



## Roach Sailing Association

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

### September 2011 Newsletter

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#### Chairman's Report

*Mike Creen*

I started to write this report on Saturday morning 17th September sitting at the navigation station in VERLOCITY on her mooring at Paglesham. It was blowing up to 30 knots from the SW but bright and those brave or was it foolhardy fellows on IMOTHES, DESTEYE, PHILOMELLE and ULABELLA had just departed for the weekend cruise to the Pyefleet.

Stewart and I had discussed the 2 day forecast earlier that morning on the phone and had decided it was just too blowy and wet so he didn't travel down. How wrong we were, although it did blow and we had the odd heavy shower, it was a blustery down wind run to the Pyefleet across the Ray Sand and a gentle sail back the next day. We were not happy people Stewart and I!

The moral of the story is of course to check the weather forecast carefully but observe local conditions and use one's judgment as Sunday's forecast was quite wrong.

Stewart and I were really disappointed that we didn't take part, bravo to all those that did.

I learnt later that SWANTI also departed for the Pyefleet but broke her boom gybing at the turn into the Crouch, no doubt more on that incident later from others. The first entry for the 'Bosun's Bell'.

I have not had the best of season's so far. Not very much sailing, no long trips, just a few days away in the Colne and Blackwater. To cap it all I managed to fall in the marina at Bradwell coming back from dinner at the Green Man. Somewhat scratched and bruised, no bones broken but ego somewhat dented and I lost my favourite Breton hat as well as my mobile phone. The second entry for the 'Bosun's Bell'.

However, onwards and upwards, I'm off to the Southampton Boatshow on Wednesday morning for 3 nights to help out on the Ovni yachts in the marina. An opportunity to have a look round at all those gleaming new yachts and dream of sunny climes and warm seas.

Like me I'm sure you are all very pleased to see Graham Pelling back on the sailing scene again albeit with Jon or Simon, let us hope that we will see him on the water in his own yacht next season. Keep up the good work Graham, we are all rooting for you.

Finally, I look forward to seeing you at the Laying Up Supper on Saturday 26th November at the Thorpe Bay Yacht Club, one of the major events of our year.

Plus a warm welcome to the following new members:

- *Domenic, Lola, Harrison and Jango (the dog) Bolengaro, the new owners of SWANTI*
- *Andrew Bush and his yacht GYPSY*
- *Vic Davis and YAMAS*
- *Nigel Mortom and MICARALEE*
- *Les Nation and AMY ABBY*

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## Laying up Supper

As usual, the laying up supper will be at the Thorpe Bay Yacht Club on 26<sup>th</sup> November. We suggest meeting at 7-.7.30pm

The rate for the meal is £21 per person and details of the menu are as follows:

<p>--o0o--</p> <p>1. <i>Tomato and Red Pepper Soup</i></p> <p>2. <i>Cream of Asparagus Soup</i></p> <p>3. <i>Pate and Melba Toast</i></p> <p>--o0o--</p> <p>1. <i>Roast Rump of Beef</i></p> <p>2. <i>Sea bass fillet and Blackened butter</i></p> <p>3. <i>Spinach and Ricotta Canelloni</i></p> <p>--o0o--</p> <p>1. <i>Spotted Dick</i></p> <p>2. <i>Pavlova</i></p> <p>3. <i>Cheese and Biscuits</i></p> <p>--o0o--</p> <p><i>Tea or Coffee</i></p> <p>--o0o--</p>
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Richard has kindly again agreed to take the reservations for this and cheques should be sent to him and payable to the **Roach Sailing Association** at the address below. Please note we will need to know your menu options.

*Richard Bessey, 2 Research Cottages, Paglesham, Rochford SS4 2DS*

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## Racing Update

*Richard Bessey*

Despite several postponements due to gales (the Potton Trophy was cancelled twice), 12 boats have taken part in the Dinghy series and all the scheduled races have been won. Even so the conditions were pretty extreme for some races. Here are the final dinghy point scores:

WINKS	15
MAKEDO	10.5
NEMO	9
APPLE	7
MERGANSER	5
ELG	4
MEMORY	4
SUSIE	3
IANJO	2
STELLA MARIE	2
SARAH EDITH	1
PUGWASH	0.5

There are still 3 races to go in the Cruiser series as this goes to press, with all to play for!

