

Roach Sailing Association

www.paglesham.org.uk/rsa

February 2012 Newsletter

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Chairman's Report

Mike Creen

I am conscious that my first report of the year usually contains details of a voyage to the Excel London Boatshow, well there is a slight difference this time because it is of a voyage back from the show to Gosport. I was one of a party of four that brought the Ovni 445 'ONYAMARKS' that was in the marina at the show back to her home port on Monday 16th January.

We motored and motor sailed all the way, about 185 nm, in SE 3/4 winds with clear skies and very cold conditions doing four hour pair watches. The sky at night was bright with stars and an almost half moon waning, it was a joy to be outside but after three hours we were cold, the last hour dragged by and we were very cold ! My night watches were 20.00 to midnight then 04.00 to 08.00, the sight of the sun rising on Tuesday morning off Brighton was very welcome. There was very little shipping about, just a few anchored up in the Margate Roads and the odd fishing boat It wasn't until we approached the Solent that we saw more shipping going into Southampton or Portsmouth.

There was only one minor incident on route when I fell off the bed in the owners cabin half asleep onto the floor, the boat had

taken a lee lurch to Starboard and my berth was on the Port side, I soon found another place to sleep.

Without wishing to sound complacent I believe the Roach Sailing Association is in sound shape. We have an active social and sailing programme both racing and cruising, attendances are good.

It is now over 41 years since the Roach Sailing Association was formed and a committee of 5 yachtsmen got together to preserve the Roach and its creeks for the enjoyment of sailing and boating and a good job they did of it. We are privileged to have one of that original committee with us as President, John Martin who has a wealth of knowledge of the RSA. Included in this Newsletter is a copy of the original notice circulated in November 1973.

We are planning to make a number of 'RSA' garments available to members with our Association burgee embroidered upon them. Our current plans are to make available such as sweatshirts, fleeces, T shirts caps and individual badges. The colours suggested are navy and burgundy. We will be discussing this further at the AGM where you may place orders if you wish. We would not plan to hold stock of these items, but order in batches of five when requested by members.

We have an additional event this year that will be a 'Curry Night' on Sat 7th July in Burnham and prior to the Whitaker Cup race which will start at Quay Reach on the Sunday. Brian Brown will kindly be arranging moorings and numbers for the meal and we will be arranging shore transport. Please let Brian know closer to the time by phone or e-mail.
brian.browne@wisereach.co.uk

I would like to take this opportunity to welcome on behalf of all the members of the RSA, the following new members.

Mark Lyons who sails a Dehler 25 RODE GRUTT
Gaynor and Lyndon Thompson who sail a 29' Snapdragon
ROSANNA of HEYBRIDGE.

Our AGM will be held on the 11th of March at the Paglesham Village hall, see details below. This will be an opportunity to meet and express your opinions and to elect your 2012 committee members. I look forward to meeting with you.

Our fitting Out Supper will be held at the Punch Bowl, Church End Paglesham on Saturday 14th April, can you please let Richard know if you are attending as he needs to coordinate numbers.

On behalf of your committee may I wish you a happy, healthy New Year, let us hope the weather is reasonably kind to us in 2012 and finally, 'Up Spirits'.

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2012 AGM

The AGM will be held at the Paglesham Village Hall on Sunday 11th March 2012. As usual, the current committee will stand down and we will need to re-elect anew.



Current RSA committee, Simon Joel, Jon Walmsley, behind Jon is Mike Green, Richard Bessey, then Rodney Choppin, Ken Wickham, Brian Brown and John Langrick.

Current committee:

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.

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2012 Subs and River Licence

2012 subs are now due. These are £10 per year . and there is an additional £10 racing subs for those who wish to take part. This covers cup engraving and insurance. Please send your subs to our Treasurer

Mr Simon Joel
28 Chapmans Walk
Leigh on Sea
Essex SS9 2XA

We would recommend that you consider paying by bank transfer to make easier as cheques are planned to be phased out and we would like to ease members to pay by bank transfer if possible.

For those who would like to pay this way now, our bank details are

Roach Sailing Association
Sort Code 20-79-73
Acc 80751138

Please detail on your transfer that this us RSA subs and your name and also confirm payment by this method to Simon. simon.joel@hotmail.co.uk. You can, of course, pay at the AGM, or when we meet in the yard.

Note that you now pay your river licence directly to the CHA. The rates for 2012 are detailed below and payment details are on their web site: crouchharbour.org.uk. Note you will receive a renewal letter if you paid last year, but otherwise you will need to contact the CHA. It is essential that all members with boats on the Crouch Rivers display a valid licence.

