

## **Roach Sailing Association**

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

### **February 2015 Newsletter**

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#### **Chairman's Report**

*Mike Green*

I walked around the Carter & Ward yard at Sutton Wharf recently to check on the covers of our yachts after the spell of strong winds which are set to continue for the next week, fortunately all was well, just the odd rope tightening was required.

Shaun was busy inside BRIAR ROSE modifying sea water piping on the engine and Dave was working on SEVERN his beautiful gaff cutter based on a Lancashire Nobby or Prawner. He has effected a transformation to what was an almost beyond repair yacht to that of a well restored little ship with the help of Gribble Marine and much hard work on his part. Once rigged, I am sure she will be a great joy to see and sail in and I look forward to seeing her on our moorings this year, a fine addition to our fleet.

I had an interesting winter sailing experience in AMBITION II just after Christmas courtesy of Richard and Justine, we went out in foggy conditions and a light wind accompanied by Paul and Paula. It reminded me of a trip I did on my own in late September about 15 years ago in the same location, the Roach and Crouch rivers. Without the help of GPS or a chart plotter the fog was very disorientating, no river banks or buoyage could be seen until right on top of them, which in the case of the river bank meant I went aground. However, the echo sounder came into its own and a course set to stay in 6 feet of water allowed me to work back up river. On AMBITION II I was reliant on Richard and Paul to know where we were as I hadn't a clue, it was an excellent day out albeit rather cold.

Your committee is investigating a number of locations in which to hold our Laying Up dinner after several years at the Thorpe Bay Yacht Club, I hope by the time this letter is published we will have decided on a venue.

The Roach Mooring Holders Association - RMHA (John L. Ken, Richard and I) are licensing 6 additional mooring positions from the Crown this year and laying new ground gear for them. They are located upriver from the jetty on the North bank of the river at Barlingness. This will take the number of moorings to 29 that are available for annual rental for RSA members at a competitive price. The 23 moorings that we rent from the Barke family will all have their ground gear lifted, inspected and renewed where necessary in the next few weeks.

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

Mike Mangham  
Gary Cullen  
Gordon Oxley  
Keith Williams  
Rob Jennings

LADY BLANCH  
AMARIS  
MAESTRO OF WYRE  
ROBIN  
SHEMOR

Gordon and his son-in-law and current member Brian Brown have bought Chrissie Flitter's boat and are fitting her out at Sutton Wharf for the new season.

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

## Sad loss of Pat McDowell

We were all saddened to hear that member Pat McDowell passed away on Jan 13<sup>th</sup> this year. Pat had been ill for a while and Heather was caring for her during her illness. Our thoughts are with Heather and family.

The McDowell family were long term RSA members of the RSA and were regular sailors on the Roach with DORMOUSE and latterly Barge Yacht TINY MITE, both built by Shuttlewood in the black shed at Paglsham.

The Don McDowell trophy was presented by Pat on the loss of Heather's dad Don McDowell.

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## 2015 AGM

The 2015 AGM will be again held at the Wakering Yacht Club on Sunday 22<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*  
Clem Freeman *Phone 0170258111*

My thanks to the committee for their organisation, help and support during the year. As required under our constitution your committee all stand down at our AGM in March. With the exception of Ian Hewett we are all prepared to stand for re-election for the next 12 months.

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

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## 2015 Subs

2015 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.

## 2015 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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## 2014 Racing Report and Handicaps for 2015

*Richard Bessey*

### *Cruiser Series*

**Paglesham Pot:** Glorious weather for the first race of the RSA Cruiser Series, and 8 boats on the start line. Close hauled down Devils Reach, they had a run down to the Redward buoy in the Crouch, a beat back, and a good reach home with the rising tide. IMOTHES had a good start and maintained the lead all the way, with variously ULABELLA, VERLOCITY and AMBITION II trying to catch her. On corrected time, VERLOCITY has 3<sup>rd</sup> place, IMOTHES 2<sup>nd</sup>, and ULABELLA wins the Paglesham Pot!

**Blue Shoal Trophy:** The Blue Shoal course was cut short to the Roach buoy as there was very little wind, yet ULABELLA led the way and four boats made it against the tide, then back to the finish (AMBITION II and VERLOCITY retired). IMOTHES has 3<sup>rd</sup> place, with RODE GRUTE 2<sup>nd</sup> and ULABELLA adds another Trophy to her 2014 collection!

