

Roach Sailing Association

www.paglesham.org.uk/rsa

February 2010 Newsletter

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Chairman's Report

Mike Green

What a start to the New Year, as I sit in my office typing this report the snow is falling and its bitterly cold outside. On my several visits to the yard at Rochford the ground has been frozen hard and I have delayed the fitting of a new forestay plus furling gear to 'VERLOCITY' on account of the bad weather. This has not stopped a small but intrepid band of yacht enthusiasts from their labours, John L and Shaun have both continued to work on albeit under cover during this cold spell.



Rafted up with IONA. SAMARA and BRIAR ROSE to starboard, PHILOMELLE and IMOTHES to port.

We had an excellent Steak and Oyster Rally at Foulness in October, it was quite well attended and everyone there seemed to enjoy themselves, I know I did.. The day kept fine until almost the end and nobody was ill from bad oysters. Special thanks to Stuart with IONA who did a lot of the cooking and provided a base to moor up to. A great day out.

Your committee held a meeting in early December to review the sailing programme for 2010 with the result that a number of extra dinghy races have been proposed making a total of 6 in all. This has come about due to an increase in the number of dinghy competitors and a desire by the committee to encourage a younger membership to take part in the racing. Most of our trophies are for cruising yachts only and this distinction has been lost in recent years so this is also an attempt to put the matter right.

Our AGM is on Sunday 21st March in the Paglesham village hall and I look forward to seeing you there, it is your opportunity to voice your opinion on the Association and its management.

There are three new members I would like to welcome to the RSA:

Nick Baber who has a black Corribee TOUCAN

*Mike Bird who has a Southerly 127 PASSE PARTOUT
Paul Watkinson, who has purchased Jonathan's
Southerly ARABEL.*

On behalf of your committee I wish you all a Healthy,
Happy and Prosperous New Year, may fair winds and
tight sheets bless you all in 2010, finally Up Spirits!

--oOo--

Bosun's Corner

John Langrick

Yard Update

I understand that the Barke Family is resigned to the fact that the yard will not be sold in the short term and so are now trying to maximize the potential by letting it out in small sections. You will notice that Steve has now moved into the black shed, leaving the larger shed near the compound vacant and to be let. A further plot of land to the right as you enter the gate has now been cordoned off and is being rented by Vince the welder. Otherwise, at the moment, business as usual.

I have managed to get the mooring lease renewed for a further two years and at the same price.

Both DALLY and the shed need some attention at the start of the season, so volunteers will be most welcome. DALLY currently needs a good scrape to remove the barnacles and the shed really does need a good tidy

Update on the Oyster Pits

The PVT now owns the plot of land now known as 'The Oyster Pits' and previously referred to as 'Gordon's Patch'. The RSA are managing this for the PVT and we manage and maintain the moorings. Note there are spare moorings if you would like to own a sailing dinghy!

We are looking at repairs and alternatives to the rather rickety jetty and will be organizing working parties starting in February. If you would like to help it would be greatly appreciated and see dates at the end of this newsletter.

Litter pick

The next litter pick in conjunction with Rochford River Care will be 8th August at Mucking Hall. We do plan to organize our own litter pick in Paglesham Pool, but we will need DALLY in commission, so this will be announced in due course. This is a great opportunity to spend just a few hours in keeping our river tidy and we usually have a great time.

--oOo--

2010 Subs and River Licence

2010 subs are now due. These remain at £6. It would really help keep the costs down if you could accept your newsletter

by e-mail. If this is OK and you currently only receive hard copy newsletters, please contact johnlangrick@aol.com. For the racers, please note there is an additional £5 subs which covers cup engraving and insurance.

We also have river licenses and note that there is an increase from last year. The 2010 charge is as follows:

CROUCH HARBOUR AUTHORITY



Schedule of Harbour Dues and Charges 2010

Harbour Dues charged pursuant to S.26 of Harbours Act 1964 and S.54 of Crouch Harbour Act 1974

Dues on Yachts, Recreational Vessels, Fishing Vessels, Working Craft, Houseboats

Vessel Length		Harbour Dues Payable
Feet	Metres	
8.00 - 15.5	2.44 - 4.73	£20.00
15.51 - 21.50	4.74 - 6.55	£28.00
21.51 - 26.50	6.56 - 8.07	£35.00
26.51 - 32.50	8.08 - 9.90	£36.00
32.51 - 38.50	9.91 - 11.73	£42.00
38.51 - 49.50	11.74 - 15.08	£48.00
49.51 - 59.50	15.09 - 18.12	£53.00
59.51 +	18.13 +	£68.00

Waterskiing Vessels

Members of Woodham Ferrers Waterski Club	£53.00
Other Waterskiing Vessels	£135.00

Personal Water Craft (PWC)

£135.00, (not permitted in the Roach and thereabouts).

Junior Fleet Dinghies

£6.00

Sailing dinghies, max. length 16 ft, sailed only by 16 year olds and under

Club Safety Boats / Yard Launches

£6.00

Launches/RIBs owned and registered to clubs and used solely for club activities & bona fide Yard Launches

Vessels Exempt from Harbour Dues

Canoes, Sailboards, Rowing Boats, Bona Fide Tenders under 4.87m (16') provided clearly marked "Tender to (Mother Vessel)". Larger tenders at 50% of ordinary Harbour Dues rate. CHA, Emergency Services, RNLI Vessels.

