



Roach Sailing Association

www.roachriver.org.uk/rsa/

September 2019 Newsletter

In this issue

Chairman's Report

Racing Update

LOTUS's Summer Cruise

East Coast Cruise 2019

LUCY's trip to Foreign Lands

Laying Up Supper

Bosun (and Editor's) Corner

Helgoland or perhaps *Heyligeland*

A Typical day on the River

Chairman's Report

Richard Bessey

Our boat AMBITION II was just one of the 11 boats on this year's East Coast Cruise. We had some great sailing in good company, and enjoyed visiting ports in the Orwell, Stour, Deben and Ore. In August we had a baby on board when crossing to the Channel Isles (all three of our grandchildren have been aboard this year). Unseasonable gales kept us from getting back in time for the RSA Farnbridge weekend but I'm told the new BBQ venue was a success (any comments welcome, we may do it again next year!).



Your committee reviewed the RSA membership list this year, as there were a number of names on the list who had more or less lost contact with the club, and some subscriptions were out of date. After contacting those concerned, a few have left the RSA but most have brought their subs up to date, and we now have a healthy 116 members. May I also welcome some new members this year:

Tony Weake
Mick Weaver
Tim Boyle
Sean Kirk

DOVE
Sailing Dinghy
NONIE
Halcyon project

We still need more active helpers, either on the committee or as event organisers and networking. Another change this year was a switch of our email group from yahoo to google groups (roach@googlegroups.com). If you are not already on this group, and would like to join, just email the secretary jonjwalsley@hotmail.com. If you have any alternative ideas for members to keep in touch, we'd like to hear from you!

I'm looking forward to our late season events, the Steak & Oysters Afloat on 13th October, and the Laying Up Supper when we have a dazzling set of silver cups to award!

Can last year's winners please return cups to Jonathan or any committee member asap for engraving.

Laying up Supper

The laying up supper will be at the Ballard's Gore Golf Club on Saturday 16th November 2019 from 19:00 onwards

Menu and price to be confirmed

Starter

Ardennes Pâté with Red Onion Chutney
King Prawn rolls with Clilli dip

Main

Fillet of Salmon with Terragon Hollandaise
Breast of Chicken served With Brandy and Mushroom Sauce
Goats Cheese, Spinach and Red Pepper Puffed Parcels

Dessert

Mixed Berry Compote, Meringue and Ice Cream
Lemon Tarte, Strawberry Coulis and Crème Chantilly

Selection of Cheese £3 extra

If you have special dietary requirements, please contact Clem who has again kindly agreed to take the reservations for this and please send your menu options with your booking. We do need payment in advance with your booking. The price is £32.50 per head (£35.50 if you having the cheese). There are two methods of paying. The first and easiest is direct transfer to the RSA account of the Roach Sailing Association. If you chose this way to pay, please also send a mail to Simon, cc Clem

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

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

Roach Sailing Association
Sort Code 20-79-73
Acc 80751138
clem.freeman@btinternet.com
simon.joel@hotmail.co.uk

Racing Update

Jon Walmsley

For the second year in a row, LUCY has won the cruiser series.



LUCY and IMOTHEs

I would like to say that the series was hotly fought, but with three wins., LUCY has nearly twice as many points as the next contender. IMOTHEs and AKVAVIT came second and third respectively.



ULABELLA

In all, eighteen cruisers took part.

LUCY	15.0
IMOTHEs	9.5
AKVAVIT	7.0
ULABELLA	5.5
PEPPERMINT	5.0
LETITIA	5.0
MARTINIQUE	4.0
SCHERZO	4.0
GOSHAWK	4.0
WATERWYTC	3.0
GINGER LEI	3.0
LOTUS	2.5
JOUET	2.0
AMBITION II	1.0
MIROUG	0.5
QUINTILLA	0.5

We have a similar position in the dinghy series with BLUEBOTTLE winning the Dinghy Bowl again.



BLUEBOTTLE

The Dinghy series was closer fought for second place with APPLE just pipping MERGANSER.



APPLE using water ballast



Lilly 'photo bombs' the Mudcatchers barbecue

BLUEBOTTLE	10.5
APPLE	8
MERGANSER	7
MILLIE	4
EOLETTE	4
TAZ	4
PATCH	3
LITTLE LINDA	2
WATERWYTC	1
NANI DRAGON	1
EXPRESS	1
RED TUNA	1
MAKEDO	0.5
WINKS	0.5



MERGANSER on the startline for the Mudcatcher's Cup

The Mudcatcher's Cup was blessed with good weather and had nine assorted contestants.

Many thanks to those who made the dinghy racing possible by manning rescue boats throughout the year.

Please would last year's RSA cup winners return the trophies to me or another committee member ASAP so that they can be engraved for presentation at the Laying Up Supper. If you wish to give them a polish, then please only use a SOFT cloth and silver polish.

Bosun (and Editor's) Corner

John Langrick

Again, many thanks for all the articles received in this newsletter. You will see we have at least three entries for the Sambucca challenge cup and one for the Bosun's Bell. There is still time left for additional! Results will be announced at the Laying Up Supper.

A reminder that this and all other newsletters will be on our WEB site and can always be referenced there.

RSA News

Mike and Stewart Green have now sold VERLOCITY and have their new boat LETITIA on the moorings at Paglesham. She is a Feeling 34. I had the pleasure of sailing her back from Dover earlier this year with Mike, Stewart and Sharon.

Simon Joel is now the new owner of Rodney's boat HALLOWE'EN. She was launched earlier this summer and will reside in a mud berth at Sutton Wharf. Simon's old boat GRAND TOUR is now for sale.