**Whitaker Cup:** Some came from Burnham the morning after, some came from Paglesham, and 10 boats met in Quay Reach for the start of the Whitaker Cup. It was early flood with a light but fitful NW breeze,

and some had a struggle to beat out of the Roach. But then it was plain sailing all the way to the Ray Sand buoy, PAKLJHAWA leading the way. As they returned to the Crouch the wind freshened and came in gusts, and some of us were overpowered towards the finish! On corrected time IMOTHESES has 3<sup>rd</sup> place, INDI 2<sup>nd</sup> and PAKLJHAWA wins the Whitaker Cup!

**RNLI Race:** The very light Northerly winds and the incoming tide, led to a lot of Umming and Aahing about whether to go up or down the river. The wind dropped off completely just before the start, so the decision was made to go upriver to the Barton Hall Buoy. Six boats were at or near the start which saw the fleet broad reaching through the moorings with RODE GRUTE in the lead. After the top moorings the fleet was on the wind with INDI and MARSHMALLOW having to make early tacks. Only IMOTHESES made it to the buoy without tacking closing up on RODE GRUTE as a result. PAKLJHAWA was next round. With the wind more free she crawled past IMOTHESES and chased after RODE GRUTE nearly catching her at the line. ULABELLA kept ahead of MARSHMALLOW despite her splendid topsail. On corrected time PAKLJHAWA was in third place, MARSHMALLOW second and IMOTHESES wins the RNLI Race.

**Shuttlewood Cup:** AMBITION II crossed the line well ahead as the wind went light in the last couple of minutes. IMOTHESES, ULABELLA and SEA JAY followed on the run down with the first of the ebb. Crossing the Branklet Spit they had a brief spell on the wind to the Horse Shoal, which ULABELLA rounded second, then back to Quay Reach and close hauled to the corner. Hard tacks round the corner, SEA JAY not far behind IMOTHESES into Devils reach. Then they were close hauled again with the odd tack to make the finish line with AMBITION II still leading ULABELLA. On handicap ULABELLA has 3<sup>rd</sup> place, AMBITION II 2<sup>nd</sup>, and IMOTHESES wins the Shuttlewood Cup!

**Roach Plate:** In a light NE wind six boats close hauled down the Roach as the tide started to make. IMOTHESES was off to a good start but ULABELLA was on her heels as they tacked through the corner. By Quay Reach two had given up the struggle against the tide. Confidently they aimed for the Redward buoy, but it was not to be. Both lead boats were swept upstream and had to tack back across the Crouch. ULABELLA had the better tack and rounded the mark ahead of IMOTHESES, but none of the others made it (though not for want of trying). ULABELLA kept the lead on the run back, and on corrected time IMOTHESES has 2<sup>nd</sup> place, ULABELLA wins the Roach Plate!

**Len Choppin Trophy:** 13 boats took part in the Cruiser Series, and points are awarded in each race. In 3<sup>rd</sup> place with 6 points is PAKLJHAWA. ULABELLA has second place with 15 points, and with 17 points IMOTHESES wins the Len Choppin Trophy!

## Dinghy Series

**Egret Cup:** No less than twelve dinghies took part in the afternoon race. The breeze was still variable but generally a little stronger as they ran up with the tide to the new Barton Hall buoy (green), then beat back to Paglesham (still over the flood). Most of the fleet kept pretty close until the last reach home, but MERGANSER finished well ahead of the rest with STELLA MARIE leading the main pack, closely followed by ELG, Apple, SARAH EDITH and BUTTERCUP. On handicap STELLA MARIE has 3<sup>rd</sup> place, with PUGWASH II 2<sup>nd</sup> and ELG has the Egret Cup!

**Potton Trophy:** On an overcast day with a fitful NE wind, eight boats turned out for the Round the Island race (Potton Island that is). Unfortunately Peter Watson's beautifully restored Tideway had the bronze gaff jaw snap before the start, so there were seven. Then as they beat down to the Yokesfleet against the tide, BUTTERCUP was having floaty-rudder trouble and had to retire. Meanwhile BARNACLE

grounded on the Potton shore, but Rodney got her got off after a struggle and, after a detour across to Paglesham Pool, turned to renew the chase. They had a run up the yokesfleet to Wakering, then some more close work approaching the bridge. Few made it through without an oar as the wind was fickle and the tide starting to ebb against them. First to finish was MAKEDO closely followed by Peter Yerbury's mirror, and then APPLE. Indeed APPLE has 3<sup>rd</sup> place, with Peter Y's mirror 2<sup>nd</sup> and MAKEDO wins the Potton Trophy!