Visiting Vessels

Vessels entering the harbour from seaward and remaining within the harbour for not more than 28 days in total in any one period of 12 months will not be charged Harbour Dues.

Vessel Length

Length is measured on deck from stem to stern. Include any fixed bathing platform and any fiddlehead. Exclude bowsprits, bumkins, stern davits and external rudders.

Harbour Dues are payable on vessels, and the requirements for display of Harbour Dues Plaques apply, in waters adjacent to the Harbour including off-river and mid-river marinas,

basins, creeks, saltings and mud berths.(Crouch Harbour Act 1974 S.55)

Harbour Dues Plaques

A current Harbour Dues Plaque must be displayed as required by CHA.

Vessels not displaying a current Plaque will be deemed not to have paid Harbour Dues. It is a condition of issue of a Plaque that the PAD form is fully completed. (Crouch Harbour Act 1974 S.56)

Penalty Charge for Non-payment of Harbour Dues:

Three times ordinary rate, recoverable as civil debt (plus costs).(Crouch Harbour Act 1974 S.58).

New members who are applying for a CHA disk for the first time, will need to complete a 'PAD' form with full details of their boat. Members who are just renewing their existing licence need not bother. These forms are available from Simon.

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. Many may want to pay at the AGM which simplifies logistics for us all.

Film show at the village hall

Peter Edwards will be hosting a film show on the evening of Sun 21st Feb starting at 7:30pm. All are welcome, including guests. Bring your own refreshments and we will be making a nominal charge of £5 per person which will go to the RSA funds



CORRINE cruising in the Blackwater 2009

2010 AGM

The AGM will be held at the Paglesham Village Hall on Sunday 21st March 2010. As usual, the current committee will stand down and we will need to re-elect anew.

Current members:

John Martin – President *Phone 01245231730*
Mike Green – Chairman *Phone 01702 588378*
Jon Walmsley – Secretary *Phone 07836344508*
Richard Bessey - Race Officer *Phone 07773771715*
Simon Joel – Treasurer *Phone 07721397317*

John Langrick – Bosun, Membership Secretary and Newsletter Editor *Phone 07740 839410*
Brian Brown *Phone 07714 697211*
Ken Wickham *Phone 07771995382*
Rodney Choppin *Phone 01702 258332*

We would welcome any member onto the committee and all nominees should be sent to our Secretary Jon Walmsley two weeks prior to the AGM . Email jonjwalmsley@hotmail.com or by phone.

2010 Fitting Out Supper

This will be held on Saturday 27th March at the Punch Bowl Church End Paglesham. You should settle your own bill on the night, but we would like to know if you will be attending. Please contact Richard Bessey to book your place.

2009 Racing Summary

Richard Bessey

Racing in 2010

Participation in RSA open boat racing has strengthened, and this year (2010) the committee propose a 6-event Open Boat Series. Three new races will be added to the existing three (Paglesham Yacht Race, Mudcatchers Cup and Lifeboat Cup). Open boat races will normally be run on a Saturday to avoid clashes with cruiser races. Boats may be entered in the most appropriate series (but not both!).

To make this possible we need to appoint a second race officer who will primarily take charge of the open boat series. We also want to ensure that a rescue boat is on hand at all open boat races. If you would like to get involved, please contact a committee member. The RSA will need 3 new race trophies and an Open Boat Series trophy, and are seeking sponsors for these.

The Aeron Lewis Sambuca Cup will this year be awarded for the best 2010 cruising log sent to the committee by the end of July. The log may include pictures. The winner will be announced at the Fambridge dinner and entries may be published in a future newsletter. Please send entries to a committee member (email preferred).

Handicaps for 2010 are the same as the end of 2009 season and will be published on the web site. Please let the racing officer know details of any new boats you wish to enter.

Racing Summary 2009

Paglesham Pot

Fair weather for the start of the RSA racing season, though the light sometimes SE wind made it a long tack against the flood tide to Quay Reach. A recent addition to the fleet, Nick Elliston's EOD "SECOND HARMONY" led the way from the start, with MOONDANCER passing the rest and gaining the lead for part of the way. Both ULABELLA and PHILOMELLE were out of the running due to crew injuries, Steve joined LOTUS and Richard joined IMOTHES. In spite (or possibly because) of having the racing officer on board, IMOTHES missed the Redward mark and sailed a longer course. Most of us missed the excitement, being so far behind, but the lead boats were neck and neck all the way, and only 10 seconds apart at the finish. On handicap SECOND HARMONY has first place, with MOONDANCER 2nd and LOTUS 3rd.

Shuttlewood Cup

We had a strong southerly for the Shuttlewood Cup, with rain expected. Six boats started (slightly late after PHILOMELLE's anchor went overboard under sail). It was a close reach to Foulness and a run down Quay Reach, and the fleet made good time to the Holliwell buoy, and started the beat back. SECOND HARMONY had some close spills, and her Paglesham crew were thoroughly soaked as they hotly pursued NORLANDIA to the finish. We welcomed SEA JAY back to RSA racing – she made strong competition for PHILOMELLE, and finishes this race in mid-field in order to set a handicap. All the boats put in an excellent performance and were close on corrected time (so all get an adjustment for the next race). MARSHMALLOW has 3rd place, with SECOND HARMONY 2nd, and LOTUS has the Shuttlewood Cup.



