



Roach Sailing Association

www.paglesham.org.uk/rsa

February 2016 Newsletter

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Chairman's Report

MikeGreen

I hope you will concur that the decision to relocate the Laying Up Dinner to the Ballards Gore Golf Club was a good one. The venue proved to be attractive, car parking easy, the food acceptable and the service proficient including the Bar. We were also fortunate to have as an honored guest the Crouch Harbour Master Susan Harrison, a very interesting lady to talk with.

Our thanks go to Clem Freeman with the help of Ken Wickham for organising this important event in our social calendar. I should also like to congratulate those attending for raising a record amount of £315 for the RNLI when the Lifeboat Cup was passed around.

One important event in my boating calendar recently was the survey for insurance purposes of VERLOCITY, she was last surveyed in 2006 when son Stewart purchased her. I waited for the surveyors arrival ,opened up the yacht and left him to it after first making him a cup of tea. I have not received his written report yet but I know he found a problem in the rudder blade which has a split opening up at the bottom. I await with

trepidation what else he found fault with, I know the fire extinguishers are out of date as are the flares !

The Roach Mooring Holders Association has been actively progressing the relocation of the two trots of 23 moorings in Paglesham Reach with the new owner of the Paglesham Yard, Maclean Engineering. This is necessary because of the opening without prior notice, of the Fishery in the Reach along the Paglesham side of the river and the need to stay within the boundary of the Yard's lease from the Crown.

Much detailed work has been put in by Ken and John L. into discussions with the Yard owner and other interested parties involved and the preparation of scaled mooring layout plans for agreement with the Crown, the Fisheries and the Yard owner. It is important that all parties involved agree and sign off these plans before the moorings are relaid so that they remain within the plot lease the Yard has from the Crown. An agreement is expected shortly and the RMHA will issue a notice to the RSA members interested with their mooring location. There will have to be some relocation of the Beagle trot moorings to the Potton trot due to barge movements by the yard owner alongside the pontoon at tide times.

Those RSA members who have moorings with the PVT or Nigel Bishop will need to speak with the Yard individually to

register and pay a Facility Fee much as was the case in the past with the Barkes.

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

John Greenwood Westerly and Minesweeper
BELLATRIX and BIRDHAM
Nick Hann Gaff Barge CALLUNA
Mick Robinson
Stuart Tanner
John Harmon Norman 18
Dick Holness CORNSILK
Dennis Hubbard HERON

In conclusion, may I wish you all a Happy New Year, fair winds and calm seas for the season to come.

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2016 AGM

The 2016 AGM will be again held at the Wakering Yacht Club on Sunday 13th 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*
Ken Wickham *Phone 07771995382*
Clem Freeman *Phone 09591274161*
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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2016 Subs

2016 subs are now due. These are £10 per year and there is an additional £10 racing subs for those who wish to take part. This covers cup engraving and insurance. Please send your subs to our Treasurer

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

If you would like to pay by direct transfer pay by bank transfer 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. You can, of course, pay at the AGM.

Schedule of Harbour Dues and Charges 2016

We all need a River Licence if we keep our boats in the Crouch river area. Please see CHA website for payment details: <http://crouchharbour.org.uk/dues/>

(Yachts, Recreational Craft, Fishing Vessels, Houseboats) Dues are charged on vessels kept or used in the harbour in accordance with the annually published Schedule of Charges, pursuant to S.26 of Harbours Act 1964 & S.54 of Crouch Harbour Act 1974.

Vessel Length

| Feet | Metres | Full Dues | *Prompt |
|---------------|---------------|-----------|---------|
| 8.00 - 15.50 | 2.44 - 4.73 | £35.50 | £24.00 |
| 15.51 - 21.50 | 4.74 - 6.55 | £49.00 | £34.00 |
| 21.51 - 26.50 | 6.56 - 8.07 | £62.00 | £42.00 |
| 26.51 - 32.50 | 8.08 - 9.90 | £65.00 | £44.00 |
| 32.51 - 38.50 | 9.91 - 11.73 | £76.00 | £51.00 |
| 38.51 - 49.50 | 11.74 - 15.08 | £86.00 | £58.50 |
| 49.51 - 59.50 | 15.09 - 18.12 | £95.00 | £65.00 |
| 59.51 + | 18.13+ | £121.00 | £84.00 |

* **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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2015 Racing Results and Handicaps for 2016

Richard Bessey

Dingy series

Egret Cup

Hardly a ripple showed as 7 dinghies drifted on the tide, barely keeping above the start line. But a light westerly prang up soon after they started up-river to the Barton Hall buoy.

MERGANSER soon got ahead and kept the lead, the rest followed tacking slowly with the tide. PATCH and STELLA

MARIE were next around the mark but, after the run back to Paglesham, PUGWASH II was just half a minute behind. On corrected time STELLA MARIE has 3rd place, PATCH was 2nd, and PUGWASH II wins the Egret Cup!