**Paglesham Yacht race:** The SW wind was getting lighter after the front, but still came in gusts which put off two boats before the start; and another was still high and dry. But six boats completed the course to the Barton Hall buoy and back, a beat there with the tide and a run back. Peter Watson's newly renovated Tideway PATCH was a new arrival and pointed very well with a reefed main. MAKEDO got ahead and kept the lead, with SARAH EDITH in pursuit. It was a close race with only 10 minutes between first and last at the finish. On handicap PATCH has 3<sup>rd</sup> place, MAKEDO 2<sup>nd</sup> and SARAH EDITH wins the Paglesham Yacht Race!

**Mudcatchers Cup:** The Mudcatchers Cup, in which boats may be propelled by sail, oar or seaboat, started with a drop of Pimms on the PVT jetty. White shirts and boaters or flat caps were worn (Black tie was optional).

There being no wind, all 5 boats elected to row. Each crew had to find 4 different shells along the course. Crab shells were allowed, and Clem even submitted an egg shell. The first leg of the course, to the No 4 buoy, required reverse propulsion (the buoy to be rounded to starboard, backwards). TT CONTESSA got an early lead while others were wading for shells, and kept ahead all the way. SUSIE and then WINKS were next round the mark, each with two sets of oars, followed by TT PAKLJHAWA and ELG. It was an easy pull then, to the Black Edge buoy, but a long hard row over the tide back to the finish. ELG was going like a train and just pipped SUSIE to 3<sup>rd</sup> place. WINKS was a very close second, and TT CONTESSA OF WESTON wins the Mudcatchers Cup!

**Lifeboat Cup:** In a gusty north-easterly, four boats set off for Potton Bridge (and back), CHIRP leading the way with MAKEDO, STELLA MARIE and WINKS bringing up the rear. It was a fast run through the Violet, then mostly close-hauled to the bridge where the front three were still hard on each other's heels. After another run back to the Violet it was close hauled back to the finish, with some boats needing a few tacks back in the Roach. On corrected time, WINKS gets 3<sup>rd</sup> place, MAKEDO 2<sup>nd</sup>, and CHIRP wins the Lifeboat cup!

**Oyster Cup:** There were ten boats at the start, and by common consent the course was set, three times round the red & green buoys at each end of Paglesham Reach. Gary, first time out in a new dinghy, turned over just before the start and had to retire, and Clem (in CHIRP's tender) also retired after a long struggle to make the windward mark. MERGANSER was finished in an hour, BUTTERCUP in two, the rest somewhere in between. Gerald lost count and is rumored to have done 4 laps in SUSIE. On corrected time, PUGWASH II has 3<sup>rd</sup> place, MERGANSER is second, and MAKEDO wins the Oyster Cup!

**Dinghy Bowl:** Out of an incredible 20 boats who raced in the 2014 dinghy series, ELG has third place with 8 points. WINKS has second with 9 points, but with 14 points, MAKEDO wins the Dinghy Bowl!

## Individual cups

**Gracilda Cup:** Only one boat entered the ladies race this year. In the absence of a race officer, RODE GRUTE elected to sail to the White Hart and back ably crewed by the skipper's sister.

**Don McDowell Trophy:** In the morning after an excellent dinner at Fambridge, it was blowing hard from the west, but still there were 6 boats at the start. Engines were allowed to be run until the start signal,

then IMOTHESES got away to a good start, closely followed by RV, LOTUS, SEA JAY, AMBITION II and ULABELLA. AMBITION II soon got on IMOTHESES tail and stayed with her for the rest of the race, once getting past in a squall but falling behind in the lighter wind. ULABELLA (with dinghy behind) marked time with LOTUS, who was barely a boat length ahead on passing the Branklet buoy. So LOTUS has 3<sup>rd</sup> place, AMBITION II 2<sup>nd</sup> and IMOTHESES wins the Don McDowell trophy!

### RSA racing Handicaps for 2015

Boats that finished at least 3 races in 2014 can get a winter adjustment based on average performance in those races (in the case of MARSHMALLOW I included races in previous years). Some results that were way different from the boat's normal performance were excluded.

