

## Roach Sailing Association

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

### February 2014 Newsletter

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## Chairman's Report

*Mike Creen*

"Rain and Wind", the title of a Maurice Griffiths yachting short story and very appropriate for the weather we have been experiencing of late. Most of us have our yachts safely tucked up under covers in the Sutton Wharf yard at Rochford now, engines winterised, waiting patiently for the longer brighter days when fitting out can commence.

The joys of days spent in the sunshine scraping and painting, varnishing, polishing and antifouling lie ahead. Replacing the messenger lines with freshly washed halyards and sheets and fitting newly laundered sails are pleasures to be savoured and cherished. The anticipation of the sailing season to come and the fitting out required with its plentiful tea breaks and social chatter is almost as satisfying as the sailing itself!

As we start another year I can confidently report that our Association is in excellent shape both structurally and financially. We have some younger members participating in our activities and our dinghy and yacht races are seriously competed for. Our two formal dining nights, the Launching Supper and the Laying Up dinner are popular and well attended as are our cruising rallies. Your committee is dedicated to

ensure that we go forward with the ethos that has been established over the years and long may this continue.

I would like to take this opportunity to welcome the following new members to our Association:

Grant Hallums  
Toby Speller

Invader 22  
Mirage 27

ROSIE FAE  
GEMINI

The Roach Mooring Holders Association, comprising John Langrick, Ken Wickham, Richard Bessey and I have arranged for the 23 moorings we manage to be lifted and overhauled for the coming season. Due to the very strong winds we have been experiencing it has been necessary to substantially strengthen some toots which has resulted in additional maintenance costs that will have to be passed onto mooring holders by means of a supplementary charge. We regret having to take this action but there is no option.

I am sorry to report the passing of two of our long standing members, Tony Hudson in early December after a sad decline with alzheimers and Cath Seal on Christmas Day, our sympathy goes to Pam and Reg in their loss.

In conclusion, may I wish you all a Happy New Year, fair winds calm seas and warm weather for the sailing to come and finally " Up Spirits".

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## 2013 AGM

The 2014 AGM will be again held at the Wakering Yacht Club on Sunday 16<sup>th</sup> March at 7:30pm.

### **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*  
Ian Hewett *Phone 07903 364961*  
Ken Wickham *Phone 07771995382*  
Rodney Choppin *Phone 01702 258332*

If you have any matters that you would like raising,  
Please contact Jon Walmsley, our secretary

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## 2014 Subs

2014 subs are now due. These remain £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

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

It is far easier for us if you pay by bank transfer if possible. For those who would like to pay this way, our bank details are  
Roach Sailing Association  
Sort Code 20-79-73  
Acc 80751138

Alternatively by cheque to Simon or cash to any committee member.

Please detail on any transfer that this is RSA subs and your name and also confirm payment by this method to Simon.

[simon.joel@hotmail.co.uk](mailto:simon.joel@hotmail.co.uk). You can, of course, pay at the AGM.

## 2014 Annual Harbour Dues (inc. VAT)

*Schedule of Harbour Dues and Charges 2014 Please see CHA website for payment details: <http://crouchharbour.org.uk/dues/>*

(Yachts, Recreational Craft, Fishing Vessels, Houseboats)

### **Vessel Length**

Feet	Metres	Full Dues	*Prompt
8.00 - 15.50	2.44 - 4.73	£29.50	£21.00
15.51 - 21.50	4.74 - 6.55	£41.00	£29.50
21.51 - 26.50	6.56 - 8.07	£51.50	£36.50
26.51 - 32.50	8.08 - 9.90	£53.50	£38.50
32.51 - 38.50	9.91 - 11.73	£62.50	£44.50
38.51 - 49.50	11.74 - 15.08	£71.00	£51.00
49.51 - 59.50	15.09 - 18.12	£79.00	£56.50
59.51 +	18.13+	£100.00	£73.00

\* **Prompt Payment Rate** is available only to: a) Vessels on which dues are paid on or before 30th June; b) Vessels launched after 30th June only if dues are paid without being prompted, reported or reminded within 7 days of first annual launching. It is a condition of acceptance of the Prompt Payment Rate that the issued Harbour Dues Plaque is displayed on the vessel.

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## 2013 Racing Results 2013 and Handicaps 2014

*Richard Bessey*

### Dinghy Series 2013

#### **Potton Trophy**

There were just two boats for the first race of the season, CHIRP and WINKS. The course was anti-clockwise around Potton island, in a gusty SW wind. But when they got to Potton swing-bridge, CHIRP 3 minutes ahead, there was nobody there to open it! So John Langrick anchored DALLY and we came alongside for lunch.

The harassed bridge-keeper arrived and the machinery whirred into action; we were off again. Once past Wakering yard, we

gybed into the middleway to a long run down to the Roach, then a beat back to Paglesham (the crew doing their best to stop the waves). CHIRP was 10 minutes ahead at the finish, and WINKS gave an extra 3 minutes for the position at the bridge. On handicap CHIRP wins the Potton Island Trophy!