Vessel Length

Feet	Metres	Full Dues	*Prompt
8.00 - 15.50	2.44 - 4.73	£27.00	£20.50
15.51 - 21.50	4.74 - 6.55	£37.50	£28.50
21.51 - 26.50	6.56 - 8.07	£47.00	£35.50
26.51 - 32.50	8.08 - 9.90	£49.00	£37.00
32.51 - 38.50	9.91 - 11.73	£57.00	£43.00
38.51 - 49.50	11.74 - 15.08	£65.00	£49.00
49.51 - 59.50	15.09 - 18.12	£72.00	£54.50
59.51 +	18.13+	£92.00	£70.00

2012 Racing Handicaps

Richard Bessey

Here are the handicaps for the first RSA race in 2012. The handicaps are calculated on past performance in RSA races using the RYA Portsmouth Yardstick scheme, and are recalculated after each race. For boats that finished at least three races in the last season, the handicap is reassessed on their average performance throughout the season (after discarding any extreme results). Please contact Richard if you have any handicap queries or wish to enter a boat that is not on this list.

Dinghies

Apple	1768
Blue Peter	1620
ELG	1672
Ianjo	1816
Kate (lugger)	1725
Lizzie	1562
Makedo	1717
Meander	1363
Memory	1593
Merganser	1301
Mini	1326
Nemo	1274
Pugwash	1850
Sarah Edith	1767
Second Harmony	1154
Shuki	1750
Stella Marie	1788
Susie	1695
Winks	1848

Cruisers

Aegir	1471
Alouette	1702
Boudicea	1350
Briar Rose	1465
Cateran	1483
Contessa of Weston	1480
Destaye	1769
Francesca	1750
Full Circle	1456
Glavya	1329
Imothes	1559
Lotus	1738
Marshmallow	1644

Moondancer	1409
Norlandia	1262
Pakljhawa	1528
Philomelle	1527
Pudmuddle	1435
Samara	1505
Sea Jay	1629
Stortebecker	1368
Swanti	1771
Ulabella	1492
Verlocity	1580

The Aaron Lewis Sambucca cup is now a Challenge Cup. This will be an as yet undefined challenge that we will set during the year. Aaron's dad, Barry and the committee felt that this would be more appropriate to celebrate the life of Aaron who sadly lost his life in defence of our country in Afghanistan.

There will be another trophy announced this year for the best article for this newsletter, so please submit your entries to the Editor.

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Bosun (and Editor's) Corner

John Langrick

Fitting out is now starting in earnest. We have a reasonable tea hut in the yard at Carters this year, so I look forward to seeing members there.

Dally needs some TLC, mostly a scrub down and paint and Mike Dallimore is giving the engine some attention – we had a bent push rod! I need to fit a raw water strainer, and patch the floor. So any spare hands with scrapers would be appreciated!

The RSA dinghy also wants some attention as she was out of commission last year. We have the materials, we just need the bottom stripping to be re-glassed... volunteers?

The jury is still out on the requirement for a small yard tractor to help haul dinghy's up the slip. It is not the investment in the tractor, more the liability insurance which will be approx £200 per year. This is really only been requested by a few so not really something the RSA should be paying for, so I need to know who will support this before making any further commitment.

We have work to do down at Pag with the usual tidy in the shed and also Gordon's patch. We will also need help in putting Tony Hudson's boat ARWEN EVENSTAR into a mud berth on the patch for her retirement.

All the moorings I manage, i.e., those downriver from the jetty are now taken. I know Nigel has some spare moorings and I am passing on additional requests for moorings to him, but again, if you could please pay Nigel promptly, I know he would appreciate this.

Please note that the rates at Carter and Ward Sutton Wharf for next lay-up will increase from 33p per foot to 35p per foot. The rates for all other activities remain the same. The rate actually increased last year, but the yard has held the old fee for all RSA members until launch in spring 2010.

Paglesham Yard update.

Much in the yard remains the same, but the small plot of land to the left down the lane, behind our mushroom shed and along the saltings to Paglesham Pool has been sold. We are yet to learn who the new owner is. This was never part of the main yard and remained in the ownership of the Norris family until recently. The limits of the land and associated rights of way are now marked with steel RSJ's driven into the ground.

The toilet block has been repaired and I am told the the slip is to be repaired also. Until then I guess we struggle over the current terrain with our dinghies!

Launch Dates

We like to coordinate launching with the yard so we can get a few boats on the water on the same day. This means there are more hands available. Even if you have no boat you would be very welcome on these days. Please let me know when you would like to launch and if you will be available to help.

Looking at the 2012 tides, for those who would like to be in the water before Easter, I suggest Wed/Thu 4th and 5th April. The Friday is Good Friday and the staff at the yard will not be working the following week starting Easter Monday and. I will book these dates in any case and please let me know if you would like to launch on these dates. It could be possible then to launch Wed 18th-Fri 20th and Mon 23 to Wed 25th, but these are smaller tides. And as yet I have not booked these dates. The next larger tides are 7-11th May, which I have booked..