Cruisers	2015 handicap	Change
RODE GRUTE	1435	
BRIAR ROSE	1508	
PAKLJHAWA	1549	
SCHERZO	1552	
AMBITION II	1555	
VERLOCITY	1612	
IMOTHESES	1615	-24
ULABELLA	1627	44
SEA JAY	1629	
MARSHMALLOW	1880	179
LOTUS	1752	
SUNSHINE	1810	
INDI	1811	-41
REMIS VERLESQUE (RV)	2217	

Dinghies	
NEMO	1274
MERGANSER	1350
LIZZIE	1562
MEMORY	1593
BLUE PETER	1620
SUSIE	1695
KATE (lugger)	1725
PAULA	1750
SARAH EDITH	1759
MAKEDO	1778
Peter Y's mirror	46
IANJO	1800
BARNACLE	1816
PUGWASH	1850
STELLA MARIE	1850
PATCH	1860
APPLE	83
CHIRP	1896
PUGWASH II	52
ELG	1931
WINKS	1956
BUTTERCUP	1957
	292
	1886
	191
	2136
	2186
	282

If you plan to join the racing in 2015, please check out the Sailing Instructions, programme and other info on the Racing web page at [www.roachriver.org.uk/rsa](http://www.roachriver.org.uk/rsa).

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### Aeron Lewis Sambuca Cup 2015

This year we are setting this challenge, the winner to be the first boat to achieve at least five of the following between 1<sup>st</sup> May and the Farnbridge Rally:

- Finish at least one RSA Cruiser race
- Go through either Potton or Havengore bridge
- Go through the Swin Spitway
- Go through the Ray Sand Channel
- Visit a port in the Blackwater or Colne
- Visit a port North of Walton on the Naze
- Visit a port in Kent

To qualify, please send a report with photos if possible, to [richard.bessey@btinternet.com](mailto:richard.bessey@btinternet.com).

### Bosun (and Editor's) Corner

*John Langrick*

We now have a 'new' tea hut at Sutton Wharf. The yard is letting us store the hut for no additional cost. The hut was purchased from members' donations and also all the fittings were donated so a big thanks to all. Many other members helped to commission the hut and again a huge thanks to all those who gave their valuable time.



All the consumables are donated by members so it goes without saying that if you use the tea hut please be prepared to provide supplies when you need to use them and let's keep it clean!

### DALLY

Dally needs new floors and engine box this year and I will be starting this as soon as the weather clears. We will then have a work party on 22<sup>nd</sup> of March for painting and antifouling. Any donations of paint and

antifouling would be most welcome and please try and bring a paintbrush and sander!

#### *Moorings update at Paglesham*

We currently have 23 moorings allocated on the moorings managed by the RMHA these are now taken. These are due to be serviced this month.

As Mike said in the introduction, the RMHA have leased a plot of land just upriver from Ron Pipes moorings, managed by Nigel.

Like the rest of the 23 moorings, these will be serviced each year and could provide a very sheltered mooring at a competitive rate, but those new mooring holders who wish to use the yard will need to pay a facility fee. Please let me know of anyone who may be interested.

Other deep water moorings remain available from Nigel Bishop and by negotiation with the yard manager for a facility fee. The yard also has deep water moorings which include facility fees. Please speak to Gary for yard 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**

The following dates with the yard have been booked for RSA launches. Of course you can launch on other dates but you will need to book specifically. Please let me know if you would like to use any of these dates for launching. Fri April 17<sup>th</sup>, Mon – Wed 20 – 22<sup>nd</sup> and w/c 18<sup>th</sup> May.

We will have mast raising in March, this will be announced via the Roach Group and will be dependant on the weather.

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

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## **The Most Extraordinary Place on Earth**

*John Apps*

St Helena in the middle of the Tropical South Atlantic Ocean (16°S 5°W) styles itself as the most extraordinary place on Earth. And for the visiting yachtsperson it is anything but ordinary. Technically in distance it is not the most remote place on Earth being beaten by Easter Island which is 400 miles more distant than its nearest inhabited neighbour (1100 miles to Pitcairn Island). Even though it is only 700 miles from Ascension Island St Helena has no airport unlike Easter Island. The RMS St Helena that serves the British possessions in the South Atlantic takes two days to reach Ascension Island with its airport that links to the UK and the US.

If you want to phone someone from your boat as you arrive or send a text, you will find that there is no mobile phone (Cell phone) signal. So if you lack a satellite phone you will need to go ashore to inform your loved ones on your arrival at the coin in the slot phone which is fortunately available near the landing dock.

This remoteness and lack of mobile phones and ATMs seems to have created the friendliest people on Earth. It is quite extraordinary the number of times one is greeted as one walks the streets of Jamestown. I spent a week altogether on St Helena and felt that I had a whole community of friends by the time I left. Maybe this is the most civilized place on Earth.

