

Roach Sailing Association

www.paglesham.org.uk/rsa

February 2008 Newsletter

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Chairman's Report

Rodney Choppin

Dear Members

As we enter 2008 our thoughts are turning to fitting out, and no doubt there will be considerable activity at Carters Yard where the majority of the fleet is laid up. Back in November we once again enjoyed an excellent Laying Up supper at the Brandy Hole Yacht Club, but must remember for future years to avoid November 5th. Congratulations to all the trophy winners! During the winter the river hasn't been forgotten for some hardy yachtsmen have stayed afloat, and on the marshes there has been activity in deep core boring on the site of the BEAGLE to prove once and for all that some part of the hull is preserved in the mud; we await the results from St Andrew's Maritime Department

I would like to take this opportunity to introduce new members this year:

Dick Durham – MINSTREL BOY

Jose Frouf – Currently sailing with Jerry in the newly named BOADICEA (Ex EDNA MAY)

Roger Galley – KATE

We congratulate John Langrick on his 60th birthday and retirement, and thank him for his excellent New Year's Eve party, which was really an RSA reunion! Does this mean we shall be seeing even more of John? Hopefully yes.

A few members went to the Boat Show and in contrast to all the plastic gin palaces it was pleasant to see the 200-year-old BOADICEA surrounded by numerous crafts, which were a familiar part of the Show many years ago. I wish I could achieve a racing finish on HALLOWE'EN like that on BOADICEA. The skipper told me that he was more concerned about 'the old girl' opening up, and wanted to get her back to her mud berth in West Mersea as soon as possible.

On a sadder note, Fred has now closed the George and Dragon on Foulness, so we currently have no focus for that sunny lunch with little wind this summer. Fred says that the MOD does have plans to re-open the pub some time.

Our AGM is on March 2nd this year and again at the Creeksea Ferry Inn and I hope to see you all, as this is the opportunity you have of voicing your opinion on Association matters. Finally, I would like to wish you all a Happy and Healthy New Year, Fair Winds and Good Sailing; and may you never have barnacles on your bottom!

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2008 Subs and River License

2008 subs are now due. The subs are now £6 as agreed at the last AGM. The increase is due to the cost of printing and postage of the newsletter and it would really help keep the costs down if you could accept your newsletter by e-mail if possible.

We also have river licenses and note that here too is an increase from last years 'old' price to the 'new' 2008 price as follows:

-16' Old £15 New £16
16-21' Old £20 New £22
21-32' Old £25 New £28
32+' Old £30 New £33

Subs should be paid to our Treasurer Simon Joel, and if you would like to purchase your river license by mail, please include an SAE. Please send your cheque to Simon made payable to the Roach Sailing Association, Simon Joel, 28 Chapman Walk, Leigh-on-Sea, SS9 2XA

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2008 AGM

The AGM will again be held at the Creeksea Ferry Inn on Sunday 2nd March. As usual, the current committee will stand down and we will need to re-elect new. Would you like to join us on the committee? We are always looking for new members and if you are interested, please let any of the current members know of your intent asap.

Current members:

John Martin – President
Rodney Choppin - Chairman
Jon Walmsley – Secretary
Richard Bessey - Race Officer
Simon Joel – Treasurer
John Langrick – Bosun, Membership Secretary and Newsletter Editor
Ivor Jones
Ken Wickham

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2007 Racing Summary

Richard Bessey

We had a great first race for the season, with a stiff SW breeze down to the Crouch, taking Clarkes to port and beating back to Paglesham. Ten boats took part. A special welcome to ROSE OF PAGLESHAM, built at Shuttlewood alongside DORMOUSE. Both boats celebrated 50 years this year. IMOTHES had 3rd place, ROSE OF PAGLESHAM 2nd and STRAVAIG wins the Shuttlewood Cup.

Next, the Paglesham Pot. Six boats started on a grey day with a strong SE wind and a forecast of rain, and set off for the Inner Crouch buoy. ROBYN and ULABELLA got away ahead, and maintained the lead for the outward leg, mostly on the wind. PHILOMELLE caught ULABELLA at the turn and got away goosewinged, with STRAVAIG not far behind them. ROBYN was first over the line in under 2 hours. In 3rd place was STRAVAIG, with ROBYN OF ROCHFORD 2nd and PHILOMELLE 1st.