We had some excellent cruises last year and expect more in 2012. I plan to go foreign some time in the June/July timescale, so let me know if you would like to join us. The date is always tricky as weather dependent, but here's hoping for some excellent sailing windows.

A final Thanks to all for your support of the RSA in 2011.

Some history or the Roach Sailing Association.

John Langrick

It is clear that Paglesham has been a home for sailing for many years. The birthplace of many sailing barges and smacks would have seen a river full of working craft and years passed by perhaps the home of some 'Gentlemen's sailing yacht'. I reference the picture at the head of this newsletter, drawn by East Coast artist Peter Finch.

In this newsletter I have tried to document the start of the Roach Sailing Association, but it was a long while ago, many of the members have now passed away and for the rest memry

fades. Forgive me if some of the facts are wrong and do correct them for future letters.

It is also clear that as soon as two or more boats shake out the gaskets and set sail down the river, there will be a degree of competition. So it was inevitable that a degree of organisation meant that some of these races would start to be arranged with local businesses donating winners cups, with the yard, Shuttlewoods' at the fore. Race sponsors included the boatyard, the Shuttlewood Cup and the Chase, then a hotel, the Paglesham Pot. Frank Shuttlewood himself built Nigel Bishops boat MEMORY' as his own private yacht and for racing back in 1957. These races were featured and documented in the local newspapers, how life (and journalism) has changed.

Yachtsmen would meet at the Plough and Sail, in what is now the kitchen and the pub landlord at that time was a Mr Loder, who, (it seems), had a very nice wife!

The Laying Up Supper was held every year and the most magnificent was held at the Middleton Hotel where, after the meal, dancing took place with a live band. When the Norrises took over the yard, they would fund the laying up supper, presumably to curry favor with the local mooring holders. Many of our members will have memories of this time. There will be many undocumented cruises, anecdotes and pictures that it would be great to put on record in future issues of this newsletter. Please do send them to me and we can make them a regular feature.

However two events in the early 1970's occurred. The first was the founding of the Harbour Authority and the second the threat of the Maplin Airport galvanized local yachtsmen to club together for strength of numbers and representation. Work actively started to evaluate the idea of an airport and an experimental island was built in the Estuary off the Havengore, to see what would be the impact of wind and tide, It is interesting that this island still remains.

Already there were a number of local groups like 'The Defenders of Essex'; and local clubs like the 'Waking Small Boat Users Association'. To start an 'Association', not only do you need members, but you need a committee. Other local sailors based at Paglesham at that time included Peter (Professor) Quilliam and his son John, Jack Walmsley (and his son Jon), Kingsley (King) Varcoe, Don McDowell. and many more. There was a Mike ? who used to sail an old JOG racer BILLY BUDD. He was a later committee member He worked for Twinings Tea in the City and used to bring free tea samples to the meetings! I would be interested to know his surname.

At the start of a race, Mike (BILLY BUDD), would say 'What's the ploy Jack', and Kingsley (King) Varcoe would fire his shotgun to signal the start of the race.

Of these sailors a committee of 5 members agreed to found the Roach Sailing Association (RSA), primarily to form another group to protest against a project that, if it were to go ahead, would change the face of Paglesham forever. Secondly to gain recognition by the Harbour Authority although it was agreed that different type of representation out to be made and that representation should include all stake holders including local

government, fishing and boat yard interests. At that time local villager Derek Wood was a political 'force' and he became part of this group. This second group became the Roach Area Fairways and Conservation Committee (RAFCC) and this committee gained a seat on the Harbour Authority advisory committee and still does today.

One year a small group of at that time bachelor Yachtsmen sailed in company up-river to Fambridge where they anchored in the creek which now occupies Wick Marina, Stow Creek. The group of sailors who were gale bound that night were John Martin in ZELIA, Dick Churn in his Folkboat FORFAR, Ivor Jones in MARSHMALLOW Reg Seal in DORMOUSE and George Ventris. It was when all were sharing dinner on ZELIA, (with what must have been a few bottles of red), that the idea of an Association was first suggested.

An inaugural meeting was probably held at Jack Coot's house 'Towans', Hall Rd, Rochford. Member Janet Harber (Jack's daughter), remembers the committee tucking into her mum's tea, coffee and scones. The result of that meeting was detailed in a letter reproduced on the next page. Subsequent meetings were held at Norman Bishops house (Mauls) in Paglesham and John Martins home on Marine Parade.

One protest against the Maplin Airport plans was documented in national newspapers and organised by local clubs and associations and entailed sailing through the Havengore bridge and also throwing an effigy of the then prime minister Ted Heath into the river.