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In some ways it is unfortunate that St Helena is so identified with Napoleon it takes away from its importance as a great crossroads in the Ocean. Before the opening of the Suez Canal it was a stopping place for almost every ship rounding the Cape of Good Hope or Cape Horn. The list of visitors is really a Who's Who of famous sailors and explorers. My personal favourites were James Cook, Joshua Slocum and Thomas Cochrane.



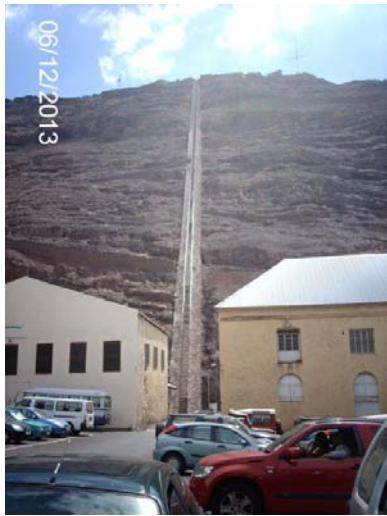
*Plaque commemorating Joshua Slocum's visit*

St Helena is very easy to get to when going North in the South Atlantic with either the South East Trades as a following wind or on a broad reach depending which of the Capes you have rounded. James Bay is the main anchorage and is found on the Northwest side of the island directly adjacent to the main town, Jamestown.

Unless you have entered the anchorage previously a night approach may be difficult. There is one major shipwreck close inshore which is exposed at low tide and a large number of unlit boats in the main anchorage. I was fortunate to arrive about 2 hours before sunset so found pilotage quite simple.

The Port Authority has provided a large number of oversize moorings which are free for the first night then £2 per night thereafter. A ferry service is operated between 0630 and 1830 each day and costs just £1 each way which you pay at the end of your stay. The ferry operator like everyone on St Helena is very accommodating. I was invited for drinks at Donny's Bar after work one day and the ferry operator offered a late pick up for me to take me back to my boat so that I didn't have to rush. Of course you can use your own dinghy to get ashore but quite a swell runs into the bay and it is much easier to leap from a stable ferry platform than to do so from an inflatable while trying to hang onto a painter.

St Helena is a place of superlatives. It claims to be Britain's second oldest colony. St James Church lays claim to being the oldest Anglican Church in the Southern Hemisphere. The prison is claimed as the oldest working prison in the Southern Hemisphere. Jonathon a land tortoise is claimed to be the oldest living land animal in the world at 180 years. The Wire Bird, a species of Plover, is claimed to be the rarest of the endangered species in the world.



*Jacob's ladder*

The best of all is the climate. I was there in December, which is summer in the southern tropics and found the temperature almost perfect. Being the South Atlantic, tropical revolving storms such as Hurricanes, Cyclones or Typhoons are almost unknown. The only time I found the heat a little warm was mid afternoon on board my boat when I would go ashore and use the free tepid shower at the landing place and spend an hour or so in the cool of the Castle gardens. I did climb Jacob's ladder early one morning which raised a sweat being 699 steps up to Ladder Hill Fort.

St Helena is one of those places that I have to pinch myself that I have actually been there in my own boat. While I would classify it in my 'Once in a Lifetime Experiences', I have a great desire to go back there. Wonderful people, great weather, safe anchorage – what more do you want when you are moored.

## DESTAYE Journey across the North Sea to Flam

*Shaun Hetherington*

Having sailed solo up as far as the Orkney Islands, I was joined by Ben for the trip up to Shetland and then the passage across the North Sea. After a brief stop at Fair Isle and a rough passage north, we arrived in Lerwick a day ahead of plan which gave us time to stock the lockers and to give everything the once over before being ready to go. After enjoying the Lounge Bar's famous live music session on the Wednesday evening, we were ready for a 5am start.



*Approaching Fair Isle*

We slipped our lines and made our way out of the small boat harbour, headed north around Bressay Island before turning east. The wind was blowing a steady f4/5 from the NE. We held a course slightly south of our intended waypoint but were making 4.5 – 5 knots. We quickly fell in to a steady routine with the time quickly passing between meals and the miles slowly passing.



*Good Shepherd – Fair Isle Ferry*

By midnight we were approaching the oil fields but so far had not encountered any other ships. The wind had shifted 15 degrees south enabling us to hold a course to our original waypoint. Despite the late hour it was barely dark and by 2am it was fully light again. We passed to the south of a couple of oil platforms but again still no ships.