LOTUS wins the Shuttlewood Cup

Blue Shoal Trophy

We woke to pouring rain after a day of gales, and wondered if the race would be on; but it was clearing by the start, and 7 boats were on the line. A close reach in the strong SE wind to Foulness, then a run to the Crouch, and the Holliwell buoy to Port. Some missed the mark and lost time, but soon they were all beating back to Paglesham and the finish. MOONDANCER led the way back, with BRIAR ROSE ahead of the rest. On corrected time, BRIAR ROSE has 3rd place with IMOTHES 2nd and LOTUS 1st place.

Paglesham Yacht Race

The Paglesham Yacht Race (aka the East Coast Experience) set off a little late to allow time for a couple of boats to join, making 9 entries in all. The course: clockwise round Potton and Rushey islands. For some it was a struggle to make the start, and WINKS accepted a tow from SECOND HARMONY; then it was an easy, if slow, sail to the Middleway and Havengore. But by then the tide was already high, and beginning to ebb at the bridge, so it was a struggle close-hauled to Wakering. Oars were resorted to by many, and further along some accepted tows up through Potton Bridge. Several made the course under their own efforts (sail & oar) but only one finished under sail alone, so SECOND HARMONY gets 1st place.



SECOND HARMONY, winner of the Paglesham Yacht Race

Mudcatchers Cup

Entrants for the Mudcatchers Cup assembled on the pontoon and race rules were handed out. The course: Start from the sea-wall at Paglesham Hard. Quaff. Wakering boatyard (far end of pontoon). Finish aboard PHILOMELLE. Quaff.

Silly things to do included: Make and fly an improvised sail; gather a bag of rubbish; find a feather, a crab and a mussel-shell.

As some beat up the Varlet, the rowers got ahead, until the first crab was caught (not actually as intended in the rules). Potton bridge opened to let them through, and again on the way back. Naomi's team of 4 (sailing an Enterprise loaned by Peter Watson) nearly went over in an unexpected gybe, but this was the first Mudcatchers Cup with no capsizes. Nobody managed to find a Mussel shell but most found the other bits and pieces. Improvised sails mostly consisted of standing up with a spread shirt! WINKS retired, MEMORY finished but missed the silly things to do, so MINI has first place as well as being the first boat home.

Gracilda Cup.

Next day the following boats were at the start for the Gracilda Cup: GLAYVA (helmed by Heather McDowell). DALLY (the start boat). The course (Holliwell to Port) was sailed in 86 minutes and first place goes to GLAYVA (helmed by Heather McDowell).

Whitaker Cup

NORLANDIA was first to retire, with a broken mainsheet tackle, but by no means the last. Of the 7 boats starting in Quay Reach, only two made the finish. Next casualty was SECOND HARMONY in a capsize, not long after rounding the Sunken Buxey. IMOTHES and PHILOMELLE retired to give assistance, then the RNLI turned up in splendid fashion, and took her in tow. BLUE MIST was struggling to make way against wind and tide, so PHILOMELLE took her in tow, and together they struggled back up the Crouch with IMOTHES standing by. The wind gusted up to F9 at one point, and we were glad to see IONA who took over the tow. ULABELLA and GLAYVA made the finish and have first and second places respectively.

Aeron Lewis Sambuca Cup

Boats cruising to the RSA Fambridge Supper in a gusty SSW breeze, kept a log of the trip, and the logs were judged for the Aeron Lewis Sambuca Trophy. This was given and presented at the Supper by Barry and Helen Lewis in memory of their

son who died serving his country in Afghanistan. The quality of the logs handed in left plenty of hope for improvement next year, but ULLABELLA was judged runner up for humour, and MAESTRO of WYRE's log showed a determination to sail (frequently turning the engine off) and gets the trophy.

Don McDowell Trophy

Despite draining the Cup of Sambuca the night before, 14 boats were on the start line at Ten for the Donald McDowell Trophy. The wind was less strong than the previous day, but still gusty at times. IMOTHES took an early lead with NORLANDIA, PHILOMELLE and MOONDANCER in contention. The pack spread out gradually until IMOTHES crossed the line in first place, with PHILOMELLE 2nd. Next were BRIAR ROSE and MOONDANCER in a photo-finish.

Lifeboat Cup (Open boats)

Seven boats were at the usual start line not long after low water. The course was Jubilee in Quay Reach, Red mark at top of Paglesham Reach, and back to the start. Downwind on the first leg, they spread out gradually with HALLOWE'EN keeping company. The wind was light at times but occasionally gusty especially as they returned to Paglesham Reach, with BRIAR ROSE now keeping watch. MINI stopped on the Potton shore Potton for repairs, but carried on. SARAH EDITH retired after a couple of near broaches. SECOND HARMONY was first home an hour ahead of WINKS (the last). On handicap WINKS was 3rd, MEMORY 2nd, and SECOND HARMONY in first place.

Lifeboat Cup (Cruisers)

Just in time for the start, the light breeze fell away and they drifted down-tide. The mark (Horse Shoal to Port) seemed a long way away. Two hours later most were still in Quay Reach, occasional light airs from surprising directions then fading to calm. Only a few made the Branklet before the tide turned. PHILOMELLE retired, but BRIAR ROSE battled on with IMOTHES to the mark before dropping out. Yet the other 8 boats completed the course (even if it did take well over 6 hours). First home was SECOND HARMONY followed by MOONDANCER and SAMARA, then MARSHMALLOW. On handicap MARSHMALLOW has first place, with SECOND HARMONY 2nd and SAMARA 3rd.