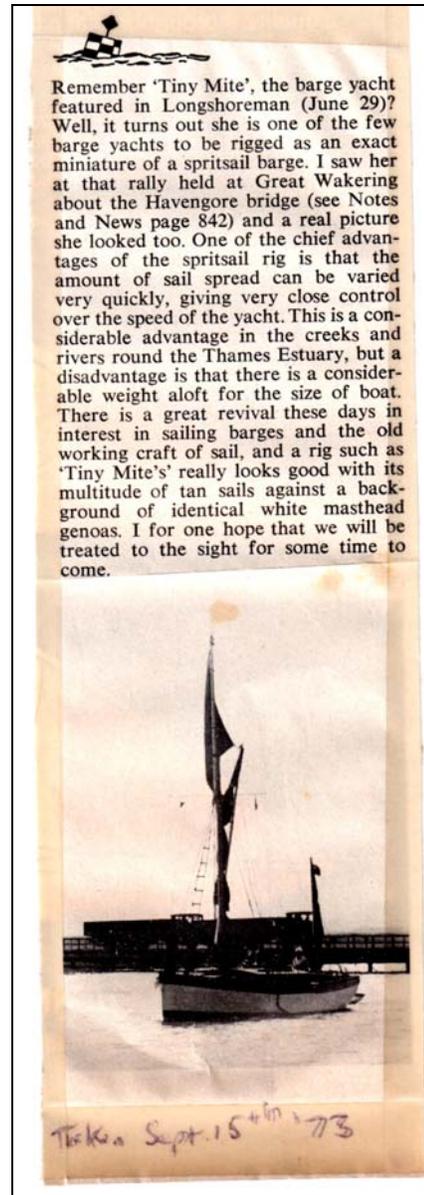
Taken in 1973 at the Wakering Small Boats Users Association demo sailing through the old Havengore bridge. 68 boats joined in the protest. Nigel Bishop is in PICCOLO, the boat in the foreground and the picture was taken by Jack Coot

Here are a couple of photos taken at the protest, the latter taken of TINY MITE, at that time owned by Don McDowell. Many thanks to Pat for this copy.

TINY MITE is still in commission berthed at the Leigh Motor Boat Club.

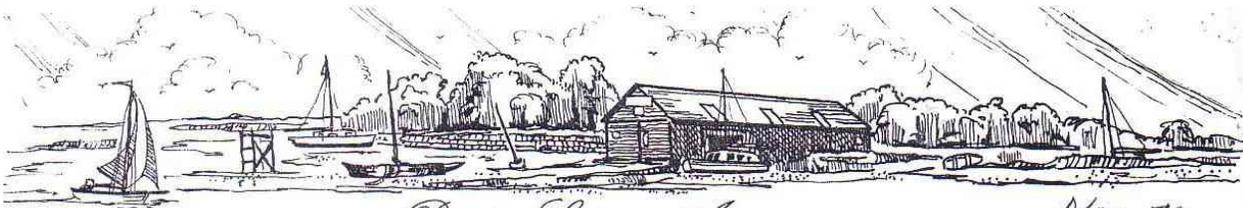
Mike Dallimore remembers that this bridge operated by pumping water into a tank to counterbalance the bridge and lift. To lower, the water was pumped out. It is reputed to never break down,. Again, how things have changed!

Many thanks to those who searched their memories to help piece these events together, especially John Martin and Jack Coot's daughter Janet Harber.



Remember 'Tiny Mite', the barge yacht featured in Longshoreman (June 29)? Well, it turns out she is one of the few barge yachts to be rigged as an exact miniature of a spritsail barge. I saw her at that rally held at Great Wakering about the Havengore bridge (see Notes and News page 842) and a real picture she looked too. One of the chief advantages of the spritsail rig is that the amount of sail spread can be varied very quickly, giving very close control over the speed of the yacht. This is a considerable advantage in the creeks and rivers round the Thames Estuary, but a disadvantage is that there is a considerable weight aloft for the size of boat. There is a great revival these days in interest in sailing barges and the old working craft of sail, and a rig such as 'Tiny Mite's' really looks good with its multitude of tan sails against a background of identical white masthead genoas. I for one hope that we will be treated to the sight for some time to come.

Taken Sept. 15 + in 1973



Roach Sailing Association

Nov 73

TO: Yachtsmen who keep their Boats moored at Paglesham.

At the annual Laying up Dinner and Dance, Kingsley Varcoe announced that the Essex County Council and Essex River Board are promoting a Bill through Parliament to form the Crouch Harbour Authority. The Body will manage the use of the River Roach and Crouch and associated Creeks.

The Crouch Clubs have formed themselves into a Federation and through this will have representation on the Advisory Committee of the Authority. At the moment the Paglesham Yachtsmen have no say in any proposals which may be put forward by the Harbour Authority.

