

Roach Sailing Association

www.paglesham.org.uk/rsa

September 2004 Newsletter

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Chairman's Report

Rodney Choppin

We are now coming to the end of another season, and although the weather has not been as clement as in previous years, we have still enjoyed plenty of sailing. Our membership afloat goes from strength to strength, as can be seen by the new members listed below. Welcome aboard!



Robin Slater takes it easy while sailing the Ray Sand Channel on HALLOWE'EN's east coast cruise.

Our Racers have enjoyed good turn-outs and Fred of the "George and Dragon" must be pleased with the number

of "raiding parties" that have come ashore at Foulness during the summer.

An interesting incident occurred when I was aboard HALLOWE'EN the other day, when the HMS WILTON, (GRP Minehunter "Hunt" class), came by from Stambridge Mill where she had been fitted out as the new home for the Essex Yacht Club. It was an impressive sight as she was accompanied by two small tugs, one steering, the other pushing, on their journey to the Leigh shore. They picked a perfect day, near flat calm, as the day before it was "blowing a howler".



HMS WILTON passing Paglesham

A few minutes later, two chaps in a sailing boat came up-stream under motor, and seemed in doubt as to which river to take – the Violet, or continue up the Roach. They eventually came alongside and asked the way to the Crouch.

I informed them that they were heading the wrong way, and suggested they go about quickly, follow the minesweeper to the Branklet, and turn left into the Crouch. It was then that they took the first turning left into Pool Creek! I can only assume that they must have come through the Havengore and turned left at Yolksfleet instead of right, but one wonders how they even found the Havengore in the first place. I question how some people survive out at sea, but then the Devil looks after his own!

I look forward to seeing you all at the Laying Up Supper on the 9th October where we can have the usual convivial chat. Please see the end of this newsletter for detail.

Welcome New members

We would like to welcome the following new members to the Roach Sailing Association:

Stuart Butler	IONA
Gerry Casey	EDNA MAY
Vic Davis	YAMAS
Nick Elliston	LIMBO DAZE
Paul Fountain	HOW
Michael Glennister	
Mike and Valerie Green	VENTO MARA
David Low	ARANIA
Pat McDowell	

Racing News

Richard Bessey

Only two more races this season, the Lifeboat Cup (open boats) on 26th Sept and the Roach Plate on 3rd Oct. Latest results from the RNLI race -GLAYVA 1st, MARSHMALLOW 2nd and WISPER 3rd with 11 boats entering in all.



Nigel and Noreen sailing WISPER

A beautiful morning, and after a long beat in light winds to Foulness, the course ran to the Holliwel Buoy and back to the Quay, TREAGLE marking the finish line with horn at the ready. GLAYVA was ahead from the

start, with PHILOMELLE and MARSHMALLOW in pursuit. STORTEBECKER and WISPER, after a late start, were coming up through the pack and were not far behind at the finish.

Can GLAYVA win the Roach Plate and match PUDMUDDLE for points in the series? Find out at the Laying Up Supper!

Aboard HALLOWE'EN

Annie Boulter

The Fambridge outing came round again
In the sun, with the sky so blue.
Hallowe'en weighed anchor, past SWANTI, still
moored,
So John – oh, where were you?

Some egrets preened on the Eastern bank, a sail
came into view.
'Twas PHILOMELLE, with MISTRESS ahead,
And we sailed up the Crouch on cue.

Optimists, Dragons, came close to our path –
Cadets all over the place.
To wend our way between them all,
We tried not to scuttle their race.

An hour up stream, a bright green hull,
KETOS tacked from left to right.
As we rounded the bend, two masts showed ahead
And CORRINE came in sight.

We tied up our dinghies firm and fast,
ZELIA, TORRENS, MARSHMALLOW,
Joined by TRILOGY, EAGER and FRITH,
Where the tide wouldn't be too shallow.

