

## Roach Sailing Association

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

### February 2017 Newsletter

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#### Chairman's Report

*Mike Green*

2016 was an important year for me in that my 80<sup>th</sup> birthday fell in early November. This was celebrated by a number of memorable dinner parties one of which was with RSA committee members & guests at 'The Bull' in Stambridge on the night of 16<sup>th</sup> November.

We had an excellent meal in good company and were well fortified with drinks courtesy of John Martin, thank you John, a great evening and one I shall remember.

Much to my surprise, at the well organised and enjoyable Laying Up Supper at Ballards Gore Golf Club on the 19<sup>th</sup> November, I was presented with a case of red Rioja wine, my favourite tippie. Thank you very much to all who contributed, it will be carefully consumed over the following months!

Despite the massive publicity in the press and on TV the tidal 'Storm Surge'; was fortunately somewhat of a non event along the Essex coast, or was it?

With 'VERLOCITY' safely laid up in her cradle and 'BUTTERCUP' in her mud berth at the top of the dock both at the C&W yard what could possibly go wrong on Friday the 13<sup>th</sup> January?

I went to the yard on Saturday afternoon to have a look round and found 'BUTTERCUP' in a slightly different position in her berth and with very substantial related mooring lines. With the much higher than

normal tides well above the saltings she had floated out of her berth and driven by the NW wind had laid dangerously alongside the pontoon. She was in danger of sinking despite being covered over. Lewis, one of the C&W yard staff had rescued and securely removed her. My sincere thanks to Lewis for his timely help, thank goodness for a good yard and staff.

Richard and Justine leave us later this year to begin their cruising dream in 'AMBITION II' we shall miss them both for their hospitality and Richard's role as Race Officer. 'Bon voyage' to you both, please keep in contact and let us know how you are getting on.

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

Doug McCuaig  
Bill Dardby  
Steve Smith

WHITE FOX  
CHRYSANNE  
AKVAVIT

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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#### 2017 AGM

The 2017 AGM will be again held at the Wakering Yacht Club on Sunday 19<sup>th</sup> March at 7:30pm.

#### Current committee:

John Martin – President *Phone 01245231730*

Mike Green – Chairman *Phone 01702 588378*  
 Jon Walmsley – Secretary *Phone 07836344508*  
 Richard Bessey - Race Officer *Phone 07773771715*  
 Simon Joel – Treasurer *Phone 07721397317*  
 John Langrick – Bosun, Membership Secretary and  
 Newsletter Editor *Phone 07740 839410*  
 Ken Wickham *Phone 07771995382*  
 Clem Freeman *Phone 09591274161*  
 Rodney Choppin *Phone 01702 258332*

Richard will be off cruising in 2017, so will be resigning as Race Officer I am sure we would all wish Justine and Richard well for the future and many many thanks for their support in the past.

Otherwise all Committee members will stand down and will be proposed for re-election at this AGM.

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

## 2017 Subs

2017 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

Ideally, we would like you to pay by bank transfer. The RSA bank details are

Roach Sailing Association

Sort Code 20-79-73

Acc 80751138

If you do pay by bank transfer, please send an email at the same time to Simon. [simon.joel@hotmail.co.uk](mailto:simon.joel@hotmail.co.uk).

Alternatively by cheque to Simon or cash to any committee member. You can, of course, still pay at the AGM.

## Harbour Dues & Charges for 2017

Details of payment are on the Crouch Harbour Authority web site  
<http://crouchharbour.uk/dues/>

Payment Rate that the issued Harbour Dues Plaque is displayed on the vessel and is visible at all times.

### Vessel Length

Feet	Metres	Full Dues	*Prompt
8.00 - 15.50	2.44 - 4.73	£36.57	£25.60
15.51 - 21.50	4.74 - 6.55	£50.47	£35.33
21.51 - 26.50	6.56 - 8.07	£63.86	£44.70
26.51 - 32.50	8.08 - 9.90	£66.95	£46.87
32.51 - 38.50	9.91 - 11.73	£78.28	£54.80
38.51 - 49.50	11.74 - 15.08	£90.30	£63.21
49.51 - 59.50	15.09 - 18.12	£99.75	£69.83
59.51 +	18.13+	£127.05	£88.94

## 2016 RSA Racing Results and 2017 Handicaps

### Dinghy Series

#### Egret Cup

Ken had made up a new RSA racing buoy, so DALLY went off down Paglesham Pool to place the mark before the race. At 10:00 there were still some latecomers, and WINKS' mooring was still high & dry. The race started at 10:15 with Steve's skiff as rescue boat.

The course, starting and finishing at the PVT jetty, was to round the new mark in Paglesham Pool. The wind was SW 3-4 so it was a run and reach, with a bit of tacking near the mark, and for the last reach home. WINKS joined late after floating off and having to go home for a halyard!

Several ran into trouble at the mark, as the tide was sluicing in, but 9 out of 10 made the finish without mishap. TT WATERWYCH led the way, with MAKEDO finishing 1 minute behind, then a pack led by ELG, and the stragglers with WINKS bringing up the rear. On corrected time MAKEDO has 3rd place, PATCH second, and TT WATERWYCH wins the Egret Cup!

### Potton Island Trophy

Ten RSA dinghies started at midday to drift up with the tide (there being very little wind). The course was to Potton Bridge via the Violet, and back. With a little judicious tiller-wagging, most managed to leave Barling Ness to starboard, but some who shall remain nameless drifted backwards up the Rochford river, and had to take to their oars. Next they came to Barling creek, and a couple of boats drifted backwards up there – but were saved by a bit of wind. But the tide was against them now as they tacked up towards the bridge. The Rescue boat selected a withy for the windward mark, and all but two of the surviving boats got round it before the wind died completely. Only four boats sailed the course back to Paglesham!

On handicap, MERGANSER has 4<sup>th</sup> place, SARAH EDITH 3<sup>rd</sup>, PATCH has 2<sup>nd</sup> place and TT WATERWYCH wins the Potton Trophy!