During the Dinner and Dance it was decided to form an association with a small committee who would be responsible for forming the Roach Sailing Association and approach the Essex County Council for some representation on the Harbour Authority.

Yachtsmen who were prepared to act:

Jack Cote
Eric Stone
Kingsley Varcoe
Norman Bishop
John Martin

The committee met on Friday 19 October and formally set up the Association.

Officers were appointed

Chairman	Jack Cote
Secretary	John Martin
Treasurer	Norman Bishop
	Eric Stone
	Kingsley Varcoe

Objects

The main objects of the Association are:

1. To seek representation on the Crouch Harbour Authority in order to preserve the character of the River Roach and associated Creeks for the enjoyment of sailing and boating.
2. To assist, so far as is consistent with our aims, any fairways committee which may be formed for the River Roach and its associated Creeks.
3. To support those Associations who are fighting any damaging effects of the Maplin Development.

Subscriptions

It is an unfortunate fact that to administer any association funds will be needed to cover expenses of Postage, Printing, and the committee have decided to request that members contribute 50 pence which it is hoped will form an annual subscription.

We invite you to join this association so that Yachtsmen at Paglesham may continue to enjoy the River and its surroundings. A good response is essential if we are to have any say in the future, so please complete the membership form and send 50 pence to the Secretary: John Martin at 77 Marine Parade, Leigh on Sea, Essex.

Yours truly,

Parrot in Panama

By John Apps

I was very fortunate last year to be offered the opportunity to sail on a 42 feet Jeanneau called 'PEROQUET' (Parrot in French) between Antigua and Australia. One of the highlights and the passage I enjoyed most was going through the Panama Canal. I thought I would give an overview of that in light of the number of RSA members who have been through the Kiel Canal. My overall view is that if the Panama Canal was run by the Germans it would be a much quicker and easier transit than the way it was organised previously by the Americans and now by the Panama Canal Authority which is controlled by the Panamanian Government.



PERROQUET awaiting Canal transit at Shelter Bay Marina.

There were four of us on board between Antigua and Panama a journey of 1100 Nautical Miles that took us 8 days. We arrived off Cristobal Harbour on the Caribbean side around midnight on a Friday night, 6 May. There were 155 ships showing on the AIS, which was a bit scary, and the entrance to the breakwater behind which the city of Colon sits required a special clearance from the Christobal Signal Station. Once through the breakwater we proceeded to the small boat anchorage known as 'The Flats', where the first event in the Panama Canal transit would occur; the official measurement. Before your boat is measured you are unable to do anything. We had appointed an agent to take care of all the fees and administration involved in our transit and he told us he had booked the Admeasurer for 0830 in the morning. But this was somewhere between the Caribbean and the Pacific Islands so with normal efficiency for that part of the world they turned up at 1500.

Following our measurement we were allowed by Christobal Signal Station to move to Shelter Bay Marina on the Western side of Christobal Harbour. No-one was able to give us an exact date for our transit so I lost all my crew in the first week of waiting but fortunately some more arrived for the next leg before the Canal transit. Our

agent who could have been from a Somerset Maugham novel was of little help and kept giving estimates that proved false. My wife who had arrived hoping to go through the Canal finally got onto the authorities and they were able to say we were booked for 19 May.

The time waiting gave us a bit of time for sightseeing. There was a Canadian in the marina who organised a jungle walk every morning and it was great to see Sloths, Howler Monkeys and Toucans in the wild. The Howler Monkeys while fairly innocuous to look at, gave out a terrifying screech. Henry Morgan in his raid on Panama City had led a group of English sailors across the Panama Isthmus starting at the Chagres River which was quite near where the Marina was. It must have been especially terrifying for a young lad from Bromley or wherever to be cutting his way through the jungle hearing the most blood curdling howls imaginable.

When my crew for the next leg to Easter Island arrived we hired a car and went up to Portobello. The locals are very proud of the fact that the port was sacked by three English 'Pirates', Sir Francis Drake, Sir Henry Morgan and Vice Admiral Edward Vernon. The curator at the old Customs House told us that it had once held more gold than is presently held by all the governments in Europe. The forts defending the old port were particularly interesting although only two of the original three were still standing.



The Customs House, Portobello.

The other piece of history I found particularly enjoyable was riding on the Panama Canal Railway. This first train ran in 1855 and was the first transcontinental railway in the Americas. At only 47 miles long it is probably the shortest great railway journey in the world. It is currently using a 1950s diesel electric engine and air conditioned carriages. Surprisingly for this part of the world everything works perfectly. I even noticed a journalist in an adjacent seat to mine connected to the internet.



Panama Canal railway, air conditioned scenic car.