LOTUS	8
ULABELLA	6
PHILOMELLE	5
IMOTHES	4
MOONDANCER	3
PAKLJHAWA	2
PUDMUDDLE	2
BRIAR ROSE	1

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## Bosun (and Editor's) Corner

*John Langrick*

*Gordon's patch*

We had a small working party earlier this year, with Tender to Francesca and Dally put to use collecting old oyster sacks (donated by 'John the Oyster', downstream of the jetty, for use as stepping stones to extend the causeway towards the low water mark. This has been extremely useful this year to access the PVT moorings.

We plan another working party this autumn to clear old stakes which caused a few problems when we had our barbecue this summer. This was an excellent new event that was re-scheduled due to bad weather. We will announce dates via the 'Roach Group'.

Just a reminder, for those who have e-mail but currently receive their letter by post, if you do not mind receiving the letter electronically, this will save considerable expense.

Also if you would like regular updates on what is happening in the RSA, please add your e-mail to the 'Roach Group', by letting John Langrick know. ([johnlangrick@aol.com](mailto:johnlangrick@aol.com)).

#### *Withies*

Richard has been busy replacing the withies in Potton Creek and earlier this year, Richard, John (the bridge) and myself, re-laid the withies beyond the Havengore.

Jonathan, his nephew Stephen and myself also placed withies in Paglesham pool, a very muddy experience!



*Jonathan and Stephen 'getting muddy'*

#### *Summer Cruises*

Many have braved the weather for summer cruises, some are detailed further in this letter, but include the Paglesham Gentlemen's Summer Cruise, the Pyefleet and East Coast cruise, Richard and Justine's cruise to Scotland, Shaun and his friend Alan's cruise to France, George and myself's cruise to France and Holland, Domenic Bolengaro's first cruise and the Fambridge meet.

The latter saw 35 of us sat down in the Ferryboat for an excellent meal. The jetty was fully occupied by the RSA boats. We were entertained with Jonathan going aground on the mud as he set off home, and Shaun having to pull PAKLJHAWA off the mud with DESTAYE. After this brief hilarity, we all had an excellent, (although almost windless) sail back to the Roach. A big thanks to Mike for arranging this excellent event. The third entry for the Bosun's Bell.

#### *Laying up dates*

I have booked the following slots for those who would like to haul out at Carters Yard this year. Please let myself (John Langrick), know your option so that we can coordinate logistics,

October 24<sup>th</sup> – 29<sup>th</sup>  
November 9<sup>th</sup> – 11<sup>th</sup>  
November 14<sup>th</sup> – 16<sup>th</sup>

#### *Yard update.*

The yard at Paglesham seems a lot more settled these days and we have had a year with very few problems. The new manager Gary, is running a tight ship and visiting Paglesham is now a

much better experience. Note that the yard has now CCTV installed, which is far more reassuring.

At Carters they have just done the same, so any potential thieves should be deterred further. It is a pity that times make this necessary.

I have extended the shed that I am re-building the Dauntless inside, so we now have table chairs, tea and coffee facilities and a bench with vice and power. So socially at least we are sorted for this winter!

Note that RSA member Mike Dallimore has sold his property in Florida and will be in Southend this winter, so if you would like him to check your engine out, then he will be delighted to help.

Brian Brown was first to lay up this year with MOONDANCER at Carters. Sadly he snapped his mast when becoming entangled with the pushpit on his friends boat, and at the start of a summer cruise. The fourth entry for the Bosun's Bell.

Also note that the RSA have a compound and we intend to lock it. Currently the cradles are not in the compound as we are about to use them for laying up, but we need to store all other trailers etc in this compound please. There is a charge for this area if £600 per year inc) and 11 members have paid to use this. However, there are other members items in here and we do need to make some sort of further donation for this. If you would like to use this storage space, please contact me.

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## **'Not calling all ships'**

*Shaun Hetherington*

In an attempt to follow MCA advise if you have a VHF radio enabled with MMSI capability it is preferable to call another vessel using their MMSI number rather than clogging channel 16.

So that members can keep in touch the suggestion is that we collate a list of members MMSI numbers so that it can be circulated at the begin of the season and kept on board as a directory. Many of the radio sets have the ability to store a number of frequently used numbers so you won't need to keep keying in the ones you use regularly. In order to compile the list please email me with your boat name & MMSI number to [shaun@stewartandpartners.co.uk](mailto:shaun@stewartandpartners.co.uk) once these are all in he will then distribute a list and make the necessary updates.

I understand in the past, Paul Williams had attempted this, but would now like to make it more formal.