A fine sight to see, 7 open boats sailed up with the tide on a light reaching wind, reaching the buoy just as it turned. They were all in a bunch (apart from WINKS trailing behind) but then the wind shifted and it was a beat back to Paglesham. Gradually they spread out and there was half an hour between the first (MEANDER) to finish and last. It was MEMORY

that won the Paglesham Yacht Race, with MAKEDO 2nd and WINKS 3rd.

The Blue Shoal Trophy. Didn't they miss out, those fair-weather sailors (maybe they all went to Glastonbury)! But not ROBYN, ULABELLA and PHILOMELLE - they were there in the rain for the start of the Blue Shoal. Down to the Branklet with the tide, a leg round the Horse Shoal, then Holiwell to Port. Oops, ROBYN's gone round Redward by mistake and has to double back. Through the cadet fleet on the way out, and through the cadet fleet on the way back (there were remarks from the Burnhamites). In spite of the extra distance, ROBYN took first place, with ULABELLA 2nd and PHILOMELLE 3rd.

They lay at anchor in Quay Reach with 2 hours of ebb to run; the 5 minute signal had already passed. The course – Outer Crouch and back - but not a breath of wind for the Whitaker Cup. Richard sounded "one minute", and started to pull up PHILOMELLE's anchor. One minute and 40 seconds later, he cast the anchor and walked aft to sound the starting signal: they were off!

Some pointed down river, some drifted sideways. It was a full 30 minutes before they were past the Branklet buoy. But then a faint breeze sprang up from a vaguely easterly direction, and they gradually made progress. Pretty much at low water, they rounded the mark and headed back, the breeze more steady now and SE. Nearing the Roach entrance, the wind boxed the compass and gusted around, then settled again. After 4 hours they crossed the line, with only 8 minutes between them. ULABELLA has 3rd place with IMOTHES 2nd and STRAVAIG wins the Whitaker Cup.

Like last year, we had a strong gusting breeze for the Mudcatchers Cup. The course, anti-clockwise round Potton island with silly things to do along the way. All vessels towed a toy boat, collected edible plants (mainly Samphire) and animals (crabs & cockles). Each crew filled a bag with rubbish from the saltings, and sang (or played) a nautical song at the finish line.

It was Paul & Jamie's first outing in their Albacore, a large rig for these conditions: they only capsized once and soon recovered, close on the heels of Nigel in MEMORY at the finish. On handicap WINKS has 3rd place with STELLA MARIE 2nd and MEMORY has the Mudcatchers Cup.

"Shall I wash my hair today, or do the Gracilda Cup? Ooh it's a bit grey out there, and thunder too..." But several ladies (all from Paglesham) braved the elements and turned out for the race. As PHILOMELLE (Jenny at the helm) and SURAH (helmed by Heather) beat against the NE wind and tide, PHILOMELLE gradually fell behind. The wind was mostly light at first, but picked up and became gusty as the thunder clouds swept away, and they tangled with Dragons on the Foulness corner. More beating down to Holiwell (to port), and PHILOMELLE seemed to catch up. Then a run home. SURAH wins the Gracilda Cup, with PHILOMELLE 2nd.

In spite of the previous evening's excellent dinner, and a wet morning, 10 boats were on the start line at Farnbridge for 10:00, and the Don McDowell Trophy. Thanks to Simon for doing the start signals, as PHILOMELLE had forgotten her tender and had to go back for it! The light Southerly wind

gradually went to the West as they slowly ran down the Crouch. Only an hour of ebb, then they were running over the tide, slower and slower. Yet 6 boats were still under sail past Burnham when the breeze freshened and they closed for the finish. After 3 hours, SAMARA passed the Branklet buoy only minutes ahead of STRAVAIG which just pushed ULABELLA into 3rd place. So the Don McDowell Cup goes to Heather McDowell!



Heather sailing SAMARA

The Lifeboat Cup, and hardly a breath of wind as they set off with 2 hours of flood, the course Wade to port, then finish at the Rochford port & starbd buoys. IMOTHESES got off to a good start, then crossed the line several more times during the next hour, with MARSHMALLOW not far behind. Heather joined the race from Paglesham Pool, and LOTUS was another late arrival. The other 3 boats never got to the line. The course was shortened, and shortened again – in the end they took 2 hours to gain about 400 yards! On handicap IMOTHESES has 3rd place, LOTUS 2nd and MARSHMALLOW wins the Lifeboat Cup!