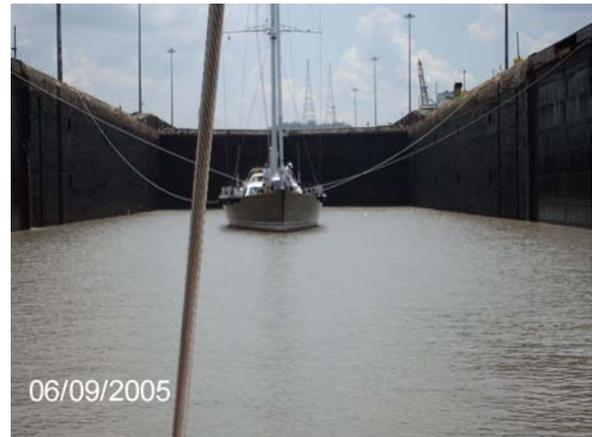
Because the Railway Company also grows and roasts coffee in Panama we were provided with free percolated coffee throughout the 60 minute trip. The conductors were very lithe local girls dressed up in 1930s conductor uniforms and were almost as good to look at as the scenery.

The southbound transits start in the afternoon rising in three locks to Lake Gatun where we were to overnight before going through the remainder of the canal to another three locks that would drop us to the level of the Pacific Ocean. Delays in this part of the world are inevitable and we didn't start our transit until dusk. Which meant contrary to the rules which say small boats aren't allowed to move in the canal at night we did the three northern locks at night and the two or three miles to the mooring buoys in Lake Gatun in the dark, fortunately we had a good pilot and I had employed two local line handlers who probably could have navigated the canal with their eyes shut.

Under the rules each small boat that transits has to have a helmsperson and 4 line handlers. The normal process is to raft up and we were the centre boat in a raft of three boats, a 34 feet French Dufour from La Rochelle and a 34 feet Australian Catamaran out of Darwin. So we had a lot of line handlers spare. The line handling is quite an energetic job as the three locks rise [or fall on the other side] by 7 metres very fast. The line handlers have to have their wits about them to hold the raft in the centre of the lock. The turbulence is quite dramatic and we had to ensure before we rafted the boats together than none of the masts were adjacent to prevent clashing.

There is a lot of anticipation as to what can go wrong and we were fortunate that none of the events that concerned us occurred. However we were the centre boat with the biggest engine providing the motive power entering and leaving the locks; and we found a major problem with our water pump before the first lock. There were four bolts holding the face plate on the water pump. We found one

sheared off on a routine engine check while waiting to enter the canal system. I made the decision that we were going to go anyway rather than incur the US\$850 fine if we delayed, plus a number of my crew had time commitments by which they had to leave Easter Island our next stop after Panama. About the third lock the electric bilge pump packed in as it tried to clear the water that was accumulating in the bilge. People must have wondered what I was doing operating the hand bilge pump throughout the rest of the journey. I did fix the electric bilge pump that night but decided to keep hand pumping as it didn't seem to like constant use. But having touched another of the water pump face plate bolts to have it fall apart in my hand, I decided we would complete our transit with the water pump leaking. I bound the whole water pump up in Gaffer tape and decided to hope for the best. The Gaffer tape didn't stop the water pouring into the bilge but it did keep the face plate on the water pump so we still had cooling water. When we stopped near Panama City after completing our transit I found with a liberal dose off WD40 and a good pair of multigrips, I could remove the sheared bolts and replace them easily, so cancelled a call out from an expensive Yanmar engineer.



Looking back at 120 feet charter boat that was in the lock behind our raft of three boats. They would have paid a significant premium for the individual transit.

While I was waiting for the transit I thought it would have been easier to go to Australia via the Cape of Good Hope. However in retrospect the actual transit of the Canal was the highlight of my journey from Antigua to Australia.

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It's a Dream

Peter Watson

You can always find a boat project and experience a dream that one day.....

Most people wake up. I didn't. The dream slowly passing by, is mine. However, I'm willing to share some of the good bits, along with pain and pride it brings. May be I will wake up and if by magic it's all finished. No, I've already found that strategy just does not work. The reality is I will need some occasional bolts of enthusiasm that I know you guys offer freely.

Being sure we've all been here many times, a prospector often thinks: What's it about her lines that catches your eye? What's in the pedigree? Will she look be kind and look after me? Will I be proud of her when she's all scrubbed up? Hopefully over a couple of articles we'll begin to see

So provided the editor accepts occasional up-dates, this yacht article may turn out to be a blog rather than a concise passage plan. Working towards a complete renovation may just keep her away from the water for too long. Also, in thinking about writing some words in this example, the topic of major repairs occupies all our RSA members. They are always interesting and worth sharing. [but possibly without my levels of innuendo]

So on a snowy January last year, after haggling and false starts, BLUE HELIX started her road journey to the east coast rivers. At last, released from 9 years hard standing and all bound for a new set of sailing adventures.