Perhaps wiggling the rudder will make us move?

Roach Plate

After Saturday's gales the weather turned out fine on Sunday for the Roach Plate, and 8 boats lined up for the start in a steady westerly breeze. The course was to the Crouch buoy

and back, with high water at around lunchtime. The boats gradually spread out on the long downwind leg against the tide, and had a fine beat back home with the water high over the saltings. Which is where PHILOMELLE went wrong. Shortly after finishing, BRIAR ROSE and ULABELLA got a call on the VHF, and quickly returned to haul PHILOMELLE off the putty by the masthead. Very professionally done. Meanwhile SECOND HARMONY had long since romped home, taking 3rd place on corrected time. MOONDANCER had second place, finishing a tad before ULABELLA – but ULABELLA wins the Roach Plate.

Len Choppin Trophy.

The series was hard-fought again this year with handicaps soaring and plunging, and several surprises. MARSHMALLOW was really on form, finishing 5 of the 6 races and coming 3rd in the series with 9 points. With new sails, LOTUS became one to watch and takes second place with 11½ points. But it was a determined crew from Paglesham that stole the season with 12½ points. It's been a pleasure to watch them zip by, drenched in spray, risking all for the race. So the Series and the Len Choppin Trophy goes to SECOND HARMONY.



NORLANDIA short tacking.

Bosun's Bell

There have been several contenders for the Bosun's Bell this year:

I am sure that more mishaps occur on the trip to the boat than on the boat itself. This was proven this year when two members were pitched out of their dinghy whilst going out to the moorings at Paglesham. There were two lessons learnt:

- One: always wear a life jacket and
- Two: see if you can stand up before you start swimming

The second contender tried very old trick of trying to turn water into diesel when filling his tank. Unfortunately he wasn't granted a miracle.

The third contender is the owner of two boats, one with a lift keel, and one with a long keel. On our sail up to Mistley earlier this year, IMOTHES and BRIAR ROSE were rafted up at Pyefleet Stone. The third contender planned to join us but forgot the starboard buoy was in his way. Still that's a steel boat for you and after a loud clang, the buoy re-appears at the stern and am pleased to say started winking at us as dusk fell.

On another trip, you would think that after having been salvaged at a cost of 200 Euros off Terschilling that the skipper would have remembered which boat he was in the last race of the season, the lift keeler or the one with a big lump under the water. But with helping hands and a rope on the mast head to tilt her over, she was salvaged for no charge other than copious beers.

All these deserving causes, but the last contender who takes the biscuit (and the Bosuns Bell) is the following:

He did as many of us do when laying along side at Carter's yard. We make fast all warps and fenders and tie the mast head halyard ashore to prevent the boat swinging away from the wall. In this position, we are safe to scrub off etc without the boat falling on it's side..

Our last contender did all this regularly as he had a permanent mooring in the yard. On a sunny afternoon when leaving the berth, he performed all the usual checks:

Shore power disconnected: Check
All warps released: Check
Engine and bow thruster on: Check
Ensign raised: Check
Mast head tied to quay

The Bosuns Bell was won this year by Jon Walmsley and ARABELLE.

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Folkboat RODINGEN

Mary Hare



RODINGEN, photo by Jack Coote

Whilst browsing to see if I could find out where our former Swedish Folkboat is I came across the RSA site and the list of past cup winners. I noted that you have nothing on RODINGEN so thought you might like a bit of background. RODINGEN is (possibly was, as I think she has had a name

change) a clinker Swedish Folkboat built to strict racing rules in 1942 in Soderkoping in Sweden. Her Swedish number was 57 and she was originally called MAE WEST. When she was imported in the 1950s she had had a name change to RODINGEN and was clinker painted bright red. Because the number 57 was already allocated to a Folkboat in the UK she was given the number 157 which was incorporated into her then sails. RODINGEN was non-engined except for a Seagull Longshaft and we all had to stand on the stern to ensure the prop went into the water.

My father-in-law Bunny (Thomas George) Hare, my husband John Hare (Bunny's son), and I (Mary) bought her jointly in Woolverstone and as Bunny lived in Southend and we in London we took up a swinging mooring in Paglesham and there started racing. Bunny, a teacher of physical education in Rayleigh was a keen competitive sailor. Rumour had it that when a schoolboy in Woodbridge Suffolk in the 1920s he was banned from all the sailing clubs on the River Deben because of his tactics when sailing an International 14. He was the person who persuaded us to buy the Folkboat because although we wished to cruise, he wanted to race.

So race in Paglesham we did alongside amongst others Jack Coote in BLUE SHOAL and BILLY BUDD and of course Professor Quilliam's Folkboat. King Varco organised the races and he always gave RODINGEN a vicious handicap because she was so fast. I think I took part in all the races which RODINGEN is listed to have won and I do remember one year winning the Ladies Race with Bunny crewing. The only query I have is the Lifeboat Cup dinghies. I very much doubt if this is correct. [note – see RSA supper card 1973 - RGB]

I remember BILLY BUDD racing both at Paglesham and in Burnham Week. My mother-in-law always refused to polish the beautiful silverware which sat on the mantelpiece for a year so Bunny did it.

We have somewhere in the depths of our cellar a good picture of RODINGEN taken by Jack Coote and also a picture of Bunny fitting out ashore. I will try and find and scan them for you.

