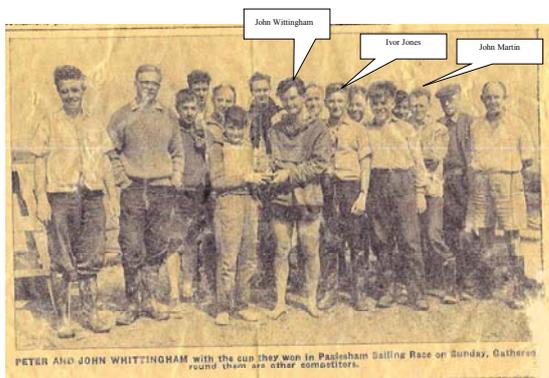
where performance was within 20% of the boat's race handicap. For new boats, an adjustment was made on the basis of the average difference (19%) between RSA and RYA performance numbers (where both were known).

Boat	Adjustment	Club No
Eager		1256
Gemini	+296	1846
Imothes	+81	1258
Little Stint		1201
Marshmallow	-60	1525
Memory		1583
Merganser		1286
Mistress	-19	1441
Philomelle		1150
Pudmuddle	+163	1576
Shear Stress	+92	1448
Stortebecker	+152	1409
Stella Marie		1474
Stravaig	-6	1485
Swanti	+86	1753
TT Stortebecker		1750
Winks	+46	1740

Gaffers Association Cruise and **RSA East Coast Cruise**. The second, **September 13-14**, is a pleasant way of rounding off the season at a time of year when latterly we have had the best weather. These events are an easy way of exploring our local havens and hostelries with plenty of mutual support and assistance for those of us who are short handed or unfamiliar with the environs. Last year the trip to West Mersea even saw the introduction of the 'RSA Ferry'! (thanks John).



Raft up for lunch off Foulness



Paglesham yacht race winners 1960!

## 2002 Cruising and Social Events

*Jon. Walmsley*

The social year kicks off, (or should that be sails off?), with the popular **Fitting Out Supper (Saturday April 12<sup>th</sup>)** at the Plough and Sail. Catch up with each others winter projects, or in at least one case new acquisition, and make plans for the forthcoming season. We will meet at 7:00 to 7:30 and you settle your own bills. Please book early with John Langrick 01702 588199.

Once again we have two weekend cruises to **Pyefleet** or **Kent**. The first, **June 21-22** coincides with the start of the Old

Unfortunately I missed the **Cruise to Fambridge** last year. As usual this was well attended with the added attraction of an interesting race on the Sunday for the Don McDowell trophy. This year the event falls on the weekend of **August 16-17**, I feel the Ferry Boat beckoning already!

As has been our habit for the last few seasons, some of us will be making longer cruises this Summer. If you are interested in 'going to the other side' either in your own boat or as crew please contact Richard Bessey or me.

We have included the **Maldon Regatta** on the programme, **August 30**. The RSA were well represented last year and it proved to be an interesting and enjoyable event. Just be careful what you lie next to as barges have a habit of sliding down the mud as they dry out, (Nigel).

Last, but not least, is the **Laying Up Supper** which will be held at the RBYC on **October 11**. This is earlier than last year so I don't expect that we will be serenaded with fireworks on the ferry crossing. Good food and good company always makes a memorable evening.



**SWANTI, FRANCESCA and MARSHMALLOW, the RSA contingent at the OGA Rally Maldon 2002**

## Changes at the Boatyard and the rest..

*John Langrick- Newsletter Editor*

The boatyard is changing beyond recognition. Some say for the better, many more say for the worse. Whatever way you look at it, the RSA intend to continue to sail from Paglesham and hence learn to live with these changes.

Bearing this in mind, we have the following changes over the last few months that will impact us over the season.

### **Laying up**

Many members were told at the end of last season that there would be no room in the yard for laying up. Only local owners would be permitted and then only if space could be found. The result is that many have laid up at Carters wharf, or at Burnham. I am laid up at Carters Wharf and I have to say I have been made most welcome.

The rationale by the yard was that they had much re-surfacing to do and that the yard has been concentrating on motor boat sales and really little focus on local sailing or moorings. It is unclear if there will be room for laying up in 2003, I suggest you contact the yard personally. I plan to lay SWANTI up at the Thorpe Bay Yacht Club.

