

## Roach Sailing Association

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

### September 2015 Newsletter

#### In this issue

**Chairman's Report**

**Racing Update**

**SANDY's first East Coast Cruise**

**The Ray Sand Channel**

**IMOTHES Sambucca Cup Entry**

**Laying Up Supper**

**Bosun (and Editor's) Corner**

**Eider Keil Skagarrak or Limfjord**

**CORINNE makes Pyefleet....**

**PGSC 2015 19<sup>th</sup> – 24<sup>th</sup> July 2015**

#### Chairman's Report

*Mike Green*

Like

many of my generation, as a boy I had a number of model yachts, some which I built myself & others given to me. I used to take them to the local park which had a yacht pond to sail them, many happy hours were spent running up & down as they tacked from side to side. I even had a 3 masted barque converted from a large pond yacht but she did not behave very well & was difficult to control.

I am now fortunate to have a much bigger version of my boyhood yachts in ' BUTTERCUP', a 1950 built Walter Cook smack boat 12.25 feet long rigged as a gaff cutter. In April & May this year I spent many hours rubbing her down & painting & varnishing the hull, mast & spars. She looked beautiful when finished & rigged & after launching I kept her on a pontoon at the back of Carters Yard waiting for the removal of the two houseboats at Paglesham so that she could go safely onto her mooring. I was in for a long wait, eventually, their planned removal on 1st September at the top of a Spring tide turned out to be a complete disaster. Two tugs tried to tow off the larger vessel but only succeeded in making her fill with water through two large holes in the stern, she did not move an inch. The other will have to be broken up in situ as she does not float.

However, ' BUTTERCUP ' is now on her mooring at Pag. & hopefully will take part in the Lifeboat cup for dinghies in her full rig complete with bowsprit providing it is not too windy !

The change in ownership of the Pag. yard is now reaching finally its conclusion. The owners agent Henry Heaton is meeting with Ken & Richard this month to discuss the moorings, car parking & other issues with them. We hope for a long period of stability to allow us to continue with our sailing activities.



Mike sailing BUTTERCUP and winning the Lifeboat Cup!

The Farnbridge Weekend in August was a well attended event with 29 people sitting down to dinner at the Ferry Boat Inn on Saturday night. A record number of 14 yachts were moored up overnight alongside the pontoon. The race back to the Branklet on Sunday morning unfortunately had to be abandoned due to lack of wind, it took 'VERLOCITY' an hour just to reach the start line !

We still have a number of Association events to look forward to, including the Cruise weekend on 19th/20th September, the Steak & Oysters afloat on the 11th October & finally the Laying Up Supper on the 21st November at a new venue of the Ballards Gore Golf Club. I hope to meet with you at these functions.

Will you please return all cups and trophies to a committee member as soon as possible for engraving

A very warm welcome to the following new members:

David Brigden	ACE OF HEARTS
Neville Carr	WATERWYCH
Steven Gibbs	RIFF RAFF
Dick Holness	
Dennis Hubbard	HERON
Sermet Karadeniz	3EMS
Keith Morros	
Bob Morris	JOHANN BAPTISTE

--o0o--

## Laying up Supper

The laying up supper will be at the Ballard's Gore Golf Club on Saturday 21<sup>st</sup> Nov 2015

<u>Starter</u>
Brussels Pâté with Onion Chutney Prawn Salad
<u>Main</u>
Slow Cooked Tender Beef in Mushroom Sauce Fillet of Scotch Salmon, Lemon Butter and Herb Sauce Feta Cheese and Spinach Tart (vegetarian)
<u>Dessert</u>
Apple Pie and Ice Cream Strawberry Cheesecake Selection of Cheeses (£2 extra)
Tea/Coffee and mint included

Clem Freeman has kindly agreed to take the reservations for this and please send your menu options with your booking. We do need payment in advance with your booking. The price is £25 per head. There are two methods of paying. The first and easiest is direct transfer to the RSA account of the Roach Sailing

Association. If you chose this way to pay, please also send a mail to Simon, cc Clem

The alternative is by cheque payable to the **Roach Sailing Association** at the address below. Please note either way we will need to know your menu options.

*Clem Freeman*  
Hunters Lodge, Larkhill Rd  
Canewdon  
ESSEX SS4 3RZ

Roach Sailing Association  
Sort Code 20-79-73  
Acc 80751138  
[clem.freeman@btinternet.com](mailto:clem.freeman@btinternet.com)  
[simon.joel@hotmail.co.uk](mailto:simon.joel@hotmail.co.uk)

--o0o--

## Racing Update

### Richard Bessey

With over 20 boats taking part in nine RSA dinghy and cruiser races so far this year, we still have 5 races to be won (and points in both series) during Sept/Oct. The Don McDowell Trophy was abandoned due to lack of wind, and we hope to run it again during the Cruise Weekend (19-20 sept).

Thanks to Jon for stepping in as race officer on 3 occasions this year.

Here are the point scores at the start of September. There are up to 8 more points to be won in each series!

### Cruiser series

IMOTHES	11.5
ULABELLA	7
LOTUS	5
VERLOCITY	4
PAKLJHAWA	3.5
SUNSHINE	3
INDI	2.5
AMBITION II	2
EOLE	1
RODE GRUTT	1
WATERWYCH	1
SEA JAY	0.5

### Dinghy Series

PATCH	9
MAKEDO	8
PUGWASH II	4
STELLA MARIE	3
WINKS	3
MERGANSER	2
APPLE	2
BLUE PETER	1.5
SUSIE	1
TT CHIRP	1

-o0o-

## Bosun (and Editor's) Corner

John Langrick

### Sutton Wharf

The yard have been clearing a new space for us all to lay up this year. The tea shed will be moved further back to a new location and the 'dauntless shed' has now been removed. I will try and keep the large saw etc next to the shed alongside a bench with a vice. Hopefully we will also create some sort of cover.