At the Ferry Boat, Annie took orders for dinner
And the wine flowed out of the keg.
The Chairman regaled them all with his joke,
'bout a pig with a wooden leg!



Crews enjoying 'refreshment' at the Ferry Boat Inn

Sunday early up on deck,
 A sparkle of waves to the West.
 Something stirred in the boat alongside,
 'twas the President's naked chest!

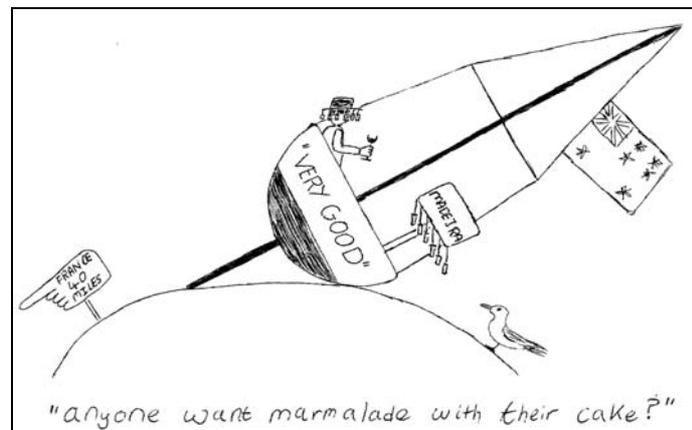
Then we slipped anchor, keen to go-
 Seals, geese, and the spray in our face.
 The crew of DORMOUSE had driven home,
 - and EAGER won the race!

The Jo(h)ns' Ten Top Sailing Tips

One of the Jo(h)ns

1. Fed up with yachts with pointy sails and clanging halyards coming alongside your traditional craft? Then fit a long , rigging snagging, streamer atop your short, stubby, mast. Be aware, however, that you may attract comments about your "limp wimpel" in light airs.
2. Worried that your pocket cruiser may not appear very big to your land-lubber workmates? Simply obtain some small children, dress them in old people's clothes, silly hats and false beards and then scatter them liberally about your pride and joy before taking that cherished desktop photo. To add to your seafaring Kudos, point at one of the little ones and add an anecdote along the lines of " that's old Tom who sailed a scow single handed round Cape Horn in 1953". Such familiarity with ancient mariners is bound to enhance your adventurous, sea faring reputation amongst your un-salted colleagues.
3. Be the envy, mid-season, of your be-weeded and be-bearded chums by covering the bottom of your boat with cling film before launching. While they are engrossed in long conversations about scrubbing posts versus keel hauling their children, simply peel off the cling film to reveal your "roller fresh" antifouling.
4. Antipodean and proud of it? Then not only should you fly a large Australian flag in contravention of the flag courtesy rules, but also bedeck your radar dome with a string of corks.
5. Feel that you are being "out-electronicked" by your fellow yotties? Then mount a cake tin on a pole at the stern of your pre-marconi vessel. This also serves as a handy place to keep an emergency supply of cake. If antipodean, and proud of it, see top tip 4.

6. Never go to sea without a jar of marmalade. Not only can this be used to bed your echo sounder's transducer, but you may also find that it forms part of a tasty, early morning snack when smeared evenly on toast. CAUTION avoid thick cut!
7. Concerned about the accuracy of tidal gauges in unfamiliar harbours? Simply ram the concrete sill, engage maximum ahead and take a reading when, eventually, your boat's keel grinds over. If cruising in company, then ask another member of the fleet to perform a double check. For best, (but least amusing), results, perform the above operation on a rising tide.
8. Seeking that "real boat" atmosphere on your productionised bit of Tupperware? For that sought after level of mould inducing humidity, simply fill your bilges with oily stagnant water to the level of the cabin sole. When entertaining overnight guests, don't forget to pour a pint of said water into their sleeping bags just before they turn in.
9. Finding that fresh food for a week on board is increasingly expensive? Simply fit a fridge before departing on a club cruise. After you have gathered all the bacon, sausages, cheese and pies from the rest of the fleet, sail off in the opposite direction.
10. Want to save money on that long weekend cruise to the Continent? Simply run your yacht on a sandbank for twelve hours thus denying your loved ones any possibility of spending your hard earned cash on croissants, fromages and other French frippery.