### **Moorings**

To address the mooring issue, I have personally leased part of the river-bed from David Barke and I am having the area dredged and moorings re-laid by Ron Pipe. At the moment I have 10 moorings allocated/taken and the mooring includes all facilities in the yard, except winter storage. Please let me know if you need a mooring and I will try and arrange. This is non profit making and also not connected with the RSA itself, so please call me (John Langrick) direct (01702 588199) if you need help.

You will also know that Ron Pipe has his own moorings up river and there will be vacancies here also. You will need to negotiate separately with the yard to use the facilities. Please contact Nigel Bishop if you would like one of Ron's moorings.

### **Facilities in the yard**

The whole of the yard has now been re-surfaced and I am told the road is to have the same treatment. This will be completed

for an Open Day planned by the yard towards the end of March this year.

The second pontoon should also be installed by then, This will have fresh water and electricity. The top of the Jetty is being re-surfaced at the moment so should look a good deal tidier. All mooring holders will have full use of the jetty and launching facilities.

The pile currently in the centre of the jetty is to be moved to one side, so we will be able to take dinghies down easily.



The Jetty being re-surfaced

The yard are purchasing the motorised travel hoist from Wallasea. This should be a lot more manoeuvrable than the current equipment.



Looking down the pontoon, Ron Pipe barge tied up for piling

Last year we also had a new toilet block which is now in full commission. There is also a new office built on steel legs. The old office is now just for storage.

### **General News**

Vic's café (Captains Table) is being refurbished as he has had little custom this year since we have all left. Rocky (the dog) is looking well and healthy, but is missing his regular titbits from his friends.

The old wreck of a fishing boat, moored close to the jetty (the one with the tide swilling in and out last year), now floats! The new owner is patching it up piece by piece. We may yet see it sailing off in the sunset (or sunrise if down river!).

We have replaced the pontoon on the end of Gordon's jetty with a bit of disused jetty 'negotiated' from the yard. This could be helpful for RSA members, with the agreement of Nigel or Rodney. We plan to have a tidy on Gordon's land this season, volunteers welcome. We also plan a barbecue on this patch on one of the Saturday nights before one of the Sunday races. Watch the notice board for announcements.

## Delivering Philomelle

*Richard Bessey*

After a year of searching, we decided to buy Philomelle in December. She is a steel Buchanan sloop, just under 35', and lay on a mooring on the Hamble. How to get her home? Sail, obviously.

So on Boxing Day, we drove to Warsash and prepared to set off early next day. Crew was myself, Justine and Naomi, aided and abetted by Jon Walmsley. At 5am we cast off and motored down to Hamble Point, setting sail as we entered Southampton Water. To fend off the cold, I had brought four paving bricks, which we heated in the gas oven and wrapped in towels to pass round. The bricks were remarkably popular!

By dawn we were passing out of the Solent in a brisk SSW breeze, and were in for some spectacular sailing with reefed main and No 2 staysail. We were learning to respect the power of a main with an 18' spruce boom. Things were getting a bit wet below, and we discovered a hole in the scupper to add to some known leaks in the coachroof sides. We soon passed Selsey Bill and worked across the bay towards Newhaven, passing Shoreham and Brighton (it wasn't us, honest), and arriving in Newhaven Marina before dark. We had a pub meal in town, and an early night (broken only by the Dieppe ferry whose bow thruster thrashed past not 30' from our berth).

Next was a long leg as there is no deep water port between Eastbourne and Dover; so we were up at 4:30 and away. Past Beachy Head in the dark, and on a course to round Dungeness. Today there was less wind, so we kept the motor running; it was thus that we learned of the leaking raw water pump, and also how to bleed the fuel system after we ran the tank dry. However the weather was fine and we had a pleasant sail. It was dark before we reached Dover which we passed after a close encounter with a SeaCat which appeared from over the horizon and seemed instantly upon us. With good visibility it was straightforward navigation between the Goodwins and the Deal roads, and the route into Ramsgate is well buoyed (though the entrance is hard to see in the dark especially as the entrance lights failed just as we were about to enter!). The marina was almost empty so a berth was easily found. We headed ashore for a drink at the Yacht Club, and for the fish & chip shop.