Eyebrows were raised as the course was announced for the RNLI Race (open boats) – Redward to port – open boats to the Crouch and back with a stiff breeze in the offing? But not for long; it was ready-steady-go and they flew down the Roach with a following wind. Stiff it was too, the bows scooping up the waves in Quay reach with STELLA MARIE well ahead, MAKEDO not far behind, then WINKS. Dodging dragons, each boat crossed the Crouch and rounded a mark (not necessarily the right one mind)! Long & short tacks back up Quay reach, where WINKS caught up with MAKEDO whose rudder had snapped. STELLA MARIE was already round the corner, and WINKS followed home – passing a message to IONA to give MAKEDO a tow on the way. In spite of rounding “Greenward” instead of “Redward”, STELLA MARIE was still 6 minutes (corrected time) ahead, completing the course in well under 2 hours – an excellent performance. So STELLA MARIE wins the Lifeboat Cup.

Many struggled to make the Roach Plate start line against the tide and light northerly wind, but all 11 boats got round in the end. Then it was up and down Paglesham Reach twice, with the wind freshening. FRANCESCA was the first casualty, hard aground. Then Ken caught a nasty blow from the boom and retired to mop up the blood. The rest made it down towards Quay Reach, and 7 finished at the Quay after rounding the Redward buoy. In 3rd place is SURAH, 2nd IMOTHESES, and SAMARA wins the Roach Plate.

In spite of dodgy weather this season, several boats put in a consistent appearance, making for good competition in the series, and a good spread of winners. On overall points, ULABELLA, ROBYN and PHILOMELLE were runners up with 8-9 points, with STRAVAIG and IMOTHESES in the lead, each with 11 points, so they share the Len Choppin Cup.

The East Coast Cruise this year was enough to try our seamanship, and RSA members overcame inclement conditions in the Roach and the North Sea. But one achievement stands out for sheer endeavour and perseverance – GLAYVA’s second and successful attempt to complete the 2006 Jester Challenge, crossing the Atlantic to take 3rd place. After 50 days at sea, John had a couple of days in New York, then sailed home! There’s no contest, the Seamanship Cup goes to GLAYVA.

Replacing the former Bucket & Spade award this year is the stunning new Bosun’s Bell Trophy (aka Clanger of the Year), kindly donated by Dick Sandwell. Competition was hot in 2007, with ULABELLA setting the standard in May with some spectacular anchor dragging. PHILOMELLE took the lead briefly in Holland, trying to take out the Haringfliet Bridge, and possibly the only boat to get neaped in Veerse Meer. Even FRANCESCA had a go at getting grounded in the most embarrassing place possible. But only SURAH could find rocks to hit on the Essex Coast, and live to hear the tale told. Indeed Paul, you’ll never hear the end of it! And to complete the ignominy here she is!



SURAH, winner of the Bosun’s Bell 2007, coincidentally rafted up to ULABELLA who came a close second!

No adjustment was made to handicaps since the end of the 2007 series.

DESTAYE	1769	PUMA OF PAGLESHAM	1300
GEMINI	1694	ROBYN OF ROCHFORD	1235
GLAYVA	1329	ROSE OF PAGLESHAM	1623
GRAND TOUR	1496	SAMARA	1514

HAZE	1321	SARAH EDITH	1400
IMOTHES	1516	SEA KING	1771
LIMBO DAZE	1315	SHUKI	1750
LIZZIE	1562	STELLA MARIE	1535
LOTUS	1729	STORTEBECKER	1368
MAKEDO	1506	STRAVAIG	1542
MARSHMALLOW	1665	SURAH	1528
MEANDER	1286	SWANTI	1771
MEMORY	1426	TINKER	1261
MERGANSER	1301	ULABELLA	1491
MINI	1301	VENTO MARA	1400
MISTRESS	1540	VERLOCITY	1698
NEMO	1330	WILD OAT	1229
NORLANDIA	1243	WINKS	1805
PHILOMELLE	1356	WISPER	1525

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Mike Granville

John Langrick

Sadly we lost Mike Glanville last year after an illness that started at the beginning of the fitting out season. CARTE BLANCHE used my mooring during 2007 so that Mike could get some benefit, but sadly, after a brave fight, his illness took its toll.