The new tea shed has been a success, but can I please ask that the door is closed when not in use and please try and keep the galley area clean and tidy.

I have booked the following dates for laying up and please let me know if you would like me to schedule for you. Of course you can arrange this directly with the yard, but if you want other members to help, best coordinate via myself.

I also need to know if you would like your mast lowering this year. The current scheduled dates are:

Oct 26 – 30<sup>th</sup>

Nov 9<sup>th</sup> – 13<sup>th</sup>

Nov 24<sup>th</sup> – 27<sup>th</sup>

The rates remain the same as last year.

### Paglesham

We met last week with representatives of the new owners, including director Andrew Maclean Owner of Maclean Marine Engineering, to find out about their plans for Paglesham Boatyard. The main business will be fitting out barge hulls which will be towed round from Portsmouth and moored adjacent to the yard. They will use the western fenced part of the yard for this, leaving the eastern side for boat storage and facilities for mooring holders. They are keen to work with the Mooring Holders Assn and all existing river users, and are impressed by the boating community at Paglesham. We think they are genuine people who want a good relationship with river users and the local community. The Mooring Holders Assn are negotiating a new contract with them for 2016 and beyond.

Fencing and landscaping work has started and full time work in the yard is expected to start in about 3 months. The sea wall gate will be looked after by the business from then on, but for the time being we ask all river users to shut and secure the flood gates after use.

## SANDY's first East coast cruise

Rob Jennings

Day 1

### Paglesham to Pyefleet

I was up at Paglesham for the night on Thursday, too excited to not be there early. It was glorious sunshine when I woke up at 6am and I potted about, checking my equipment, making sure my waterproofs were to hand, and tried to get my boat as tidy as I could. People started wriggling up to their boats around 9 ish but SWIFTSURE came along side and said "Let's us slow guys head

off now". Excited, I came off of my buoy and followed like a little duckling.



*A slow sail down the Swallowtail channel to the Spitway*

Both SWIFTSURE and myself goose-winged up Devil's Reach in calm conditions, lovely. Whilst teaching myself to sail I had been up and down Devil's Reach but every time I reached the turn off for Burnham fear overcame me, so when SWIFTSURE and I made that starboard turn into the Crouch I was elated. I didn't pay too much attention to the journey as I stuck to SWIFTSURE like glue. I do know that we didn't go over Ray Sands, and that we went the long way but as to what buoys we followed, I have no idea. I do know that at one point we were heading for the Knoll, that we must have done but I was over the moon when we got to Pyefleet.



*Rafting up in Pyefleet Creek*

Most of the guys had overtaken us so we were greeted by the cruise fleet when we got there. To add to the excitement we rafted up. Yacht next to yacht, amazing. I really enjoy being on hook, but rafting is brilliant. It's like an island of yachties, all together with the sole intention of great company, great conversation, food and a few beers.

At this point there were eight boats, soon to be joined at 9pm by PAKLJHAWA but I was in bed at this point, exhausted by the days activities.

Day 2

### Pyefleet to Woolverstone

Day 2 was an exciting time for me. One of my big fears was being able to pass Felixstowe freight route. We set off a group at 10am and heading for the Eagle, a very clear buoy that would put us on our easterly route. It was with some trepidation that I set off on this route, hugging close to my fellow SWIFTSURE so as not to get myself into any danger.

The actual journey up to the Orwell mouth was a total pleasure and soon shook off my fears. Perfect wind coming at a right angle to the starboard beam. It was tops off, suntan lotion on, taking the sunshine. I started to reach for my binoculars whenever I saw SWIFTSURE going for his, trying to work out what he was heading for and mimicking his turns. Sometimes funny, for as soon as he left his wheel, his boat would follow her own course. I soon learnt, as soon as a turn was made, to check to see if John was applying more suncream or replacing his hat.

We sailed past Clacton on Sea, spying at the amusement rides through my binoculars, past Holland on Sea and we soon arrived at the Harwich Felixstowe mouth. I grew up visiting my grandmother at Felixstowe so have been to Landguard Fort many times. It was great passing it from the sea, triggering good memories.

The large freighters and cargo ships were daunting. I photographed the massive cranes and posted them onto my blog with the heading of 'Ulahhhh'. It was very War of the Worlds as we passed the docks. Our perfect wind was on the nose after we had made the turn to portside to get up the Orwell but evening was drawing nearer and the wind had died. In the Orwell there were yachts and boats of all descriptions. The Orwell is a very buzzing river and I learnt a lot. One of the main things I took on board was that the green and red markers, denoting the main shipping channel, were mainly there for the big ships that went up and down the river; so I learnt to head just to the other side of them, keeping my eye on my depth gauge.

Riding alongside SWIFTSURE was a brilliant experience. IMOTHES, QUINTILLA and INDI were already in the marina, moored on the allocated jetty. Fantastic how they managed to get the whole crew on one jetty, our wide friend PAKLJHAWA at the end. Excellent stuff.



*On the new 'G' pontoon at Woolverstone*

The marina at Woolverstone is immaculate, not the cheapest, but the shower facilities and club house are very impressive. It was funny to see my tatty SANDY hugged up to the jetty with all the posh yachts and motorcruisers, Oh, how the other half live.