We refuelled at 8:00 next morning and set off with some trepidation as there was a strong southerly blowing with rain. I raised the foresail in the outer harbour to steady us, and we got the main up as soon as we were clear. It was heavy going

for a while, and we kept the engine going - only to find its temperature rising - the pump leak was getting worse and the fresh water was boiling dry. We decided to punch tide up-river, rather than across via Fishermans Gat and round the Sunk as planned, giving us the option of other ports if things got worse. As we entered the Princes Channel, the wind slackened, and we resumed running the engine on low revs, keeping an eye on the temperature and coolant level. Visibility varied as the rain came and went, but eventually the Shivering Sands towers came into view; we decided to proceed into the Swin and carry on to the Crouch.

By the time we rounded the Barrow it was already dark. We could not see from buoy to buoy, so it was pure GPS navigation from here on - Jon has this down to a fine art. The wind was now strengthening in the SW and we went like a train down the Swin, forced to gybe at the occasional turn. We found the green buoy SE of Whittaker No 6, gybed again and crossed into the Whitaker channel. Guess what we were punching tide again all the way home, with a blow on the nose too. The engine did us proud, gently nosing us into the spray for hour upon hour. We anchored in the Crouch and had a welcome dinner before the last leg, coming alongside at Wallasea in a half a gale at midnight.

My thanks especially to Jon for navigating. My eyesight isn't up to much and I have difficulty seeing instruments (let alone buoys) in wet conditions, and we could not have attempted the crossing without help. Philomelle will be lifted out at Wallasea for maintenance before the 2003 season.



PHILOMELLE back at Wallasea

## Baltic or Bust!

*Jon. Walmsley*  
*September 2002*

This was the moniker proudly displayed on Naomi's baseball cap, (should never have brought that labelling machine with me). Jenny was similarly endorsed, but less politely worded. The girls won their campaign to continue with me to the Baltic. And so it was that two boats, Shear Stress and Imothes, left Borkum for Brunsbittel one single handed with no self steering, one with three crew and an Autohelm.



Brunsbüttel to Copenhagen (via Vejle)

**29<sup>th</sup> July Depart Borkum 15:15 30<sup>th</sup> July Arrive Brunsbüttel 17:20 116 Nm logged in 26 hours**

Jenny stayed up with me until midnight and Naomi kept me company through the wee hours. Brilliant blood red moon which changed to white early in the morning, followed by a memorable sunrise and a porpoise sighted just after dawn. There is something very special about night sailing.

Left the girls in charge while I caught up on my sleep, woke up after 20 minutes to find them both dozing in the cockpit. Can't get the crew these days.

'Pizza de Tono' for lunch. Light NE winds meant we had to use the engine to make our tide window up to Brunsbüttel.

Locked in with other yachts and a lighter. Easy due to floating pontoons and crack crew, (they're OK when they're awake).



Jenny and IMOTHES Brunsbüttel Locks

Went into small marina next to the new, larger locks. Look out for the ferry! We were beckoned into a gap between two boats that was way too small for us, somehow we pushed them apart & squeezed in, even managed to get a stern rope on the buoy. Naomi was befriended by Karl on the boat next to us who invited us for a nightcap on 'Nice Girl'. Karl, who had just retired, was off to the Caribbean and gave us all his unwanted charts of the Baltic, which later proved to be invaluable.

The following day we still had not heard from John. Went into town to get some engine oil, (first service) & food. Walked back via the river & came across John in the outside marina. Four for dinner & Scrabble on Imoths.

**1<sup>st</sup> August Depart Brunsbüttel 07:30 Arrive Rendsburg 17:30 37 Nm logged in 10 hours**

Met up with John as he came through the locks, another baking hot day, 32 degrees in the shade. Jenny and Naomi did their usual aerobics to the radio and were wolf whistled by the very large passing ships.



IMOTHES on the Kiel Canal

Stopped at Rendsburg for the night and encountered our first post mooring. Only caught one post, and our stern lines weren't long enough. Neighbouring boats were not impressed with our technique until Naomi swam out to the other post and put a rope round it.