Potton Island Trophy

The round-the-island race started with a run in the sun, until they turned into Potton Creek and tacked with the tide to Wakering. Sometimes it was gusty, sometimes light airs. Both PAKLJHAWA and JESSICA ROSE accompanied as rescue boats. MERGANSER kept the lead throughout with MAKEDO and PATCH in pursuit. On handicap WINKS has 3rd place, PATCH 2nd and MAKEDO wins the Potton Island Trophy!

Paglesham Yacht Race

A windy day saw BLUE PETER on her side before the start of the race. MAKEDO, TT SUSIE and TT PAKLJHAWA were quickly on the scene to rescue the plucky skipper, the dinghy and floating items. Undeterred by his dunking, Clem volunteered to crew on SUSIE instead.

After a forty five minute delay, four boats: MAKEDO, the two Tideways; (APPLE and PATCH) and SUSIE set off against wind and tide for Barton Hall Creek. MAKEDO made best progress, her red sails followed by the white sails of PATCH and the Blue of APPLE. The wind steadily increased with gusts over twenty knots and despite a valiant effort to make headway, SUSIE retired.

The remaining three completed the course with MAKEDO crossing the line well ahead of PATCH and APPLE. On handicap, APPLE has 3rd place. PATCH 2nd, and MAKEDO wins the Paglesham Yacht Race.

Mudcatchers Cup



Gerald and SUSIE winner!

The course was to round the port hand marks at each end of Paglesham Reach and then return back to the PVT Patch. Skippers could elect which buoy to round first. The theme was fancy dress.

Four boats entered; TT CONTESSA OF WESTON (under oars), APPLE, SARAH EDITH and SUSIE. The going was a bit tough for the oarsman, but the other three completed the

course in gusty conditions. APPLE romped home first followed by SARAH EDITH and SUSIE. By application of the Portsmouth Sillystick, SUSIE wins the Mudcatchers Cup as she was skippered by a large green dinosaur with a mighty roar.

Lifeboat Cup

In spite of light winds and a drizzle of rain, 9 boats were lined up for the start of the Lifeboat Cup, and not a Bermudan rig in sight! With the wind on the quarter they stayed fairly close all the way to the Barton Hall buoy. APPLE rounded first but lost her jib at the top of the mast, and was overtaken on the beat home. BUTTERCUP was under full sail and going well, and TT WATERWYCH made a strong challenge, crossing the finish not far behind MAKEDO. On handicap WINKS has 3rd place, MAKEDO 2nd, and BUTTERCUP wins the Lifeboat Cup!

Oyster cup

The course for the Oyster Cup took 11 boats zigzagging against the flood as far as the pill box, then up Paglesham pool in the easterly F4 to the next pill box, and back again. Due to some miscommunication (ahem), three boats turned at the overhead cables, thus avoiding a good deal of short tacking, but incurring a 15 minute penalty. Peter's Mirror and MAKEDO made the best elapsed times with TT WATERWYCH only a minute behind. On handicap Peter's mirror has 3rd place, WINKS 2nd, and APPLE wins the Oyster Cup!

Dinghy Bowl

17 boats scored points in the dinghy series. PATCH was second with 8 points, but with 12 points, MAKEDO wins the series and the Dingy Bowl.

Cruiser series

Paglesham Pot

The first race of the season was the Paglesham Pot, with 5 cruisers taking part. We can't remember what the course was, but the results on both actual and corrected time were: 3rd place ULABELLA, 2nd place SUNSHINE, and in 1st place, IMOTHES.

Blue Shoal Trophy

Light airs from the NW were true to the forecast as 7 boats set out. In Quay Reach it was on the nose – but wind shifts all over the place meant lots of sail handling and the flood tide had started against them. AMBITION II retired but all the others made it into the Crouch – eventually - and turned for the Horse Shoal.

Back in the Roach the wind had turned West and headed them again! IMOTHES had kept the lead throughout until the last minute, but PAKLJHAWA passed her and crossed the finish line 15 seconds ahead! An hour was to pass before the next boat, EOLE finished.

On corrected time, INDI has 3rd place, PAKLJHAWA 2nd and IMOTHES wins the Blue Shoal Trophy!

Shuttlewood Cup

It was quite a gentle run down to the Crouch on the last of the ebb, and in no time we had all reached the Holiwell buoy. RODE GRUTE was round and away, followed by IMOTHES, then VERLOCITY, SEAJAY, ULABELLA and AMBITION II came round in a bunch with very little water inside the buoy.

Collision was narrowly avoided but AMBITION II missed stays and had to start the engine to avoid grounding. Then the hard beat home at low water.

RODE GRUTE was first home, but VERLOCITY was hard on the heels of IMOTHES all the way back, and overtook to finish 30 seconds ahead. There were two more casualties on the putty before the race was over.