IMOTHES shared their hostelry experience by knowing of a great public house at Pin Mill, a short walk through the woods. I chose to stay at my yacht and have a culinary nightmare whilst everyone

went for a meal. Whilst draining my mushrooms and pasta over the side, I dropped my pan giving the fish a fantastic meal. I laughed as I ate my emergency rice pud. I walked the long way to the pub, feeling pleased with myself after a days sailing. I caught the guys up at the pub just as they were heading back, but it was a great walk along the river. I don't remember going to bed and I use that as a measure of how exhausted I was. Day 2 was brilliant.



*SWIFTSURE in heavy weather before we turned back.*

#### Day 3

The following morning, we set off after our fry up around 10am. I got a small way down the river and the wind was blowing a hooly. I tried putting up my main sail as I was going along only to find that it was wrapped twice, one of the downsides of having to feed it into the runner on every use.

Frustrated at this I made the decision to anchor. SWIFTSURE had her sails up and was leaving me but my priority was to keep myself safe. I remembered being told that if anything is going wrong chuck out a hook, then sort it. Good advice and that's what I did. After sorting the sail and raising hook, a few relaxing breaths and I headed onwards, SWIFTSURE had turned to my aid and the sight of her relaxed me even more.

All the yachts heading down the Orwell were heeled over, something I am not very good at yet. Whenever it happens, I go into a tiz and let out my main, this means I am not making as much headway as everyone else. I am told that this will come with experience, but I was totally relieved when PAKLJHAWA called bad conditions and we all turned back and picked up a mooring at Pin Mill. This also meant I got a chance to see the pub, but before that we all had a little play with our inflatables, good fun and good practice.

Fortunately for me IMOTHES gave me a ride to the jetty for the pub visit as my dingy doesn't seem to stay afloat for more than three hours and I was plenty beered up on returning to the yacht anyhow.

#### Day 4

4am set off, so my alarm was set for 3.30am. I love sailing in the morning, especially at first light. The Orwell was calm and, needless to say, very quiet that time of day. We followed

the edge of the shipping lane past Landguard Point and then after checking the lane was clear nipped across heading towards Felixstowe. The whole experience of sailing along that coastline is awesome. I remember thinking "You know those yachts out there at sea? Well, that's me that is". I had now learnt to program my GPS and was using that in combination with my chart handout to navigate around. I was keeping SWIFTSURE in sight but now I was running my own navigation.

SWIFTSURE can travel closer to the wind than my SANDY so following along was a bit harder as the wind turned to a more southerly. It wasn't around enough to goose-wing but too tight to keep my genoa full. I imagine a more experienced sailor would have tacked and gybed so tried a few and made a little more headway. The wind was good for coming in the entrance to the Deben which I did on my own. I was chuffed. The mouth of the Deben is challenging to say the least but well worth the effort once in. The Deben is a really beautiful river first greeted by Felixstowe ferry boat yard on the port side and beautiful countryside on the starboard. I had seen pictures of Felixstowe ferry boat yard when I made enquiries to a 31 foot project yacht back in February, but they didn't show anything of the beauty that I found going up the Deben.



*Entering the Deben, off Felixtowe Ferry*

At 8.30, all the sea excitement was over. We stopped on some moorings at Ramsholt. Once again IMOTHES informed us of an amazing pub there but as we were 3 hours before opening time we just rested in the glorious morning sun.

10.30am and we set off towards Woodbridge, a twisty winding route, very slow, from buoy to buoy. Now, this is not a journey to be rushed. To use the word stunning is an understatement. The river is beautiful, the wildlife amazing and the yachts en route to the marina come in all shapes and sizes. We got up to the marina at 1pm. I was dreading coming into it. It is a kind of horseshoe that only works on high water. At anything less than high water a yacht can't get over the sill that keeps all the water in, so the marina doesn't dry out but the surrounding area does. Very clever.

#### Day 5

Woodbridge is an amazing place to visit. Everything about it feels like river life. The actual marina is in the town and you have to walk past the yacht makers and watermill to get into the centre which is only 200m away from the actual moorings. There are live aboards and canal boats and even a second hand boat bits workshop but I found the owner a bit grumpy. Maybe he should have a job putting cherries on a cake, he clearly didn't see how great his little world is. Woodbridge has everything a passing

yacht crew could need - a good supermarket; plenty of charity shops and the pub food is excellent. The fifth day of our east coast cruise was a rest day and it was perfect to spend it in Woodbridge, especially as the UK was experiencing a heatwave.



*Dinner on IMOTHES at Woodbridge*

#### Day 6

The morning was spent sorting out my mainsail. There is such a wealth of experience to be had in the sailing association and people have no problem sharing it and also helping to put it into practice.

We left Woodbridge at 1pm, with a nice gentle sail down the Deben to get to the mouth and the sea by 3pm. After negotiating the exit we were all under motor as the wind couldn't be any firmer on the nose but it was a brilliant opportunity to put all the points I had learnt into practice. Even though the journey was done under the rattle of engines the miles passed by along with the hours and we were soon back towards Brightlingsea and the entrance of the Blackwater.

I made my decision to head over Raysand on my own as the tide was just starting to rise again, so I left the main body and slowly navigated Raysand's finger with the rising tide. I made it back to Paglesham at 12.10am. I felt completely chuffed with myself. Over the week not only had I had the most amazing time I had also taught myself to navigate; to sail; to route plan and also to be confident enough to do the last leg on my own.

What an amazing Association we have, allowing something to bloom that way.

Too many thanks to give out to everybody but what a brilliant time and I know for sure I will be doing many more cruises with the RSA.

So once again, thank you all so much  
Especially SWIFTSURE, my westerly buddy and IMOTHES.