### Paglesham Yacht Race

Paglesham Yacht Race. This time the course was up-river to the Barton Hall buoy and back. They were close-hauled but running with the last of the flood, and all made it to the mark before the ebb, but the wind faded so the trailing boats were left to drift back to Paglesham. On handicap, MAKEDO has 3<sup>rd</sup> place, BLUEBOTTLE 2<sup>nd</sup>, and PATCH wins the Paglesham Yacht Race!

### Lifeboat Cup

After strong winds all morning, just MAKEDO and WINKS were preparing for the 1:00 start. But WINKS' sail was found to be torn, so the skipper had to go home for an old one. By the time they were ready, STELLA MARIE was being launched. Steve C and Steve N manned the rescue boat, and started them with a shout from the end of the pontoon.

They ran down to Paglesham Pool, then it was beat and close reach along the Pool to the RSA buoy. MAKEDO soon took the lead, with STELLA MARIE in pursuit and WINKS (as usual) bringing up the rear. There were a few gusts and a bit of a chop even in the Pool, but no upsets. They ran back and crossed the finish line at the pill box in the same order, but not so very far apart.

On handicap, MAKEDO has 3<sup>rd</sup> place, WINKS 2<sup>nd</sup>, and STELLA MARIE wins the Lifeboat Cup!

### ***Oyster Cup***

The course was Wade to Port and they set out against a strong flood tide in a variable NW wind, and warm weather. One hit the putty and retired, the other seven soon spread out, with Neville's new BLUEBOTTLE chasing MERGANSER in vain for the lead. On corrected time, NANI DRAGON has 3<sup>rd</sup> place, BLUEBOTTLE second, and MAKEDO wins the Oyster Cup!

### ***Dinghy Bowl***

16 boats took part in the the RSA 2016 Dinghy Series. Here are the final point scores, with MAKEDO winning the series!

## **Cruiser Series**

### ***Paglesham Pot***

We all floated down with the tide, getting wind from all quarters but very little of it. It was a short course (Crow to port) but it seemed likely we would get dragged backwards past the Branklet after the turn. AMBITION II and AMARIS drifted past with the buoy to Port, and two boats drifted onto the putty.

MARTINIQUE took the lead early and kept it throughout, though even Mark had his anchor ready. IMOTHES was in hot pursuit with a bunch of three boats not far behind. Fortunately the wind picked up and those still in the race were able to finish in good time. On handicap,

MARTINIQUE has 3<sup>rd</sup> place, WATERWYCH 2<sup>nd</sup>, and IMOTHES (skipped by Jon Walmsley) wins the Paglesham Pot!

### ***Blue Shoal Trophy***

Fickle winds saw the race officer's carefully timed run getting him to the line five minutes after the start. Most heard the hoots from afar and eventually nine boats set off down river.

Initially a gentle breeze was sufficient to stem the tide, but in Quay Reach some were going backwards at times. INDI, at anchor off the steps, was a good indicator of how much, or little was being gained on each tack.

None of this bothered EOLE who cleared the Roach and rounded both Redward and Greenward buoys, (just to be sure), well ahead of the rest of the fleet.

On Handicap VERLOCITY has third place, (second across the line), SCHERZO second and EOLE wins the Blue Shoal Trophy.

### ***Shuttlewood Cup***

Nine boats with a fresh following wind chased the ebb down the Roach. ULABELLA covered the boat ahead and tried to pass to Windward, but LOTUS would have none of it. As they jostled along the Potton shore, Lotus's keel dug in, and ULABELLA shot past, her broadside sweeping the decks! But she too ran aground, and both boats were soon retired.

Most of the rest kept a close pack all the way to the Crouch, and around the Holiwell buoy. The wind shifting to the South made the beat back a little easier, but WATERWYCH struck the Foulness putty, leaving six to finish the race.

In third place on both corrected and actual time was VERLOCITY, PAKLJHAWA was 2<sup>nd</sup> and MARTINIQUE wins the Shuttlewood Cup!

### ***RNLI Race***

The water was mirror-smooth as they drifted, some backwards, on the ebb to the start line. GINGER LEI was across too soon, and later

motored back for a restart. SEVERN was the next casualty, having to motor off the putty; the other six drifted on.

Gradually a breeze picked up from the SE, and the boats began to spread out as some were left on unruffled waters. IMOTHES was first round the corner, with PAKLJHAWA and BELUGA in slow-chase, downwind to the finish at the Branklet.

On corrected time, PAKLJHAWA has 3<sup>rd</sup> place, BELUGA second, and IMOTHES wins the RNLI race!

### ***Whitaker Cup***

Wetties were worn for the Whitaker Cup. After yet another deluge the day before, it was drizzling as they set off for the start in Quay reach. But it cleared and the rain stayed away from the course from Jubilee to the Ray Sand buoy and back.

PAKLJHAWA was first to the mark and it looked as if they could reach most of the way home, but the wind went more westerly and strengthened. IMOTHES managed to get ahead as they beat up the Crouch, and RIFFRAFF was not far behind at the finish.

On handicap. IMOTHES has 3<sup>rd</sup> place, RIFFRAFF was 2<sup>nd</sup>, and WATERWYCH wins the Whitaker Cup!

### ***Roach Plate***

Ten boats were at the start in a chilly but variable north-westerly. As they ran down over the spring tide, one dropped out due to the burden of weed, then they were close-hauled in Quay Reach and some struggled to make headway, having to put in the odd tack. Crossing the Crouch, they headed for the Horse Shoal, gybed, and gybed again at the Branklet for the run home. By that time one had gone aground, another retired flying a wine-glass, and another caught in stays. Of the six that finished, IMOTHES has 3<sup>rd</sup> place, EOLE second, and MARTINIQUE, way out ahead of the pack, wins the Roach Plate!

### ***Len Choppin Cup***

There were twenty boats in the Cruiser series this year. In third place with 8.5 points was WATERWYCH, in second with 10 points was MARTINIQUE but the winner with 14 points is IMOTHES.