On corrected time ULABELLA has 3rd place, IMOTHES 2nd and VERLOCITY wins the Shuttlewood Cup!

RNLI Race

There was a fair NW wind to start the race, but the 8 contenders soon spread out, and some had to tack several times in Quay Reach. Close to low water, some had a struggle to get around the Redward buoy, but MARTINIQUE was round well ahead of the rest, followed by IMOTHES. HERON got around while LOTUS and AMBITION II struggled to make the mark in the flukey wind. It was slow going back to Paglesham Reach as the breeze all but died away.

On handicap EOLE has 3rd place, IMOTHES 2nd, and MARTINIQUE wins the RNLI Race!

Whitaker Cup

It rained and there was hardly any wind. But still 3 boats started in Quay reach for the Crouch buoy. As the flood tide strengthened they all anchored to hold position, and the rain continued unabated. IMOTHES retired and joined AMBITION II anchored at the start line for lunch. Presently the wind picked up a bit, and by mutual agreement LOTUS and ULABELLA shortened course to the Inner Crouch, and both finished in a little under 3 hours. On handicap ULABELLA has 2nd place and LOTUS wins the Whitaker Cup!



Light wind sailing, ULABELLA looking for the wind.

Roach Plate

A zephyr from the SW was all they had, so it was a tight pack that drifted down the Roach with the tide. PAKLJHAWA got ahead a bit after the first hour as they turned into Quay reach, with IMOTHES and ULABELLA not far behind, and there was not much in it as they rounded the Jubilee buoy and tacked back to the corner. The wind has gone South so it was an easy sail back to the finish.

On handicap, ULABELLA has 3rd place, PAKLJHAWA 2nd, and INDI wins the Roach Plate!

Len Choppin Cup

There were 17 boats in the cruiser series this year. In joint 3rd place with 6½ points are INDI and PAKLJHAWA, ULABELLA has 2nd place with 9 point, and this year's winner with 15½ points is IMOTHES!

Other trophies

Don McDowell trophy

After an excellent dinner the night before, there were 13 boats preparing to start the race from Fambridge. The wind was a very light northerly and the tide against them, so the course was shortened to Cliff Reach buoy.

But it was not to be. The wind went more and more easterly but stayed very light, and they could make no headway against the tide. One by one the engines came on and they pulled away, leaving only LOTUS, PAKLJHAWA, and VERLOCITY. The course was shortened again, and they tacked back and forth, but they could not get past the start line, so the race was abandoned. So on the Pyefleet weekend in September, the committee decided to award the Don McDowell Trophy to the best cruising trip, and outstandingly given the light winds, one boat stood out having sailed all the way there and back without requiring the Iron Tops'l. SPARKLE!

Gracilda Cup

PAKLJHAWA with Heather on the helm and Deputy Race Officer onboard, sailed a course to the Crow Buoy and back. The race Officer had, however, misread the Event Calendar and started an hour too early.

WATERWYCH, with the owner's daughter [name?] on the helm, sailed a course to somewhere and back in blustery conditions. As WATERWYCH started at the correct time, she wins the Gracilda Cup.

2016 Handicaps.

Richard is reviewing the RSA handicap system and this will be discussed at the AGM. The new handicaps will appear on our web site before the start of the new racing season.

Bosun's Corner

John Langrick

Fitting out is well underway and I have booked the following weeks for launch

7 - 8 Apr
21 - 22 April
5 - 6 May
9 - 10 May

Of course you can book yourself with the yard, but adherence to these dates mean that others are better prepared to help.

The 'tea hut' is now in it's new location and proving a great success.

There will be a work party to prepare DALLY for the season on Sunday 3rd April. All helpers will be greatly appreciated!

Pag update

There will be a work party on Sunday 13th March where we will have a tidy of the PVT saltings and the shed. Again, all helpers would be appreciated.

The yard has had a vast tidying exercise and many access gates installed. Please ensure that gates are closed at all times. There have been significant changes at Paglesham. The area behind the shed has been cleared so it can be resurfaced and there is a temporary toilet for our use. All stored dinghies and trolleys must have a boat name clearly on the transom.

The Roach Mooring Holders Association have let all their moorings other than a number of upstream moorings. Users will need to pay a facility fee to the yard and of course a fee to lease that mooring.

Moorings are also available from Nigel Bishop and of course the yard.

AMBITION II

Richard Bessey

Any dry weekend in the early months of 2015 saw us working on Ambition II's deck and cabin paintwork, completing the job that started with a hull shot-blast in the previous October. We had been aboard on the mooring most weekends over the winter, and had got to think about heating! The plan was to install a solid fuel stove in the main cabin, and I made enquiries about the Faversham Stove which seemed a good fit. But the more we thought about it the less we wanted to lose seating space.