My first East Coast Cruise

Shaun (and Ben) Heatherinton DESTAYE

When I was a child I was once told that the week begins on Sunday. This was a concept that I did not fully appreciate until my weeks cruise on the East Coast. My son Ben is in the process of changing from Primary to Secondary school this year, and having completed the various tests required at school the syllabus consisted mainly of end of term play preparations and hymn practices. So I agreed to a week out on the water at the beginning of July.

The date was set for our departure from Pag on Friday 2nd. Having taken John L's advice and decided against a channel crossing, the passage plan for the east coast was on the agenda. We arrived at the yard with a car full of supplies and began the task of fetching and carrying to the mooring. The exact details remain a contentious issue between Ben & I, but as I recall, Ben returned to the car with the car keys to get some further items and on his return the keys to the car were locked in the boot. A phone call to my wife to deliver the spare key was then made resulting in her having to drive the 40 miles from our home to open the car!!

Finally aboard, and off. Ben and the helm, engine running, dingy tied to mooring buoy, me up front slipping the ropes, then waving arms as we motored forward with the mooring buoy to port & the dingy to starboard!! I shouted to Ben to reverse which was probably the wrong move as the next thing was a rope round the prop!

Not for the first time John L came to my rescue. Having unwound the rope we finally set off. By this time however, the tide had turned, and our keenness to get off got the better of us and we kept to our original plan. We motor sailed out of the Roach on a heading for Brightlingsea. Having followed the channel past the Crouch buoy I missed judged the point at which to turn in to the Ray Sand channel and changed course nearer the Sunken Buxey. The result with a falling tide and being too far NE of where I should have been was the inevitable and we ran out of water. Being a bilge keel boat this was more a case of damaged pride rather than damaged boat. Within a short while we were able to see sand and shingle all around us with the channel still full of water just to the North of us. So close yet so far!

After a number of calls to John on Ben's mobile, as mine had clearly lost its sea legs, we had an anchor out and had informed the Coast Guard of our position. We were concerned that the weather forecast had deteriorated to 4/5 occasional 6's for the

evening blowing from the South West. We checked in each hour with the Coast Guard and John.

Around 10 o'clock the waves began pounding the side of the boat. By half past we had started to float and by gently pulling the anchor chain to deeper water we were under way. The motor back into the Crouch and subsequently to Pag was one I would not wish to repeat. With a bad case of wind over tide, the seas were very heavy and breaking continuously over our bows. It was pitch black by the time we reached Pag. Finally around midnight we settled down to sleep on our first night back on the moorings.

Saturday brought more wet & windy weather necessitating the cancellation of the dingy race. Having made a trip to Southend to replace my phone I got conned in to buying the only remaining top voucher of £20 for Ben's phone. Back to Pag and following a lunch at the Plough & Sail, and a very enjoyable evening aboard Imothies with the three John's we returned to Destaye for our second night on the moorings at Pag.

Sunday brought fresh hope of a departure. The weather had improved a little enabling the dinghy race to happen. Plan A was agreed on and with High Tide around 3pm a lunch time departure was planned for. At the chosen time the engine was started and warmed up. Having checked the position of the dingy, I prepared to slip the ropes. All looked well until a screech from the cabin alerted me that the engine was over heating. John came and had a look for me after competing in the second race of the day, and we discovered a small quantity of the Buxey Sands sea weed in the water intake filter and a header tank a little on the low side, both of which were quickly fixed. Feeling that we were in danger of spending a week at Pag, we took the decision to head to Burnham having learnt that the Buxey Sand and falling tides don't mix.