### Egret Cup

Three of the 5 boats were some way down-wind and down tide of the PVT jetty, struggling to get back with 2 groundings before the start. So the start line was changed to the Red & green buoys by the Violet, the course to Barling and back. By this time WINKS had a broken rudder, and had to be left behind.

CHIRP and SUSIE followed APPLE's lead on the fast run up to Barling, where the mark was changed to a fishing boat (on account of there being no water beyond it). Even then CHIRP's mizzen stay had a close encounter with said fishing boat. The beat back up Barling creek with plenty of mud still resulted in the usual sticky oars. But they all got back in the end, the two-masted boat getting a good slant in the Violet. CHIRP taking the lead was well ahead back at the PVT patch for tea and muffins aboard PAKLJHAWA.

On handicap SUSIE has 3<sup>rd</sup> place, APPLE 2<sup>nd</sup>, and CHIRP wins the Egret Cup!

### Mudcatchers Cup

The Mudcatchers Cup took place on Saturday with 6 boats including Gerald's new skiff and Steve Coombes' new dinghy. The course and instructions were as follows:

The course:

- Start from the sea-wall at the PVT jetty.
- Quaff a bottle of beer (rum or other preferred beverage permitted).
- Pass two starboard navigation buoys to Port
- Finish at the sea-wall via PVT Jetty.
- Boats may be propelled by Sail, Oar or Sea-boot
- More quaffing, BBQ.

Silly things to do:

- Fill a bin liner (supplied) with rubbish from the salttings
- Obtain an item of clothing, equipment or crew from a competitor
- Collect a live mussel

Getting to the boats down the causeway and over the mud caused many a curse and filled sea-boot, but eventually they all got off the lee shore and round the course. First to the finish was MERGANSER, complete with plastic bottles, live mussels and the race officer's hat. MAKEDO was next, but lacking a live mussel slipped into 3<sup>rd</sup> place behind WINKS, the only other boat to find any mussels.

### Lifeboat Cup

Things did not quite go to plan. The Lifeboat Cup got underway OK, off the PVT jetty, the course Roach to port, then finish in Paglesham Pool for lunch before the second race. The wind was a little squally, but they made good time, however it rained at

times and not everyone had brought their sandwiches. So, having finished (at the wrong buoys as it happens but never mind the details), the leading crews headed for the pub.

WINKS and CHIRP had putty trouble and retired, but four boats finished, and on corrected time PUGWASH II has 3<sup>rd</sup> place, APPLE 2<sup>nd</sup> and STELLA MARIE wins the Lifeboat Cup.

### Paglesham Yacht Race

Eventually they piled out of the Plough & Sail, and headed back down to the Pool for the start of the Paglesham Yacht Race. All the boats were hit by a squall on the way down, and there was a further delay for reefing. Then they were off down Paglesham Pool as far as the 2<sup>nd</sup> pill box (short tacks at the far end) then back to the main river for the hard beat back to the finish line at the PVT jetty. By now the ebb was running and WINKS gave up the struggle, taking a mooring in the Pool. STELLA MARIE was back first, followed by ELG and PUGWASH II, when another squall hit and APPLE was forced ashore almost at the finish. On corrected time ELG has 3<sup>rd</sup> place, PUGWASH II 2<sup>nd</sup> and STELLA MARIE has 1<sup>st</sup> place again!

### Oyster Cup

Ten boats raced around Potton Island in light airs, and all completed the course for the Oyster Cup. PAKLJHAWA also sailed the course as rescue boat. Wayfarer MERGANSER was first home in just over 1½ hours, whilst WINKS took nearly three. On handicap STELLA MARIE has 3<sup>rd</sup> place, PUGWASH II was second, and APPLE wins the Oyster Cup!

### Dinghy Bowl

Which brings us to the end of the RSA dinghy series, featuring APPLE, STELLA MARIE, CHIRP, TT CHIRP, PUGWASH II, WINKS, MERGANSER, MAKEDO, SUSIE, KATE, and Gerald's skiff. In 3<sup>rd</sup> place overall is PUGWASH II with 9 points. Second is CHIRP with 9.5 points, but two boats share the Dinghy Bowl with 10.5 points each: APPLE and STELLA MARIE.

## Individual events

### Gracilda Cup

PAKLJHAWA, RODE GRUTE and SUNSHINE contested the Ladies Race, the course Holiwell to Port, and finishing in Quay Reach. It was a long beat over the early flood, with only a short run at the end.

On both Elapsed and Corrected time, SUNSHINE has 3<sup>rd</sup> place, PAKLJHAWA 2<sup>nd</sup> and RODE GRUTE wins the Gracilda Cup!

### Don McDowell Trophy

The Don McDowell race from Farnhambridge to Branklet Spit was a classic downwind event, in a light to fair breeze. Throughout the race IMOTHESES and ULABELLA contended for the lead, with PHILOMELLE gradually gaining in 3<sup>rd</sup> place. For the last mile IMOTHESES was right behind ULABELLA but couldn't get past, though both boats kept ahead of the rest.

So ULABELLA wins the Don McDowell Trophy.