Ambition II had some good weekend trips early in the year, notably to Shotley with Gem, Walton backwaters with Max the dog, and to the Medway with GEM and IMOTHEs. We were plagued with engine difficulties. On the Shotley trip, the oil cooler hose burst off the Naze, but luckily we were able to beat into Harwich and had enough oil left to lock into the marina. On a later trip to Pyefleet, the raw water pump seized, but again we were lucky with just enough wind to sail home over the Ray. Worse was yet to come in September. Unknown to us the anti-siphon bleed hose had blocked, and this had allowed sea water to flow into the exhaust, and back into the engine.

The source of water was not the engine intake (which has a separate anti-siphon), but the deep sea seal on the prop shaft, which has a water feed from the raw water pump. But we did not know about this hazard, and at one point water was flowing from this hose into the sump, and could have sunk the boat had I not chanced upon an article on the internet while researching the problem! I have since fitted a non-return valve in this hose. After two days of pumping oil and water from the sump, the engine has been running fine, so fingers crossed no lasting damage was done.



Frenchman off St Malo

For our summer trip we headed down channel for the West Country, but by the time we reached the Solent we'd had enough of beating into the persistent strong westerlies. So after a pleasant anchorage at Newtown harbour on the Wight, we headed South for Alderney, and thence to Jersey and the French coast. It was our first visit to Jersey and we moored in St Helier and explored the East coast by bus, waiting for a gap in the weather. The gap was brief, and we tied up at the marina at St Quay Portrieux in time for the next gale (which was the worst of the summer and registered F10 in the Dover Strait). After a couple of days we went East to another marina at St Cast. It was fine walking country at both ports, with cliffs and beaches reminiscent of Cornwall. As the winds continued foul, we took the ferry to St Malo, a historic fortified port surrounded by rocks, well worth visiting. Returning to St Helier, the weather improved and we had a few days anchored off Sark and Herm before heading slowly home.



Anchored off Sark

September was busy with the RSA races. The dinghy races were particularly well attended and it was a pleasure to see such a fleet of traditional rigs. After one of the races we had over 25 people aboard for a birthday party!



Birthday party on board AMBITION II. Daughter Naomi climbed the mast to take this.

As the nights drew in, thoughts returned to heating. At the Southampton boat show we checked out water heaters, and chose the Webasto Thermo Top C heater unit, rated at 5.2 KW. During Nov/December in a mud berth at Rochford, I installed the heater in the engine compartment, with a custom exhaust flue (by Wickham Engineering) on the aft cabin top. The fuel line is tee'd into the engine supply after the primary filters, with its own filter and valve. The worst job was drilling through 6mm steel bulkheads for the hot water pipes below the floors, but the pipes are all flexible hose with hosetail fittings, so the plumbing was easy to fit and maintain. The main cabin has a traditional cast iron radiator under the table, the aft cabin has a bathroom radiator, and the fore cabin just has a run of copper pipe (we are looking out for a suitable rad that will fit under the berth). The system was fired up in December and we enjoyed a trip to Brightlingsea after Christmas, snug in our warm cabin!

My current project is a nesting dinghy which I am renovating. This will fit on the foredeck (it is about 5'6" nested and 10 feet overall), and has a sailing rig. It will be interesting to see how this works.

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CORRINE to Lowestoft 6th – 12th August 2015

Aleck Poole

Thursday 6th - HW Holiwell Point – 17:33
I met Mike off the afternoon train at Shoeburyness and we drove straight to CORRINE. Once settled we cast off and sailed

round into the Crouch to Burnham Marina. Skipper and crew enjoyed a steak at the White Hart.

Friday 7th - HW Holiwell Point – 06:08
Motor sailing out of the Crouch we reached the area of the Rays'n' about 1.5 hrs after HW and ventured North towards Swire Hole in an effort to lay a better course up the coast. As the wind picked up we had an advantage and made good progress with the Cruising Chute, arriving in good time in Harwich Harbour making for Suffolk Yacht Harbour. Fully fuelled we berthed near the fuel pontoon and enjoyed a great steak at the Lightship.

Saturday 8th - HW Walton – 06:32
Today wasn't great for a passage up the coast, but seeking a change of scene we made out of the Orwell and entered the Deben intent on picking a mooring near the Ramsholt Arms. The Harbour Master directed us to a spare mooring on the other side of the channel and inflating the Avon we were soon enjoying another steak at the pub. In my case a Bass steak for a pleasant change. Back on board deflated the Avon to allow it to settle overnight.

Sunday 9th - HW Walton – 07:42
Mike was up at the crack of dawn and I stayed abed until he reached the Woodbridge Haven buoy. I was able to guess where we were by the change of sounds and noting the angle of the rising sunshine in the cabin. Whilst motor sailing I packed away the Avon and it wasn't long before the Cruising Chute was set and we bowled along to arrive in Lowestoft by mid afternoon. We were reminded by Fred in the Hamilton Dock that the shops closed at 4pm on Sunday. This Marina is run on trust from the other end of the canal and we paid for the night by phone. We were assured that good steaks were available at the Joseph Conrad which turned out to be a Wetherspoon pub.