A short while later we were in the Burnham Yacht Harbour, tied up, and feeling a lot happier at having got somewhere. We strolled in to Burnham and enjoyed a Thai Meal in a restaurant. Ben missed the football final that saw Greece as surprise winners of Euro 2004 but this did not seem to matter as we had finally made some progress at last. So the week began on the Sunday!

The following days saw us spend an enjoyable evening at Colne Yacht Club having successfully found the Ray Sand channel and making it to Brightlingsea. This was followed by a sail up the Wallet to Pin Mill. The weather forecast confirmed that strong winds were expected for the following day so a decision to check into the new Ipswich Yacht Harbour was taken.



Approaching the bridge over the Orwell

The next day with the winds as strong as promised, we left the boat and took the Bus to Woodbridge and on to Sutton Hoo. An enjoyable day was followed by a hearty dinner on board staying clear of the heavy rain following the strong winds.

The next morning brought brighter weather and a pleasant sail to Titchmarsh Marina behind The Naze. The winds over night had been forecast as strong again so the choice of a marina seemed to be the best policy. The following day was a good run down to the Crouch to hook up with Swanti and her crew of John L & Alan for an enjoyable weekend trip to Faversham.

The week was our first trip alone outside the Crouch, and despite the week out of school, I am sure that both of us learnt a lot. My special thanks have to go to our 3rd crew member of course, John L, who must have been grateful when I was back at work and no longer ringing him at home every 5 minutes for further advice!!

Kingsley Varcoe 1913-2004

Ivor Jones

Kingsley, who died in March aged 91, was one of the original group of yachtsmen who met together in 1972 to found the Roach Sailing Association, and his connections with sailing at Paglesham extended back over seventy years.

He learnt his sailing on the Roach, in the early days sailing various small open boats which had belonged to local smacks or bawleys. Eventually, sometime in the late 1950's, Frank Shuttlewood informed him that it was about time he built him a boat of his own. This was the sturdy eighteen-footer "Islander", which was often seen on the river with big crews made up of family and friends. Later he owned the 1880 Shuttlewood-built barge-yacht "Doreen".

In 1958, King took over the job of organizing both the yacht racing and the annual laying-up supper at Paglesham, and continued tirelessly for some twenty years.

At this time the Paglesham Pot, although it continued to be raced for keenly, had been missing for several years, and it was King who tracked it down to the mantelpiece of a previous winner in Basildon! His unique handicapping system relied on meticulous record-keeping of the performance of boats on different courses and weather conditions, and was calculated to encourage owners of boats of all levels of ability.

The newly-arrived owner of one fast little boat, accustomed to racing of a more formal kind (probably at Burnham), finished ahead of the rest of the fleet by large distances through a whole season at Paglesham, but failed to win any trophies. When he politely inquired why not, he was told, "Well, you see, this is only the first year you've been here". Some older members probably have fond memories of King starting and timing-in races, standing on the end of the hard at Paglesham with his official clock and an ancient shotgun, later declared dangerous and replaced with an air-horn.

Under King's enthusiastic organization the Laying-up Supper became so popular that it out-grew the "Plough & Sail". The success of these occasions in bringing together all sailing people on the river meant that when the R.S.A. was founded it had a healthy and ready-made membership.

By the 1980's, King found that his other favourite pastime, his caravanning holidays in France, took him away from the river for too long, and he handed over his Race-Officer duties and retired from sailing. However, he always retained a passionate interest in everything that happened on the river, and was delighted to be made an Honorary member of the R.S.A.

King will be remembered for his unfailing cheerfulness and friendship to all at Paglesham. There must be many yachtsmen and women who came to enjoy sailing because of his encouragement, and who first held a tiller during one of those races around Potton Island or to the Buxey buoy.

Follow that ship!