## Cruiser Series 2013

### Paglesham Pot

The race officer being a little late let it be known that the start would be at 10:00 GPS time. Not everyone got this message and there was some robust discussion.

However eventually 7 boats got started on a course to Horse Shoal and back, the wind NE and variable, the weather becoming sunny. PHILOMELLE mistook Wallasea for the fairway, and had to motor off. RODE GRUTE got the lead early and kept it throughout, and IMOTHES kept on her tail despite both boats appearing to lose their way at the Branklet. ULABELLA made a good attempt to catch them, despite the late start.

It was a fine run back and all finished within 70 minutes. On handicap ULABELLA has 3<sup>rd</sup> place, IMOTHES 2<sup>nd</sup> and RODE GRUTE wins the Paglesham Pot!

### Blue Shoal Trophy

It was a competitive start with all boats crossing the line within 2 minutes of 10:00. With a variable Northerly wind and a falling tide, they had an easy sail to the Holiwell buoy, then a slower reaching sail back over the tide. In spite of losing the way in the Crouch, ULABELLA kept on the tail of the leaders (RODE GRUTE and IMOTHES).

On handicap RODE GRUTE has 3<sup>rd</sup> place, IMOTHES 2<sup>nd</sup> and ULABELLA has the Blue Shoal Trophy!

### Whitaker Cup

This was a longer race, starting and finishing in Quay Reach, and going round the Sunken Buxey. Nine boats were at the start and set off on a broad reach towards the Crouch, where they met the first Hazard – 100 or so Toppers who had been set a course right across the Roach entrance.

Having negotiated this problem without mishap, we had a good run down to the Buxey, all boats rounding the mark by 11:30. Then the long beat back, with the wind growing lighter.

RODE GRUTE quickly increased her lead, except that PAKLJHAWA put in a good chase towards the end. Meanwhile VERLOCITY was living up to her name, with several following boats in a tight bunch.

Back at the Roach entrance they met the second hazard – the same Topper fleet causing mayhem. SEA JAY had the misfortune to go aground trying to get round them.

On handicap, RODE GRUTE has 3<sup>rd</sup> place, ULABELLA 2<sup>nd</sup> and VERLOCITY wins the Whitaker Cup!

### RNLI Race

Storm was forecast as they gathered for the Lifeboat Cup race. They had a fast run down to the Crouch on the ebb, then round Greenward buoy to Port and started the beat up-tide to round the Horse Shoal. REMIS was overpowered and retired, the rest made it round the buoy and back to the Branklet. RODE GRUTE had the lead early and was well ahead by the first

mark, ULABELLA in pursuit. PAKLJHAWA made up for a late start, but lost time over a collision with a Harbour Authority vessel (which was perhaps inadequately WATCHFUL). It was a hard slog tacking round the corner into Devil's Reach, then a long close-reach to the finish. On handicap PAKLJHAWA has 3<sup>rd</sup> place, ULABELLA 2<sup>nd</sup> and RODE GRUTE wins the Lifeboat Cup!

### Shuttlewood Cup

In a brisk South Easterly over the ebb, they beat down to Quay Reach, then into the Crouch and round the Holiwell buoy. RODE GRUTE kept the lead throughout, but BRIAR ROSE was going well and pushed into second position for the run back to Paglesham reach.

On handicap, BRIAR ROSE has 3<sup>rd</sup> place, ULABELLA 2<sup>nd</sup> and RODE GRUTE wins the Shuttlewood Cup!

### Roach Plate

Ten boats on the start line and hardly a zephyr. They started for the jubilee buoy, but the course was shortened to the Roach as the lead boat, RODE GRUTE, was only halfway to the Wade after 40 minutes. IMOTHES and BRIAR ROSE were in pursuit,

MARSHMALLOW, ULABELLA and CATERAN following at close quarters. PAKLJHAWA was catching up fast in the shallows, but lost time grounded on the Wallasea shore.

For well over 2 hours VERLOCITY plugged the tide within 100 yards of the line, which she crossed three times. LOTUS kept her company.

After rounding the Roach buoy, RODE GRUTE lost no time getting to the finish, half an hour ahead of the competition. On corrected time, MARSHMALLOW has 3<sup>rd</sup> place, IMOTHES second, and RODE GRUTE wins the Roach Plate!

### Len Choppin Trophy

Fifteen boats took part in the cruiser series this year, and most of the races had good turn-out. IMOTHES has 3<sup>rd</sup> place overall with 10.5 points having missed only one race. ULABELLA missed no races and has 2<sup>nd</sup> place with 16 points. With 20 points and having come in the top 3 in every race, RODE GRUTE wins the cruiser series and the Len Choppin trophy.