--o0o--

# Eider, Kiel, Skagerrak or Limfjord

By John Apps

Most of us aware of being able to enter the Baltic or Ost See by using that marvellous German invention the Kiel Canal.



While the first time it can be exciting to tangle with the big ships and negotiate the rather large locks it takes a degree of concentration that is not always compatible for a single hander wanting to have a holiday. I have entered the Baltic three times using the Kiel Canal but only exited the Baltic one and a half times that way.



So how do you exit the Kiel Canal a half time? Half way down the Canal just West of Rendsburg you will find the Giselle Canal down a very leafy little waterway which is ideal for either a lunch break or for an overnight stop. Before Bismark took over Schleswig Holstein the Eider River was a Danish attempt to join the North Sea with the Baltic. What is left is one of the prettiest waterways that I have ever traversed. There are far more locks than the Kiel Canal and the Eider can be shallow in places and has the occasional buoy and wathies to guide you, but it is well overhung by trees in places and the banks are dotted with Holstein Cows. Want to stop for the night? Just deploy your anchor it is most unlikely anyone is going to be going to come past and annoy you. Just before Tønning near the entrance to the North Sea it becomes tidal and if they are allowing all the water to run out to clean the lower river can result in you getting stuck on a mud bank as I did with several Dutch boats just before the last set of locks/Thames Barrier type arrangement. Once out of the Eider it is very easy then to call at one of the most interesting places in the North Sea, Helgoland.

Last summer I left Copenhagen with an F6 Southerly wind and decided that I was sick of beating into strong winds and thought I would try going out the Skagerrack at the top of Jutland. I left Skagen at the very tip in an F5 Westerly but after 3 hours was warned about westerly gales. By about 1400 hours it was blowing F8, so I retired to a very pretty island that I had passed on my way to Skagen, the island of Laeso.



Laeso

Six very pleasant but expensive days were spent on Laeso at Osterby Havn. I had done some research using the free WIFI at Osterby Havn and decided that as the wind was still blowing about F5/6 from the West I would go out what was to me a brand new route through the Limfjord which bisects Jutland.



Like the Crouch Estuary however the volume of water shown on the chartlet is deceptive. From the entrance at Hals on the East Coast until I exited into the North Sea at Thybyron, I found I could never take my eye of the depth sounder even though generally it is well buoyed. I ran aground about three times, once while trying to avoid a ship as I entered the city of Aalborg. The other two times when I attempted to enter some of the many Marinas that dotted the shores of Limfjord. Altogether I spent three nights in Limfjord, but could easily have spent two weeks, it was so peaceful. The first night I spent at the Norressundby Sejlklub, the members were very welcoming even though I was probably at maximum length at 34' to negotiate their small marina. The second night I spent at anchor aground about 100 metres short of an isolated marina. The third night I spent at the town of Struer when I followed a ship that I thought would take me towards Thybyron but in fact had business in Struer.

Limfjord has 5 bridges that need to be opened for a mast up boat and one that has sufficient clearance for most boats. Only one joining Aalborg and Norresundby opened at set times all the others opened on demand or in my case by doing a couple of circuits a couple of hundred metres short of the bridge.

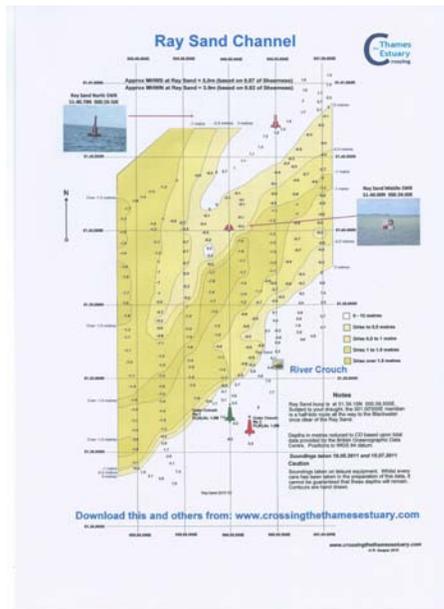
Along with the Eider River, Limfjord is on my list to visit again. The Kiel Canal and the Skagerrack I feel no compulsion to enter again but for ease of passage probably will.

--000--

## The Ray Sand Channel

*Richard Bessey*

Today the southern entrance to the Ray Sand Channel dries near the yellow buoy, and even a Thames barge would have trouble finding water at less than half-tide. This was not always the case, and in former times the Rays'n was the best channel into the Crouch. Yet this is still a favourite route when the tide is high, and in 2011 the Crouch Harbour Authority added some new buoys to mark it.



*Current chartlets of the Ray Sand Channel are on the way.*

The best water passes some half mile West of the Buxey beacon, though on older charts that side of the Buxey sand was much more steep-to and the channel passed close to the beacon. An 1874 pilot [1] shows the Buxey beacon with a T shaped topmark, and this topmark continued until the 1970s when Jack Coote[3] reported that it had changed to a N cardinal Mark. That would have been in 1977 when Trinity House updated the Crouch Buoyage to the new IALA standard (responsibility was only handed over to CHA in 1987 [4]). In the 1874 pilot there is also a beacon on the Ray Sand, with a Y shaped topmark, not far from the position of the present yellow buoy, but I have not seen this on later charts.

Until the 1977 IALA changes, the ends of the Ray'sn were marked by the North Buxey buoy (red & white check) near Swire Hole, and the West Buxey buoy. These are shown on all the charts and pilots since 1874 or earlier. The W. Buxey was replaced by the old

Outer Crouch South Cardinal, but the N. Buxey was removed and not replaced, and the Outer Crouch itself disappeared in the 2011 CHA buoyage scheme, replaced by the current red and green pair (Outer Crouch 1 & 2).