I only knew Mike a short time, but he certainly impressed me with his enthusiasm for life, and good comradeship. He leaves his wife Maureen and sons and they all have our sympathy at this sad time. I met them all as they worked with Mike tirelessly at the start of the season when fitting out.

I went to Mike's funeral late last year at the Paglesham Church which was packed out by friends, villagers and RSA members, then back at the Plough and Sail where Mike could often have been seen having a pint on his stool next to the bar.

Mike also had a Mirror sailing dinghy that he was fitting out as 'therapy' during his illness. His plan was to teach his grandchildren to sail.

Maureen has kindly donated the dinghy to the RSA in memory of Mike with the request that it be used to teach our youngsters to enjoy sailing. I have also given an open invite for Mike's grandchildren to join us at any time down on the river and we will be delighted to teach them the 'ropes'. At the moment the dinghy is 'wintering' in Nigel's back yard.

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End of Season fishing Trip

Stuart kindly took a number of members on a fishing trip in IONA towards the end of last year. We had planned to sail out of the Havengore, down the Swin and back up the Crouch, but the weather forecast was for high winds and so we kept in the reaches of the Crouch. We all had an excellent time with a small prize for the first fish caught and another for the largest fish caught.



IONA

Ivor won on both counts with a very healthy sized cod. Ivor also shared an excellent recipe with us.

*How to cook a Canada Goose
(as told by Ivor on the recent fishing trip)*



Take one Canada goose and a brick and place them in a large pot. Fill with water and boil until the brick is tender. Throw the goose away and eat the brick.



Ivor, with his 'catch of the day'. (thankfully not a Canada Goose!)

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Fitting out 2007

People are hard at work down at the yard and here are a few of the major projects to date.

Firstly Simon Joel's new boat BRIAR ROSE. She is a 31' wooden Buchanan designed Viking class, built at St Osyth Creek, near Brightlinsea.



These boats used to be built by Shuttlewoods and here is one being built in the black shed.

She has laid neglected afloat for a number of years and suffered water ingress around the cockpit and beamshelves. She is currently under a cover being worked on by Simon with assistance of Peter Edwards and Anthony Elliot. Simon would also welcome any volunteers.



Simon and Peter cutting out part of the rotten cockpit

Shaun Heatherington is having pretty drastic work carried out on DESTAYE. Shaun plans to sail her around the UK this season and is fitting her out accordingly. Work includes replacing all the standing rigging, a new headsail furling mechanism, a cabin heater, a spray hood, rewire and re-fitting all light switches and controls, adjustment to stern locker to name just a few of the tasks. Shaun is being helped by Peter Edwards and myself.



Shaun inspecting his new stern hatch The opening at the rear of the cockpit is to be sealed up.



Peter trims the position for the new switch panel



The workers break for tea



Gerald – re-fitting his bunks in CATERAN

Do you want to take your ICC (International Certificate of Competence)?

This certificate is a potentially necessary document when sailing abroad. I know it would be useful to me when I hire yachts in Greece. I do have the shore based Yachtmaster, but never took any practical exams. It is a normal requirement when sailing to France and could well become general legislation.

I have left IMOTHEIS in the water this year and scheduling members who want to take this exam in her. We can take four at a time and I have permission to use the RBYC jetty in these winter months.

Our instructor is a friend and member of the S Woodham Ferrers Yacht club and will be charging members £25 each for examination. The actual certificate will need to be issued by the RYA, and is free to members, but non members will have to pay.

If you are interested, please let me know ASAP.

John Langrick 01702 589863
johnlangrick@aol.com

What about a First Aid Course?

Ken Wicham has kindly arranged a First Aid Course for RSA Members. **First Aid Course For Sailors**

This is an all day course for first response aid for marine based people. It Covers Basic first aid requirements, Hypothermia, Resuscitation, Shock, Fractures, Dressings and bandaging, Emergency radio response.

Course includes an exam and certificate. This is acceptable as a RYA level for Yacht Master

Tea, Coffee and Lunch will be provided

Run by St John's Ambulance at Rochford Head Quarters
Course to run Saturday March 8th 2008
Cost £30.00
Max Numbers 10
Minimum age 14
Tel 01702 207677

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Havengore Experience

Have you ever wanted to sail via the Havengore? John Walter and myself are giving a talk at the S Woodham Ferrers Yacht Club about the Havengore route on 22nd April and to follow this up they plan to sail via the Havengore around the Maplins with an evening meal around the Whittaker and then back up the Crouch.