Monday 10th - LW Lowestoft – 13:01
Now you notice I added tide information to this journal. Here comes the lesson.....
With low water at 13.01 we left early at 11:30 and despite a SW wind I made out, intent on one long tack out and another back in to clear Orfordness. Mike fancied losing sight of land. I'd plotted a position as we left the channel and after an hour decided things were not looking right so plotted another only to discover we were further North than I expected. Still the penny hadn't dropped and I blamed the SW wind and CORRINE's poor tacking angle to windward, or maybe the bottom was foul, or maybe we'd picked up some netting, anything other than the obvious which soon began to become clear, as a short tack soon proved, and we were headed straight back towards Lowestoft. So, a change of plan was called as I couldn't face a return to Lowestoft. We motor sailed against the still ebbing tide and made Southwold in the late afternoon. Due to recent dredging we were soon in and up to the Harbour Inn where the Harbour master had agreed to take our lines. We were tied against a large sailing vessel owned by one Simon Jole, who turned out to be a former work colleague of John Langrick. At the Harbour Inn we plumped for the, responsibly caught, local cod with chips and mushy peas. Oh, and a glass or two of Adnam's Ale. Well it is brewed in Southwold.



Southwold – River Blythe – CORRINE by The Harbour Inn

Later in the dark after watching a fabulous sunset, I confirmed to myself that I had taken no account of the fact that being this far up the coast the tidal stream does not coincide with height of the tide. I had forgotten. Well, it must be at least fifteen years since I've sailed beyond Harwich. You have to consult the Tidal Stream Atlas and leave as the tide is about to turn in the direction you intend to take if you want to use the extra speed of the tide.

Not only was the tidal flow wrong leaving Lowestoft, but the tide runs very strongly there.



CORRINE by The Harbour Inn - Southwold – River Blythe

Tuesday 11th - LW Southwold – 02:32

I needn't have set my alarm, the boat behind started his engine at 04:30, and we also were soon under way. The forecast NW wind was blowing gently from the NE and so the cruising chute came into its own again and we ghosted along, not reaching Levington until late afternoon. More steak was consumed.

Wednesday 12th - LW Walton – 04:56

I needed to be home today as I had child minding duties on Thursday. After a slightly later start we were off Walton in time to catch the tidal flow up the Wallet Channel. The wind was SE and fresh so we sailed all the way enjoying the ride, of course the packing up always takes longer than

you'd like so, it was after high water when we got off Corinne and had a soaking in the dinghy ride back to the slip. In our rush Mike had left his keys on board and I my mobile phone. No! neither of us wanted to go back for them so it was left for another day.

Christmas Greetings from Placencia, Southern Belize

Sheila and John Quilliam

Sheila and John set off from Pag many years ago to 'live the dream' in TRIUMPHANT. Here is their latest news. Ed

Hope this finds you and yours in good health and that you are still very much in your Fighting chairs/Wheel chairs/Zimmer frames/Bar stools and whatever else you need to stay upright!!!

As you might have guessed, we are pretty bad at regular updates so you will have to put up with this year's summary of our diary/log

Yes, we are still drifting around the NW Caribbean/Central America, having 2 boats to look after is starting to be a bit of a strain as we have to keep returning to Guatemala to keep the paperwork legal,

Who knows, maybe we can sell the little boat, LADY ANNE, Sheila's beautiful little 31 foot Sparkman & Stevens sailing boat this coming year (but it is bit like having a sports car as she is so much fun to sail).

We are planning to return to the UK in late July 2016 by plane for a month or so and it would be great if we could catch up with you then

January 2015

Living on LADY ANNE, anchored off Yoli's Bar on Placencia Southern Belize

We left TRIUMPHANT out of the water in Rio Dulce Guatemala in the middle of a major refit with Carlos the Welder in charge. TRIUMPHANT is over 40 years old, we have had her for 20 of them so now we need to GIVE something back into her.

We phoned up Carlos in Guatemala to ask him how the job on TRIUMPHANT is going and he tells us that he has found 4 or 5 more holes/thin bits of steel below the water line that we need to look at, he has had to rip the saloon apart and remove one of the 60 gallon water tanks to get access to the hole and he will need some more money so we returned to Guatemala towards the end of January

February 2015

Rain, Rain, Rain. The log shows lots of work going on TRIUMPHANT when the rain stops and 3 more holes!!!