Naomi and Pole Rendsburg

**2<sup>nd</sup> August Depart Rendsburg 10:30 Arrive Kiel 14:30 15 Nm logged in 4 hours**

First rainy day. John complained about his hands going 'pruney'. Logged 52 miles for the canal in total. Took Shear Stress alongside to motor into the lock, during which manoeuvre John got his ankle caught between the boats. Very lucky to escape with light bruising. The passage through the canal is €11 for boats of less than 10 metres.



SHEAR STRESS and IMOTHES Keil Locks

From the locks it is 2 miles to the Dusterbrook Yacht Haven, the largest in Kiel. We had our first encounter with officialdom here, with a visit from the Zoll, (Customs). They were concerned that I had red diesel, and asked John if he had any weapons, before apologetically welcoming us to Kiel. To which I responded that I was just glad that they weren't from the marina wanting us to move. The Kiel Yacht Club restaurant, which is recommended by the Pilot, is part of a, (far too posh for us), hotel. We found a pleasant café by the water and were entertained by a girl on a monocycle during our dinner.

The following day we sadly said goodbye to Jenny and Naomi who set off by train to rejoin their parents on Pudmuddle in Amsterdam. John & I found an Internet Café in the library, €1 per ½ hour, and caught up with our correspondence. Sore feet by the time we returned to the boats, for an evening of pizza, wine and passage planning.

**4<sup>th</sup> August Depart Kiel 07:15 Arrive Marstal 15:10 35 Nm logged in 8 hours**

Little wind so I motored out of the Estuary. Eventually a pleasant sail. After docking at Marstal with much needed assistance, I went into the town, got some money and bought a Danish pastry, (well this was the first Danish port). Marstal is a small town on the island of Aero with a busy fishing harbour and large active dockyard which not only did repairs, but was also building a large ship. Marstal is also famous for its own brand of marine engines.

Good facilities for visiting yachtsmen especially for those with kids there being an adventure playground with a great zipline. John arrived about 1900 and we went into town for fish & chips, before retiring to a local bar where we drank 'bitter' which is some kind of local 40% proof spirit.

**5<sup>th</sup> August Depart Marstal 10:15 Arrive Assens 19:50 43 Nm logged in 9½ hours**

The day started off with F3/4 E before dying away in the late afternoon. We decided to abandon our plan of making Bago, and anchored in a bay just north of Assens instead. A bad idea to keep Shear Stress alongside all night as we noisily snubbed.

**6<sup>th</sup> August Depart Assens 06:30 Arrive Vejle 15:45 52 Nm logged in 9¼ hours**

Early start in light NNE winds. Lost sight of Shear Stress when he went South of Brandso Island and I went North. The wind was fickle through the channel past Middelfart and Fredericia, but once clear of the Lillebaelt it picked up to F4/5 NE. We had originally intended to circumnavigate Fyn and perhaps visit Odense, but the wind was on the nose as we headed around the top of the island and was accompanied by a heavy chop, I had also lost the use of my Autohelm due to a loose tiller pin. I made an executive decision to go to Vejle which was to the West. It is 12 miles up Vejle Fjord to the town itself. The shores are littered with small yacht harbours which looked very inviting, perhaps another time. Excellent meal in the restaurant by the very large yacht harbour.

**7<sup>th</sup> August Depart Vejle 13:30 Arrive Strib 20:00 23 Nm logged in 6½ hours**

Vejle is near the town of Jelling which is where the Kingdom of Denmark was mentioned for the first time. This is an area packed with history; stones, burial mounds and the world's largest stone ship. Left after fixing my tiller pin with some locally sourced epoxy. Unfortunately I missed John's deck when I threw his bow lines on board. He soon noticed when he got one caught around his propeller. Good thing he has an outboard.

Very light winds and a Northerly stream through the Lillebaelt meant we only got as far as Strib before anchoring for the night. Blew up the dinghy for the first time and went ashore for a beer.

**8<sup>th</sup> August Depart Strib 08:00 Arrive Assens 18:30 29 Nm logged in 10½ hours**

I was awoken at 06:30 by John bringing my dinghy back. When I upped anchor 1½ hours later he was only a few hundred yards away due to light winds and current. I could see my anchor lying on the sandy bottom with the catenary of chain snaking up towards me.

Motored past John and anchored behind the Island of Feno where I did my washing and went ashore to read my book on a small hill whilst waiting for John.