I know many members of the RSA have not sailed this route, so how about joining them? I plan to sail IMOTHEIS (5' draft), so how about joining us?

Please let me know as above.

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TRIUMPHANT's Progress

Fronteras - Rio Dulce
Guatemala
Central America
Latitude 15° 39' minutes North
Longitude 89° 00' minutes West
Sheila and John Quilliam

Our year

We planned to do a bit more ambitious winter sailing than the previous years (where we day sailed/ island hopped up and down the East Caribbean) and ended up sailing over half way around the Caribbean, visiting 9 different countries and covering over 3,000 nautical miles to end up in a new (to us) cruising area – The North West Caribbean.



Hurricane Hole – Texan Bay marina. TRIUMPHANT is the second boat from the Right

Countries visited this year were

Grenada - Carriacou
St Vincent - Wallabou
St Kitts and Nevis - Nevis
St Eustacia (Statia)
St Marteens
Cuba - Cienfuegos
Mexico (Yucatan peninsula)
Belize
Guatemala – Rio Dulce



HARD AT WORK in the Rio Dulce - designing the Texan Bay marina web site (Honest!!!!) – Surveying for the waypoints (with Beer Bottles???)

We have spent the last 6 months in the Rio Dulce waiting out the hurricane season. We took the opportunity to return to the UK for a month– first time in 3 years and also spent 3 days in Fort Lauderdale Florida picking up parts for the boat.

Plans for Next year???

As our Guatemalan Visas expire at the beginning of January 2008, we plan to leave the Rio Dulce in early January (Weather permitting) and head for the Bay Islands offshore of Honduras.

After that, maybe, if the winds permit, head for Jamaica and come back to Guatemala for the next hurricane season via Cuba, Mexico and Belize

Or

Cruise more extensively offshore in Belize – outside of the barrier reef and Mexican coast, returning to Guatemala for the next hurricane season

Or

Head south to Providencia and Nicuragua and return to Guatemala for the next hurricane season

Or

????

In words of Fatty Goodlander “We have no plans and we are sticking to them!!!” One thing for sure is that we want to travel more extensively in land next summer and see some Mayan culture and improve on our Guatemalan Spanish.

That alls for now – Love to all – have a great one

John and Sheila

Aboard Triumphant

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SKYPE

triumphantatsea

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A brief visit to Sydney

Richard Bessey

“I know what you mean” replied the Commodore. Your racing officer was explaining the tricky business of managing handicapped races on the Roach, as they sat along the rail, watching Sydney harbour glide by. Past Commodore, that is, of the Cruising Yacht Club of Australia, aboard his 50 foot ocean racer, “It’s the same with the Hobart race”, he went on.

What a stroke of luck. I was ordered to Australia for a week to set up a database system, with only a few days to prepare. I sent a quick email to the UK Cruising Association’s nearest representative, in Tasmania. “Any chance of an opportunity to crew in any kind of boat during my stay?”. Just before I left, there was a reply, with a phone number. After arriving in Sydney, I called Geoff Lavis, and was invited to crew on his yacht WILD THING on the following Wednesday afternoon. I pushed ahead with the database job, and wrangled the afternoon off.



WILD THING was built in the early ‘90s to compete in the Melbourne-Osaka race, which she won, and still holds the record time 15 years later. Her best performance is downwind, but we were still doing 12.5 knots on the reach inside Sydney harbour. She is a cedar laminate construction, broad in the beam, and draws 3 metres with her bulb-on-fin keel. Today she is owned by Geoff and Pip Lavis, and is sponsored by UBS. It was a priveledge to work with her crew, most of whom have huge amounts of experience; the atmosphere on board was friendly and relaxed.