### Handicaps for 2014:

	2014	
Cruisers	handicap	Change
BRIAR ROSE	1508	
CATERAN	1483	
CONTESSA OF WESTON	1480	
DESTAYE	1769	
FRANCESCA	1750	
FULL CIRCLE	1456	
GLAYVA	1329	
IMOTHES	1587	-6
INDI	1750	
LOTUS	1698	

MARSHMALLOW	1715	
NORLANDIA	1262	
PAKLJHAWA	1697	198
PHILOMELLE	1560	
PUDMUDDL:E	1435	
RODE GRUTE	1435	169
SAMARA	1505	
SEA JAY	1629	
SUNSHINE	1810	168
SWANTI	1771	
TRINOBANTES	1559	
ULABELLA	1682	-26
VERLOCITY	1602	

### Dinghies

APPLE	1834	78
BLUE PETER	1620	
CHIRP	1737	111
ELG	1914	242
IANJO	1816	
KATE (lugger)	1725	
LIZZIE	1562	
MAKEDO	1795	
MEANDER	1363	
MEMORY	1593	
MERGANSER	1340	
MINI	1326	
NEMO	1274	
PUGWASH	1850	
PUGWASH II	1882	33
SARAH EDITH	1767	
STELLA MARIE	1791	4
SUSIE	1695	
WINKS	1887	

A note about the congestion caused by a National Topper race starts in the Roach entrance during our Whitaker Cup race. In the RSA Committees view, the Topper race organisers unreasonably blocked access to the Roach for any but shoal draft vessels. Furthermore some of the Topper race RIB crews were abusive and behaved badly, even ramming one of our vessels. The RSA has raised these matters with CHA, and CAYF arranged a workshop on race congestion in September (where all agreed this issue needed attention). However the Burnham clubs did not attend, and the matter is now with the Harbour authority. We are seeking assurance that clubs organising large events will give better consideration to other river users, and we are asking for RIB crew to be given written instructions to this effect.

And lastly, for RSA cruiser race skippers, please note that races start at 10:00 unless notified otherwise, and if you do not hear the start signals you should aim to cross the start line at 10:00 (or the notified time) **using GPS time**. This does not apply to

Dinghy races – you just need to stay within shouting distance of the start officer!

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### Bosun (and Editor's) Corner

*John Langrick*

Fitting out has already started but the winter winds still blow. Hopefully we will soon get a quieter spell.

#### *DALLY*

We have a bit more work to do on DALLY. I need to replace the alternator, fit new ignition light and service the engine. She needs some attention to the cutlass bearing and also rudder pintles and then we need a painting party. We have allocated the 16<sup>th</sup> of March for a work part on DALLY for painting antifoul etc. If you have any grey paint yellow paint or antifouling it would be appreciated.

#### *RSA Boat Jumble*

We have an RSA Boat Jumble on Sunday 13<sup>th</sup> April, the day after the Fitting out Supper. Bring all your spare gear and sell to other members. 20% of the takings will go to the RSA funds.

#### *Yard update at Paglesham*

The yard has a new toilet block in commission, a welcome relief from that we used to have!

#### *Moorings update at Paglesham*

We currently have 20 moorings allocated on the moorings managed by the RMHA and there are still three available. These will have all been serviced by the start of the season.

Other deep water moorings are available from Nigel Bishop and by negotiation with the yard manager for a facility fee. The yard also has deep water moorings.

Drying moorings are available on the PVT land, (Gordon's patch), by negotiation with Richard Bessey. This will be especially useful for those who would like to keep a dinghy afloat.

#### *Launch Dates and mast raising*

I have booked the following dates with the yard which have additions as the season advances. Please let me know if you would like to use any of these dates for launching.  
April 14<sup>th</sup> – 18<sup>th</sup>, April 28<sup>th</sup> – May 2nd and. May 12<sup>th</sup> – 16<sup>th</sup>.. We will have mast raising in March, this will be announced via the Roach Group as will be dependant on the weather.

Contact John Langrick 07740 839410  
[johnlangrick@aol.com](mailto:johnlangrick@aol.com)

### CONTESSA OF WESTON's Sambuca Challenge

*Ian Hewett*

*The following is Ian's 2014 entry for the Sambuca cup, which arrived too late for the 2013 entry so here it is for 2014.*

During the summer I had a great cruise to the river Ore/Alde with my Yacht CONTESSA OF WESTON. After a few days in the river Butley enjoying local produce I decided to leave for home.

I was caught in the slack tide off Bawdsey and rested awhile before crossing the Harwich deep water channel. The conditions were very calm in Harwich harbour and I thought it a good opportunity to complete my Sabuca challenge which I set for myself to land on the Cork Sand 3 miles off Harwich.

I had previously set some waypoints into my GPS and also used two seasonal buoys for night navigation to the sands. I calculated I was close to them but still in deep water and set the hook after switching the engine off I could hear the tide breaking on them in the dark and was pleased with my navigation. At first light I set off in my Tepco 10 dinghy for some breaking water about a mile away.

As I came near you could see the tide swirling over the sand but still not exposed I put an oar in and tested the sand it was too soft and dangerous to get out of the Dinghy so returned to the yacht to let the tide drop and have a coffee.

On my return there was still some tide over the sand but in the distance I saw a strip of golden sand and went towards this under oar and made my landing. In anything other than the calm and still conditions this adventure could be very dangerous I found the sand to be very soft and had to keep shifting under foot to stop my boots sinking. Even as I was taking pictures and videos the tide was creeping up on the sands. It was a fascinating place to be I doubt many people had ever walked on them, there were deep ridges created by the tides sweeping over them. The sand itself was coarse and I brought a little bucket back for memories.