## **Other Trophies**

### ***Don McDowell Trophy***

This trophy is traditionally awarded for the race home from the North Farnbridge Weekend to the Branklet. This year very strong winds saw most of the attendees sailing to Farnbridge by car. Only two boats braved the conditions: SWIFTSURE and AMBITION II, but only one completed the course under sail: AMBITION II.

### ***Gracilda Cup***

A beautiful day and an excellent turnout for the Gracilda Cup. There were five entrants; IMOTHES with Hannah, PAKLJHAWA with Heather, WATERWYCH with Emily, CONTESSA. of WESTON with Joanna and LOTUS with Olivia.

The course was Holiwell and Redward to port with a finish in Quay Reach.

IMOTHES made a good start but was soon overtaken by PAKLJHAWA as the fleet, mostly, goosewinged down Devil's Reach. The two leaders pulled away with PAKLJHAWA well ahead of IMOTHES. PAKLJHAWA headed for the wrong buoy which allowed IMOTHES to catch up. They were together at Redward and on the run to the finish lighter winds killed PAKLJHAWA's offwind speed

advantage. IMOTHES was less than a minute behind at the line. Then the wind eased and the ebb tide strengthened. The three remaining boats fought bravely, but eventually WATERWYCH and CONTESSA of WESTON retired.

On handicap, IMOTHES with Hannah on the helm wins the Gracilda Cup. LOTUS was last heard of heading backwards for France.

#### *Seamanship Cup*

You will have heard about Shaun's epic trip down to the Med in BRIAR ROSE. Many will know that he did this mostly single handed. Really quite an achievement and a deserving recipient of the Seamanship Cup this year.

#### *Editors Choice*

This is an award nominated by the editor and to encourage members to write up their exploits for the pleasure of us all, in the newsletter. The award this year is to a member who has submitted excellent articles we have always enjoyed for many years and again this year. The award this year goes to Justine and Richard and AMBITION II

#### *The Aeeron Lewis Sambuca Cup*

This award is a challenge thrown down to members during the sailing season. This year the challenge was to crew as many members yachts, and of course to write up the experience for the Newsletter. There was really only one contender this year and I am delighted to see the cup awarded to Dave Pierce. We do not have individuals names on the cup, only their boat name and so this year is awarded to his little gaffer SEVERN.

We will have another challenge in 2017 and we are open to suggestions on what that challenge should be. If you have any ideas, please let any committee member know.

#### *Bosun's Bell*

You will know the Bosun's Bell is the hottest contended award and in general always has many potential recipients,

This year, many will remain nameless. We have members who nearly started their engine after draining the heat exchanger, without realising the engine was indirectly cooled. Others clonked buoys in most of our East Coast rivers, clonked the pontoon end in Burnham, and did many very silly things. Others went aground in races, many times, still an excuse for a cup of tea.

This year not that many of these came to the attention of the Bosun. I have heard many members telling me they just missed the award without elaborating... how frustrating! . Never mind, there is a new season in 2017.

You will know we store our outboards in the shed at Pag. I was preparing my dinghy early this year when a member explained to me that his Honda outboard was missing. I checked in the shed to find that when Shaun set off this year on his epic trip, he loaded up BRIAR ROSE but one of the outboards must have been fed up of our cold spring and decided to elope on BRIAR ROSE. His own outboard remained, chilling, in the shed.

The outboard must have really liked the warmer weather in Spain, because it absconded yet again from the marina in Almiramar and there it now remains.

Luckily the owner of the outboard has accepted Shaun's outboard in return ... and hence the award this year goes to Shaun and BRIAR ROSE.

#### *The Rodney*

Rodney Choppin has kindly made us a new fun trophy and it has been agreed to call it the 'RODNEY'.

This is to be awarded from the beginning to end of 2017, and subsequent years for similar categories as the Bosuns Bell. We will decide on a slightly different category for both the Bosuns Bell and the Rodney, a suggestion might be for the Bosuns Bell to be presented for events when away from your mooring, whereas the Rodney for some fitting out type event.

Will you please let me have your selection on two categories and the committee will review and we will make a decision we all agree with at the AGM..

#### **Handicaps for 2017**

<b>Cruisers</b>	<b>2017 handicap</b>
Amaris	1600
Ambition II	1555
Beluga	1746
Briar Rose	1508
Cateran	1483
Contessa of Weston	1480
Destaye	1800
Eole	1588
Full Circle	1456
Ginger Lei	1851
Heron	1829
Imothes	1589
Indi	1764
Jouet	1600
Lotus	1752
Marshmallow	1701
Martinique	1578
Pakljhawa	1646
Riffraff	1708
Roamer	2100
Samara	1505
Schertzo	1717
Sea Jay	1629
Severn	2062
Sunshine	1810
Ulabella	1686
Verlocity	1612
Waterwych	1773
<b>Dinghies</b>	<b>2017 handicap</b>
Apple	1829
Barnacle	1850
Blue Peter	1620
Bluebottle	1666
Buttercup	1819
Chirp	1664
ELG	1933
Ianjo	2035
Kate (lugger)	1725
Little Linda	2000
Lizzie	1562

Makedo	1748
Meander	1363
Memory	1593
Merganser	1350
Mini	1326
Nani Dragon	1819
Nemo	1274
Patch	1994
Paula	1750
Peter Y's mirror	1893
Pugwash II	1899
Sarah Edith	1759
Second Harmony	1154
Shuki	1750
Stella Marie	1808
Susie	1695
Tringa	1800
TT Chirp	2033
TT Roamer	1800
TT Waterwych	1695
Winks	2003

## Bosun's Corner

*John Langrick*  
*Sutton Wharf*

I have arranged the following launch dates for the RSA April 10-14, April 24-28, May 8-12. Please let me know if you would like to launch on any of these dates as it helps to coordinate more than one boat. Of course you may deal with the yard directly if you wish.

A lot of work is currently taking place at Sutton Wharf, including walling the basin to the north of the yard and also work on the land as you enter the yard

### *Paglesham*

We were saddened to hear that Kevin, the recent manager of the yard at Paglesham passed away at Christmas after a short illness. He was very helpful during the transition to new ownership of the yard and will be missed. Our condolences to his family.