Alternative navigation by Richard Bessey

Finding one's way around the coasts of Northern Europe, is easy using a simple navigational technique – following other boats! In Holland, for instance, as soon as the tide turns fair, boats go

streaming out of the harbours and anchorages, and thread in single file along the well-marked channels, across watersheds, across meers and up canals. This was our training ground and we were well prepared for the Baltic.



Stick buoy with loo brush.

The Finnish islands are threaded with tortuous channels that are remarkably well marked, with stick-buoys (no top-marks, so know your colours!), leading marks and white cairns or little lighthouses. Nevertheless there are moments when you are not sure which way to go – but it's obvious – follow the yacht with the Finnish flag!

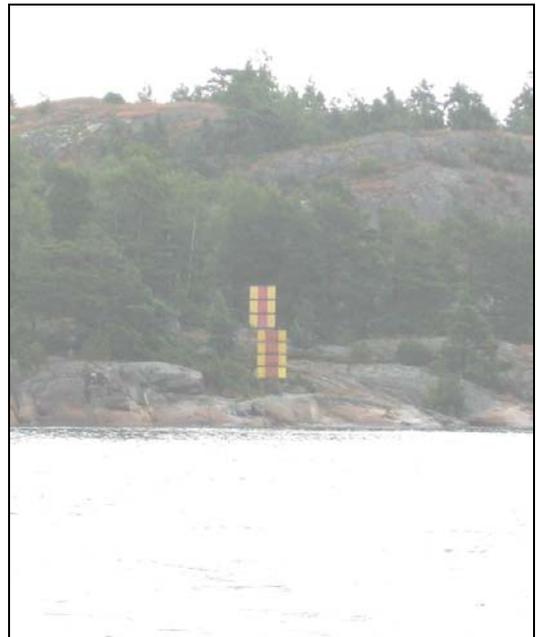
The bigger the boat, the better. We entered the Swedish Scargard – a network of islands protecting Stockholm – with only a small scale chart. Moreover our instruments had packed up (battery flat). No problem – just follow the ferries!



Don't follow us!

Heading South we needed to get around the

Landsort peninsular and make our way down the Swedish coast. Not quite clear about the channel, we noticed a number of yachts sailing nearer to the land. We followed them. To our surprise they threaded between some rocks and a channel opened up behind the peninsular. We had to keep close – this route was not so well buoyed, and looked impossible on our chart. Another turn to port, then sharp starboard, dodge another rock and we're through – having saved 10 miles!



Lead Marks

Another long day and dusk is gathering as we approach a rock-strewn fjord entrance. I think this is the right approach, but... Ah there's a boat coming up, let's slow down a bit. Hmm that didn't work, let's go over to the right a bit and they'll come past.... Oh damn..., they're following us.

But seriously...

Nevertheless the ability to navigate our way around the Baltic was not taken for granted. We are equipped with two GPS (fixed and handheld) and twin echosounders (usually at least one is working). We don't have a log – I don't trust them (paddle-wheels clog up, trailed lines tangle or give bad readings) and the GPS gives actual speed over the ground. Being short-sighted and colour-blind, I like big, sharp displays, but don't bother with the fancy mapping models. Apart from the GPS itself, navigation software has not proved to be all that clever, so we stick to paper charts.

Charts are a conundrum – how much detail do you need? I like to have a big planning chart (1:750,000 for the Baltic), which is also adequate for passages across open, deep water. For navigating near coasts

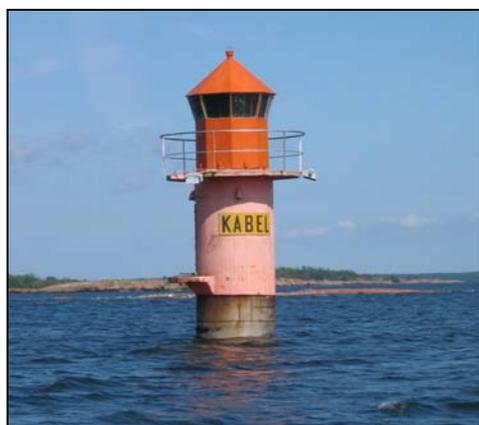
or in shoal waters, some more detail is needed. We used mainly Admiralty 1:200,000 charts for uncomplicated coast like Germany, Poland, Latvia, and similar German charts for the Swedish coast. But in the shoal water, rock-strewn archipelago of Estonia and Finland, the large scale portfolio charts are invaluable (though expensive). We are indebted to John Negus for lending his Finnish 1:50,000 portfolios, and Jon Walmsley for Danish and other charts.