As well as racing in Paglesham, Bunny entered RODINGEN in Burnham Week each year in class F (unrated cruisers) and once again set about winning. This class was often used by commercial firms to race new designs to win and get publicity. My father-in-law winning in his old Folkboat was not popular. One year when he won the cup for that class he and I went over in a dinghy to the Royal Burnham Yacht club from the other side of the Crouch and were refused entry to the prizegiving because we were not suitably dressed and hadn't pre-bought dinner tickets. Nevertheless the cup eventually found it way to the mantelpiece for a year. I still have an engraved set of port glasses which were won in Burnham Week.

We also went once to Folkboat Week at the Isle of Wight which was very seriously competitive. During that week one day Bunny sent me down below with my sister in law to sit by the mast and create extra ballast. I was so angry that as a result was I was banished next day to another boat! With no engine we had some dodgy moments getting into the marina and avoiding the Lymington Ferry.

When Bunny retired from sailing because of back problems we had a young family and lived near Cambridge. RODINGEN was moved to Waldringfield on the River Deben. After Bunny died we sold RODINGEN and bought a Moody 33 which we cruised with our 4 children. We still keep a boat on the Deben at the Tidemill, TRIPTYCH a Victoria 34.

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TRIUMPHANT Update

Sheila and John Quilliam

Rio Dulce
Guatemala
Central America
15° 39N 89° 00W

We started off the year alongside the dock at Carlos the welder's yard in Fronteras Rio Dulce. We had serious work done here, very good quality and for a very good price. The work included

- Cutting off the bow and having a new one fitted
- Replacement of the Starboard main bulkhead next to the main hatch and above the galley – very messy inside
- Reinforcement plate fitted under the mizzen mast and hole fixed in the cockpit
- 7 patches to thin parts/holes of the deck
- Removal of the teak trim on the cabin sides (full of rust underneath) and replacement with steel hand rails
- De-rust and paint the deck



The hole in the bulkhead, the inside of the boat is full of rusty metal

We managed to escape the river in April after checking out with customs and immigration at Livingston. The normal cruising season here is from November to June to avoid the hurricane season.

Our plans were to go to Belize, then Mexico and then south to Cartagena in Columbia and then on to the San Blass islands and Panama.

We motored from the entrance of the Rio Dulce across the bay to Estero Legarto and spent 2 nights there then onto

Placencia in southern Belize (about 50 miles) to check into Belize.

We found that the engine was running hot. This was also about the time of the swine flu outbreak in Mexico so it seemed sensible to shelve that idea of visiting Mexico. We were pretty sure that the heat exchanger was blocked as we had had mangled sea water impellers the last 2 times we had changed them so we decided to sort the engine out in Belize before moving on.

We ordered the parts we thought we needed and were told they would take about 3 – 4 weeks to arrive so we went for a sail to a nearby Caye called Mosquito Caye – a private island maintained by a couple of local guys we had met in Placencia. Very pleasant place with a dock and we bought a large barracuda from the local fishermen which proved to be food for 6 people for 3 days. We returned to Placencia mostly under sail to spare the engine and await our parts.

A brief note about sailing in Belize.

You are inside the second largest coral barrier reef in the world so the seas are flat and the trade winds blow steadily at 10 – 20 knots - very nice sailing. The down side is the charts are very out of date so it is real eye ball sailing in shallow but clear water looking out for coral heads and uncharted shoals.

We were a bit concerned that once we started to take the engine apart we would be stuck at anchor in the bay at Placencia with no means of propulsion if any bad weather came up. (We had already had a 47 foot charter catamaran drift down on us in a 40+ knot squall and get tangled up in our anchor).

We were considering going into Placencia Lagoon for more shelter and, whilst we were enquiring about where to go, we met Geoff and Theresa at their going away party (back to the States for 3 months) and who offered us a dock attached to their house in Harbour Place in a canal off the lagoon for free that we could use, it also came with electricity, water, shower and washing machine – ideal, sheltered, secure so we jumped at it.



TRIUMPHANT at the Dock

The parts arrived and we started to take the engine apart, unfortunately 3 threads on the engine stripped so we had to take more of the engine apart to get the threads repaired and order new parts – another 4 week delay.

All was not lost, we got our folding bikes out and explored the village and made a lot of new friends, survived an earthquake and to celebrate Sheila's 60th birthday on the beach courtesy of Harry the Pirate overlooking the bay accompanied by live music.



Sheilas 60th

At long last, after having been in Placencia for 4 months, the engine was fixed. It was now the end of August, well into the hurricane season so we returned to the Rio Dulce again.

On our return to Texan Bay we anchored off the marina but found that the alternator was not well and after 2 abortive attempts in Guatemala to fix it we went alongside one of their docks and took it with us when we flew to Fort Lauderdale in Florida for a week to do some shopping.

Since our return from the States we have been doing loads of work on the boat. We have been away for nearly 6 years now and things that we fitted new before leaving the UK are starting to fail which is a real pain, so much for long life components. We have been doing some re wiring, repairing a wind generator, fitted 4 new batteries and general maintenance.



Yoli's bar and Dock Placencia - our local!

Two of our solar panels which we bought second hand in the east Caribbean a few years ago have failed so we are waiting for replacements to arrive and be fitted then we are off again.