*The Cork Sands*

After my pictures and filming complete it was time to return quickly as the conditions were still good and I wanted to be off as the tide was starting to cover the sand.

If you look on Facebook there is short video and more still photos of the expedition. It was a great adventure and the weather came good for the trip. I will be making more trips out

to find obscure sand patches this year as I found it interesting to find and land on these remote Thames islands.

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## Tony Hudson and SNIPE

*John Langrick*

*Sadly we lost Tony Hudson one our senior members late last year. Tony had been unwell for a couple of years with his illness stealing all his memories slowly. He was a personal friend of many members and in particular myself. He often crewed with me in later life and I benefited from both his great knowledge in seamanship and his companionship. He will be sadly missed.*

*We felt it appropriate to re-print the article from a 1996 RSA newsletter as a fitting tribute.*

*Many RSA members attended Tony's funeral and then back to the Plough and Sail and a celebration of Tony's life. His wife, Pam wishes to thank the great number of members who attended*

*The main part of this story was also published in Tony's letter to the OGA and also published in the 1989 fourth quarter OGA newsletter. Tony's letter was inspired after an account in an earlier OGA newsletter about the loss of the small yacht 'SNIPE' on Margate sands. Tony remembered SNIPE as a yacht he used to own and wrote an account of those early years. Tony writes:*

*'I was sorry to hear of the tragic fate of 'SNIPE'. As a young lad I purchased 'SNIPE' with a friend in 1947/8 for £75. She was laid up at the head of a long narrow rill off Paglesham Pool. I well remember it was down to me having a day off work and with the spring tide to pull her stern first down to the deeper water in the Pool. Having fallen in the various small creeks on the way I finally anchored her overnight at the junction of the Roach and Pool.....'*

*What Tony didn't describe in the article is how he had had to carry a Seagull outboard on the bus from Leigh to Paglesham and then carry it down the lane and across the sea wall.. What labours we have all in the name of boating! Anyway to return to Tony's letter.*

*'.....The following day I set off down the Roach and into the Middleway en route to the bridge at Havengore with the ancient Seagull clamped to the bracket on the starboard quarter. It being my first trip through the maze of creeks to Havengore it was very much trial and error navigation.*

*On arrival at the bridge and stemming the tide the bridge keeper informed me he would not be opening the bridge that day. Unknown to me at the time, the tide at Havengore flows for part of the time from the Roach and then changes direction near high water and flows from the Thames estuary. After high water the procedure starts again. My arrival at the bridge*

coincided with this change of tide and before I knew what was happening I was proceeding head long towards the bridge with no room to turn. Fortunately the mast was down and despite the bridge keeper shouting at me first from one side of the bridge and then the other that I could not come through, SNIPE and I shot Havengore Bridge with me ducking down in the cockpit with just inches to spare. I was then ordered to anchor and come ashore.

I had to leave SNIPE at the bridge overnight whilst I was detained by the special Police of the top secret establishment on Foulness. Having been searched I was escorted off the island and again back on board, the following day by a very irate policeman, apparently as a suspect spy as Foulness was very much involved with Atomic Energy at this time.

I eventually found my way out over the Broomway and took the rest of the flood past the Shoebury boom, Southend Pier and finally spent a cold night in the Ray off Leigh-on-Sea. Next day I moved SNIPE into Johnson and Jago's yard at Leigh as she needed some urgent repairs. Removing the deck canvas revealed the decks were rotten, these and the cabin top and some deck beams were renewed. The hull was in quite good condition which I understood was built of American Yellow Pine. The inside was gutted and I took piece by piece all the bunk boards, floor boards etc, on my bicycle to my house in Leigh to be burnt off repainted and returned by the same transport. New sails were needed which Turnidges made and the big day came when SNIPE was sailing again. She sailed very well and with her long bowsprit looked very much longer than 18'.

I had many enjoyable sails to the Medway and around the Thames Estuary during the season and with the coming of winter SNIPE was again laid up in a mud berth at Johnson & Jago's for further work to the interior.

I think it was in the spring of 1951 whilst fitting out at the yard that most weekends two men always seemed to appear for a chat and to see how my pal and I were getting on with the work. Finally they enquired if we would be prepared to sell. My pal had seen a very nice 23' ¾ decked gaff cutter he liked at Maylansea and as I could not afford to run SNIPE on my own I reluctantly had to agree to sell her....' And we all know what happens next!