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## **2011 East Coast Cruise**

*John Langrick*

The Pyefleet weekend really was a Brightlingsea Weekend, with dinner at the Colne Yacht Club. PHILOMELLE with

Richard Justine and Meggs joined us but ULLABELLA and LOTUS detoured to Burnham marina.

DESTAYE Shaun with his mum Jenny, BRIAR ROSE with Simon and Peter Edwards, CONTESSA OF WESTON single handed with Ian and IMOTHES, crewed by myself continued up the East Coast in very dense fog.

After very careful negotiation of the Deben Bar, really only accomplished by following local boats in, we made for the Tide Mill at Woodbridge. CONTESSA of WESTON was last into the river, but was too late for the marina, so spent the night at Felixstowe Ferry.



*The marina bar. I can confirm that it's steel and concrete, the gauge is correct and IMOTHES draws more than BRIAR ROSE..*

IMOTHES waited as BRIAR ROSE crossed the bar into the tide mill and IMOTHES followed grounding on the bar for about 10 minutes, but in a rising tide. Entry no five for the Bosun's Bell. When eventually tied up, I explained what had happened to Simon... I did that he said!!



*What a motley crew, (Jenny must have been hiding!)*

We spent an extra day in the tide mill as the weather prediction was not favourable, but on the Tuesday we had a great sail to the Royal Harwich Yacht club, where we were all made very welcome.

We had planned to sail up the Stour, but with absolutely no wind and a foul tide, decided to anchor for lunch and then overnight in Titchmarsh marina for no other reason other than Jenny Hetherington (Shaun's mum) likes Alan Titchmarsh.

We had to make an early start home to catch the tide, but a pleasant sail to West Mersea saw us all tied up on the visitors moorings, some half mile from the jetty and yacht club, which was closed that night! We still had an excellent meal in the pub nearby.



*BRIAR ROSE just entering the Orwell..*

The following day we had planned to sail up the Colne and lunch at Rowhedge, but those with keels chickened out and we all joined DESTAYE at Wivenhoe for the final motor up to the pub for a drink and snack.



*On the jetty at the Royal Harwich.YC*

That evening we had booked into Bradwell marina and better still the Green Man, for an excellent meal.

The following morning I had a call from Jonathan in 'PICKLEDPAJAMAS' who had anchored out by the Bradwell training wall. This was his first cruise after launch and had his sister Anne and nephew Stephen as crew.

We all had a slow sail (motoring much of the way) in a fickle wind, back to Quay Reach where we anchored for lunch as the tide turned and started to ebb... quickly.

Jonathan invited us on board for a look around and tea on PAKLJHAWA while Richard and Justine sailed down the Roach in WINKS and joined us all.

When it came time to return to our boats, the tide was ebbing fast and as Simon tried to climb into his dinghy, he slipped and fell in. Ian was quick to respond throwing him a life ring while Jonathan cast of his dinghy. Meanwhile the tide pushed Simon way down river.

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*DESTAYE sailing down the Orwell... is this a mainsail I see?*

The tide was far too strong for them to row back, but a call to a fishing boat had them come to the rescue and towed them back. Entry six for the Bosun's Bell.

On a more serious note, we all do need some sort of safety device that is easily deployed should we have a similar experience. Further it should not be attached by a rope as in this case, Simon was way to far astern for it to have reached should it be attached.

A slow trip back to the mooring and we were all safely back.

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## **Not the PGSC Summer Cruise!**

*David Hanchett*

It comes as a great relief ( especially to my devoted readers ) that there is to be no PGSC Official Log this year, but I couldn't let my first trip to the Roach as an Honorary Member of the RSA pass without some acknowledgement.

If the Paglesham Gentlemen's' Summer Cruise had to be summed up succinctly, I suppose it would be " Not many Gentlemen, not much summer", as "MARSHMALLOW" with Ivor and myself on board was the only boat to leave the Roach as planned – and even we were late doing so because of the weather.



*MARSHMALLOW in a gentler breeze.*

Sunday 17th July was declared too rough and wet to board so Ivor and I went to look round Sutton Wharf and Paglesham Yards. I noticed that "PICCOLO" is now in a bad way at Paglesham and deserves saving before it is too late – perhaps we can get her covered before the winter or persuade her owner to do so! At Sutton I noticed that Malcolm's boat "PIXI" is back and with her shoal draft and pretty lines could provide a lovely " on its toes" craft for someone wishing to retire from active cruising and potter around the rivers.