After the 1940-45 war, a dive-bombing range was established on the Dengie flats, and was marked by a curving line of buoys (RYVS). These were described in the first edition of East Coast Rivers (1956), and were still shown on the 1966 Stanfords chart that hung in the pub bar on Foulness. The buoys have long since gone, but some of the bombing target wrecks are still marked by poles on the flats, along with, it is rumoured, the remains of some of the aeroplanes. The Yellow Ray'sn buoy itself first appears in the 1980s as a seasonal buoy [3] and later became a permanent feature. Recent online chartlets show the best water a little to the east of this and the other Ray Sand channel buoys, following the line of longitude 01.00 deg E.

### References

1. A handbook for the Thames, 1874 (CA library)
2. East Coast rivers 1st edition 1956 (CA library)
3. East Coast rivers 11th edition 1985
4. East Coast rivers 15th edition 1996
5. Yachtsman's Pilot by Lieut. Commander John Irving, R.N., 1927

## CORINNE makes Pyefleet and contacts the East Coast Cruise

*Aleck Poole*

Saturday 27<sup>th</sup> June CORINNE set off single handed from Paglesham on what was her shakedown cruise. First discovery was that I had no charts on board other than a large scale Admiralty chart of Thames Approaches. She sailed all the way through the Spitway arriving in the Colne in the early evening. Welcomed alongside AMBITION II I announced I had lack of charging under engine. John Langrick leapt on board armed with his soldering iron, meter and some of Richard's wire kindly determined to sort my loss of charge. Sadly, after fixing a poor connection on my warning light, sorting the tangle of ancient wiring called a halt to fault tracing and John's crew were in need of food. My salmon was kindly cooked aboard AMBITION II and we all settled down for an enjoyable evening.

Sunday saw others leaving Pyefleet heading for Aldeburgh on the East Coast Cruise or returning to Paglesham. CORINNE needed to pick up crew from Bradwell on Monday so sailed up the Blackwater, repeatedly overtaken by a fleet of fast racing catamarans that seemed to come out of nowhere one by one. I settled in the marina for the night to make sure the batteries had a good charge. I'd found a few possible poor connections and remade these. I also disconnected the drive belt to the alternator as there still seemed to be no charge.

Ben, my crew, was delivered by Sally in good time on Monday morning and we all had time for a cup of tea before setting off at high water around 10.00 am. Motoring for a mile or so the wind soon developed and under full sail, including mizzen, we made the Colne Bar Buoy, left it close

to starboard and bore off for the North Eagle. With the good southerly wind CORINNE was on a fine course for the Medusa and then up the coast to the Orford Haven buoy. Arriving here at low water we checked the Ore Entrance data on the mobile and noted 0.8 LAT \* depth near the red can leading into the Ore/Alde . Seeing the chop from a distance we lay off 'hove to' for an hour. The skipper having experienced similar situations here before decided an hour of flood should be enough to explore making an entrance. From the offing buoy towards the red can was fine and I asked Ben to call out depths for me as they changed. They soon decreased from 2.00 meters to 1.5; 1.4; 1.3...0.9; 0.8...0.5; 0.2; 0.1; to 0.0 by the red can before increasing again. Fortunately my echo sounder is set to believe I draw 1.2 metres not the actual 0.9 metres and the sound of crunching shingle was not heard. Once inside I called IMOTHES for advice on their location at Aldeburgh only to learn that the cruise boats were at Pin Mill in the R, Orwell, having aborted an attempt to beat the southerly wind out of the Orwell that morning with the tide under them. I'd have done the same. CORINNE likes a good reach but not an uncomfortable beat.

We picked up a mooring at Orford and after a walk ashore crew adjourned to the Jolly Sailor for a meal.



After a leisurely breakfast Ben walked up the castle before we set off for Aldeburgh. We anchored by the Martello tower and settled to a falling tide before setting off into town. Nobody seems to sell two stroke mix or petrol by the quay anymore so I left the can in a hedge until our return. They do however sell a great selection of very popular ice cream in town. Ben set off for a grand walk around the upper town whilst I settled into the shade on the beach behind the South Lookout Tower Gallery agreeing to meet Ben there later. No sooner had I tried to doze when the large wooden door of the tower opened and I got up to explain my presence. The man inside the tower looked familiar and I said as much. He immediately said forget that do you mind if I take a picture of your beard. I need a picture of a beard like your's. Having taken two shots inside and two outside the tower, I settled down on the beach again only to be asked if I would please 'sit' for a sketch of my beard. I agreed and a conversation developed. The name of the man in the Tower was Dudley Sutton. For the bigger story you'll have to ask me  
[http://www.eadt.co.uk/news/actor\\_returns\\_to\\_suffolk\\_for\\_art\\_gallery\\_show\\_1\\_4136952](http://www.eadt.co.uk/news/actor_returns_to_suffolk_for_art_gallery_show_1_4136952) He is a travelling poet and artist in his spare time and his forthcoming show was to be in the Lookout Gallery that Saturday. See this too.  
<http://www.aldeburghbeachlookout.com/dudley-sutton/4589499933> I had an enjoyable afternoon waiting for

crew Ben to return. Leaving Aldeburgh on the last of the tide we picked up the same buoy at Orford and retired to the Jolly Sailor.

Next morning we made down to the river mouth by about 2.5 hours of flood and this gave us a nice exit and subsequent entry to the River Deben arriving Woodbridge at about high water.