And it is the 6 Nations Rugby time again, there are a few serious rugby supporters in Rio Dulce include the mad Welshman Rhidian so weekends are spent watching the games at the Sundog Café

21st February J catches Chikungunya, similar to Dengue caused by a daytime mosquito bite, very painful and debilitating, He first thought he had just hurt his shoulder working but it was so painful he could not get out of bed

Chikungunya is an [infection](#) caused by the [chikungunya virus](#). Characteristic symptoms include sudden onset with high fever, [joint pain](#), and rash. Other symptoms may occur, including [headache](#), [fatigue](#), digestive complaints, swellings and [conjunctivitis](#)

March 2015

Whilst at anchor, LADY ANNE was hit by a 44 foot steel boat that dragged it's anchor and drifted down on her but luckily no damage to us! Still more rain!!!!

We decided that a trip to Guatemala City was required for various reason, S wanted to get her eyes checked out, we needed to buy some stuff for the boats and get some other things sorted and have a chance to eat roast lamb so we got on the bus for the 6 hour ride to the city (and lost our phone)

Little did we know that S had also caught Chikungunya, so whilst we were charging around the city, S was in real pain and could hardly walk!!!!

We stayed in the city for about 5 days then got the bus back to Rio Dulce for the weekend rugby but there was an accident on the single lane highway so the trip took over 12 hours instead of 6 hours, we arrived back in the dark knackered and starving.

Lots of work refitting everything back on TRIUMPHANT that had been removed for the refit, anchors, life raft, wind vane, wind generators to name but a few things and replace various things that had got broken during the refit process

April 2015

Both of us were still suffering the painful lingering after effects of Chikungunya which was really slowing us down but S had it worst with more symptoms (she still could not move or use her left arm/shoulder at all) so we delayed re launching TRIUMPHANT until after Easter.

Total refit bill for Haul out, storage, materials, labour etc. for 6 months was £5,600, try that in the UK!!!!



Work in progress



Finished

TRIUMPHANT was a real mess inside, after 6 months on the hard and all the work done, all the interior had been ripped out and replaced, quite a lot of water had been allowed to get inside and everything was covered in mould, dirt, dust and debris.

S was in no shape to get stuck in so we hired a very effective Guatemalan girl called Jessica for 2 days who really sorted the inside of boat out, total cost £30 for 2 days whilst J worked on the outside. Looking at the diary the whole month was spent trying to get TRIUMPHANT back in seaworthy condition, the rig had to be re set up as all had been removed at one time or another, ongoing cleaning, stowing and re stowing everything, stocking up.

April is also the month when the Easter fair comes to Rio Dulce and the main attraction is the Big Wheel. In true Guatemalan fashion, the wheel is lashed to the bridge by ropes right next to the power lines and supported on dubious blocks of wood, The whole thing is driven by a truck engine and an unguarded wire drive belt.

However the locals love it, you can hear them screaming from the anchorage nearby, especially when the drive changes gears and goes even faster. Some of the seats do not even have guard rails.



No "Elf and Saftey" here matey

May 2015

The rain has stopped at last but it now REALLY Hot 35 to 38 degrees, very hard to do anything for very long!!!

More work getting TRIUMPHANT ready then in the second week of May, we were ready to leave Guatemala at last. We had quite a rough trip motoring up to Placencia in Belize taking 10 hours and this is when I think we realized that neither of us were fully recovered from Chikungunya and fit enough to try and do longer distances at sea so plans were amended downwards. Sheila could still not use her left arm still so had trouble holding on.

Because of S's arm and shoulder we went to the doctor in Placencia and eventually got S a steroid injection which really helped with the pain (**S on Steroids SCARY BEWARE!!!!**)

The postal system in Belize is really good, quick and cheap, so as all J's debit cards were fragmenting in the heat although only 2 years old, we took the opportunity to get all of them (5) renewed and had Mina post them out to us, each taking 13 days from the UK to delivery in the bar at Yoli's by normal post

June 2015

Spent a few days visiting friends at Hideaway Caye in the Pelican Caye range who have a bar/ restaurant there, about 18 miles N of Placencia, a nice break, very calm and we took the opportunity to repair the Long range SSB radio antenna.

On our return to Placencia we ordered and installed 3 new batteries for TRIUMPHANT as the old ones, although just over 2 years old had started to fail. AARRRRR the joy of not having to worry about battery voltage again!!

Had to replace the toilet outlet pipe (lovely job) and unblock the fridge water inlet that was clogged with Sargasso weed, it is not all fun in the tropics.



Dorado on the scales

We attended Lobster Fest, a 3 day event to celebrate the opening of the Lobster season, as you can guess, lots of different types of lobster meals for sale, a big party on the beach with stalls selling local arts and craft and live bands and a fishing competition

July 2015

More hanging out on the beach, we spent about a week on and off repairing No 1 dinghy, mending one leak only to find there was another.

Met up with a fellow sailor, Aussie Keith on his way to the Bay Islands in Honduras.

A scheduled electrical power outage in Placencia village resulted in an impromptu beach party on the North beach in Placencia at our friends Gary and Shar's house.

Their dogs ran off with one of J's shoes and hid it, luckily we were getting a lift home as a 2 mile walk without shoes would have hurt, shoe found by dog owner and returned the next day.