The highlight of Monday was meeting The Admiral for a drink at the Plough and Sail at lunchtime before boarding. He kindly changed his plans to meet us and to authorise our forthcoming cruise. After that we set off to Yokesfleet for the night. Alas no Paglesham Pie or Sue's Cake!

Tuesday 19th we sailed up to North Fambridge in glorious sun and with fair wind. Came alongside the pontoon ( inside berth ) and met up with Toby ( not Toby Slater ) who was in good and generous form when it came to charging – " I see no bowsprit ". Later we walked to the Church and to the peaceful little churchyard where George Jago is buried to pay our respects, and later in the Ferryboat we raised our glasses to you all and to absent friends generally.

Next day we set off , again on a good crisp day, bound for Pyfleet which we reached after some really good sailing and in about 9 hours. Then I discovered that, without The Admiral's Launch, and with only the rubber dinghy and some 5foot oars we were pretty much stuffed for going ashore and I could only dream of the formal meal in the West Mersea Yacht Club which was only minutes away. So near but yet so far.

Had it not been forecast to blow and rain on Friday we had planned to spend Thursday at Brightlingsea to re-stock our rations and to use the facilities of the Colne Yacht Club. But, in view of the poor forecast, we decided we should get back across the Ray Sand to the rivers. This we did, pretty much courtesy of the " iron topsail" and over nighted back in Yolesfleet.

Friday we had a good sail out of the Crouch and just out to sea

before deciding to return to the mooring at Paglesham before the predicted rain. We came ashore early evening and repaired to Rochford and the pub.

Saturday Ivor and I went by road to Burnham by road as I had not been there before and I wanted to see if I could see "ZELIA" and "DORMOUSE", which I did. Also, motoring majestically with her jib up was "HALLOWEEN" who passed by on the far side of the Crouch. After lunch we drove on to Maylandsea to try and see "OUR BOY" but it was all locked up and so we had a look round the boatyard – nice Robert Clark 33 for sale.

Ivor dropped me to Brentwood for my return trip on Sunday morning and, since then I have been catching up on a host of family and work bits and pieces. However, I am just about to pack up and leave for Devon as I am assured by the boat builder that I can turn up and put some finishing painting and varnishing touches to "IMPUDENCE" before she goes onto the beach to take up. We shall see!

It had been a good week in Essex with Ivor and sailing MARSHMALLOW, but we missed the boats and buzz of earlier years. Perhaps next year.....?

Meanwhile all best to you all.

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## **Dom's first trip in SWANTI** *Domenic Bolengaro (the new owner of SWANTI)*

If at the start I had ordered the wind for the coming week's sailing it would not have been too different from what we eventually had. We left on the Saturday lunch time from Pagelsham with a good South Westerly pushing us Northwards which would stay with us until the following Tuesday and then after a still day on the Wednesday the wind moved around to the East and then to the North to push us home again at the end of the week. Perfect.

My wife, Lola, my son, Harrison, the dog, Jingo, and myself were off for a solid week of exploring the East Coast. My first extended trip in UK waters and a trip which since first getting involved in boats, many years ago, I had been dreaming of. And what a boat to be doing it in.

We had the evening in Brightlingsea on the Saturday and then early on the Sunday morning we headed out into unfamiliar waters and towards the Walton backwaters. We had a steady sail up and even the wee man Harrison was able to come out on deck for a bit of sunshine.

We arrived at Titchmarsh Marina in good time and settled in to a plate full of Sunday roast from the Harbor Lights restaurant. With SWANTI sitting spitting distance from where we were sat and the sun going down over the backwaters there was nowhere we would rather have been.



*The crew, LOLA, baby Harrison and Jango the dog.*

We spent the next couple of days around the backwaters with an evening up to Pin Mill on the Orwell. The Orwell was somewhere we would have loved to have spent more time, well we'll save that for the next trip.



*SWANTI, doing what she does best!*

We spent the Wednesday evening at probably our favorite mooring of the week, the Frinton and Walton Yacht Club. A very friendly bunch with a wonderfully situated club house and marina/pond. There was however, the sense of a town on the

decline in Walton on the Naze which is sad. I can image it would have been a smashing little place in its time.

Apart from a very choppy sail back to Brightlingsea, the return journey home was reassuringly uneventful. We arrived back to the Crouch around midday on the Friday and spent the remainder of the holiday with some family who were staying in Burnham for the weekend. Watching the fireworks on the Saturday evening over the Crouch with the family (and the dog) was a lovely end to a very special week.