The afternoon race was 11 miles round the cans. Sydney Harbour offers a large area of deep, open water, with few obstructions, but has a lot of fast ferry and yacht traffic. First in towards the Harbour Bridge, then out past the southern bays where the main yacht clubs are based, and past the South Head, where the sandstone rocks are weathered into wonderful shapes. I had explored this area the previous weekend, but eyebrows were raised when I mentioned taking a swim at Lady Bay (er, yes, I did notice that people weren’t wearing a lot there). The race took us across the harbour entrance, two great headlands, towards Manly. Later I took the ferry to Manly, which has a long beach, and also offers a great walk around the North Head. Back towards the City again, and round some more cans before the finish. This had been a fun race with lots of people aboard (including several from the sponsoring bank), and the large stock of beer from the fridge took a hit.



The evening race was more serious, with 90-odd boats taking part: many of them 60-footers. Even in the pandemonium at the start line, WILD THING's crew were relaxed and confident. Geoff picked out one of the 60-footers to pace us, and we were away at the head of the pack. It was a similar course, and the southerly wind was still fresh. Soon the boats spread out across the great harbour, and it was a job to follow the race. But we kept ahead of our rival for most of the course, losing the lead briefly when we lost the wind, but regaining it whilst negotiating one of the islands. At the end, WILD THING had sixth place.

Back at the pontoon in Rushcutters Bay, I helped pack up, and we went into town for an Italian meal, where I listened to tales of cruising in the Eastern Australia and the Pacific, and of the Sydney-Hobart race, in which these guys had been both participants and organisers. I couldn't have had a better welcome to Australia!

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Sailing the high seas in a square rigger

My adventure across the south of the North Atlantic by Ken Wickham

Ever thought what a good idea, let's try it and then afterwards, after the event realise you should have done it 20 years before. That's how I feel now about helping take across from Las Palmas to the West Indies a 225 ft Square rigger.



The ship belongs to the Jubilee Sailing Trust her name TENACIOUS and she is a wooden hulled sailing Barque some 225 feet long and weighs around 1000 tons, the largest of her kind in the modern world being built in 2001.



After a week's "Maintenance" in Las Palma shipyard where she was given a light overhaul and inspection to Lloyds standards, plenty of chipping and painting, plumbing and propshaft repairs. I got the job for my sins of reinstalling a bow thruster, 75 hp motor (400 Kgs) in the depths of the hull, new gearbox and motor required new lube system and controls, taking 4 days to complete.

We were able to use the Club Nautica from where the "Arc" teams were getting ready. The beer is cheaper than in town and the food superb and the salt swim pool just what one needed to cool down in as the "pit" I was working in was above 33 degrees most of the time.

We sailed a few days after the relaunch from dry dock, straight off the quay with a full mast of sail, through Las Palmas harbour and set south to the Cape Verde Islands. On the first leg south we attained 10.2 knots with a 8.6 overall for 4 days. "As the butter melted" we turned west just 100 miles north of the islands and our heading was 265-275 for the next 12 days we had to average 6.8 knots to arrive within our target of a 21 day passage. We actually averaged 7.8 knots and attained a max speed of 12.2 knots one night, arriving in Guadalupe in 17 days.

Settling down to 4 hrs on 8 hrs off with a slipping watch pattern didn't quite seem right, you were either well awake for your watch or half asleep. We ran most of the time with Royals, Gallants, Upper Topsails, Lower Topsails and Coarse Sails set. The uppers only being furled in 20 knots of wind. With a crew of 28 we had about 8 per watch as we carried 4 disabled crew who were "Buddied" on their watch. Each

watch had turns in the galley, cleaning ship in the “happy hour” you were never wondering what to do. I was third engineer (retired) backing up the permanent engineering crew trying to keep the many electrical/mechanical problems at bay, whilst also keeping watch.

With sea temperatures around 27 degs air temperatures 28 degees. These figures along with other observations were transmitted back to the Met office in Exeter on a 6 hr basis. Deck watches were trained in use of all instruments, radar, plotting, plus sail handling especially at night. When the wind got up one night to 35 knots, we furled all sails in 1 hr with 8 watch members.

The ship had 2 generators producing 85 kw each for the services on board, we usually ran on one but it was worked hard with the galley and the water treatment plants making 5 tons of fresh water every day. Air con is a must and we had it, my job was to keep it going, it's tired and well used, in need of a major refit. Without it the temperature rose to 32 below decks and around 40 in the engine room.