Finnish Lighthouse

Charts can be difficult to find en-route, so it's best to get them in advance. We hoped to buy most of them at Stegman's at Keil (by the canal lock), and they are worth a visit – but don't necessarily have everything in stock. We did have some gaps, and found it necessary to sail in uncharted (for us) waters for some of the time.

Pilot books are another essential ingredient. Many times we used the Baltic Pilot (Cruising Association) along with a small-scale chart to choose a suitable harbour for the night, and find our way in. We also came across the Swedish CA Guesthaven catalogue, which (though in Swedish) contained invaluable pictorial information.



Swedish lighthouse

Then of course there's the Almanac. With no tides and little current in most of the Baltic, we didn't need this much, which is lucky as I lost our 2004 edition. On reaching the Kiel Canal, however, we had a problem – solved by the purchase of (cheap) German tide tables.

Everyone, it seems, has their own way of navigating, some using technology more than others, some keeping a rigorous log (good, but I admit that I don't). To me the essence is to regularly know where you are, and always know where you are heading. On passages I mark regular plots on the chart, from a GPS or visual fix. I use waypoints to steer towards unless there is a visual course to steer (in the archipelago there are nearly always buoys, landmarks or leading marks to steer by). The autohelm steers a much better course than I can on long legs – but is not so good in congested waters!

New decks for PHILOMELLE

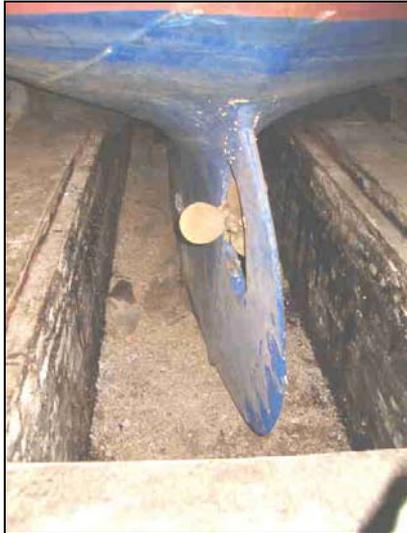
Richard Bessey

We acquired PHILOMELLE, a 35' Buchanan in December 2002. She was Dutch built of steel in 1959, with teak decks and superstructure. The steel hull had lasted well, thanks to a zinc coating, and an ultrasound survey found little evidence of plate thinning. The decks were not so good, with planks lifting in places, and several drips! After some TLC, we set off for the Baltic the following summer, and to cut a long story short, ended up in Estonia where we decided to lay her up for the winter. Although our 5-week voyage had been both interesting and enjoyable, we had suffered somewhat from the decks on the wetter passages, when spray forced its way between the old plywood and rusty scuppers, soaking everything in sight! The problem is common enough - where wood is fixed to steel, even a little moisture penetration causes rust, which expands and forces the wood away from the steel, leading to more rust.



Before

We checked into the Kalev Yacht Club near Tallinn, which the Baltic Pilot recommended for its on-site shipwrights and facilities. Olev Roosma, the club Commodore, introduced us to woodwork and steel specialists and we discussed ideas for putting PHILOMELLE's decks in order. Although many people in the Baltic states speak good English, much of our discussion consisted of sign language and sketching. The yard undertook to look after the boat until the following Summer, and we flew home to await a work proposal by email.