At this moment the new manager is to be announced, but please continue to treat the yard and staff with respect and continue to keep it tidy.

### *Cruises*

We had some excellent cruising in 2016 both single boats or in company, and look forward to more in 2017. If you fancy crewing or would like crew in your boat, please send a message via the Roach Group or contact a committee member or myself..

## AMBITION II Log; 2016 Scotland Part 2

*Richard and Justine Bessey*

Thu 28th - Westray

Tommy noticed R taking photos of the Yoles, and brought out a photo album of one they had restored. Many of them are over 100 years old, and have had Bermudas rig since the sixties, seen as safer as the rig carries away in a gust without capsizing the boat (which carries 3cwt of ballast).

The wind having eased to SW 4-5, we sailed for Fair Isle at 10. It was rainy and we saw little of N Ronaldsay off to starboard, but it cleared

enough to see the stunning rock-scape as we passed south about Fair Isle, and approached the North Haven. The quay was full apart from the ferry berth, and the Swedish boat was not keen to have us alongside! So we moored on the N side of the pier, which has well fendered piles. We did not need our planks. All around were seabirds including the ubiquitous puffins which had some burrows easily visible from our mooring. We settled down to eat our Westray crabs - which were very good.

*Fri 29th - Fair Isle*



*Approaching Fair Isle*

A large racey-looking charter boat from Gothenburg came in early and moored precariously across the end of the pier. The skipper was a professional rigger, and pointed out a missing clevis pin from our staysail roller reeling, which he later helped to fix. We moved so they could moor inside of Ambition II. Unfortunately their boat then dried out, but we were able to get her off using combined engines!



*Fair Isle Jumpers*

We had showers at the nearby bird observatory, then walked along the main road as far as the shop (which was closed for lunch) and back to the harbour. After lunch we sailed North to Shetland, across a piece of sea known as The Hole, well named in this squally wind. We made good time, passing well to the east of Sumborough Head, and sailed on up the east coast as far as Channer Wick, where we anchored for the night. Though very sheltered, the NW wind came gusting over the hill into the bay, so we put out plenty of chain.



*Fair Isle Harbour*

*Sat 30th - Channer Wick, Shetland*

Sailed round to Mousa Island where we anchored and launched the dinghy to row ashore. The Broch here is 13 m high and is the best preserved example anywhere, with passages and a stairway to the top

inside the double wall. The brochs are reckoned to be Iron Age, but this one was refurbished by the Vikings. The island is a RSPB reserve and has rich bird life including nest sites of Storm Petrel, Red Throated Diver and Arctic Skua. We had a distant sight of the divers, and plenty of Huge skua chicks.



Anchored off Mousa

After our walk (in full wetties), we sailed on to Lerwick, and moored alongside a French boat in the small boat harbour. It being Saturday, we were too late for most of the shops, but a walk to the co-op proved successful.

#### *Sun 31st - Lerwick*

Caught the No 6 bus to Sumborough, to visit the Jarlshof archaeological site which has extensive remains of settlements from the Neolithic (4,500 years old), through bronze and Iron Age, Viking and medieval periods. The Iron Age wheel houses are particularly impressive here. We then walked to the lighthouse on the head before running for the bus back to Lerwick. Stunning scenery at Sumborough Head and on the bus journey.



Jarlshof Wheelhouse

#### *Mon 1st Aug - Lerwick*

A rainy day, with strong winds. We took a bus to Scalloway, where we looked around the castle, then a second bus to HamnaVoe, for a walk to see the Boulder-beach.

On returning to Lerwick, R took the defunct autopilot drive to Malakov (marine engineers), who were very helpful. We stripped it down on their store counter, and discovered a broken roll-pin in the bearing assembly. A spare roll-pin was found, and the unit reassembled. It appeared to work OK, but we had a significant washer left over! Payment was an unspecified contribution to the can on the store counter. These people were good humoured and generous with their time.

Unfortunately the left-over washer turned out to be an important part of the bearing assembly (as I found later from the parts diagram), so it will have to be stripped down again next time I can find a facility to extract roll-pins.

#### *Tue 2nd - Lerwick*

Departed about 6:00 for an overnight passage to Peterhead, some 160 miles South. Passed Sumborough Head at about 10:00 and slowly trundled East of Fair Isle, keeping up around 5 knots in the light westerly. We had our best dolphin visit today with 4 or 5 around the boats for around 20 minutes. As predicted, the wind went round to SE for a time, but longer and harder than expected, so a confused sea developed by nightfall, and it began to rain continuously. Towards midnight we came through an area full of big fishing vessels, which were hard to see in the rain and which caused us much consternation, so that on two occasions we just turned tail and ran away from a ship because we could not make out her course. Eventually we came into less frequented waters and hove to, to wait for daylight.



*Sumborough Head*

#### *Wed 3rd - at sea*

The wind reduced around dawn, but went South, on the nose, leaving us pitching in the confused swell. Daylight did not bring better visibility, instead we were enveloped in fog for many hours as we motored on at 3-4 knots, watching the radar anxiously. Off and on, it rained.

Eventually we cleared the fog and slowly closed with the coast off Rattery Head, and finally caught the tide into Peterhead at 16:30. After showers, we cycled into town for a takeaway curry, which we ate in the cockpit, watching the toppers sail in the harbour.

#### *Thu 4th - Peterhead*

Sailed at 9:30 to catch the south going tide, which, along with a stiff NW breeze off the land, gave us 7 or 8 knots for much of the day. A rare chance to sail without the engine running! We arrived at Lunan Bay in the evening where we anchored at the northern end tucked in behind an old fortification and the rocks of Boddin Point, in the midst of numerous pot buoys. A picturesque spot, with a railway running along the top of the cliff, and well protected from the NW wind which was still gusting hard. We ate the remains of the Peterhead curry in the cockpit, as the wind died down and Bell Rock light commenced to flash in the distance.