*Oil Platforms at 2am*

By early-afternoon we were less than 20 miles from the Norwegian coast but due to low cloud and mist we could not see it. Then with just under 10 miles to go we saw the first trace of the cliffs. We slowly closed with the shore and finally managed to pick out the entrance to Sognefjord Fjord.



*Approaching Sognefjord*

Soon after leaving Shetland my echo sounder had given up hope of finding the bottom, but any concerns re the depth of water were quickly forgotten in the fjord as a look at the chart confirmed that the depth was over 4500 feet. Once clear of the entrance and in to the body of the Fjord the weather began to improve with clear skies and the sun now shining. We headed to the small town of Larvik on the north coast of the Fjord which had a small sheltered marina. The following day we headed further up the Fjord and were amazed at how stunning the scenery was and how few boats there were. The further in we went, the warmer the weather became and the more the mountains rose to meet the sky. By now most of the mountains on either side of the fjord were snow-capped and everywhere we looked there were waterfalls flowing down through the dense pine forests.



*Vik Harbour*



*View on passage up Sognefjord*

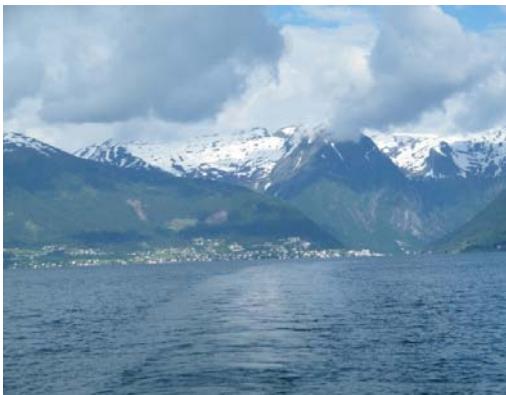
Having spent the night at Vik the next day we pushed further in to the Fjord and headed up a small branch to Fjaerland. The main attraction being its proximity to the glacier.



Ben & I hired a couple of bikes from the small tourist information office, and cycled the 4 or 5 miles up to the edge of ice sheet. It was an uphill trek, but well worth the view & an easy ride all the way back.



View at Myrdal Station



*One of the few passing places.*



*Gunfleet wind farm and view of Roach / Crouch from the air.*

The final day of the trip we headed up to Flam. Flam is a major stop on the cruise line circuit and there were a number of the enormous ships coming and going. Once they had left, peace resumed. Flam is the head of the railway line which was built in the 1920's & 1930's and opened during the war. It rises from Flam to join the mainline linking the Fjord to Bergen. The Line is 20km long and is the one of the steepest in the world passing through tunnels carved out of the rocks.

We left DESTAYE here at Flam and took the railway the next morning to Bergen from where we both flew home with a view of the North Sea and then Paglesham on route to Gatwick.



*Crouch and Roack from te air*

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## SEVERN – Rivers Class Yacht 1912

*Dave Pearce*

Back in 2011 I started to look for a day boat to get back into sailing. I had not sailed for 20 years but it was still in my blood. A Heard Toshier caught my eye but I just missed out on one. There was also an open gaff boat on the south coast for sale which I also missed. This I later learnt to also be a Rivers class, she had an open cockpit and I never found out her name.

I found an advert in the Old Gaffers Association site in February 2013 for a Rivers class boat down on the Medway and went to see her with my son Harry. It had been neglected for some 10 years sitting in a mud berth which had probably kept her from worse deterioration. She needed some work but seemed sound and had some good original bronze gear together with two sets of sails.



*A Rivers Class in the early days*

I thought about it for a week which gave me time to research the class. I found out that in 1912, the Royal Mersey Yacht Club introduced the first of its one design classes, the Rivers Class. These were based on the Jewel Class of the Blackpool and Fleetwood Y.C. with an added 3' bowsprit and built by Crossfields of Arnside on the lines of a small Nobby, a type of local fishing boat. At a cost of 70 guineas each, 6

boats were built in 1912 and a further 4 built in 1914. SEVERN was one that was built in 1912. She was also a sister ship of DEVA.

SEVERN was planked in pitch-pine on grown oak frames with steamed intermediates which made her a heavily constructed little yacht and probably explains why she has survived so many years since she was built in 1912. Further research into her history revealed she sank on her maiden voyage having broached and filled up. She was dredged up and raised in 1928 I am led to believe. SEVERN is 23' on deck, has a waterline of 19'6" abeam of 7' with a draft of 3'. She weighs about 3.5 tons. But it was the shape of the hull and the round counter stern that I fell in love with and persuaded me that I had to rescue this little piece of history.