Boy!, was it hot, a shower didn't help as they are now required to be set at a 'safe' hot temperature with no personal control lest we fatally burn ourselves. I had an idea to stand under the cold hose on the pontoon, but lay down exhausted under a tree before I made it. Ben had gone off walking to Suttun Hoo and back. By his return I had found the RSA boats as planned and later we spent a very enjoyable evening aboard IMOTHES with combined crews from all boats enjoying Spaghetti Bolognese and contributions to supplies.

Thursday morning I watched as the 'man from the marina' explored my wiring with no successful outcome. Ben returned from his early morning walk to Martlesham and back then, with the depth gauge showing 1.5 meter we shipped out over the sill. Down river the wind was sometimes useable but we were soon joined by other RSA boats including SWIFTSURE, who took on spare crew at Ramsholt for his trip back to the Blackwater. CORINNE sailed slowly against the ebb and headed into Harwich's Ha'Penny Pier for the night as the wind forecast for Friday was NE, promising a good sail for home. The Alma pub served us a decent meal and a couple of beers and after a leisurely walk we turned in for a few hours sleep before an early start.

Motoring out of Harwich on Friday as the sun climbed we were soon past Stone Banks and off the Naze. The wind had veered to SEly affording a rare chance to hoist the cruising chute which we were able to keep set all the way into the Crouch. We kept a look out for boats returning from Bradwell, but found we reached Paglesham before them.

Whilst RSA boats enjoyed races at Paglesham on Saturday Ben and I joined as crew on my neighbour's Limbo, racing with Thames Estuary YC off the seafront at Westcliff; two races in fact. I'm not sure how we did as the results are still not published, but it was great fun.

<http://www.eastcoastpilot.com/Ore2015v2.pdf>

## IMOTHES Sambucca Cup challenge

*John Langrick*

The following is IMOTHES account for a response to the Sambucca Challenge. This is a bit embarrassing as I was the only entry in time!

### *Visit a port in Kent*

23-25<sup>th</sup> May was the first cruise of the season and I was joined on IMOTHES by Graham Pelling. We would sail in company with AMBITION II and GEM.

We were late setting off and the flood started in earnest as we turned eastwards at the Branklet Spit into a NE wind. We

made slow progress against the flood and decided to turn early just close to the Whitaker Beacon and into the Swin. We were able to use both the wind and tide and soon started to cover the ground to the Medway at over 7 knots GPS speed.

We crossed the main shipping lane just off Shoebury and set a course for the Medway. We arrived at our destination Stangate Creek before the top of the tide where we rafted up against GEM for the evening. AMBITION II anchored closer to the shore so that Max (the dog) could be easily taken ashore. We had an excellent meal in company on GEM and planned for a sail on the Sunday up the Medway to Rochester. I wanted to see my old yacht SWANTI last year moored off Upnor Castle, but she was nowhere in sight.

I had previously had an excellent meal in Gillingham marina and booked in for the evening. However the bar was closed (Sunday) so we a meal on AMBITION II. I had a brief walk around the marina to find SWANTI looking splendid in the outer (tidal) part of the marina.

On the following day the wind shifted SW and we left Gillingham as soon as the lock opened so that we could take the full flood down the Swin. We turned at the Inner Wittaker with an hour or so to spare to take the flood back up the Crouch.

#### ***Finish at least one RSA Cruiser race***

IMOTHES took part in all four cruiser races to date. Unfortunately we abandoned the last one due to very heavy rain and very little wind. Instead the crew (Graham Pelling and myself) opted for a lunch in the dry rafted up against AMBITION II. Hence to date IMOTHES has completed three RSA Cruiser races.

#### ***Go through the SWIN Spitway***

The East Coast cruise started the 27<sup>th</sup> June with a trip via the Spitway to Pyefleet Creek. I was joined by crew Simon Joel. We were also delighted to be joined by Rob Jennings in SANDY on her first cruise, SWIFTSURE, PAKLJHAWA, AMBITION II, QUINTILLA, CORINNE and REMIS VERLESQUE. We all ate on board and joined AMBITION II for 'afters'.

#### ***Visit a port North of Walton on the Naze***

The East Coast Cruise continued north while RV and AMBITION II returned for work commitments. We had an easy sail to the Orwell and booked into an excellent new facility at Wolverstone where we tied up in a line against a new jetty. CORINNE called at Bradwell to pick up crew.

John EXB sailed single handed and I mean it as he caught his finger badly in the anchor winch. A good job Doctor Simon managed to sort the wound, with others, rather squeamishly turned their back. John was joined by friend Gary for the middle part of the trip where we continued into the Deben and spent a couple of days in the tide mill at Woodbridge.



*On the walk from Woolverstone to Pin Mill, That well known swing! Who is going to go first?*

CORINNE joined us for the second night in Woodbridge and Alec and crew joined us for a meal on board IMOTHES, with Pasta supplied by the home ship, Spaghetti Bolognaise supplied by SANDY, Parmesan cheese by CORINNE and wine and beer supplied by all!

Simon deserted IMOTHES and joined John in SWIFTSURE, (as Johns crew left ship at Ramsholt), for the trip back as his finger remained very sore. An easy sail brought SANDY back to Paglesham on the Friday tide while the rest went to Bradwell for the evening. We had to wait a couple of hours to enter as there was not enough tide even for PAKLJHAWA, entering at dusk. For this last night we ate on board as it was too late for a bar meal.



*Dinner at the Butt and Oyster on E Coast Cruise*

The following day we returned via the Ray Sand channel.