The sea is a different “Blue” out there the waves break white and the flying fish still can’t see at night. Whales, porpoises joined and left us as did the sea birds. 200 miles out from the West Indies we saw our first Frigate Bird after 15 days, we had crossed a trench 3 miles deep, we sailed to the wind to get max speed for a while, we had headed into 6 metre waves at 6 knots. Overall we sailed 74% of the journey 3100 miles finally into Antigua’s Falmouth Harbour and moored amongst the super yachts, some we beat over the pond from the Canaries, what an experience, some say just do it the once, its never the same second time.



TENACIOUS is one of two ships owned and run by the Jubilee Sailing Trust, their web site WWW.JST.org.uk they are a charity and are desperate in need of funds to keep both square riggers afloat. They offer a sailing experience for able and disabled people of all ages.

Survey of Shipwrecks

Annie Boulter

A talk at Paglesham given by Malcolm Stacey proved to be most interesting, and with hindsight, I wish that RSA Members could have been invited. Malcolm was a civilian surveyor working with the Royal Navy at the end of World

War II on HMS SUPERB. A typical month’s work was sweeping 25 square miles off the NE coast of Scotland, to identify the resting place of a ship that had to be blown up; for this they scanned the area sideways using GLORIA (Geological Long Range Inclined Asdic), which picked up metal. On board were twelve divers, experts in underwater demolition. The SUPERB also carried four MTBs (Motor Torpedo Boats).



HMS SUPERB

Off Cromer was an American wreck with cargo of 8,000 tons of copper in ingots. Once located, two wreck lifters were used, (ships pointed at both ends which could go backwards), and steel cables were attached from them to either end of the sunken vessel. The lifters moved gently in opposite directions and over a period of two weeks, they lifted the wreck which was then towed to Rosyth for reclamation of the copper – a nice little earner for the Government’s coffers.

During World War II one of the two entrances of Dover Harbour had been deliberately blocked with two barges filled with concrete and sunk, one on the top of the other in the form of a cross. By 1949 the area had silted up and the barges virtually buried by sand. The Admiralty pondered for a while on how they would clear the entrance, which involved raising the barges. A lieutenant on board the SUPERB remembered boyhood days floating on a ‘lilo’, and put forward the idea of using giant inflated ones. His idea was at first ridiculed by the powers-that-be, but he persisted and so permission was given. Twenty huge air beds, measuring 20’ long X 12’ wide and 3’ thick were made. Some were easily fixed under the top barge who’s ends were jutting out over the lower one; these were inflated and the vessel rose to the surface to be towed to the Goodwin Sands. It was more difficult to deal with the lower barge, but the divers succeeded in attaching the airbeds, and that one too came to the top. Malcolm was taught by the captain to use the one .303 rifle on board and thoroughly enjoyed the job of firing at the airbeds to puncture them when the vessels were over the sandbanks, deflating them and thus causing them to sink to the bottom in the chosen position.

Other incidents included clearing the mouth of the river on the Cromarty Firth; this had to be done secretly as this was the Cold War period and the Navy wanted to use the area for submarine training. Three wrecks were blown up, but the fourth, a corvette, was underwater and comfortably lodged on a ledge, beneath an overhanging cliff, at the top of which was a crofters cottage. For safety’s sake the occupants were put into a hotel, the corvette detonated and there was an almighty bang. The cliff began to slide into the water, followed by the cottage and all it’s contents! And so the SUPERB sailed on to

her next assignment to reposition a buoy that had dagged its anchor. In the darkness of the night all below decks were having a party, leaving just the helmsman on deck, when there was another unexpected loud bang; rushing on deck the crew could see that they had indeed found the wandering buoy, had ploughed straight into it and smashed it to smithereens. The final bits just disappeared beneath the waves. Malcolm, writing the ship's log asked the captain what exactly should he put about the buoy they had inadvertently demolished. 'What buoy?' retorted the captain!

Malcolm explained some nautical lore: how quelling a Jamaican rebellion resulted in the daily tot of rum for the ratings (and NOT the officers); the reason why sailors trousers had seven horizontal creases (Nelson's seven famous victories), and the origin of toilets being called 'heads'. He returned home after a three-month stint at sea to find that his family had emigrated to Australia on the £10 a head scheme, and never found them! Perhaps they were trying to tell him something! Well, he certainly told us some fascinating stories, and we, a group of mere females, dare I say, could have listened to some more.

--oo--



HW Paglesham- a reminder, (if needed), never to forget your wellies!