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## 'SUSIE's 'weekend trip'.

*Gerald Turner (who won the Aeron Lewis Sambucca Cup 2011).*

The hostellers often cruise their open boats up or down coast away, sometimes to foreign lands. Here follows an account of a trip to Goldhanger on the river Backwater.

1000am Sat morning Paglesham hard. A crew of 5 hostellers met at Paglesham hard Mark Smith, Mark Tingley & newbie Clem who were crewing the club Wayfarer, and Richard Farr who was crewing aboard 'SUSIE', my Drascombe dabber, for 10oohrs Sat morning, to make best use of the tides to cross the Ray 'sn Channel and cross the Dengie flats.

The posted forecast was to be SW fc 3 overcast, but this turned out to be a W fc4/5 on the day. Whilst the wayfarer crew were readying for sail ,I rowed across to 'SUSIE'to motor her back for Richard to pack his gear aboard, I slipped her mooring, to turn back to the hard then I heard a sharp crack ,( a miracle really .I don't hear very well!) , then the tiller went sort of limp, I glanced at the rudder head to see that it had fallen of ,floating free down wind with the tiller in my hand, I maneuvered the boat under engine with it sheering around a lot, managed to recover a expensive piece of teak and made for the pontoon rather despondent , as I realised that for Richard and I ,the weekend was over, especially for Richard since he had driven up from Devon for this weekend.

Tied up to the Pontoon I had a chance to review the situation, the bolts holding the top pintle had dezincified (Phosphor Bronze) crumbled away ,letting the pintle fall in , I advised the Crew that unless I could get a new fitting from Wallsea Island Chandlery that the trip for Susie's' crew was over , best for them to continue envoyage whilst I attempted repairs, they set off under jib , saying they would wait for us at the Ray'sn.,to rendezvous with another crew sailing a Wanderer from Burnham.

What to do! Very unlikely I would get a new pintle from Wallsea, CATERAN was on the water, but still out of commission, I rushed back to my car for a trip to Wallsea, when noticed an old dinghy hull that had been lying around, just by chance would it have the bit I required? YES! Will it fit? , just about, now I needed bolts, got plenty of them!

Needed to ream out the bolt holes a little, but as you know drills were at home! Tried a penknife ,no good metal inserts , rooted in the shed and found a small file , half an hour work to widen the holes and I was in business!

Finally managed to get under way about 11oohrs ,we had lost an hours tide and wanted to catch up, so in spite of the conditions set the full main and ran down wind to the Ray'sn, not setting jib or Mizzen , got a bit roly as we approached the Inner crouch buoy so took down the main hoisted Jib to cross the bar to lessen any damage should we strike the putty, we managed to reach one of the Target wrecks before we finally ran out of water, after bumping & scraping a bit ,I was a little concerned about the damage that could be done to the rudder and pintles, tho' you would be a little non plussed when we stopped , as there was water for miles around.



*Just lazing off Sales Point*

How long we stopped for, I don't know. Neither of us were wearing watches, I did not have a 'phone ,& Richards' was out of order (naff battery), we chucked the Anchor over ,more to stop us being driven onto the Buxey, rather than to hold us where we, Brewed a cuppa and ate some of our scant provisions ,(we were traveling light. After a while when I could see that the waters had risen , by checking the Anchor scope ,e hoisted Fore and Mizzen , with prepped reef in the main and started to head for St .Peters chapel, making good progress in strengthing blow against an increasing chop, despite the incoming tide the westerly wind began making its presence felt. We slowly headed for the shelter of the Baffle for the power station to find some shelter to hoist the reefed main, progress upped a fair betas we struggled to windward to make Osea island ,so as to turn into Goldhanger creek where we were camping ashore on the seawall. Only we could not make out the club 'Wayfarer', nor the other boat we were meeting, astern we spied another boat coming in, this was Danny Westlake, with a Wanderer dinghy, a smaller version of the Wayfarer.

Hurriedly set camp, as we were at the top of the creek, and top of the tide it must have been around 203ohrs, dashed for the 'Chequers 'pub for evening meal before the kitchen closed, I was feeling a little woozy, a combination of tiredness, hunger and maybe a touch of sunstroke, it had been quite hot out there, the calming influence of the sea disguised the heat. We had our meal wondering what had befallen the Wayfarer, especially when we returned to our tents, as they still not arrived.