#### ***Visit a port in the Colne or Blackwater, Go through the Ray Sand Channel***

On 19<sup>th</sup> July I was privileged to be invited on the Paglesham Gentlemens cruise this year and I sailed single handed in the company of HALLOWE'EN, (crew Rodney, John Wittingham and Robin Slater), VERLOCITY (crew Mike and Steward Green), and MARSHMALLOW (Crew Ivor and David Hanchett).

We sailed via the Ray channel straight to Pyefleet Creek for the evening where Rodney kindly ferried crews too and fro.

The following day we were a little tide bound so a trip to Ramsholt was abandoned and we all rafted up against a new jetty in Brightlingsea. That evening we ate at the local curry house and drank beer from the pub a few doors down.



*HALLOWE'EN sailing back through the Ray Channel*

The following day we ventured to Bradwell with a great meal in the Green Man was followed by drinks in the marina bar.

On Wednesday we visited West Mersea where we all swung on club moorings and visited the West Mersea yacht club for a 'well lubricated' meal in the evening.

We returned on the Friday, via the Ray Sand Channel and a trip into Burnham Marina as the forecast was turning nasty with winds increasing to F9 and torrential rain.

***Go through either Potton Bride or Havengore***

On 1<sup>st</sup> Aug 2015 the tide was 5.9m at 14:00. IMOTHES set off at 13:00 to travel through Potton Bridge and anticlockwise round Potton Island. Appropriately enough I was joined by Barry Lewis. We arrived at the bridge, scraping the mud in many places by 13:20 passing Nigel Greest and Matty traveling the other way through the bridge.



*Barry at the helm and John on the bridge, IMOTHES passing through Potton Bridge*

Although John Walter now has retired, he joined his ex colleague Richard waving us through the bridge. We managed to hoist the jib after Wakering boatyard and sailed our way back to the Roach where we joined BRIAR ROSE and Shaun for a brief sail down to the Horse Shoal and back.

**PGSC 2015 19<sup>th</sup> – 24<sup>th</sup> July 2015**

*David Hanchett*

The Boats, the Skippers and their Crew

- “VERLOCITY” Mike Green, Stewart Green
- “HALLOWE'EN” Rodney Choppin, John Whittingham, Robin Slater
- “IMOTHES” John Langrick
- “MARSHMALLOW” Ivor Jones, David Hanchett



*'The Cast', Back row, John Wittingham, David Hanchett, Stewart Green, Robin Slater, Front John Langrick, Ivor Jones and Rodney Choppin, outside the marina bar, Brightlingsea.*

General Synopsis ( for those who can't be bothered to read the whole thing)

We had a good time, ate and drank plenty and returned safe and sound. Weather OK winds not good.

The Bigger Picture

Since I first started writing a log of the Paglesham Gentlemen's' Summer Cruise many people have asked me just what this curious group is all about. I think the word “Gentlemen” confuses the situation and people ask if it has anything to do with what school you went to or how you eat your peas. In fact the group has nothing at all to do with either ( or any other ) of these suppositions, but ( in our context ) is based on one criterion only – namely do you like getting up early in the morning? If the answer is “ no” you are more or less in!

So, in a nutshell, you have a group of RSA Members and their boats that set off for some sailing sandwiched between eating, drinking and making merry. And now that we have got that out of the way I can get on with the details of what we did this year.

Sunday 19<sup>th</sup> June

After the serious business of victualling the boats and making sure that none of the bottles got smashed or damaged we were ready to take instructions from the “ Joint Command “ of Mike and Rodney, being the two senior men. We were to sail through the Raysand and muster at Pyefleet for the evening. This represented the longest of our daily sails and as the wind was against us this presented an opportunity for the “ iron top'sle “ to be heard at times to complement the use of genoas and jibs.

Needless to say, arrive at Pyefleet we did and the small group of yachts anchored within hailing distance of each other and each crew prepared their meals on board. And what a pleasing sight the fleet looked in the evening sun with their RSA burgees flying at mast head or crossrees and Red Ensigns at the taffrail. Of course in good Navy Board tradition ( that is to say following the edict from the thrifty Samuel Pepys' in the late 17<sup>th</sup> century to cut the cost of the bunting bill ) ensigns were struck at 2100hours. Special mention has to be made of the beautifully turned out state of "HALLOWE'EN", the Frank Shuttlewood built veteran of the Roach and a reminder of the glory days of wooden boatbuilding at Paglesham. Rodney had worked hard and effectively over the winter and her crew reported feeling particularly secure, in the knowledge that she was carrying a new centreplate.



*HALLOWE'EN and crew*

*Monday 20<sup>th</sup> June*

Colours were hoisted to a cool and breezy morning and the combined wisdom of Mike and Rodney was that we should motor sail over to Brightlinsea and lay alongside the pontoon where we would have access to the water taxi service over to the Colne Yacht Club, The Yachtsman, and the Indian restaurant. This proved to be a good decision as the passage was lumpy and the wind blew up such that only foresails could be used easily ( perhaps we are also discovering a further definition of the word " gentlemen" when describing the cruise, viz that you don't stress yourself out with too much sailing!)



*Moored at the pontoon at Brightlingsea*

Having retired to the Yachtsman we discovered that they no longer served food in the evening, but had reached an arrangement with the Indian restaurant a few doors away that customers could take up ( or in our case ship up ) beer and that staff would go up the next day and collect up the glasses. We had

another couple of pints to discuss this and let it sink in and the overwhelming decision was that it was a good idea, well worth trying out. Mike had decided that in the interests of digestion he would only have a small " dry " curry ( although only Mike seemed to know what he meant ) but in the end proceeded to eat pretty much anything and everything that had a hot oily curry base!