We hope to leave the Rio Dulce early in January 2010 and we want to go to Belize briefly then up to Isla Mujeres in Mexico to haul the boat out of the water (we have not hauled out for 4 ½ years so the antifouling is pretty well gone) and after that who knows. Maybe we'll achieve what we aimed for last year.

Well that's all for now. Let us know what you guys are doing?

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Philomelle log – Denmark 2009

Richard and Justine Bessey

Wed July 22: depart from Paglesham about 13:00 and head NNE via Shipwash. Slow going in the evening as the flood sets in. By Thursday morning though, we are passing through the gas fields, and have a pleasant run with cruising chute in the afternoon. Our aim is to get North of N Holland TSS and then E for Helgoland. Following wind fairly strong in evening and the usual short sea. Reduced sail overnight.

Fri July 24th: boom mounting track tore away from mast overnight. Wind had slackened but sea still up, and (unusually) boom had no preventer fitted. No damage to gooseneck, boom or sail, but track is twisted badly, and woodscrew holse in mast need plugging and redrilling. So we head S for W. Terschelling (30 miles) under foresail and engine. It takes all day to get in.

Sat July 25th: Justine not feeling well (sun exposure and swollen knees), so recuperating. Richard set off walking around Terschelling with the bent boom track, looking for a workshop. Eventually found a Suzuki garage some way out of town where the owner offered to help. The copper track was straightened with a bit of heat, then worked on the anvil until the gooseneck fitting would slide in it. Two men from the garage worked on it for almost an hour, yet I was only charged 5 Euro! I think they were pleased that I called them "heroes" – but it was well deserved.

Back at the boat, the boom track was re-fitted after filling the screw holes with epoxy, and scarphing in some new wood where the mast was soft under the track.

Sun July 26th: re-fitted the boom, and renewed the main halliard and topping lift (we had reels of spare rope on board). The usual fun and games getting out of a tight raft in the marina (all the other boats are bigger and a lot shinier than ours). We set off about mid-day, aiming to use the Thomas Smit Sea Gat (round the W end of Terschelling – of Terschelling Sands fame). The sands have shifted a lot since our chart (about 5 years old) and the channel is not marked any more; we ran aground within sight of the town. The tide dropped rapidly and Philomelle began to heel – however we were spotted from the coastguard tower and a salvage boat came out. Their usual method it seems, is to get the boat's insurance details and make a claim (probably around 2,000 Euros). He was disappointed to learn that Philomelle has 3rd party insurance, and we had to negotiate a price before they would help. It cost us 200 Euros, but the tow was successful and the alternative would be a long uncomfortable night on our side in the Wadensee!; Unfortunately we then had to go back to Terschelling to get cash! We were shocked how

much the area has changed – even the buoyage scheme was quite different from 5 years before. Time to throw away those old charts!

Eventually we were off again – this time the long way round, inland then past Vlieland, and by nightfall were offshore heading East again, picking out the lighthouses along the island chain.

Mon July 27th: sailed steadily past the Dutch and German Freisian islands, finally passing the Weser offing buoy at around 17:00. We are a little early for the Elbe – it is still ebbing – so we heave-to for a couple of hours. It is at this point that we notice our Admiralty chart has the detail of the Elbe channel blanked out. This means negotiating the channel in the dark with no detail of buoys – however we have been this way before and the wind is light...

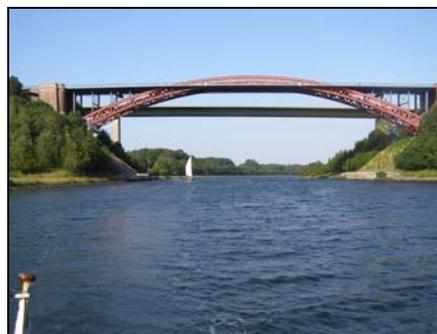
It was not until we were committed that the wind and rain got up. Soon we were surfing through darkness, looking for the next green buoy as ships passed by, seemingly within yards. To starboard a strange sail loomed – but no, it was the letter “A” on one of the huge posts that mark the channel. On to post B. By midnight we had followed the channel round a wide curve and were approaching Cuxhaven, where the green buoys disappeared amongst the lights of the town. We crossed the channel to follow the reds which were now easier to see – but it was shallower here and the distant red lights on windmills ashore added to the confused scene. It was here that the trees began.

Tue July 28th: I didn’t mention the trees at first. No need to worry about phantom copses and unreal forests – I know they are only hallucinations. Hard to focus on the real sea, ships and buoys though, and fight the urge to steer between the trees. Justine took over the helm some time before dawn, which came as the tide slackened, and we sailed slowly up the last reach to Brunsbüttel, arriving at 05:00 and mooring to a post outside the locks. I called the lock keeper and we were let in to the canal at 6:00.

Craster Kippers for breakfast (a bit grey but no ill-effects), then sleep in turns as we motor down the canal. The staysail is set above a strop so that we can see underneath it. That evening we anchored in a small lake, 85Km down the canal.

Wed July 29th: Last 15Km of NordseeOstseeKanal to Holtenau where we lock out to Keil Fjord. Stopped at the quay to visit Stegmann the chart agents, but the route across the locks was shut, so I had to buy an expensive chart set from a local shop. I suspect the lock zone gate keeper of deliberate obstruction and left Germany with dark mutterings about “Verbotenland”.