**--oo—**

## PAKLJHAWA Goes East

*Jon Walmsley*

I was sad to leave the upper reaches of Restronguet Creek and the kind hospitality of the Wharrams. It was a beautiful day so I decided to explore the Fal Estuary before mooring for the night. When the wind died I anchored in the entrance to Channels Creek, where I soaked up the Sun with a book, a juice and a too delicious slice of cherry cake. Suddenly I felt something in my mouth and the next moment received a sharp sting inside my cheek. I quickly spat the wasp out and he flew away. Instantly I felt my mouth swelling up. I wrote the time and what had

happened to me on the chart table, in case I went into shock. I looked for a mirror in vain, but the best I was able to find was my stainless steel mug which gave a very distorted view. I resorted to self portraits on my mobile 'phone. I was an even less pleasant sight than usual! My face continued to swell and my ears began to hurt. Once I had decided that I was not going to collapse, I weighed anchor and headed for civilisation. Near the entrance to Restronguet Creek there lies the picturesque, thatched Pandora Inn. I picked up an unused drying mooring within a short dinghy row of the Inn and went ashore to get some antihistamine from the Spar in Mylor Bridge.

That evening I met the son of the builder, and original owner of PAKLJHAWA, at the Inn. He was very keen to see the boat he had helped his Dad to build.



*Sailing in the rain: Hugh Morgan's son Graham*

The next day was a bit rainy, but undeterred we took PAKLJHAWA all the way up to Truro, which involved an interesting U turn in the narrow Truro River when we wanted to come back. After dinner in the Inn, I bade Graham farewell and hoped that my half fat face would have gone down a bit on the 'morrow. I took some old friends, who lived in Cornwall, out for a sail in the Estuary the next day which turned out bright and sunny. In all I spent three nights at the Pandora Inn.



*Pandora Inn and KEEWAYDIN LT1192*

I returned to a less busy Falmouth and managed to get a berth in Port Pendennis Marina right next to the Maritime Museum. There were some very big yachts in the Marina.



*Can you spot the three guys up the mast?*

I met Stephen, my nephew, from the station in the evening. After visiting the Maritime Museum, we set off the following day into a light SE wind. As it was so quiet we made for Charlestown where we could anchor off and go in by dinghy. Charlestown is famous for being used as a set for such TV series as Hornblower, Poldark, and the Onedin Line. There was only one tall ship in the harbour but ashore there is a museum, a model village and a boat building shed. We even came across a trireme that had seen better days, though I don't think it was original! All in all a fascinating little harbour which is well worth a visit.



*Film set with a rope bridge in Charlestown*

We suffered light winds the next day, again offering a good prospect for anchoring off; this time at Cawsand on the Western side of Plymouth Sound. In our eagerness to explore the town, we did not allow for the height of the incoming tide. Luckily some kind people on the beach kept pulling our dinghy up so that it didn't float away. We had our last pasty as we were now at the very edge of Cornwall. It was so quiet in the night that GRAYHOUND, (a 2012 replica of a three masted revenue lugger originally built in Cawsand in 1776), left her sails up all night.



*GRAYHOUND at anchor off Cawsand*



*Crew poised and ready for Action!*

With the wind in the East we made slow progress to Salcombe but arrived early enough in the day to be allocated a prime visitor's mooring close to the jetty. Later visitors ended up sharing moorings but fortunately nobody could or would share with PAKLJHAWA. Salcombe not only had a recycling pontoon which we nicknamed 'Rubbish Island' as it was not connected to the shore and only accessible by water, but also another 'marooned' pontoon which was for RHIB parking. Guess what we called this one? I had never seen so many RHIBs in my life. People were using RHIBs to get to RHIB Island!



*RHIBs Galore!*

Due to a complete lack of wind, we spent two nights in Salcombe. I got told off for swimming across the Fairway, to the beach opposite the harbour, even though I had Stephen in attendance in the dinghy.

Fully refreshed we set off at seven the next day for Portland Harbour which meant rounding Portland Bill some sixty nautical miles away. We needed to round the Bill at slack water so I had allowed enough time to get there by nine in the evening, when low water would reduce the notorious overfalls to a minimum. The WNW F3 gradually increased to F5 by ten O'clock by which time we were eleven miles SE of Torquay. This was the fastest PAKLJHAWA had been for the whole trip; broad reaching at ten to twelve knots with a knot of tide pushing her up into the teens.



*High Speeds in Lyme Bay*

All seemed well for a while, the bows remained high and it felt like we were flying. Then as we got further out into Lyme Bay, the seas started to build. PAKLJHAWA was still quite happily sailing under autohelm and tracking straight, even when surfing down the occasional big wave. I once asked how you knew when to reef a Wharram Cat. The answer was "you'll know". I did. I dropped the main, which reduced speed to seven knots and the world seemed a little more relaxed. I now started to look at my passage plan. The problem was that we were going to arrive at The Bill way before the evening low water. I wondered if we could get there for the high water at two O'clock. I put the main back up, with a double reef, and got the speed back up to double figures. At midday Stephen emerged from his slumbers and complained that it was like trying to sleep in a washing machine!