S fell over on the side walk (stone cold sober) on one of our morning walks and really bruised her knee badly

August 2015

S's Birthday was held at a friend's house who overlooks the beach, we wanted an open mike session and were really lucky that about 5 bands and other musicians showed up and played music until late.

J's knee that had been bad since the Chikungunya episode finally started to stop hurting badly

We are only allowed to stay in Belize with a boat for 90 days so we checked out of Belize in the second week in August and sailed down the coast towards Guatemala again, stopping overnight in Newhaven (still in Belize) then at first light off again to Livingston in Guatemala to check in.

After the checking into Guatemala, we went up the canyon to Burnt Key and anchored in the lagoon and stayed there for about a week, meeting up with friends and checking on LADY ANNE who had been left there whilst we were away.

Amongst other things we attended Chris's Birthday party at the Round house

Then back to Rio Dulce again and anchored off the town then returned to Burnt Key by water taxi and sailed LADY ANNE up river to anchor next to us. The plan was to save on marina fees and put LADY ANNE up for sale with a broker to try and sell her

J's Birthday was held at Bruno's and a good time was had by all and J managed to avoid being thrown into the swimming pool but many other did not.

September 2015

A busy month, the Rugby World Cup started and although there was a 7 hour time difference, we were able to watch most of the

matches live, England were crap and did not deserve to progress.

Also busy trying to order a load of boat bits, computers and other thing from the US, try buying anything over the internet with a non US Credit card, it is a nightmare (one company managed to get my credit card stopped!!!) luckily some US companies understand the process and Paypal took care of the rest.

We both caught a cold/cough/flu, the first time since we returned from the UK in 2013, it must have been a tourist who gave it to us.

S decided to get her cataracts sorted out. There is a local eye doctor (who has done many cataract operations on locals and also many other Gringos we know) called Sidney. His practice is in the next town, about 40 minutes away by "chicken bus"

S has had one eye lens replaced with a "Multi Focal" lens which has worked out great and will have the other one done next February/March when we return to Guatemala, she can now see and read without glasses.

October 2015

More Rugby World cup, chasing the USA consignment, following up on S's eye operation and working on both boats

The other, for us, major event was that Manuel our favourite carpenter made us a set of new cockpit gratings, seat and seat backs for the cockpit of TRIUMPHANT.

The whole lot was made by hand out of local teak, purchased in planks, the grating, seats and backs are 1 ½ inch thick. It looks really good and the whole thing cost us £1,000 fitted.

We moved onto a dock at Brunos Marina to get the teak fitted and the first night we had a rat come on board so WAR was declared. We think he was living on the next boat and just popped in for a visit, anyway the next boat caught it and no further problems

November 2015

USA Consignment arrived in Rio Dulce, where are we going to put everything???

Well the solution was to fit all the new stuff and get rid of the old stuff and anything else we have not used for a while we had to BE BRUTAL.

Both boats seems to have become a home for the little finches that descend upon your boat, especially at night shitting everywhere

S hurt her back lifting an anchor and had a medical problem she thought might be serious so we arranged to see a specialist in Guatemala City and to brave the 6 hour journey again.

Luckily the problem was a minor one and we also got a chance to try out our travel/medical insurance for the first time, only a £350 claim but they paid out

November is the start of the Dry season so it started to rain, and rain, and rain. Soon the river had risen about 4 feet, enough to flood homes, Marinas Restaurants and Docks. It was the worst flooding since 2006 we were told

December 2015

We must leave Guatemala, our visas have run out so Aussie Keith took LADY ANNE back to Burnt Key for us, we followed in TRIUMPHANT and got loads of jobs done as there was no internet and returned to town to do the final stock up.

We checked out of Guatemala on 10th December and returned to Placencia in Belize where we will stay until after the New Year.

A lot of short trips and long stays this year but at long last the worst of the Chikungunya symptoms have receded somewhat.

Next year, who knows? Rough plan for 2016 so far

We have appointments at the US embassy in Belmopan (the Belizean capital) just after Christmas to apply for US Visas so we can come and go through US Territories by sailing boat. If we decide to return to the Eastern Caribbean on TRIUMPHANT or J does some delivery trips to and from the US these will be required.