When John arrived I set off after him under sail. I didn't want to start my engine as I thought I might suck in a jellyfish, you wouldn't believe how many there were.



Jellyfish

Lost John when he went the other side of Bago. Anchored for the night near Assens, rowed ashore and bought a pizza while

waiting for John. John missed his toy boat on leaving Imothes, but only got half wet. Must have been the red wine.



John and 'Tender'

**9<sup>th</sup> August Depart Assens 07:30 Arrive Faborg 16:00 34 Nm logged in 8½ hours**

Lost Shear Stress when I tacked across to Als, F2 ESE, but picked him up when I tacked back to Fyn, he had made better time keeping inshore away from the Northerly stream.

I was welcomed by fellow Shipman Owners in Faborg. I had tried to let them know of my intention to attend the Rally, but I was using the wrong E mail address. I was nevertheless made very welcome, no British Shipman had ever attended before. In the evening went on a guided tour of Faborg by the town watchman, (unfortunately in Danish). The town was easily the best we had seen with a great deal of Medieval architecture and the statue of a cow and two people intertwined that no-one could explain to us.

The next morning was spent looking at each other's boats. In all 16 Shipmans turned up. Did a few minor repairs including fitting new cams to my mainsheet block.

In the evening the Club organised a barbecue. John and I didn't realise that we were meant to bring our own food, but our plates soon overflowed with the offerings of others. The evening continued with the singing of Shipman Songs, in Danish. Songsheets were handed out which meant even the non-Danish speakers amongst us could join in, although I'm sure our pronunciation was a little off.



Faborg and 16 Shipmans

A few more drinks down the hatch had everyone joining John in the chorus to 'Waltzing Mathilda' and, I seem to remember, the odd Beatles tune. The 'hard core,' of which the Jo(h)ns were two, didn't retire until 01:30.



Joh(n)s Partying Faborg

**11<sup>th</sup> August Depart Faborg 09:30 Arrive Dagebokke 17:20 28 Nm logged in 7¾ hours**

John was up surprisingly early and motored past the Shipmans with his Australian flag, looking slightly ragged by now, proudly flying from the crosstrees. I left an hour later, backwards and videoed for posterity.

Another baking hot day with no wind. Soon passed John as he tried to tack out of Hanse Bugt. Saw more porpoises and a Viking Long Boat whose crew jumped over the side to try to cool off. The route past the islands of Tasinge and Thuro is very pretty. There were a large number of beautiful yachts out to play, especially around Svendborg. Stopped the engine once clear of the channel north of Thuro, but little wind saw me make 3 miles in 2 hours, did catch up on my sleep though.

Dagebokke is a very small harbour on the West side of Langeland. Went for my first swim in the Baltic, still very hot even at 18:00. Massive thunderstorm in the night, I hoped John had found shelter.

**12<sup>th</sup> August Depart Dagebokke 10:45 Arrive Vejro 18:00 34 Nm logged in 7¾ hours**

Raised John on the radio at 09:30, he was 5 miles North of me. Waited for the rain to ease before leaving. Rained on and off all day, had expected to find John at Vejro Island as per our radio conversation but there was no sign of him. Vejro is a wildlife sanctuary with nothing more than a lighthouse, bar/restaurant/shop and basic facilities. Went for a long walk.

**13<sup>th</sup> August Depart Vejro 07:45 Arrive Rodvig 18:00 52 Nm logged in 10¾ hours**

F5 NW in the morning, raised Shear Stress on leaving the harbour, he had gone to the island of Fejo. Hoped to pick him up as I went past. Interesting passage past Vordingborg under a very large bridge before crossing to the northerly channel past the islands of Falster and Mon. Tried to tack past Kalvehave but the channel is very narrow and I ran aground quite badly emptying the shelves on the port side as I went over. Fortunately the strong wind enabled me to spin her off.

The narrow channel continued for another 5 miles, like leaving Walton Backwaters at LW, but more wiggly.

Fast sail across Hanse Bucht, 5-6 knots under jib only. The main harbour at Rodvig was full so I moored in the fishing harbour alongside a wall. Good facilities, local shops and restaurants and a marine engine museum. Went on board another British boat for beer.