#### *Fri 5th - Lunan Bay*

Weighed anchor at 5:30 and set a waypoint off Eyemouth, to cross the Firths of Tay and Forth, passing East of Bell Rock. The sea was smooth but with some swell and little wind, so we rolled our way south. Later there was a little wind, variously from SE and SW, which reduced the rolling but brought some rain. We escaped some black rain clouds that crossed our path, obliterating the shore, and made our waypoint at 4:30, so continued to the anchorage at Lindisfarne. A pair of dolphins swam alongside for a short while. After 64 miles with little help from the wind, the heavens opened and we had 20 knots to contend with as we entered the anchorage! Our second attempt to set the anchor in the strong ebb was successful, and we sat in the cockpit watching the dramatic cloudscape, which included a vivid double rainbow.

#### *Sat 6th - Lindisfarne*

As expected the wind blew up during the night, but had calmed down by 06:00 so we weighed and headed South. More strong winds from the SE were expected, but although the wind went alternately to SW and SE, it was not too strong and we were able to make Blyth, a refuge for the weekend as more strong winds were forecast. As we approached the

port, another dolphin played around the boat. This was a pleasant, sunny day, the first night we had seen any stars and the warmest since we had crossed north into Scottish waters!

In Blyth, we cycled into town where we finally found a matching fan belt, plus a large rucksack of supplies from Morrisons. Later we had a walk on the extensive beach to the south of the harbour.

#### *Sun 7th - Blyth*

A make and mend day. Dry enough for a bit of painting, and woodwork on the cockpit floor. Sunday roast at the RNYC lightship, and a walk along the harbour piers.

#### *Mon 8th - Blyth*

Weather still blowy from NW, but after breakfast we decided to head south, along with a ketch from Holland. After a fast and lively sail, we both made it the 64 miles to Scarborough, in our case just before dusk. The air was warm all through the balmy southern evening – no need to put the heating on for a change!

#### *Tue 9th - Scarborough*

06:00 start for a passage to Lowestoft, since the forecast gives 24 hours of light & variables as the NW winds ease, albeit with a residual 2m swell. We soon made it past Flamborough Head and headed SW, threading a path between the gas fields, wind farms and shoals. Broadly our route went West of the two large wind farms off the Humber, East of the Rough And Amethyst Gas fields, then across the northern parts of the Dudgeon Shoal to join the Outer Dowsing channel. We emerged from the shoals at sunset, and found ourselves amongst busy ship traffic passing north of the Sherringham Shoal Wind farm. We just held our course, and the ships passed to either side comfortably, not so much of a problem in the good visibility, but requiring constant vigilance!

#### *Wed 9th - at sea*

We made better time than expected, and were approaching Yarmouth Roads via the inner channel as the ebb got under way at 05:00. The swell from the north was still too great to anchor, and was breaking over the banks in spectacular fashion. So we plugged on to Lowestoft, but were still making 3-4 knots over the ground through the Roads. Off Lowestoft harbour, we crossed over to the Pakefield Roads Channel, but were very uncomfortable with the strong current driving the boat into shoal to Port, and the breakers on the beach close to starboard, so we turned back to the Stanford Channel. We had decided to carry on rather than rest, as we now had the tide again and there were strong winds forecast for the next day. The wind went round to the East and then SE, which gave us a good sail past the power-station-that-will-not-be-named, past Orford Ness, Harwich and the Naze, and down the Wallet to the Spitway. Here we lost the tide, but after a short leg to windward, kept the sails filled as far as the Roach. Passage time from Scarborough was 39 hours.

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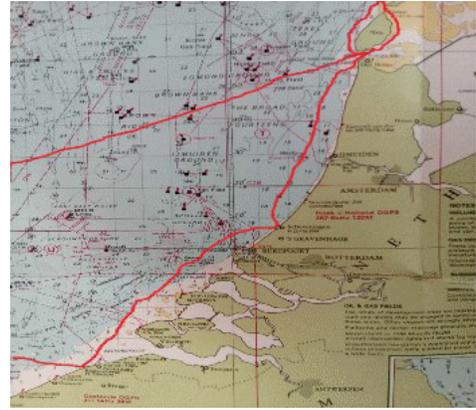
## **Cat and the Bat**

*Jon Walmsley*

Fed up with being beaten in yet another race by IMOTHES PAKLJHAWA set off for Belgium after the Lifeboat Cup with Stephen, {who probably just thought that Richard had set longer course than usual}, as a pressed man.

#### *It Ain't Christmas*

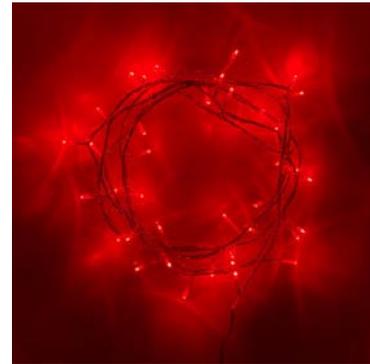
The destination was Blankenberg, a town that I had visited before but not in the Cat. When he heard that I was going at the last minute, John Langrick lent me some up to date charts, and gave dire warnings of wind farms. Along the lines of "Thar be wind farms out there these days..." or something like that. He was right, in the dark they are everywhere winking their strings of red lights at you, transfixing your gaze so that you no longer see the navigation buoys. It is surprising how far out they go, particularly the ones on the Galloper Bank.



*Texel to Port*

#### **Stuck Up**

After chilli for dinner, we settled into a long night at sea. It is dark for about Ten hours in mid September. On passage I like to keep up a good average speed so that I don't miss tide windows and arrive in port at a sociable hour. We have all done that calculation: my speed is down to one and a half knots and I've got one hundred miles to go which means that I will arrive the day after I need to start heading back home... In the wee hours the wind died and I had lost the tide. With John Apps' words ringing in my head "If I wanted to go on a motoring holiday then I'd have brought a Morris Minor." I reluctantly went to start the engine. PAKLJHAWA is a bit of an 'alternative' boat. Her different approach to reducing propeller drag is not to have some expensive



*Typical wind farm at night*

folding/feathering device, but instead to remove the propeller from the water when it's not being used. This is all very well, but on this occasion try as I might the engine would not drop down into the sea. With no engine there would be no alternative but to abort the trip. I did not want to cross shipping lanes without power. I called Stephen up on deck and showed him the problem. He spotted that somehow the mainsheet horse rope had hooked itself around the foot of the engine. In daylight it would have been obvious!