She's a Morgan-Giles 30, number 81 and glass built to thicknesses greater than 1 inch back in 1972. Based on the earlier all wooden West Channel class, she's one of a line going back through the years to 1965. Apparently, MG 30s were still in production in 1996 with a total of some 70 built. With 5 berths and standing height greater than 6 ft, she was originally taken on as a self-finisher.

Her pedigree is that of a racer. Shapely and slim, offering the proportions of her time and also showing a large overhang. One of the options considered by the prior owner would have been wrong. It would be an environmental waste just to scrap her. Having read she was sea-kindly, I have bought the dream. The hard standing had taken it's toll. Those bargain hunters in Portsmouth had already taken the winches and cooker. The resultant open hatchway and rain damage did the rest by rapidly degrading the interior. The engine seized through rain water

flooding. So now I'm afraid it's pull it all out and replace it. I just got to get rid of that 'old boat smell'.



On the plus side, I got a fine set of sails and some tremendous rigging, fittings and equipment. I have since found a replacement engine. With the addition of winches, new windows all round and some large quantities of hardwood and marine ply we're set for a start. The whole process of accumulating items is an experience in itself, likewise the handling of older gear. Does anyone want a trailing log ?

Strip-out is underway. The saloon is clear. A chance to re-design the interior layout. Freshen it all up. Scrub it all down. Bring an alternative feel to the interior. A greater dependency on modern chart plotting will give up yet more room. The engine replacement position seems pivotal in maximizing space, so I know where my focus initially now lies. With an engine to test run, there will be more to dream about next time. Any one looking for a Yanmar Mg 10 for spares or repair? Or an Aquadrive?

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Dinghy cruising at the Semaine du Golfe Part 1

Gerald Turner



Waiting for the ferry at Portsmouth.

Last year, June 2011, Mark Smith & I, and one other Hostellers 'crew took boats over to France for a weeks cruising on the Golfe Morbihan, Brittany. This is a bi-annual event, run by the local towns to promote tourism within the enclosed harbour of the Morbihan, visiting various local waterside communities, with anything that can float from the grand to the grot!

We had been twice previously, the first time was a real eye opener when we went down to the quayside to see the sea, we were gobsmacked at the fierce currents and riptides that ran between the various rock reefs and islets that poke up all round this inland sea, it does give you the willies standing shore side to see a sizable passenger ferry at full steam stemming the ebb to ferry glide into its berth, we wondered what we let ourselves in for!

I met Mark at Enfield ,with my 'Drascombe Dabber' on tow to catch the overnight ferry from Portsmouth to St. Malo on Sun 29th for a 100km drive to Vannes , the capital town of the Morbihan, I had never driven the wrong side of the road before ,let alone towing ,but the roads in France are not as busy as in the congested south of England ,and everything turned out fine.

Arrived at Vannes Mon 30th,which has a canal to connect it to the open water, which is controlled by an opening bridge to the golfe , launched and rigged the boat and tied her up to a finger berth in the basin, then took the trailer to our campsite at Conleau about ten minutes drive away, set our tents, then back to Vannes to meet John & Jo of the hostellers' club who had arrived in the evening via a ferry from Roscoff with their 'Grey boat' on tow, the slip by the Capintinere was an all tides slip . Wide fairly steep that at low water let onto a very soft bottom, we tidied the boats away and went for a meal and walked the town.



The scene of the crime! The areas we planned to sail.

The first sailing day was on Tuesday, a welcome meet at the 'Ile D'arz', with a fc 4 Nw forecast, we had to drive to Vannes early to catch the bridge at 0800hrs, set the Jib & mizzen, assisted by oars for the 1km to the bridge, set the main when clear of the bridge on a broad reach to the narrow gap between Sene & Conleau .threading our way around Boedic and Boede then a

long run to Ile D'arz rounding the northern end to land at the meeting place, a stretch of sand & shingle of a stone pier.

A party was in full swing with Breton music, dancing, French sea shanties, the wine flowed freely (literally!) and a grand Paella was being rustled up. Oysters were also being given away, it seems the Gourmet French are always ready for a free meal. Many had a decent knife with which to tackle any delicacies that were to be foraged, along with some French bread and a beaker to drink with.

We had arrived a little early, so had to set an anchor and shore line, so as to retrieve the boat later, only trouble was there were at least another 250 boats trying to get into the same anchorage .

We left around 1400 hrs to make the best of the tides, because of the many islands and many rocky reefs the tidal flows can be contrary to the expected .there is a helpful back eddy that we were using to help us back to Vannes.

We contemplated leaving the boat at Arrandon , to save us having to make for the bridge at Vannes early again next morning, but this port would be busy with another flotilla and the car was already at Vannes, tho' there was a free bus service that shuttled around the various ports of the festival With the strong tide and freshening wind it was a cracking sail down wind back to base, so much so that my 15' boat was keeping pace with a archetypal small French cruiser of around 20'. My it was hard work keeping 'SUSIE' on her feet!