Sunday Morn , we laid out stuff that had got wet the previous day, and waited for the dew to dry off before packing tents away meantime ,we had breakfast whilst we waited, loaded the boats to head back to into the main river, Danny & crew were bound for the Marconi ,since that's where they keep their boat, because there was very little wind, Had the Mobile VHF on to listen to the Marine safety broadcast, Incredulous that it was to pick up to f 4/5 from the E, also sea fog, conditions at the time were flat calm & brilliant sunshine! As we drifted along on the outgoing tide with a little help from the oars to get us into the main river , the wind started to pick up, but still a bit fitful, motored a little, conscious that we needed to cross the Dengie flats before Hw rather than after, then having to wait a while for the next tide, we cleared the sunken barges that act as a breakwater then pointed south for the Ray'sn buoy lining up on the prominent chimney at Sheerness whilst we could see it, as fog began to close in, I have never been in fog at sea in fog and found it very disorientating, it did not help that we had to tack as we seemed to have a headwind, trying to steer a compass course without a visual to aim at was hard.

Eventually we came to a stop again, we were on track after checking the GPS unit, which I find hard to trust as it has been prone to losing the signals, again we were just off one of the wrecks out there. We brewed up and had lunch whilst waiting for the tide , wading down wind in the shallows for a comfort break(a little more civilised than using the bucket and chucking it!) meantime the wind had moved around to be abeam of us, tried to make some ground with the fore and aft sails set but no rudder, all that did was set us further inshore to leeward ,so set the anchor to wait for water, by time we were ready to go the mist had cleared ,set full sail and aimed for the pylons on Foulness.

Crossed the Ray'sn about 1630hrs and had a fast run up to the Brankfleet, then the final romp to Paglesham, to land at the pontoon about 1800hrs, glad to see that the 'Wayfarer' was back on its mooring and Mark Smith readying to take our lines, it transpired that they were making hard work of it when they had crossed the Dengie flats and found it very wet and lumpy making up the Blackwater, so headed to Mersea stone instead, they had tried to 'phone us that they would not be there, but SUSIE's' crew did not get the message.

An adventurous trip, which had I prepared a little more for could have been easier!

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## **IMOTHES Summer Cruise 2011**

*John Langrick & George Phillips*

It really was a last minute decision to take IMOTHES over to Holland for a week or so as Julie was away with her friend on holiday. George Phillips wanted to join me as June was also going to visit a friend. With a fair wind we set off punching the flood from Paglesham late July. The wind was fair as we rounded the Whitaker 6, (now renamed) and we headed straight across Barrows as it was now high water. We still made for the

Fishermans Gat, which appears to now have moved more NE, so I adjusted my waypoint. It was now early evening as we set a course for S Falls where we were to cross the shipping lanes about 2300.

I called Dover Coastguard to explain our intent and they asked me to call when I was at the south end of the shipping lane. We arrived on time and very little traffic in either direction. We were across within an hour and again called the Coastguard to confirm. We then set course for Dunkerque, arriving about 0200. The waiting pontoons were moored at least four bottoms out. There was a box berth just past this waiting pontoon and right at this end of the pontoon, so we slipped in there and tied up for the night.

Our main reason for choosing to stop at Dunkirque was to stock up on duty free for the trip. I had already downloaded a map to the nearest Carrefour supermarket where I remembered from the previous year that they sold some very reasonable boxes of wine which were excellent. The map showed about 3km walk and George had brought his small trolley so, after booking into the marina, we set off walking along some very scruffy canals with many rusted liveaboard barges. The weather was overcast and rain threatened. After about three hours walking and following signs to our chosen supermarket where we purchased the maximum we felt we could stock up on George's trolley, that was six boxes, each 5 litres at an average of 9euros, apparently great value. However, we looked out of the door of the supermarket and the heavens had opened and was pouring with rain. As usual in such a dilemma, we had a drink in a small bar nearby and asked the barman to call for a cab.

The way back was simple and took us no more than a few minutes, it appears the supermarket is on a motorway and we had to walk a devious route to avoid this, hence the time it took to get there. The Taxi cost an extra 14euros, but at least we got back dry!