#### **Saucy!**

Our track took us across the shipping lanes in daylight and we arrived in Blankenberg at half two in the afternoon after logging 104 miles in 22 hours. The marina is three marinas in one, all touting for custom. We picked the one with the biggest visitors sign. In the evening we walked the length of the promenade as far as the crazy velodrome, a feature of Blankenberg since 1933, which was unfortunately shut. We passed a variety of lovely restaurants but somehow ended up at Frituur Franks who sells world cuisine; all deep fried. There was a variety of sauces. We picked curry and mayonnaise. Feeling slightly sick we retired to our bunks.



*Chips en saus meneer?*

***Bat and Ball***

We left at dawn for Scheveningen. It was very hot with an ESE F2/3. Mid morning we were accompanied by a bat who eventually managed to hang itself from one of the zips on the mainsail, (yes PAKLJHAWA has zip on sails!), before flying away. What was really odd about this, (if a bat in daylight at sea isn't odd enough), was that the week before I'd been followed by a bat, again in broad daylight, up the Crouch between the Ray Sand Buoy and Shore Ends. Does PAKLJHAWA have a resident bat? Was it on it's way to Whitby but had jumped ship too early?



*Sail Bat On*

Our next encounter was a large exercise ball which we approached at speed with Stephen lying on the deck with as much of his body hanging off the boat as was possible without falling in. He got his hands on it but it spun away.

***I think that my feet are back to front***

Once the tide turned we made good progress up the coast on a beam reach arriving in Scheveningen after a passage of 66 miles completed in just over 10 hours. The marina is on a first come first served basis and fills up with visitors in the late afternoon even at this time of year. Fortunately PAKLJHAWA was small enough to tuck in at the end of the visitors berths and did not have to raft up with the bigger boats.



*PAKLJHAWA rafted up with herself*

Scheveningen is like a very posh Southend. The promenade is long and wide with themed cafes on the beach and interesting bronze sculptures, (Fairy Tales by the Sea), culminating in the pier which has its own bungy jump.

Feb 2017



*The Princess and the Frog*

The plan was for Stephen to catch the ferry back to Harwich from the Hoek of Holland, about Ten miles away as the crow flies, the following day at Ten in the evening. The next day we set off on our bikes and explored the town, purchased supplies and then sat in the friendly yacht club reading and nursing cold drinks to escape the boiling cauldron of the marina. This was the hottest day of the year. We had an early day in a pancake house, savoury and sweet before I said goodbye to Stephen at the tram station where he befriended a sailing instructor. Stephen texted to say that he had his own cabin on the ship, I messaged back that I had my own cabin too.

***They're meant to be black and white***

I meant to leave at dawn the next day, but in the end it was gone Seven when I cleared the harbour. I wanted to at least get to Den Helder in daylight. As I had feared, progress was slow as the wind had gone ENE and dropped. I got to Den Helder by Five in the afternoon and with daylight to spare and the tide under me I continued to Texel covering 65 miles in just under 12 hours. Beyond the outer harbour, Oudeschild has a massive visitors marina which at this time of year is almost empty. My neighbours were friendly and the marina facilities were excellent.



*Token picture of a Windmill*

After a good nights sleep I went for a long cycle ride to the nearest town of Den Horn and onwards to the beach on the North Sea side of the island. After an odd lunch among the dunes, (I didn't know what I was ordering), I made my way back through a nature reserve and then past the ferry terminal that connects the island to the mainland.



*Why the long face? Why the big belly?*

It was late in the afternoon when I got back to the boat. Dinner from ship's stores and an early bed.

#### *Ascending Stars*

To make my way North around the back of Texel required a very early start to catch the flood tide. I woke up to a NE F6 which was shown on a massive LED screen in the marina.

Oudeschild harbour is very interesting with a dry dock, historic vessels, day tripper boats and shrimping trawlers that take passengers. I decided to try out the latter.



*Purpose built educational Shrimp Trawler*

Once clear of the harbour nets were lowered accompanied by a thorough narration that was unfortunately all Dutch to me. Besides shrimps the catch was lots of crabs, small flatfish, baby squid and starfish. The latter were carefully arranged in order of size on the deck by a small child before being returned to the sea.



*No cod in this cod end*

The ship had a boiler on board that cooked the shrimps after they had been separated from the rest of the catch by a series of rotating sieves. I ate a couple, but with no-one to peel them for me, it was a lot of effort for such a small reward.

Also in the harbour was the replica of 1703 SHTANDART, Peter the Great's flagship recreated in 1999.



*SHTANDART St Petersburg*

#### *I didn't mean to circumnavigate Texel*

An early rise and lighter winds saw me heading North around the back of Texel for the marina at East Vlieland, the far end of the next island to the North. I had three hours of flood with the high tides becoming later as I went North. The rise of tide was only 2 metres. I planned to follow a buoyed shallow route across the sands to the gap between Texel and Vlieland and then go 'cross country' around the back of Vlieland. The distance as the crow flies was 18 miles. All went well to start with, but when I came to the buoyed 'passage' it was so shallow that my depth sounder started doubling and I had to resort to a lead line to check the depth. I decided that to continue across the next bank, that was unbuoyed and shallower, with only an hour and a half of tide left and some 8 miles to run would be foolhardy. I decided instead to go around the front of Vlieland. The passage out into the North Sea is the Engelisschmangat probably so called because only Englishmen are stupid enough to use it. It is quite shallow with breakers, that would keep a surfer happy, running close to what I hoped was the channel. When I finally made it out into deep water I was faced with a long beat into a freshening North Easterly and a foul tide. After half an hour, I decided to go South back to Oudeschild and have a pleasant sail. I passed the beach that I had cycled to two days before.. 43 miles logged in 10 hours.