*SEVERN sailing at Paglesham some 30 years ago.*

So I checked with my local yard that the shipwrights were happy to undertake some work and that it was ok to store it there. So I made the decision to restore SEVERN having never worked on a wooden boat before. Arrangements were made to have it transported back to the yard week later.

The first job was to clean out the boat for further inspection and cover her up as the snow was on its way. I started by removing all paint from hull with a small blow torch. The rubbing strake and toe rail were removed so the deck could be replaced which the yard undertook. A new cabin top and deck were replaced with new plywood and glassed over. New beading was fitted all round to seal the decks to the cabin and to the cabin top. The existing rubbing stake was re fitted with a new higher toe rail as Severn did not have any stanchions or guard rails fitted. This wood came from my late father's workshop who was a carpenter, and was originally hardwood window and door frames.

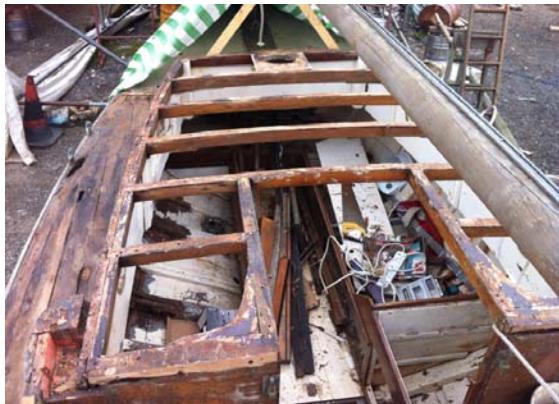
The top of the mast was splined as rot was found and the mast, gaff, bowsprit and boom all striped and sanded back to bare wood and 6 coats of varnish applied. The mast had been extended with a spline in earlier years so I re whipped the joint with twine to replace what I had removed.

I had fitted a total of 12 new frame strengtheners bolted through the originals and 3 added intermediates sisters to the ones that needed strengthening. The stern sides were replaced where they were rotten and the stern cross beam strengthened. To also strengthen the stern the yard fitted a king plank and shaped it to give a bit of character. The wood was recycled from my dismantled mantel piece at home and there was enough for a matching king plank to make for the bow. A rubbing strake was added around the counter stern and fixed to the new king plank. The stern was finished up with a replacement bronze horse that I had made and also new bronze eye bolts for the boom main

sheet. These were all bolted through the existing cross beams before I had the stern closed up and finished.

The rest of the boat was examined and all rotten wood and splits in the cockpit and elsewhere caused by fasteners were plugged with dowels or diamond plugs to restore the holes. It now has a repaired feel as opposed to replacing or making new sides, something that I wanted.

All the hull gaps in planks that were too big or had damaged edges have been replaced with splines and re coked. A new piece of was oak splied in the bow to take the bow sprit and the wood from the bow to the underneath of the keel has been replaced and splied. A new keel band was fitted to finish the bow off.



*Severn with cabin and decks off, and striped back to bare wood.*

John very kindly made me a new hatch as the old one was made out of ply which was delaminating. Again all the wood to make the new hatch was recycled and has been finished off with teak laid inserts.

SEVERN did not come with an engine and I was reluctant to hang an outboard over the stern and spoil the looks. I did consider at one time to manufacture a bracket to mount on the side but in the end I sourced a nice little Renault RC8D single cylinder diesel from Saltash which was small enough to fit inside. She had at some time been fitted with a Stuart Turner but I decided to fit a diesel instead for safety. I had it shipped via a pallet to Essex which arrived promptly in two days. I gave it a quick paint job, replaced all the hoses and we connected it up to a battery to see if it would start. A few of us waited in anticipation for the start up. After a few turns it started to fire up and we let it run for a bit before turning off to prepare for fitting on the engine frame and beds that were awaiting. I purchased an old Stuart tank that fitted nicely under the deck beams and connected in up to a bronze deck fill that I polished up.

I had a new stern tube assembly made for Severn which had to be mounted via the stern quarter. Internal and external logs were made to sandwich the hull to take the stern tube. These were all riveted, bolted and sealed together to give a very strong structure. I purchased a nice second-hand 2 bladed feathering propeller to push her along to save on the drag.

The engine panel was now fitted together with a Morse control. Things were now starting to take shape and I could not wait to get her in the water.