For paperwork reasons, we know that TRIUMPHANT has to return to Guatemala before the end of February 2016 and LADY ANNE has to be out of Guatemala for more than 3 months (unless we can sell her beforehand). We will probably bring her to Belize before the end of February 2016

S's next eye will be done in March 2016

Both boats have to be back in Rio Dulce Guatemala by the beginning of July 2016 at the latest because of the hurricane season and our trip to the UK

We are planning to be in the UK by the end of July 2016

That all for now

Love to all and drop us an email when you get a chance
[svtriumphant@gmail](mailto:svtriumphant@gmail.com)

I am sorry to have to report an error in the accounts for 2014. I failed to include the money we have in a saver account (£542) in the opening and closing bank balances. This is now corrected in the accounts shown below.

| ROACH SAILING ASSOCIATION | | | | |
|---------------------------|-----------|---|---------|-----------|
| Published | Corrected | Income and Expenditure Account for the Year Ending 31st December 2015 | | |
| accounts | accounts | And corrected accounts for the year ending 31 st December 2014 | | |
| 2014 | 2014 | Income | 2015 | |
| £ | £ | | £ | £ |
| 620.00 | 620.00 | Annual Subscriptions | 610.00 | |
| 130.00 | 130.00 | Race Subs | 180.00 | |
| | | Crouch Harbour Authority Disks | | |
| 0.00 | 0.00 | Profit on Sale of Burgees and clothing | 40.00 | |
| 532.39 | 532.39 | Donations/ jumble profit for workboat upkeep | 264.50 | |
| 0.28 | 0.28 | Bank Interest | 0.27 | |
| (7.00) | (7.00) | Excess Inc/(Deficit) for dinner (including flowers) | (47.00) | |
| 1275.67 | 1275.67 | | | 1047.77 |
| | | Expenditure | | |
| 115.00 | 115.00 | RYA Subscription | 120.00 | |
| | | CAYFE Subscription | | |
| 30.00 | 30.00 | Printing, Stationary & Postage | 40.00 | |
| 67.33 | 67.33 | Cup Insurance | 77.33 | |
| 173.00 | 173.00 | Cup Engraving | 173.20 | |
| | | AGM meeting costs | 30.00 | |
| 413.92 | 413.92 | Workboat repairs and upkeep (inc CHA disk) | 446.33 | |
| 50.00 | 50.00 | disabled sailing sponsorship | | |
| 39.69 | 39.69 | Paglesham shed and river costs | | |
| 18.44 | 18.44 | Depreciation on stock of flags and burgees | | |
| 907.38 | 907.38 | | | 886.86 |
| | | Excess of Expenditure over Income | | |
| 368.29 | 368.29 | Excess of Income over Expenditure | | 160.91 |
| | | | | |
| | | Balance Sheet as at 31st December 2015 | | |
| | | Assets | | |
| 1523.04 * | 2065.04 # | Balance at Bank 31st December | | 2225.95 # |
| 0.00 | 0.00 | Stock of Flags and Burgees | | 0.00 |
| 1534.04 * | 2065.04 # | | | 2225.95 # |
| | | | | |
| | | Reconciliation of Assets | | |
| 1154.75 * | 1696.75 # | As at 1st January | | 2065.04 # |
| 368.29 | 368.29 | Surplus Income/Excess Expenditure | | 160.91 |
| 1523.04 * | 2065.04 # | | | 2225.95 # |

* Not including £542 in saver account

Including £542 in saver account



Simon P Joel, Honorary Treasurer

2016 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 13th Mar | Work party - Pag | 10:00 |
| Sun 13th Mar | AGM | 19:30 |
| Sun 3rd Apr | Work party - Dally | 10:00 |
| Sat 9th Apr | Fitting Out Supper, Punchbowl, Paglesham | 19:30 |
| Sun 15th May | Paglesham Pot (Cruiser series) | 10:00 |
| Sun 22nd May | Potton Trophy (Dinghy series) | 12:00 |
| 28-30th May | Cruise weekend | |
| Sun 5th June | Blue Shoal Trophy (Cruiser series) | 10:00 |
| Sun 12th June | Shuttlewood Cup (Cruiser series) | 10:00 |
| Sun 19th June | Egret Cup (Dinghy series) | 10:00 |
| Sat 25th June | Dinner afloat in Quay Reach | 18:00 |
| Sun 26th June | Whitaker Cup (Cruiser series) | 10:00 |
| w/c 2nd July | East Coast cruise | |
| Sat 9th Jul | Mudcatchers Cup (Dinghy series) | 14:30 |
| Sat 9th Jul | BBQ on the saltings | 16:30 |
| Sun 10th July | Paglesham Yacht Race (Dinghy Series) | 15:00 |
| Sun 17th Jul | Gracilda Cup (Ladies race) | 11:00 |
| Sat 20th Aug | Fambridge Dinner | 19:00 |
| Sun 21st Aug | Don McDowell Cup (Fun race) | 10:00 |
| Sun 4th Sep | Lifeboat Cup (Dinghy series) | 13:00 |
| Sun 11th Sep | Lifeboat Cup (Cruiser series) | 10:00 |
| Sun 18th Sep | Oyster Cup (Dinghy series) | 12:00 |
| 24 - 25 Sep | Cruise weekend | |
| Sun 2nd Oct | Roach Plate (Cruiser series) | 10:00 |
| Sun 16th Oct | Steak & Oysters Afloat | 12:00 |
| Sat 19 th Nov | Laying Up Supper at Ballards Gore Golf Club | 19:30 |