#### *Read, Eat, Sleep, Repeat....*



*Sunset*

With the wind set to go South West towards the end of the week, I decided to head for home as I needed to be back by the weekend. Leaving on the ebb with the wind in the North East I shot out of Marsdiop, the channel between Texel and the Mainland, before slowing to a more sedentary pace once I hit the North Sea. It was a slow sail back with a light North to North West wind fortunately in my favour. As the course was West South West. A whole book read later I arrived at the North Inner Gabbard, skirted the wind farm and arrived at the Sunk Inner Light Ship in the last of the daylight.



*Sunrise*

Two hours later the tide turned in my favour and I shot up the Crouch arriving back at my mooring at half Two in the morning 41 Hours and 174 miles after my departure.

## Bornholm, Island in the Sun

*By John Apps*

It is claimed that the island of Bornholm has more sunny days than anywhere else in Denmark. In summer the sun does certainly seem to shine constantly and a high seems to settle over that part of the Baltic and produce idyllic summer days.



*Bornholm marked in red. Denmark is white.*

For the Danes, Bornholm is considered to be a holiday island and there is a constant flow of ferries and aircraft bringing holiday makers to its shores. Because it is closer to Sweden Germany and Poland than it is to Denmark itself it also attracts tourists from those other European countries as well.

Then there are the pleasure boats that visit Bornholm. In its 22 boat harbours you can see flags from most European countries but the overwhelming number are Danish, Swedish, German and Polish. And of course as with everywhere in Europe there is a large representation of boats from the Netherlands.

The British ensign must be a rarity as I was asked a number of times what country my red ensign represented, displaying the Union Jack in the top corner and the rest a big expanse of red. One German woman asked if it was perhaps the NZ flag. I had a NZ ensign down below so I showed her the extra four stars that the NZ flag had. Most seem satisfied with the argument that the Red ensign like most things British was an oddity. I did say to one enquirer that it represented the Communist Party of Great Britain but fortunately they didn't accept that answer.

Strategically Bornholm has been important as an island in the middle of the Baltic. Hammershus, the largest castle ruin in Northern Europe is on the northern tip of the island. Gudjem on the North East coast is one of richest areas of Viking settlements in all of Denmark.

Geologically Bornholm is split between Scaninavian bedrock and European lowland bedrock. At Natur Bornholm site just outside the village of Aakirkeby it is possible to stand on rock that under one foot is 1.2 Billion years younger than under the other foot.

Most yachts arriving from Britain will probably stop off beforehand in Denmark or Sweden, although Germany is another alternative and then make a passage to Ronne which is the capital of Bornholm. Ronne has two ports: the very busy ferry and commercial port and a completely separate marina to the north of the main port. Ronne ferry port can on a summer's day resemble Dover with the number of ferries (including high speed ferries) going to and fro to Sweden, German and Denmark.



*Marina at Ronne. Note stern posts, always difficult single handed.*

Even though the marina is separated from the main port it is well located close to all facilities in the main town. The harbour master will direct you into a convenient berth and take your lines if he or she is available. It is the normal Baltic two posts astern and bows to the dock. Ronne like most Danish marinas has a machine to pay for berthing by credit card. The unmanned diesel dispenser also accepts credit cards but may not accept British credit cards as I found. However 500 metres away from the marina there was a perfectly good service station where I could fill up cans at a very reasonable price.

When paying for my berthing at Ronne, the machine offered me 6 nights for the price of five at most of the marinas on Bornholm. I knew I would only stay two nights at Ronne and was then going on to Svaneke on the East Coast to meet family. Svaneke was included in the deal so I paid for 5 nights.

The only day on Bornholm that there was a decent wind blowing was the day I made the voyage from Ronne to Svaneke round the southern tip of the island. I had a 20 knot westerly which was ideal to broad reach down the west coast and then a beam reach back up the east coast. Expecting Svaneke to be busy I had considered going into Arsedale (pronounced Osdel, fortunately), but while I had seen Svaneke harbour previously from the shore and noted a significant number of rocks I had not seen Arsedale before and with 20 knots of wind I decided to try Svaneke first and go back one mile to Arsedale if it was full. Arriving late in the day after a 40 mile voyage, the harbour looked very full with the outer harbour packed solid with beamy French and German designed boats. However the Harbour Master was on the groin to greet me. Assessed my 9'6" (2.95 metres) beam and directed me between two fishing boats in the inner harbour with an inch (3cm) either side to spare.

Svaneke is one of those lovely medieval towns that are can still be seen around the Baltic. One of the fortunate things about Bornholm's declining permanent population (around 39000 at last count) is that there is a limited demand for modern housing. Svaneke has a very good selection of restaurants and takeaways as well as a well stocked mini

supermarket and a micro brewery. The Fish and Chip takeaway just up from the boat harbour offers great fish and chips although the fish being a number of small pieces rather than one big piece is not as we in the UK would expect.



*Boats jammed into Svaneke inner harbour.*

If Bornholm is the sunniest place in Denmark then Svaneke has to be the sunniest place on Bornholm. It is the most easterly point and its few very narrow sandy beaches are packed out with holidaymakers.

A delightful day trip or overnight stop from most of the ports on the East Coast of Bornholm is to go to Christianso. Christianso in fact comprises three islands: *Christiansø*, *Frederiksø* and *Græsholm*, plus a number of minor rocks and skerries. Only Christianso and Fredrickso are populated while Graesholm is a bird sanctuary. Christianso and Fredrickso are separated by a sound which forms a wonderful natural harbour. At one stage it was a major defensive position for the Danish Navy but now the old military accommodations are mostly occupied by artists and writers.

Christianso also has a vibrant fishing industry and its Sild (Herring) are considered a delicacy throughout Denmark. Most of the meals I had in various peoples houses on Bornholm included at least one serving of Sild done in a variety of sauces.

It has a good variety of restaurants and ice cream shops. Sitting overlooking the harbour is a wonderful way to spend a lazy lunchtime. For the more active it seems to be a very popular place to have a swim particularly on the western side of Fredrickso. Many yachts see it as a good opportunity to put their kayaks in the water and go for a paddle.