Anyhow the system of shipping beer to the Indian restaurant worked and is a good idea which we can only but recommend to visiting yachtsmen, and a rather giggly group caught the last ferry back to the boats which waited patiently on the pontoons.

*Tuesday 21<sup>st</sup> June*

The day was blustery with a strong NW wind which made conditions choppy as we ventured over to Bradwell. Some put up their mains (VERLOCTY being amongst them ) but even she shortened sail in the last part of the leg up the Blackwater.

Bradwell is one of my favourite marinas. True you can't see much out of it for the excavated mud walls, but it remains one of the cheapest to my knowledge and has everything you need. Especially, it has rows of hot showers and Tuesday is a relatively long time from Saturday, when I had set off from home. Also by virtue of its location it seems to offer opportunities for some good destinations – up the Blackwater, over to the Colne, or further a field to the Walton Backwaters and beyond to the Suffolk rivers. It's not so much that you do do it, but that you can that I feel gives Bradwell a good feel.



*The Chairman of the RSA holds a meeting with the two far flung Honorary Members.*

But on this occasion the treat was that Mike had got his nuts out. As Marshmallow berthed at her finger pontoon and all crews were invited to drinks on VERLOCITY. Whilst Mike welcomed us all aboard the dutiful Stewart ( or was it steward?) mingled with crystal glasses brimming with Tanqueray and bowls overflowing with cashew nuts and peanuts. It was a warm welcome aboard their very capacious yacht ( you have to remember that for me all of this is in comparison to a few days in a 21 footer ) and a fine start to a good evening.

When we had drunk all the gin we moved on via the short walk to The Green Man for a meal. The period leading up to the cruise had been peppered by stories ( some worrying )

about the future of the yard at Paglesham and several probably unproductive hours were spent thought the cruise discussing what it all meant. John L received updates from time to time about parking and the use of the pontoon and we wondered if on our return we would be able to get along the pontoon or even get our cars out of the yard!

Amongst the formalities of the evening the Chairman proposed the traditional toasts the first to the Cruise itself, the second to Absent Friends and the third to the RSA.

#### *Wednesday 22<sup>nd</sup> June*

As I have already said, its not that we necessarily use Bradwell as a springing point for far flung places, as today we only sailed over to West Mersea. But it was an important sail as Wednesday is one of the days when the West Mersea Yacht Club restaurant and bar are open to visiting yachtsmen and it was therefore imperative to get there for that. Finding moorings at West Mersea is never easy and this visit was no exception. The boatman came out in his launch and allocated us moorings, but unfortunately they were not close together and so the pick up ( by Mike and Stewart ) involved them bringing their dinghy over to the pontoons where MARSHMALLOW was berthed and then towing us behind in our Avon rubber dinghy . Not so difficult in daylight and at a high tide, but less easy on the return trip and after a good night in the Yacht Club.

West Mersea's hospitality was as good as ever and they delivered a very good dinner in the Club House. The timeless atmosphere of the Club is delightful and they are welcoming and efficient without being stand-offish. We sat comfortably and chatted about what might be going on at Paglesham, and about boats we have loved. Robin made us envious with details of his latest " project" for restoration – a Percy Mitchell ( Portmellon near Mevagissey ) Tosher he had just brought up from Cornwall.

#### *Thursday 23<sup>rd</sup> June*

A lovely sunny day saw the majority of us walking in the steps of Maurice Griffiths past the hulls and houseboats that rested in the saltings and up hill to the town itself.



*The saltings at West Mersea*

We needed more supplies and as we happened to walk past the Art Café we also needed coffee and buns! Shopping done there was just time for a swift jar at the Yacht Club before returning to the boats and what was to be the final leg of this years' cruise – to retrace our steps through the Raysand to Burnham Marina.

The passage was not that pleasant; the wind never seemed to be in the right direction and the weather was beginning to close in wet and dull, much as heralded by the forecast. But make it to Burnham we did and by the time Marshmallow arrived there was already a party in full swing on board Halloween. As well as the usual crew, Robin's son Toby and his girlfriend Sarah had driven round to be with us for the evening. Toby and Sarah are accomplished sailing people and Toby has more or less single-handedly ( although his father might not totally agree with that ) turned round the fete of their last project – the restoration of the Brixham trawler " Our Boy ".

After a good time on Halloween we went to The Swallowtail for dinner during which Rodney discovered that he had somehow managed to leave the key to Halloween on board and ( also somehow ) managed to click shut the padlock to the door to the cabin. Now this may not seem ( in the sober light of day ) a very amusing thing, but the reality of Robin and myself lowering Rodney through the forward hatch into his boat seemed very amusing at the time and even more so when his progress downwards was likened to that of some latter day nautical Santa.

#### *Friday 24<sup>th</sup>*

The Santa thing seemed a good high note on which to call it a day as far as the PGSC 2015 was concerned. Although we had intended to stay away until Saturday and make our way to North Fambridge, the forecast of rain and strong winds made this prospect suddenly unattractive, and we paid a quick visit to the chandlers and had some coffee before heading straight back to Paglesham.

We got back on our moorings by lunchtime and having cleared up the boats and secured them we met up at the Plough and Sail for a last pint and a late sandwich. It had turned in very wet and I got soaked delivering my gear back to my own boat ( Sparkle ) which is only a short distance from Ivor's. We had definitely made the right call, I thought!

#### Overview

It was an excellent time away with great company. It was good to have John L in the group and the additional boat made up a fine little fleet. So here's to the Gentlemen's' Cruise of 2015 and the hope that it will happen all over again in 2016 and beyond. Next time those elusive Suffolk rivers...??



*MARSHMALLOW sailing home*