We sailed North to Danish waters in the SW breeze, with cruising chute at first, then less sail as the wind increased. Hoverflies and clouds of peacock butterflies swarmed around the boat, attracted by the blue sail. A Dutch boat followed in our wake for some while, but altered course for the Schlei when they learned we were going further North (see Navigation by Following Other Boats in a previous newsletter). That night we found a protected anchorage behind Kegnaes peninsular, and a good thing too because it blew gales for the next 2 days.



NordseeOstseeKanal

Thu July 30th: Rowed ashore for a walk, and crossed Kegnaes to find a big surf blowing up the fjord from Flensburg. In the local camp site shop, we were shocked at the prices – until we remembered that Denmark still does Kroner. Luckily the shopkeeper accepted euros, so we were able to buy bread, sausage and cheese.

This is an area of negligible tide, but the gale was having its effect and the clear water was dropping perceptibly on the shoreline as we returned to the dinghy. The nights were clear, and the full moon lit up the Fjord and countryside around. Jon sent us a weather text, and we planned to head up the “Little Belt” route next day.

Fri July 31st: A regatta was in progress as we motored round to Sondeburg, and entered the marina and the ubiquitous box mooring (which we fumbled in the usual way). It turned out to be a dinghy world championship (I forget which class - Britain came in 5th). We walked along the shore to town, past the castle and visiting Danish Royal Yacht, and tried our luck at the bank. Luckily one piece of plastic worked at the second ATM we tried, so we were in funds, and returned to the boat with loaded bags from the supermarket.

Sat Aug 1st: A struggle getting fuel at unattended pumps. One opposite the town quay rejected our plastic, but another at the marina took cash so we spent all our euros. On through the bascule bridge (opens hourly) and up the narrow sound which opens out into Alsfjord, thronged with sail. North to Barso island where we anchored, rowed ashore and walked all round the island. All this area is composed of glacial moraine, a mix of sand, flints, chalk and boulders of every kind. The islands are surrounded by pebble beaches, backed on exposed shores by low cliffs that are constantly eroded. We picked sea-cabbage which supplemented a curry dinner back aboard Philomelle.

Sun Aug 2nd: A moist and misty day with light SE wind as we picked our way through rocky channels to the Fjords around Middlefart. That night we anchored in a shallow fjord a couple of miles from town, and ate dinner on deck as the evening sun lit up the fields in bright colours. Hares and the occasional deer ran across the corn stubble.

Mon 3rd Aug: leaving the dinghy in the reeds, we crossed some fields and walked about 3 miles into Middlefart. Here we found the new library on the North shore, which has excellent internet and information facilities. After shopping for supplies we returned via the large marina which has an

extensive boat storage area including huge overwintering barns. Our route back to the dinghy followed the shore and was not exactly a beaten track (but nobody remarked about us crossing their gardens and fields by the shore).

There appears to be a cottage industry in Denmark, making buoy topmarks out of brushes. All the cardinals and cans have a suitably-shaped bog-brush on top – and they work very well, having less windage than a solid mark, but just as visible.



Bog brush topmark.

Tue 4th Aug: tacking around the peninsular next day reminded us of the channels around Stockholm; steep promontories and islands clad in conifer, with occasional houses showing (each with a private jetty). Several large road and rail bridges span the Fjord here, and under one of these a group of porpoises were fishing. On past the industrial quays and into the open water – a hot day with very a light and variable wind. Late in the day we negotiated the shallows West of Abelø, and anchored off the island in time for a walk along the sand spit.

Abelø sits at the end of a long sand spit and although accessible from the main island at low water, it is a long walk and so Abelø remains isolated. There are several herd of deer in the beech woods, and the island is managed as a conservation area. We had a walk to the lighthouse before sailing again, East for Reersø. Our trip had taken us up the “Little Belt” channel to the West, and now we were in the “Great Belt” heading South again. We anchored off Reersø and went ashore but forgot to take any money for the shop! As we went back aboard, a passing fisherman stopped for a chat, and suggested a better anchorage nearer the village. This proved to be rather shallow, but very well sheltered from most points.

Next morning we made another trip to the local Spar shop, plus fish from the quay. Then off past Musholm (another isolated sand island with some good shelter from West). We passed under the long road bridge and headed to the West of Langeland (to avoid the North-bound current on the East side). A good sail close-hauled to Rudkøping where we entered the tortuous channels that cross this very shallow area. The town looked interesting with many wooden masts, but we pressed on, avoiding the large ferry that occupied most of the channel!. We found an anchorage in a bay West of Langeland, but only after grounding in thick weed, rowing the anchor well off to pull out with the windlass.

Off again early, and the winding channels became busy with commercial and yacht traffic around Marstal, and a lot of care was needed. However we were soon making our way out into the Baltic, and sailing South into Keil Bight. Overhauling us was a fine square-rigged vessel which we saw later moored at Holtenau, and there were many other yachts in both direction on the same track. We also had a fine view of a 12M traditional yacht sailing in Kiel Fjord as we approached the

canal locks. We returned that night to our previous anchorage in the canal lake, but on the way were overtaken by a German yacht who called “We know English yachts do not have a fridge, so would you like a cold beer?” They were perfectly right, we accepted with thanks!



Tied up at Holtenau

We decided that a morning tide was good for departing Brunsbüttel, so stayed another night anchored off the canal some 12Km out of town. This was a pleasant spot, with a camp site and restaurant nearby.