*Looking at the sound separating the two islands from Fredrickso. Note the foot bridge.*

I took a boat load of family up to Christianso from Svaneke. About two and a half hours motoring due to lack of wind, that high was still hanging around. When we arrived at the southern entrance to the harbour we were informed by a waiting motor boat that there was no

room in the harbour. Fortunately my daughter in law who was born and bred in Svaneke suggested we try the north entrance. We managed to navigate our way around through the numerous skerries and kayakers to the northern entrance using Navionics on the Android pad. There were very few boats inside the northern entrance and we soon found a good mooring.

A rarely opened swing footbridge separates the northern side of the sound from the southern. While the ferry wharf bringing trippers to the islands is located on the north side, we found it produced little wash to disturb our boat. We were there on a relatively windless day but it is advised that if there are strong winds you decide whether to enter the north or south entrances. A black ball or three red lights are shown if it is not advisable to enter the harbour.



*RAVEN moored to the north of the footbridge. Plenty of room.*

I had my two year old grand daughter on board for the trip along with her parents and we decided that it might be best to go back to Svaneke for the night. However if you can stay, they say that Christianso only shows its unique atmosphere after 1700 hours when all the 3 hour tourists have left. There is quite a celebration at the inn to which yacht people staying overnight are very welcome.



*The mass of yachts below the footbridge on Christianso.*

One place that is on my list for the next time I visit Bornholm by boat is Hammerhavn on the northern tip of the island. It is described as a beautifully scenic harbour with no village activities or service facilities. It is also the closest marina to the Hammershus Ruin, that large fortification, mentioned previously.

On leaving Bornholm I made up for missing out on Hammerhavn by making my next port of call the marina at Lohme on the German island of Rugen another idyllic spot with no village activities unless you are a mountain goat and very few facilities, but lots of sylvan beauty.

**ROACH SAILING ASSOCIATION**

**Income and Expenditure Account for the Year Ending 31st December 2016**

<b>2015</b>	<b>Income</b>	<b>2016</b>
<b>£</b>	<b>£</b>	<b>£</b>
610.00	Annual Subscriptions	570.00
180.00	Race Subs	330.00
Crouch Harbour Authority Disks		
40.00	Profit on Sale of Burgees and clothing	43.89
265.00	Donations/ jumble profit for workboat upkeep	105.00
0.27	Bank Interest	0.28
(47.00)	Excess Inc/(Deficit) for dinner (including flowers)	(2.60)
	1046.57	
1048.27		
<b>Expenditure</b>		
120.00	RYA Subscription	125.00
CAYFE Subscription		
40.00	Printing, Stationary & Postage	32.03
77.33	Cup Insurance	84.39
173.20	Cup Engraving	170.00
Crouch Harbour Authority Disks (inc Dally disk)		
30.00	AGM meeting costs	0.00
446.03	Workboat repairs and upkeep (inc CHA disk )	491.25
disabled sailing sponsorship		
0.00	Paglesham/Rochford shed and river costs	20.00
Depreciation on stock of flags and burgees	0.00	
886.56	922.67	
Excess of Expenditure over Income		
161.71	Excess of Income over Expenditure	123.90
<b>Balance Sheet as at 31st December 2016</b>		
<b>Assets</b>		
2225.95	Balance at Bank 31st December	1661.53
0.00	Stock of Flags and Burgees	688.32
2225.95	2349.85	
<b>Reconciliation of Assets</b>		
<b>2065.04</b>	As at 1st January	2225.95
161.71	Surplus Income/Excess Expenditure	123.90
2226.75	2349.85	
40.00	Profit on Sale of Burgees and clothing	43.89
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161.71	Surplus Income/Excess Expenditure	123.90
2226.75	2349.85	

## 2017 Event Calendar

*Races start at 10:00, except where other times are given below, or on the day by Race Officer.*

*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, contact the Roach Group.*

Sun 19th Mar	Work party - Pag 10:00	HW 04:14
Sun 19th Mar	AGM 19:30	
Sun 2nd Apr	Work party - Dally 10:00	
Sat 8th Apr	Fitting Out Supper, Punchbowl, Paglesham 19:30	
Sun 14th May	Potton Trophy (Dinghy series) 14:00	HW 15:30
Sun 21st May	Paglesham Pot (Cruiser series) 10:00	HW 09:03
27-29th May	Cruise weekend	HW 14:29
Sun 4th June	Blue Shoal Trophy (Cruiser series) 10:00	HW 09:36
Sun 11th June	Egret Cup (Dinghy series) 13:00	HW 14:36
Sun 18th June	Shuttlewood Cup (Cruiser series) 10:00	HW 07:16
Sat 24th June	Dinner afloat in Quay Reach 18:00	HW 13:26
Sun 25th June	Whitaker Cup (Cruiser series) 10:00	HW 14:16
W/c Sat 1st July	East Coast cruise starting at Pyefleet	HW 06:50
Sat 8th July	Mudcatchers Cup (Dinghy series) 12:00	HW 13:06
Sat 8th July	BBQ on the saltings after race	
Sun 9th July	Paglesham Yacht Race (Dinghy Series) 12:00	HW 13:42
Sun 16th July	Gracilda Cup (Ladies race) 11:00	HW 05:54
Sat 19th Aug	Fambridge Dinner 19:00	HW 11:12
Sun 20th Aug	Don McDowell Cup (Fun race) 10:00	HW 12:15
Sun 3rd Sep	Lifeboat Cup (Dinghy series) 10:00	HW 11:29
Sun 10th Sep	Lifeboat Cup (Cruiser series) 10:00	HW 03:46
Sun 17th Sep	Oyster Cup (Dinghy series) 10:00	HW 11:03
23 - 24 Sep	Cruise weekend	HW 15:20
Sun 1st Oct	Roach Plate (Cruiser series) 10:00	HW 09:44
Sun 15th Oct	Steak & Oysters Afloat 12:00	HW 09:30
Sat 18th Nov	Laying Up Supper at Ballards Gore Golf Club 19:30	