We arrived one mile South West of the Bill one hour after HW; one hour too late or five hours too early, depending on your point of view. The wind had increased to NW F6 and we were pushed into a very, very powerful West going stream. To make matters worse it was a Spring tide. I had never seen seas like it; they were churning, swirling and breaking. Our speed over the ground went down to under two knots, which I knew would reduce further as the tide picked up. The Pilot made grim reading:

*"Portland Race is the most dangerous extended area of broken water in the English Channel. Quite substantial vessels have been known to disappear without trace."*

The race is caused by strong South going streams that run down either side of the Bill for ten hours in each tide which, in our case, were hitting a very strong West going stream; all nicely whipped up by the strong wind against it. To clear the overfalls would mean going up to Seven miles South, something I was not keen on doing as I wanted to put into Portland Marina some five miles, as the crow flies, North of our position. I saw a fishing boat using the inshore passage which lies close to the land. We headed North and I asked Stephen to keep an eye on where it turned. After what seemed an age, we finally found our way into calmer water, we also got out of the strong tide and started to make real progress East again.

More fishing boats guided us along to the point where we could turn North up the East side of the Bill. The seas were still swirling, but we were inside the breaking water. No sooner had I popped below to put the kettle on, than another lot of breakers caught us! The overfalls were continuously moving about as the tidal elements slugged it out. We went further inshore and escaped again. Whilst drinking our tea, we noticed that we were always looking at the same piece of cliff with a gantry on it, which had been used for quarrying. We were now sailing North under jib and double reefed main making over seven knots through the water, but according to the GPS, we were making hardly any headway and occasionally going backwards! This time we went right under the cliffs and started the engine as we lost the wind. We arrived at the Marina at six. I decided to berth on a pontoon where we would be blown off to avoid fender squeaking and to make departure easier. Stephen nimbly jumped barefooted ashore with bow and stern lines in his hands, only to have his toe nails nearly pop off under the strain of holding PAKLJHAWA against the wind. We cycled into Weymouth for a well deserved chicken dinner.

An easy passage to Poole followed. PAKLJHAWA anchored off Goathorn Point, again. We went ashore to Brownsea Island in the dinghy where we were greeted by peacocks. Brownsea Island is where the Scouting movement started in 1907 and is now National Trust. Poole is a beautiful sheltered harbour with plenty of secluded anchorages with views of treelined shores. However, on the privately owned Furzey Island you can see an oil rig poking up above the trees.



*Tanker on its way to Furzey Island*

Again with winds in our favour, we made good time to the Isle of Wight where we moored in idyllic National Trust Newtown Creek. We were desperately short of milk so we went ashore for what turned out to be a long walk to the village of Shalfleet. We found the shop, but the owner was about to run an errand, so we indulged ourselves in tea and home made cakes at the Church Fete, which culminated in a trip to the top of the Church Tower to admire the view. On returning to the shop, it had shut early as it was a Bank Holiday!!



*Leaving Newtown Creek*

Our next destination had to be somewhere that sold milk. We thought that Gosport might have a convenience store or perhaps even a supermarket. A short trip across the Solent and we were berthing in Haslar Marina well before midday. It was wash day and the bikes made short work of ferrying our washing to and from the marina laundrette. A big breakfast later and we were ready for the Royal Navy Submarine Museum. It was surreal to see our washing festooned boat through the museum's two working periscopes.

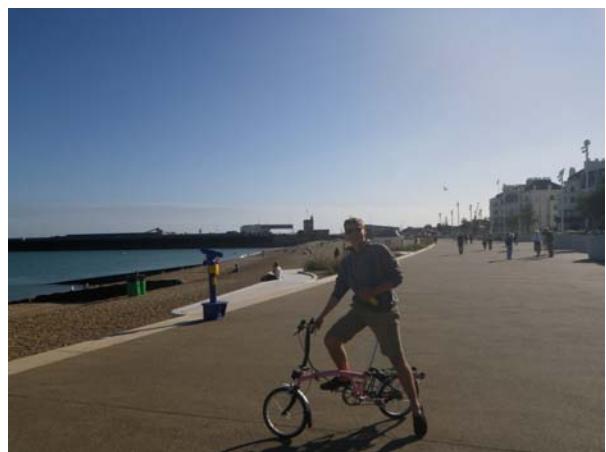
In the evening we took the ferry across to Portsmouth, (folding bikes travel free), and cycled to Southsea and an 'all you can eat' carvery.



#### *Wash Day on PAKLJHAWA*

The glorious Summer weather had reduced the wind to a pleasant Northerly so we spent the whole day traveling the forty miles to Brighton. Stephen went off in the evening to meet a friend. We decided to stay two nights to enjoy the delights. Stephen fitted in well with the Brighton scene on his pink bike. Fully recovered, in my case, and slightly the worse for wear in Stephen's, we headed for Rye. A strong SW wind again got us there a lot earlier than planned as with only the jib up we were surfing along at high speed. I called up the Harbour Master who thought that if the concrete base of the port hand mark was covered there would be at least two feet of water. The entrance was very rough, making the base hard to see. We were very glad to get inside the training wall at only half tide. We had to wait alongside the Harbour launch for two hours until there was sufficient water to get up to the town.

The next day brought a fresh NW wind which saw PAKLJHAWA with a double reef in the main, for the second time on this trip, as we headed ever East. We shot round Dungeness but as we approached Dover we were headed, as the wind veered, so we had to motor up to the harbour.