On the approach to the canal basin back at Vannes ,we dropped the main and jilled around finding how to set the sails and centreplate to make to windward. There is a pontoon outside of the bridge for waiting boats, plus there is a quay for the various ferry boats that ply the golfe to the island communities, so it is congested when you have a lot of boats around. Soon the bridge opened then we ran under fore & aft , harried and hounded by the replica ship the 'MATTHEW' and we had to come astern to come alongside a berth in the basin, although she had 2 guard boats to keep other boats clear, with the crew shouting in French at us to keep clear , I pointed out our 'red duster', and advised them that 'We're English!'



Isles-D'Arz welcoming party – spot the Drascombe.

Continued in the autumn newsletter....

ROACH SAILING ASSOCIATION

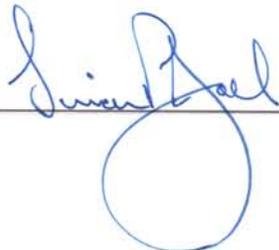
Income and Expenditure Account for the Year Ending 31st December 2011

2010	Income	2011	2011
£		£	£
414.00	Annual Subscriptions	666.00	
94.00	Race Subs	160.00	
1181.00	Crouch Harbour Authority Disks	0.00	
16.75	Profit on Sale of Flags and Burgees	5.43	
304.53	Donations to workboat upkeep	398.33	
1.63	Bank Interest	0.58	
43.50	Excess Inc/(Deficit) for dinner (including flowers)	68.25	
2055.41			1298.59
	Expenditure		
96.00	RYA Subscription	100.00	
10.00	CAYFE Subscription		
135.00	Printing, Stationary & Postage	74.50	
66.74	Cup Insurance	67.33	
187.57	Cup Engraving	168.00	
1187.00	Crouch Harbour Authority Disks (inc Dally disk)	0.00	
35.00	AGM meeting costs	35.00	
414.31	Workboat repairs and upkeep	246.32	
	Paglesham shed and river costs	205.99	
0.00	Depreciation on stock of flags and burgees	0.00	
2131.62			897.14
76.21	Excess of Expenditure over Income		0.00
0.00	Excess of Income over Expenditure		401.45

Balance Sheet as at 31st December 2011

Assets			
821.12	Balance at Bank 31st December		1161.18
85.96	Stock of Flags and Burgees		61.39
907.08			1222.57

Reconciliation of Assets			
983.29	As at 1st January		821.12
-76.21	Surplus Income/Excess Expenditure		401.45
907.08			1222.57

Signed  Simon P Joel, Honorary Treasurer

2012 Event Calendar

Races start 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.

Date	Event	Time
Sun 19th Feb	Work party - Pag	10:00
Sun 11th March	Work party - Dally	10:00
Sun 11th March	At the Paglesham Village Hall	19:30
Sat 14th April	Fitting Out Supper, Punchbowl, Paglesham	19:30
Sun 6th May	Potton Trophy (Dinghy series)	11:00
Sun 13th May	Paglesham Pot (Cruiser series)	10:00
Sun 20th May	Egret Cup (Dinghy series)	10:00
Sun 27th May	Blue Shoal Trophy (Cruiser series)	10:00
Sat 2nd - Tue 4th June	Cruise to Medway	
Sun 10th June	Paglesham Yach Race (Dinghy Series)	14:00
Sun 17th June	Reserved for any race cancellations	
Sat 23rd - 24th June	Pyefleet weekend	
Sat 23rd June - 1st July	East Coast cruise	
Sat 7th July	Curry night in Burnham	19:00
Sun 8th July	Whitaker Cup (Cruiser series) start in Quay Reach.	10:00
Sat 21st July	Mudcatchers Cup (Dinghy series)	12:00
Sat 21st July	BBQ on the saltings plus Village sailing day	16:00
Sun 22nd July	Gracilda Cup (Ladies race)	11:00
Sat 18th Aug	Fambridge Dinner	19:00
Sun 19th Aug	Don McDowell Cup (Fun race)	10:00
Sun 2nd Sept	Lifeboat Cup (Dinghy series)	11:00
Weekend 8th - 9th Sept	Pyefleet weekend	
Sun 16th Sept	Oyster Cup (Dinghy series)	10:00
Sun 23rd Sept	Lifeboat Cup (Cruiser series)	10:00
Sun 30th Sept	Shuttlewood Cup (Cruiser series)	10:00
Sun 7th Oct	Roach Plate (Cruiser series)	10:00
Sun 21st Oct	Steak & Oysters Afloat	12:00
Sat 10 Nov	Laying Up Supper	19:30