Keel in pit

After a few weeks we had come to an agreement with Erik Margijev, who runs a stainless steel fabrication business and supplies marine fittings. The old teak and plywood was to be stripped away, and the existing steel structure would be overlaid with 2mm stainless steel wherever it was in contact with wood. New ply and teak would be laid to the original design. Existing galvanised fittings, including pushpit and pulpit, would be replaced with custom-made stainless.



Preparation

The first task was to strip away the old wood, grind and cut away any rusty steel. In October I paid a brief visit to Erik's workshop to find PHILOMELLE's keel standing in a pit - which put the decks in reach of the floor. Careful removal of teak which needed to be re-fitted later was painstaking work - it took Erik's workers several days work to take the rubbing strake and rail off! I took advantage of the indoor situation to work on some paint & varnish, and some major re-wiring.

Parts of the upper hull and scupper were later cut away and new (stainless) steel fixed in place. After cleaning, the steel was painted with zinc-rich paint. Back at home I waited for news, and in January Erik emailed the first photos of progress. Work through the winter progressed slowly (it seemed) and I was impatient for news. Erik speaks little English (and regrettably I speak no Estonian or Russian). It was a frustrating time!



Scupper drain

The next set of photos were not quite what I expected. Stainless steel scuppers were fabricated and fixed using rivets and silkaflex. The old scupper drains had a lip which kept a puddle permanently in the aft section, which eventually caused extensive rust and unsightly runs down the hull. The new larger drains protrude from the hull just below the rubbing strake. More stainless was fitted under the cabin and cockpit sides. However the original specification (rough sketches and sign language) had the new steel right across the deck, forming a damp-proof membrane. The message had clearly not got through, but it was too late to do anything about it. Progress was made, however, and in March Erik was nearly ready for the Eix the carpenters to begin. I sent a second payment so Erik could buy in the timber, and soon more pictures were appearing.



Stainless steel lining under cabin sole.

18mm Okoume BS1088 ply was cut and laid overlapping the stainless steel. At this point, the cabin windows were removed to allow a piece to be routed out where the planks joined (and leaked). A fillet of teak was epoxied into this join.



Plank join

The first plank of the teak deck was laid in late April. The new pushpit also appeared on a photo at this time (to the usual Baltic design with a low step to allow stepping ashore over the bow). In early May I made another visit to Tallinn, spending a week in the workshop. The deck was mostly laid when I arrived, and Eix was trimming the surplus silkflex and finishing with an orbital sander. I spent the week fitting a new wheel-pilot, replacing seals in the heads, new greaser for the rudder bearing, more wiring, cleaning, painting and varnishing. We agreed plans for the new swim ladder, stanchions, with a gate near the shrouds, and a swim ladder.



Scuppers



Aft Deck

Back at home we planned our voyage home via Helsinki and Stockholm. The boat should soon be back in the water. The time went by and communication with Estonia went dead. In June I emailed the local Cruising Association representative who found that Erik's email was not working, and the boat was still in the workshop with lots of work to finish. A fortnight before our departure, Erik announced it would be a week late. I replied that I would have to reduce the agreed price for each day lost, but would pay extra if he finished on time.

Mon 12th July - not an auspicious start. I lost my wallet at the airport, and missed my flight. I eventually arrived in Estonia 2 days late, with no local currency and no plastic! Arrived at Kalev YC at Pirita to find PHILOMELLE swarming with carpenters and the cabin heaped with most of our stuff, and everything covered in dust from the renovation work. The new decks were looking beautiful, the bronzework polished to a shine, and new stainless steel scuppers and stanchions looking splendid. The iron fittings had been galvanised too, and the winch coated with epoxy paint.



Launched

Still lots to do however. The boat was in the water with the mast up, but the rig wanted some work and I had to clean and fit out the interior before Justine, Naomi and James arrived next day. Plus the decks and cabin needed teak oil, there was wiring to complete, engine to check, provisions for several weeks to procure, painting, and several other tasks to do before we could sail.