*Pretty on Pink: Stephen with his Brompton on Dover Promenade*

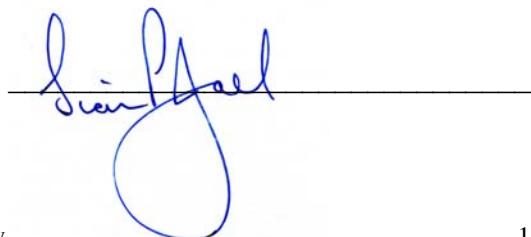
Stephen caught the train home the next day and I tackled the last leg back to Paglesham. I had a good trip across the Thames Estuary only to have the wind change and head me going into the Crouch. John Langrick was waiting for me, on board IMOTHES, (thank you John), to take me home, so I motored in, getting back to the mooring at seven O'clock. PAKLJHAWA's keels had logged over nine hundred miles in five weeks.

## ROACH SAILING ASSOCIATION

### Income and Expenditure Account for the Year Ending 31st December 2013

2012	Income	2013
		£
666.00	Annual Subscriptions	610.00
160.00	Race Subs	190.00
	Crouch Harbour Authority Disks	
5.43	Profit on Sale of Flags and Burgees	5.43
370.33	Donations to workboat upkeep	274.50
0.58	Bank Interest	0.28
<u>68.25</u>	Excess Inc/(Deficit) for dinner (including flowers)	<u>75.00</u>
1270.59		1005.21
 <b>Expenditure</b>		
100.00	RYA Subscription	110.00
	CAYFE Subscription	
74.50	Printing, Stationary & Postage	75.00
67.33	Cup Insurance	67.33
168.00	Cup Engraving	167.20
	Crouch Harbour Authority Disks (inc Dally disk)	
35.00	AGM meeting costs	35.00
274.98	Workboat repairs and upkeep (inc CHA disk )	214.72
225.99	Paglesham shed and river costs	17.34
<u>24.57</u>	Depreciation on stock of flags and burgees	<u>24.57</u>
970.37		711.16
 Excess of Expenditure over Income		
300.22	Excess of Income over Expenditure	294.05
 <b>Balance Sheet as at 31st December 2013</b>		
<b>Assets</b>		
818.70	Balance at Bank 31st December	1112.75
<u>36.83</u>	Stock of Flags and Burgees	<u>0.00</u>
855.53		1112.75
 <b>Reconciliation of Assets</b>		
1161.18	As at 1st January	818.70
<u>305.65</u>	Surplus Income/Excess Expenditure	<u>294.05</u>
855.53		1112.75

Signed



Simon P. Joel, Honorary Treasurer

## 2014 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 the Roach Group.*

*If you would like to crew with one of the boats racing, again, again, contact the Roach Group..*

Sun 3 <sup>rd</sup> Mar	Work party - Pag	13:00
Sun 2nd Mar	Work party - Paglesham	10:00
Sun 16 <sup>th</sup> Mar	Work party - DALLY	
Sun 16th Mar	AGM at the Wakering Yacht Club	19:30
	Fitting Out Supper, Punchbowl,	
Sat 12th Apr	Paglesham	19:30
Sun 13 <sup>th</sup> Apr	RSA boat jumble Sutton Wharf	12:00
Sun 11th May	Egret cup (Dinghy series)	10:00
Sun 18th May	Paglesham Pot (Cruiser series)	10:00
24th-26th May	Cruise challenge weekend	
Sun 1st Jun	Blue Shoal Trophy (Cruiser series)	10:00
Sun 15th Jun	Potton Trophy (Dinghy series)	14:00
Sun 16th Jun	Whitaker Cup (Cruiser series)	10:00
w/c 21 <sup>st</sup> Jun	East Coast cruise	
Sat 28 <sup>th</sup> Jun	Moor at Burham for an evening meal	
	Whitaker Cup (Cruiser series)	
Sun 29 <sup>th</sup> Jun	Start at Quay Reach	10:00
Sun 6 <sup>th</sup> July	Paglesham Yacht Race (Dinghy Series)	16:00
Sat 12th Jul	Mudcatchers Cup (Dinghy series)	12:00
Sat 12th Jul	BBQ on the salttings	14:00
Sun 13th Jul	Gracilda Cup (Ladies race)	11:00
Sat 16th Aug	Fambridge Dinner	19:00
Sun 17th Aug	Don McDowell Cup (Fun race)	10:00
Sat 30th – 31st Aug	Pyefleet Cruise Weekend	
Sun 7 <sup>th</sup> Sep	RNLI Race (Cruiser series)	10:00
Sun 14th Sep	RNLI (Dinghy series)	16:00
Sun 28 <sup>th</sup> Sep	Oyster Cup (Dinghy series)	14:00
Sun 5 <sup>th</sup> Oct	Shuttlewood Cup (Cruiser series)	10:00
Sun 12th Oct	Roach Plate (Cruiser series)	10:00
Sun 26th Oct	Steak & Oysters Afloat	12:00
Sat Nov 22nd	Laying Up Supper TBYC	19:30