*Work under way at Sutton Wharf*

It has now been two years of restoration and I have found that one of the most satisfying jobs has been looking for old bronze hardware such as horses, winches, cleats and furling gear. All can be bought new but there is more satisfaction in sourcing and buying second hand and polishing up so it looks used.

There are still a few things to do before the planned re launch at the end of May such as bore out the log for the stern tube, connect the engine up, paint the topsides, anti-foul, final coats of varnish and fit an echo sounder and log. Once all this is done I can rig the boat and fix all the cleats and rails tracks for the sails.



I would like to say thank you for the help from David and Anthony in the yard and advice and help from John, Peter and Steve as I would not have been able to undertake such a project without it. The reward comes from just taking a step back from SEVERN at times and looking at her and smiling to myself, it reminds me why we undertake the task of restoring a little piece of classic history.

# ROACH SAILING ASSOCIATION

## Income and Expenditure Account for the Year Ending 31st December 2014

<b>2013</b>	<b>Income</b>	<b>2014</b>
	£	£
610		
190.00	Annual Subscriptions	620.00
	Race Subs	130.00
	Crouch Harbour Authority Disks	
5.43	Profit on Sale of Flags and Burgees	0.00
274.50	Donations and jumble profit for workboat upkeep	567.39
0.28	Bank Interest	0.28
75.00	Excess Inc/(Deficit) for dinner (including flowers)	(7.00)
<hr/> 1005.21		<hr/> 1310.67
	<b>Expenditure</b>	
110.00	RYA Subscription	115.00
	CAYFE Subscription	
75.00	Printing, Stationary & Postage	30.00
67.33	Cup Insurance	67.33
167.20	Cup Engraving	173.00
	Crouch Harbour Authority Disks	
35.00	AGM meeting costs	35.00
214.72	Workboat repairs and upkeep (inc CHA disk )	413.92
	disabled sailing sponsorship	50.00
17.34	Paglesham shed and river costs	39.69
24.57	Depreciation on stock of flags and burpees	18.44
<hr/> 711.16		<hr/> 942.38
	Excess of Expenditure over Income	
294.05	Excess of Income over Expenditure	368.29

## Balance Sheet as at 31st December 2012

### **Assets**

1112.75	Balance at Bank 31st December	1523.04
0.00	Stock of Flags and Burgees	0.00
<hr/> 1112.75		<hr/> 1523.04

### **Reconciliation of Assets**

818.70	As at 1st January	1154.75
294.05	Surplus Income/Excess Expenditure	368.29
<hr/> 1112.75		<hr/> 1523.04

Signed



Simon P Joel, Honorary Treasurer

## 2015 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.

Mon 23 Feb	Curry night	19:30
Sun 1st Mar	Work party - Pag	10:00
Sun 22nd Mar	AGM	19:30
Sun 22nd Mar	Work party - Dally	10:00
Sat 11th Apr	Fitting Out Supper, Punchbowl, Paglesham	19:30
Sun 17th May	Paglesham Pot (Cruiser series)	10:00
23-25th May	Cruise weekend	
Sun 31st May	Potton Trophy (Dinghy series)	11:00
Sun 7th June	Blue Shoal Trophy (Cruiser series)	10:00
Sun 14th June	Egret Cup (Dinghy series)	10:00
Sun 21st June	Shuttlewood Cup (Cruiser series)	10:00
w/c 27th June	Pyefleet weekend followed by EC Cruise	
Sat 4th July	Italian night afloat in Quay reach	18:00
Sun 5th July	Whitaker Cup (Cruiser series)	10:00
Sun 12th July	Paglesham Yacht Race (Dinghy Series)	10:00
Sat 18th Jul	Mudcatchers Cup (Dinghy series)	14:30
Sat 18th Jul	BBQ on the saltings	16:30
Sun 19th Jul	Gracilda Cup (Ladies race)	11:00
Sat 15th Aug	Fambridge Dinner	19:00
Sun 16th Aug	Don McDowell Cup (Fun race)	10:00
Sun 6th Sep	Lifeboat Cup (Cruiser series)	10:00
Sun 13th Sep	Lifeboat Cup (Dinghy series)	13:00
19 - 20 Sep	Cruise weekend	
Sun 27th Sep	Oyster Cup (Dinghy series)	12:00
Sun 4th Oct	Roach Plate (Cruiser series)	10:00
Sun 11th Oct	Steak & Oysters Afloat	12:00
Sat 21st Nov	Laying Up Supper, Ballards Gore Golf Club	19:30