The next day there was still no sign of John, thought I had better wait before pressing on for Copenhagen. Saw a sea otter on my early morning walk along the cliffs. I went to the Museum which had Stuart Turners, Seagulls and Marstals on display. Raised John midday and gave him Lat & Long of Rodvig which wasn't on his small scale chart. Swam in the afternoon, got stung by a jellyfish and was confronted by an elderly naked couple wading towards me after I surfaced from a duck dive. I don't know which was worse.



Rodvig and Flint Kiln

John arrived 18:00 very tired, pointed out the wasp on my thigh just before it stung me three times, at least the jelly fish had stung the other leg.

**15<sup>th</sup> August Depart Rodvig 07:20 Arrive Copenhagen 15:15 35 Nm logged in 8 hours**

N F2/3 meant I was close hauled in order to clear Stevns. Motored last 4 hours as it was a dead noser. Very surreal, when entering the City, to be putting fenders out whilst large open tourist boats with miked guides are going past you. Moored in Christianshavn, a canal off the main channel.

Walked to the tourist office by the Tivoli Gardens, 2 miles away, badly swollen leg from the wasp sting quite painful, but at least the jellyfish sting had gone down. John had arrived when I got back. Delicious pizza on Imothes surrounded by architecture reminiscent of Amsterdam.



IMOTHES at Copenhagen

The next day John and I walked to Nyhavn; another canal full of larger ships and surrounded by cafes, then past the Royal Palaces to the Little Mermaid; a famous statue of which John had been extolling the virtues for the entire trip. Circled back to the Tivoli Gardens where I caught a bus to the airport to pick up Christine, who would be crewing for me for a week. She also brought an emergency supply of tea bags.

The three of us went to the Tivoli Gardens for dinner. They are the equivalent of the Kursaal in its heyday, a blend of gardens, lakes, funfair and restaurants. Lovely meal meant we didn't go on any of the rides.

**17<sup>th</sup> August Depart Copenhagen 14:25 Arrive Malmo 19:45 17 Nm logged in 3¼ hours**

Walked to the English Church in Churchill Gardens as we had seen a Garden Fete advertised. On the way we passed the Statue of the Merman and Seven Sons which is underwater in the canal, spent a lot of time peering at it. The Fete was excellent, I bought 5 books, including a compilation of Rudyard Kipling's poetry, (John read 'If' out loud), and John bought some chutney. Had tea and cakes. We then visited the Danish Resistance Museum, which was fascinating, before returning to the boats.

Light NW winds saw us motoring under the new Oresund bridge that, in conjunction with a tunnel, joins Denmark to Sweden. Realised that I hadn't got a Swedish courtesy flag, so quickly stitched one up out of a tea towel and some yellow rope, much to Christine's amusement.



Swedish flag with Oresund Bridge in the background

Limhavn Marina has berths for 700 boats so we found one OK. Just in time for last serving of food in the clubhouse washed down with plenty of beer. John arrived at midnight, good thing we stayed up.

**18<sup>th</sup> August Depart Malmo 14:40 Arrive Skanor 17:00 12 Nm logged in 2¼ hours**

In the morning Christine and I took the bus into Malmo, while John recuperated in the Marina. There was a massive festival going on with a marathon, stalls selling food from around the world and a number of stages. Bought luminous green cake and liquorice. The marina at Limhavn was so large that yachts were able to sail right into their berths, very impressive.

Easy sail under jib to Skanor. Lost out to a German boat for the last pile mooring, so we chucked out the kedge and berthed bows on to a wall. Bought some fresh fish and barbecued it for dinner.

**19<sup>th</sup> August Depart Skanor 07:40 Arrive Hesnaes 17:00 47 Nm logged in 9¼ hours**

Wind picked up ESE 4/5, caught up with John when he had to make running repairs to his gooseneck. John went into Hesnaes first only to come out 10 minutes later saying that he had lost 3 ropes as the piles were too far apart. We went in and moored against a wall, tried to persuade John to come back via the radio, but to no avail. The houses in this part of Denmark uniquely have thatched roofs and walls, very picturesque. On returning from a walk along the cliffs we were hailed by an English woman who had lived with her Danish husband in Hesnaes for 7 years and had never seen a British boat in the harbour before. I suspect the reason is that Hesnaes is not in the Pilot Book.