ROACH SAILING ASSOCIATION

Income and Expenditure Account for the Year Ending 31st December 2007

2006	Income	2007
335.00	Annual Subscriptions	390.00
1,020.00	Crouch Harbour Authority Disks	1,140.00
130.00	Race Subs	110.00
2.14	Profit on Sale of Flags and Burgees	36.85
192.50	Donations to workboat restoration (inc film show)	478.00
0.00	Boat jumble proceeds	276.46
0.00	Bank Interest	0.00
	Scrubbing post fund	950.00
77.00	Excess/Deficit for dinner (including flowers)	94.00
1,756.64		3,475.31

£	Expenditure	£
80.00	RYA Subscription	84.00
10.00	CAYFE Subscription	10.00
171.42	Printing, Stationary & Postage	85.96
52.50	Cup Insurance	68.00
79.76	Cup Engraving	101.71
1,035.00	Crouch Harbour Authority Disks	1,160.00
50.00	Mission Hall & Paglesham Parish Council	0.00
30.00	Creeksea Ferry Inn	30.00
0.00	Shed repairs	0.00
	RSA dinghy trailer	270.25
	Yard key	25.00
385.98	Workboat restoration	138.00
12.86	Depreciation on stock of flags and burgees	0.00
1,907.52		1,972.92

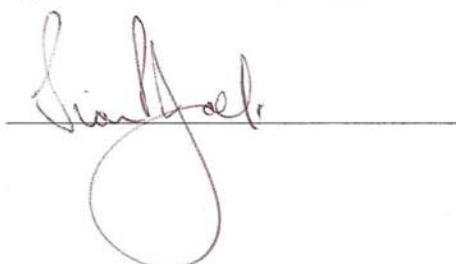
£		£
-150.88	Excess of Expenditure over Income	0.00
0.00	Excess of Income over Expenditure	1,502.39

Balance Sheet as at 31st December 2007

£		£
1,172.89	Balance at Bank 31st December	2,465.67
12.86	Stock of Flags and Burgees	209.61
1,185.75		2,675.28

£		£
1,336.63	Reconciliation of Assets	£
-150.88	As at 1st January	1,172.89
1,185.75	Surplus Income/Excess Expenditure	1,502.39
		2,675.28

Signed



Simon P. Joel, Honorary Treasurer

Roach Sailing Association: 2008 Sailing Programme

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

Sun March 2 nd	AGM (Creeksea Ferry Inn, Wallasea Island) 19:00 for 19:30
Saturday March 8 th	First Aid Course
Sat 29th March	Fitting Out Supper, Punchbowl, 19:00 for 19:30 (contact Richard Bessey to book)
Sun May 11 th	Paglesham Pot
Weekend May 24 th -26 th	Thames weekend cruise and Dauntless AGM – venue to be announced!
Sun June 1 st	Frank Shuttlewood Cup
Tues 3rd June	Havengore experience! Joint cruise with S Woodham Ferrers Yacht club through the Havengore
Sun June 8 th	Paglesham Yacht Race (open boats) 14:00 start
Sun June 22 nd	Blue Shoal Trophy (Jack H Coote)
Weekend June 28 ^{-29th}	Pyefleet weekend
Sat June 28 th Sat 5 th July	East Coast Cruise
Sun July 13 th	Whitaker Cup - start 10:00 in Quay Reach for long race if conditions permit
Sat July 19 th	Mudcatchers Cup (open boats) 12:00 start
Sun July 20 th	Gracilda Cup (ladies race)
Sat Aug 16th	Cruise to Cambridge
Sun Aug 17th	Don McDowell Cruiser Trophy (Cambridge to Branklet).
Sat Aug 24 th	Paglesham Show
Sat 30 th August	Dauntless Association Benfleet rally (midnight cruise in Benfleet Creek!)
Sun Sep 7 th	RNLI Race (Cruisers) plus fun race (open boats) in the afternoon.
Sat Sept 20 th	Dauntless Association Paglesham rally
Sun Sep 21 st	Lifeboat Cup (open boats)
Weekend Sep 26-28 th	Weekend cruise- Maldon
Sun Oct 7 th	Roach Plate
Sat Nov 22nd	Laying Up Supper – Brandy Hole YC
Sun Nov 23 rd	Steak & oysters afloat