The following morning we set off to travel up the coast to Breskens. The wind was slight and from the North, so we motored until past Zebrugge where the wind backed to NW and we were able to get pull with the jib. The coast on this part of the journey is flat and boring, lined with large blocks of flats with a very Eastern European appearance. The only distraction was to watch out for the occasional crab pots. As we turned East along the Dutch coast, we managed to get some 'lift' from the jib and eventually arrived at Breskens in the early evening. The restaurant was open and I looked forwards to an excellent prawn dish I have had there before.

In the evening we entered the restaurant where things had changed somewhat menu wise and prawns were off! Drinks and meals were very expensive, 5euro a pint and most main courses were more than 20 euros. Still we made the most of it and the food was delicious. At the end of the meal, a couple came over for a chat. The lady was from the North West of the UK and her husband Belgian. She really just wanted to chat in her native language. They owned a very trim Halberg Rassey 34 which never left the marina. They had watched us come in the previous night. The following morning we met them again and asked where the nearest Supermarket was for fresh food. They were about to go themselves and kindly gave us a lift, but it was

only about 1km away, a very easy walk. My fridge on IMOTHES had packed in earlier in the season and will need to wait for lay up to fix, George brought a camping fridge, but it would flatten the battery unless under power so we restricted its use when sailing. We stocked up with the BBQ food and fresh food for the evening.

That afternoon we set off to Flushing, and up the canal to Vere. Passing Middleburg we passed a fleet of about a dozen Drascombes, Gerald would have loved it. Each was crewed by about four youngsters with a rib 'mothering' around them. At Vere, we moored on the outside jetty after going aground on our first attempt in less than 4' of water.



*Breakfast on the canal to Midleburg*

There is a new system for the Showers at Vere, so my card, retained from previous years, was useless. You are now issued with a printed bar code on paper. We ate fresh food aboard in the evening and our plan for the following day was to moor at a small island on Veeresmere called De Omloop. Vere is an old French garrison town and the remains are now a park, a very interesting walk with a wonderful old windmill to visit.



*On the outside pontoon at Vere*

The next day (Sat) was very windy and rain threatened. We crossed the lake to Camperland where we filled up with Diesel (and ice cream) and then under jib alone set off down the mere to De Omloop. All the mere has been re-buoyed recently and excellent markers too. This still did not stop me going aground while entering De Omloop, but that is par for course for me. The jetty, again renewed since our last visit was almost deserted and the loo on the island was clean and fresh.. what more do you want? That evening it remained very windy and it rained so our BBQ was on board, but still delicious, as was the wine.



*On the jetty at De Omloop*

The following morning we planned to visit another favourite place Goes. The wind was still a brisk NW, but this made it an easy sail the short distance through the lock and to the canal which led the way to Goes. We only had a short stay until the lock opened and we motored slowly along the canal lined with trees. Passing small villages and bridges, we had a short wait until we entered Goes and into our favourite small harbour De Werf. Goes was very busy as many boats had dallied there because of the poor weather and strong winds and we moored adjacent to another British yacht, chartered from Southampton. The harbour had excellent wireless access and I was able to show my brother (who lives in Oz) around the marina by using 'Skype'. We stayed at Goes for two days as the wind still continued, but the forecast was to improve. We moved to a small finger berth as our neighbours left on the second day.



*The lighthouse loo at De Werf, Goes.*

The following day was to be lighter winds, still from the NW and our course would give us a simple sail down to Yerkese where we tied up in a marina dominated by mussel boats. Yerkese is famous for Mussel farms and seafood of all descriptions. Today there was a festival with a band further into the harbour and we had a walk along the pier to the sound of a very poor rendition of 'Johnny be good' and after about the eight 'encore' we departed to get some shopping. There is an excellent fish restaurant and shop near the mussel farms where I bought some small shrimps, about 100gm which is excellent when mixed with scrambled egg in the morning. We had planned to eat out again, but our chosen restaurant, (one we have visited on earlier trips), was closed that evening so we ate in the marina restaurant and the mussels were excellent.



*Boat museum at Zirikzee.*

Our plan the following day was to Zirekzee, another favourite place to the west of the Oosterscheld and via the Zeeland bridge. The wind was slight and on the nose as we motored the few miles and arrived as the bridge opened. A small trip up the canal saw us rafted up five 'bottoms' out in this beautiful small town. We helped a new 'gaffer' tie up against us and then had a very peaceful explore through the locks and into the small town centre. There is a classic boat museum in the main lock and we planned to visit in the morning, but in the event, one of our inner boats on our 'raft' wanted to be away at 09:00



*Spot IMOTHES (five bottoms out).*

The following morning we waited on board ready to cast off in our raft and set off South to Colijnspat. This town is at the South end of the Zelandbrug and new to IMOTHES and crew. The natives were friendly and gave us permission to lay alongside a waiting pontoon while we explored the village and ate breakfast. They also had an excellent chandlery where I, (rather belatedly), purchased a set of charts for Zeeland, most of my charts belong to other members of the RSA and very much out of date. We then set off with a stiff NW wind for the short sail to Roompot marina, where we planned to have a meal that evening prior to an early start home via the Roompot lock.