**20<sup>th</sup> August Depart Hesnae 08:30 Arrive Rodby 16:40 43 Nm logged in 8 hours**

Lovely reach down the coast past cliffs and wooded hills, on turning West at the bottom of Falster found ourselves on a dead run which greatly reduced our speed. The solution was to fly the spinnaker for 4 hours.

Still no contact, other than a crackle, from John, but at least we knew he had made it through the night. Moored in the fishing harbour in Rodby, superb new visitors pontoons. Had dinner in a lovely little restaurant nestled in the dunes overlooking the sea, excellent food and a Rod Stewart sound track which we suspect may have been put on for our benefit. Received a text from John saying he would meet us in Kiel.

**21<sup>st</sup> August Depart Rodby 06:40 Arrive BKYC 16:15 47 Nm logged in 9½ hours**

Bit more spinnaker work on the way to Kiel, somehow ended up on a broad reach with spinnaker, main and genoa drawing. Radio contact with Shear Stress: John was waiting for us at the British Kiel Yacht Club. Sailed into Kiel Roads past the U boat museum, to BKYC where John was waiting to take our lines.

The BKYC provides adventure training for the British Forces. They have a fleet of Najad yachts, some Cornish crabbers and Flamingo.

Dinner onboard Imoths before drinks in the BKYC bar.

**22<sup>nd</sup> August Depart BKYC 10:45 Arrive Rendsburg 16:40 20 Nm logged in 6 hours**

I handed an RSA burgee to the Rear Commandant Sailing while he was doing his morning rounds on the pontoons. He explained the history of Flamingo, which was one of a fleet of yachts used by the German Elite before they were acquired by the British at the end of the war.



FLAMINGO

Christine caught a taxi to Kiel, the start of a long journey home.

Visited the duty free before entering the canal, worth it for the experience let alone the cheap booze. John tied up in the lock against an American yacht he had befriended in the BKYC, air conditioning and cold beer, he jokingly asked if they could tow him to Cuxhaven. Very hot in the canal, good dinner in the harbour restaurant in Rendsburg.

**23<sup>rd</sup> August Depart Rendsburg 07:30 24<sup>th</sup> August Arrive Norderney 11:15 121 Nm logged in 27¼ hours**

Another hot day, did my washing. We arrived at the Brunsbüttel locks at high water, ideal for a passage down the Elbe, so we decided to continue our journey home. There were 20-30 boats in the lock who streamed out with the considerable tide. When I was just past Cuxhaven, John radioed to suggest we put in as the weather had turned squally. I agreed, but when I turned to go back discovered that I had over 6 knots of tide against me. Told John I was continuing on.



Rendsburg to Den Helder

The wind eased and after 21:00 I lost the tide. Decided to anchor until it turned again in my favour. Dropped my hook in 30 feet on the South side of a North cardinal buoy. Imoths rolled heavily due to the wash from large ships only ¼ mile away.

Back under way 03:30 with a fair tide. Missed my tide window for the Norderney offing buoy, but gained 2½ knots when I turned up the channel to the West of the island.

Cycled into town and bought presents of jam and an alcoholic drink made from 'Sanddorn' which is a plant unique to the Friesian Islands. John arrived 21:00, got last service in the marina restaurant.

**25<sup>th</sup> August Depart Norderney 13:45 26<sup>th</sup> August Arrive Vlieland 15:50 116 Nm logged in 26 hours**

John left mid morning to take advantage of the wind, I waited until the afternoon to take advantage of the tide. I stupidly followed another yacht down a channel that I thought would be short cut to the sea, they turned back to leave me looking at a line of withies stretching into the distance. To cut long story short I wasted 2½ hours of fair tide before turning back and following the main channel during which time I bumped



IMOTHES Beating off the Danish Coast

and ran aground very heavily on a falling tide, lucky to get off.

Very little wind forced me to motor most of the way to Terschilling.

Despite using the engine, I arrived too late to make it through the Schuitengat, so headed for Oost Vlieland instead. Very crowded in the harbour, rafted four out, but neighbours very friendly. Holiday town with plenty of interesting shops and places to eat. Climbed the mast before dinner as a bolt had fallen out of the crosstrees.