Somehow Friday evening came and we were ready – apart from a few things we could do ‘as we went along’. Justine, Naomi and James had arrived on Wednesday night, and pitched in to help. With new mainsail fitted, we set off in a strong breeze for a trial sail around the bay. Early next day we made final rig adjustments, wired bottle screws, stowed the bicycle, motored round to the Customs pontoon at 08:30 and set off for Helsinki.



No shoes please

Lessons learned? Having a written specification with proper drawings would have been a good plan. I also needed to keep in touch better, perhaps via the Cruising Association HLR or another agent who spoke good English. Are we pleased with the work? Well, the workmanship was mostly excellent

and the materials good quality. The finish was very rushed though, resulting in some leaks, and I fear we'll never really be free of them. However the decks and cabin sides do look rather splendid.

As an epilogue, we had one more boatyard visit in Helsinki before we could continue our journey - on our sea trial we found that both depth transducers were defunct, and we had to have her hauled out to replace them. The boatyard of Keijo Saarinen on the island of Suomalina belongs to another age. A trolley runs on rails up a long incline from the water, and boats are hauled on wooden cradles across tree trunk rails on each side. We selected the largest available cradle for PHILOMELLE, winched it onto the trolley, and let it down into the sea. I motored over the cradle, and Kiejo himself directed all operations, placing wedges. PHILOMELLE emerged with a slight list, but secure, and I spent some happy hours cutting out the old transducers and fitting new ones, with a little help and loan of tools from the yard. We managed to finish and slip back into the water before the yard closed for the day.



Kiejo



Hauled out

Paglesham Archive



Paglesham Regatta 1974. Getting ready for the sculling race. Rodney Choppin as regatta starter. The regatta included a balloon race, Rowing Race, Sculling Race, Tug of War in dinghies and shell bouncing competition.

Top left, Rodney Choppin, cameraman at top is Peter Thorogood, In the top middle, Martyn Choppin topless, left middle is a youthful Reg Seal, in the center is Ken Float, bottom right is Nigel bishop, with hair – probably thinking “will I ever have a Smack”! Finally and with back to us at bottom of picture is Keith Warren Senior.

Can anyone name others in the picture?

Laying Up Supper

The supper will be at the Royal Burnham Yacht Club on Saturday 9th October. We meet at 7:30 for dinner at 8:00. The menu will be as follows:

Mediterranean Tomato Soup
--oOo--
Chicken with Mushrooms and White Wine Sauce
Or
Vegetarian Option
--oOo--
Apple and Berry Crumble
Or
Cheese and Biscuits
--oOo--
Tea or Coffee

There will be a vegetarian and an 'afters' option, please indicate requirements on the booking form.

Please send your form to Richard Bessey, who has agreed to coordinate the numbers.

Although the Ferry now runs from Canewdon, he is only licenced to sail up to 1 hour after dusk. Richard has volunteered to take up to 15 passengers over in Philomelle, please speak to Richard direct if you would like to come aboard for the trip over. Otherwise, like last year, I suggest we all try and share transport, or stay overnight locally. Some members will travel in their own boats and moor in the Burnham Yacht Harbour or on a mooring. The following are local hotels:

Ye Olde White Harte Hotel
Anchor Hotel
Railway Hotel
The Ship Inn
The Oyster Smack

Laying Up Supper

Please send your form to Richard Bessey, who has agreed to coordinate the booking

Laying Up Supper Registration

I would like to reserve _____ seats at £18 per person for the Laying Up Supper at the Royal Burnham Yacht Club on the 9th October 2004.

I require _____ vegetarian options

I require _____ sweets **or** _____ Cheese & Biscuits

Please return this form with a cheque payable to the Roach Sailing Association and address to:

Richard Bessey
2 Research Cottages
Paglesham
Rochford SS4 2DS