The marina is surrounded by a holiday camp, with what appeared to be the best restaurant by the marina. I had not seen as many tattoos since we left Southend. This is probably the largest marina of our travels with some serious looking yachts.

The water in the marina appeared particularly foul and I still have a black waterline on IMOTHES as evidence. After an excellent meal, we settled in our bunks for an early call at 0300. This would give us time to clear the marina at 0400 for the short sail to the lock and then out to sea. We had to wait a further hour for any sign of daylight and crept out of the marina, dodged the unlit buoys and into a deserted lock and the North Sea beyond. HW was 0400 and our guide recommended taking the ebb down the Old Roompot channel.



*A popular Dutch image at Colijnspat, (holding back the sea).*

The Channel is very well buoyed with the wind from the N and had to put the engine on a couple of times as we were close hauled and occasionally crept uncomfortably close to the buoys. The crossing was straight forward with the wind N backing NW. We had to dodge a huge wind farm on the Dutch side of the shipping channel with its guard vessel shadowing us past. Crossing the shipping lanes was straight forwards with no vessels to avoid. We had more wind farms to greet us as we headed towards the Long Sand Head buoy where with a horizon full of wind farms seemed to block our way.

The closer were on the Galloper and overlapped those on the Gunfleet, but navigation round the South Galloper cardinal allowed us then to make the Long Sand Head with a fair wind. We arrived at 17:00 with low water. We had initially planned to head for a night at Harwich, but with fair wind and tide opted for an easy sail back to Crouch.



*Wind farm on the Gunfleet.*

The sun was low over the land and highlighted the wind farms in front of them as we stowed the main and continued under jib alone at about 7 knots over the ground and ate supper. As we approached the Swin Spitway buoy, a large RIB powered through the dusk towards us and a group of black clad & helmeted border control guards clambered over our windward rail. We continued under sail while their rib dodged around in our wake. 'Just came over for a chat, we are stopping all vessels from foreign waters' said one. He seemed very amiable, took my name address, port and boat port details then peered below and bade us farewell.

The new Pinto, Branklet and Crow buoys, now all lit, guided us back up the Roach and we tied up at our mooring at 23:00 hours, a crossing of 18 hours. We had a quick and easy meal and crashed into our bunks, tired, but safely home.

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## Out and About in Pickled Pyjamas

*Jon Walmsley*

I finally got Pakljhawa in the water at the end of June, a month later than I said I would. PAKLJHAWA's launch was bitter/sweet as it led to the demise of the Tea Hut in which we'd passed many a happy hour during the Winter and Spring. As virtually all the RSA fleet had launched by this time, there were few to witness PAKLJHAWA's journey from the seaside to the sea.

First of all I had to take the end out of the shed. I triangulated the corners to leave some structural integrity:



Then as I pulled her out the mast went up. A technique that I pinched from those clever people who put ships in bottles :



Until:....



The Land Rover and PAKLJHAWA had a coming together as I pulled PAKLJHAWA through the yard. The Land Rover stopped, but PAKLJHAWA didn't! This led to a twelve hour delay and a night time first trip down the river.



The first cruise was to Bradwell with Ann and Stephen. We dried out on the Buxeyes on the way.



We then met up with the returning East Coast cruisers; John Langrick taking this picture from IMOTHEs as we drifted in company:



I am sorry to finish this picture story on a sad note, but the yard decided to use the remains of the tea hut as a garage due to the rear window of the tractor being broken and heavy rain being forecast.



If there was a cup for the highest number of circumnavigations of Potton Island and passes through Potton Bridge, then I think PAKLJHAWA would be one of the main contenders. The picture below was taken on one such trip with John Langrick and Stephen. We called Havengore Bridge to tell them not to open for us.



We all remember the owl who wisely watched over us during the Winter months from his lofty perch in the rafters:



The good news is that he is recovering well and now presides over my garden pond.