**27<sup>th</sup> August Depart Vlieland 11:20 Arrive Den Helder 17:50 34 Nm logged in 6½ hours**

I had originally intended to make for Ijmuiden, but gale warnings made me decide to head for Den Helder and avoid another night at sea in potentially strong winds. Quick sail N-NW F4/5, usual friendly welcome in Den Helder.

**28<sup>th</sup> August Depart Den Helder 10:45 29<sup>th</sup> August Arrive Paglesham 21:45 (BST) 175 Nm logged in 38 hours**

Little wind on the way back across the North Sea dictated a great deal of motor sailing. The multitude of ships during the night cleared in the morning allowing a couple of hours sleep under the protection of the radar detector. Called by Shear Stress 10 miles off Clacton, he was a mile away having left Ijmuiden early Wednesday morning. Missed the tide into the Crouch, but punched it to get back to the mooring for the night. Slept well.

The next morning I awoke to the familiar sight of Hallowe' en astern. John had come up with the morning tide. I took his dinghy out to him before going home to sleep in a bed for the first time in 6 weeks.

## ROACH SAILING ASSOCIATION

### Income and Expenditure Account for the Year Ending 31st December 2002

2001 £	Income	2002 £	2002 £
180.50	Annual Subscriptions	172.00	
345.00	Crouch Harbour Authority Disks	364.00	
25.00	Race Subs	75.00	
5.16	Sale of Flags and Burgees	15.00	
0.65	Bank Interest	0.75	
-5.00	Excess Inc/(Deficit) for dinner (inc. flowers)	147.50	
551.31			774.25

2001 £	Expenditure	2002 £	2002 £
62	RYA Subscription	66.00	
10.00	CAYFE Subscription	10.00	
39.60	Printing, Stationary & Postage	40.00	
52.50	Cup Insurance	54.50	
0.00	Cup Engraving	132.00	
345.00	Crouch Harbour Authority Disks	364.00	
0.00	Depreciation on stock of flaga and burgees	28.76	
50.00	Flowers for NES Bishop	0.00	
559.10			695.26

-7.79	Excess of Expenditure over Income	0.00
0.00	Excess of Income over Expenditure	78.99

### Balance Sheet as at 31st December 2002

2002 £	Assets	2002 £	2002 £
335.35	Balance at Bank 31st December	443.10	
208.76	Stock of Flags and Burgees	180.00	
544.11			623.10

### Reconciliation of Assets

551.90	As at 1st January	544.11
-7.79	Surplus Income/Excess Expenditure	78.99
544.11		623.10

## Roach Sailing Association: 2003 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*

<b>Date</b>	<b>Event</b>	<b>Tide (BST)</b>
Sunday 16 March	AGM at Paglesham Parish hall 19:00 for 19:30	
Saturday April 12th	Fitting Out Supper Plough & Sail 19:00 for 19:30	
Saturday May 17 <sup>th</sup>	Dauntless Assn AGM, George & Dragon, Foulness	
Sunday May 18th	Paglesham Pot	HW 15:00
Sunday June 8th	Frank Shuttlewood Cup	LW 13:15
Sunday June 15th	Blue Shoal Trophy (Jack H Coote)	HW 13:55
Weekend June 21-22	Cruise to Pyefleet or Kent Start of RSA East Coast Cruise Start of OGA East Coast Cruise Dauntless Assn East Coast Rally	HW (Sat) 17:47
Sunday July 6th	Whitaker Cup	LW 11:58
Saturday July 19th	Paglesham Yacht Race (open boats) 13:00 start	HW 17:15
Sunday July 20th	Gracilda Cup (ladies race)	HW 17:56
Saturday Aug 2nd	Dauntless Benfleet Rally – all welcome, but not much water!	
Saturday August 16th-17th	Cruise to Fambridge	HW (Sat) 16:05
Sunday August 17th	Don McDowell Cruiser Trophy (Fambridge Race to Branklet Spit).	LW 10:37
August 30th	Maldon Regatta	
Sunday September 7th	RNLI Race	HW 10:23
Saturday September 13th-14th	Cruise to Pyefleet or Kent	HW (Sat) 15:00
Sunday September 28th	Lifeboat Cup (open boats)	HW 14:50
Sunday October 5th	Roach Plate	HW 08:50
Saturday October 11th	Laying Up Supper at Royal Burnham Yacht Club	