Sun 9th Aug: set off to catch HW at Brunsbüttel. We had tried to find an Elbe chart without success, so once again set off without one. However the conditions were clear and we had no problems, crossing the Weser in the evening and setting off West with a light southerly wind. We had an uneventful motor-sail along the Freisian coast. During the day we counted the islands to port, and by night the lighthouses which seem to take an interminable age to pass. Off Terschelling at nightfall. Overnight, squally weather built up from the West as we round Texel and tack slowly SW. WE made reasonable progress at first, but with lighter winds later on (still on the nose) the going is very slow as we approach the Suffolk coast.

Wed 12th Aug: slowly making South through anchoring grounds full of laid-up ships. Not a lot of fuel, so sailing when possible. Came close to getting run down by a trawler (clearly not keeping watch). Made the Sunk late in the evening, and anchored near Roughs Tower for dinner, waiting for the tide. Set off not long after sunset, up the Swin, Whittaker and home to Paglesham

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BRIAR ROSE circumnavigates Sheppy after an aborted trip to France. Lets hope for better weather in 2010.

ROACH SAILING ASSOCIATION

Income and Expenditure Account for the Year Ending 31st December 2009

2008	Income	2009	2009
£		£	£
426.00	Annual Subscriptions	524.00	
70.00	Race Subs	95.00	
1251.00	Crouch Harbour Authority Disks	1421.00	
10.05	Profit on Sale of Flags and Burgees	10.05	
236.00	Donations to workboat upkeep	198.50	
	Boat jumble proceeds		
35.42	Bank Interest	0.76	
43.00	Excess Inc/(Deficit) for dinner (including flowers)	-34.00	
<u>2202.19</u>			<u>2215.31</u>

£	Expenditure		
89.00	RYA Subscription	96.00	
10.00	CAYFE Subscription	0.00	
160.92	Printing, Stationary & Postage	151.00	
66.74	Cup Insurance	66.74	
94.00	Cup Engraving	117.00	
1256.00	Crouch Harbour Authority Disks (inc Dally disk)	1427.00	
30.00	Creeksea Ferry Inn	35.00	
500.00	Donation to Paglesham Village Trust Waterside Fund		
950.00	Return of scrubbing post fund		
306.25	Workboat repairs and upkeep	498.00	
	Chairman retirement	46.23	
0.00	Depreciation on stock of flags and burgees	0.00	
<u>3462.91</u>			<u>2436.97</u>

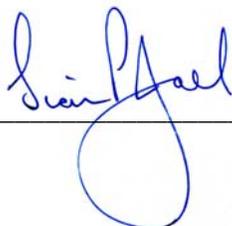
£			
1260.72	Excess of Expenditure over Income		221.66
0.00	Excess of Income over Expenditure		0.00

Balance Sheet as at 31st December 2007

£	Assets		
1030.29	Balance at Bank 31st December		843.58
174.66	Stock of Flags and Burgees		139.71
<u>1204.95</u>			<u>983.29</u>

£	Reconciliation of Assets		
2465.67	As at 1st January		1204.95
-1260.72	Surplus Income/Excess Expenditure		-221.66
<u>1204.95</u>			<u>983.29</u>

Signed



Simon P Joel, Honorary Treasurer

Roach Sailing Association: 2010 Sailing Programme

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

On the Saturday evening before racing on the Sunday, many will stay aboard overnight and if you wish to join in evening festivities, please contact Richard

If you would like to crew with one of the boats racing, again, please let Richard know.

Sun 14th Feb	Sunday morning work party @ Paglesham, (10:00am).
Sun 21st Feb	Archive footage, Mission Hall, (7:00 for 7:30pm start).
Sun 28th Feb	Sunday morning work party @ Paglesham, (10:00 am).
Sun 14th March	Sunday morning work party @ Paglesham, (10:00 am).
Sun 21 st March	Sunday morning work party @ Paglesham, (10:00 am).
Sun 21st March	AGM, Mission hall, (7:00 for 7:30pm start).
Sat 27th March	Fitting Out Supper, Punchbowl
Sun 18th April	Oyster Cup, open boats, (start 14:00).
Sun 2nd May	Potton Trophy, open boats, (start 14:00).
Sun 16th May	Paglesham Pot
Sun 23rd May	Shuttlewood Cup
Sat 29th May – Mon 31 st May	Cruise weekend, (11:00am start).
Sun 6th June	Paglesham Yacht Race, open boats, (start 14:00).
Sun 13th June	Blue Shoal Trophy
Sat 3rd July – Fri 9 th July	East coast Cruise, (tide is at 05:32, so best be down Friday night for an early start.)
Sun 1 st Aug	Egret Cup dinghy race, (start 15:00).
Sat 17th July	Mudcatchers Cup, (start 15:00), then BBQ on PVT land
Sun 18th July	Whitaker Cup
Sun 25th July	Gracilda Cup
Sat 14th Aug	Fambridge Dinner, (7:30 for 8pm).
Sun 15th Aug	Don McDowell Cup, (start time decided on the day)
Sat 28th Aug	Paglesham show
Sun 12th Sept	Lifeboat Cup, open boats, (start 14:00).
Sat 18th Sept – Sun 19 th Sept	Blackwater cruise, (8:30am start).
Sun 26th Sept	Lifeboat Cup (Cruisers)
Sun 3rd Oct	Roach Plate
Sat 9th Oct	Laying Up Supper, (7:30 for 8pm).
Sun 17th Oct	Steak and Oysters afloat