Jonathan has sold PAKLJHAWA, delivering her as far as Torquay with the new owner who will continue her voyage to her new port in Cardigan Bay Wales. Jon has now also sold his sailing dinghy SARAH EDITH to member Keith Edgerton. Jon plans to spend the winter traveling Europe and the world looking for another boat.

Peter Watson has at last launched his Morgan Giles yacht PARADISEBAY. He had been re-building her in his garden at Waterside Lane Paglesham for a number of years. She was launched at the beginning of September.

Keith Williams has sold his boat ROSIE and has purchased a Westerly Centaur. She has missed this season as she is being refitted at Waking Boatyard. She had major engine problems but these have been addressed by Steve Adams and John Walter. We look forward to seeing her in the water in the new year.

Vince and Laura have been getting used to their new boat PEPPERMINT, a Dolphin 31. Their daughter Ava is learning the helm in earnest!



Now this is how it's done daddy!

At the end of September, Jonathan and Graham will be joining Shaun to sail BRIAR ROSE back to Corfu where she will be laid up for the winter.

And finally, you may remember me trying to restore Dauntless SPIRIT of BEL at Sutton Wharf. For a long time, she was in the 'Tea hut Shed' and belonged to member Domenic Bolongaro.

Her original name was TULSITALA and Nigel helped me rescue her from Downs Boatyard at Maldon where she had laid for over 15 years.

We used bits from Dom's original Dauntless MAOLIS BELL but MAOLIS was way beyond rebuild. Parts of her were used to rebuild SPIRIT and hence her name. We also used bits from a second dauntless BABISCHE. The bow of BABISCHE now resides as a shelter on the PVT patch.

Some unkind people suggested that we should name her SPIRIT OF WEST, but she is now finished and sailing on the river Yare near Norwich. Many members helped me rivet planks and fit decks.

A lot of effort by many members including Clem, Mike, Peter Edwards, Steve Noble, Gerald, Graham and Jonathan went into this restoration and here she is!



Well done Domenic and all!

Sutton Wharf

The dates I have currently booked for haul out are as follows:
Oct 28th – Nov 1st, Nov 25th – Nov 29th.



The Sutton Wharf Crew, Carl, Nigel and Lewis.

Other dates are available and in that case, please arrange yourself with the yard. If you do wish to use these dates then please let me know as we can coordinate with others and this helps with travel logistics as well as helping the yard. This also gives us the opportunity to bring your cradle out of the compound.

Can you also let me know if you want your mast lowering this winter, so we can schedule machines and helpers.

The storage rates remain the same for 2019 and will remain £0.50p per ft per week. Haul out and launch costs also remain the same and are as follows:

Travel hoist, up to 4' draft:
10' – 19' £60
20' – 24' £70
25' – 29' £85
30' – 32' £90
32' – 35' £125
16 Tonne Hoist £125 each way
35 Tonne Hoist £150 each way
All the above are subject to VAT.

Paglesham

We have had another good year at Paglesham, the yard should be in operation towards the end of this year and it is hoped that the jetty will be repaired soon.

On our part, please keep the shed and dinghy park tidy. Note only one tender can be stored in the yard and this must be marked with your boat name. The yard will be removing any unmarked dinghies so please mark yours well. Mooring holders may also be able to keep a sailing dinghy in the dinghy park, subject to space, by arrangement with the Bosun.

We have room for just one outboard each in the shed, plus oars rowlocks wellies and one can of fuel. There is a spare outboard belonging to the RSA dinghy as well as one set of oars and rowlocks.

Dally

She has served us well this year but will be hauled out in Rochford at the end of October. This winter I intend to install a VHF radio in a waterproof box (thanks to a donation by Nick Turner) and also a rope boarding ladder.

Sad News

I am very sad to relay the news that we have lost two members of the RSA this summer.

The first is my old shipmate Peter Edwards. Pete was known by many members as a great help with practical and carpentry skills. There are many boats owned by RSA members that remain embellished with Peter's excellent workmanship. Many RSA members attended his funeral and I was proud to give Pete's eulogy on behalf of the RSA.

He will be sadly missed by his wife Jeanie, family and RSA members.

The second is Mick Dallimore. Mick was the first RSA member I met upon joining the RSA. At that time, he sailed his Westerly Centaur WINDSCREAMER. Mick and Terry invited Julie and myself on board for tea.

Mike was very helpful to many RSA members installing new engines in both PHILOMEL and GOLDEN PROSPECT. He was also an RSA committee member for many years offering his wealth of wisdom.

Many of the RSA members attended his funeral. He will be sadly missed by his wife Terry, family and many RSA members.

The Eventful Events of the 2019 LOTUS summer cruise???

Ken Wickham – Sambucca cup entry 1.

“Where shall we attempt to go this year” rang out the cry!!! Let's just go up the coast for a week is the shout back, call in at Ipswich, see Chris and Lynda at Debbages Yard in the New Cut, up the Stour to Mistley or on up the Alde to Snape, see Chris at his potteries. Maybe Woodbridge on the Deben for an ice cream, all do-able in the time frame. Suddenly a week becomes 4 days due to various domestic issues so a rethink was called for.

The week before we were due to leave, I receive an invite to a reception on a Thames Barge leaving Maldon Hythe Quay at 15:30 hrs on the Tuesday 23rd July. A challenge was now to get LOTUS into and out of Maldon on one tide and have a 3 hrs Barge cruise down to Osea Island. Problem was our centre plate was stuck down, but not knowing how far and ideally a draft of 1.2 m was wanted?

You know when you have a bad start to the day, should you have stayed in bed, well we set off from Pag to catch the Ebb down to the Spitway around 07:30 and the first thing to start the day was the pin in the prop of the outboard sheared. So, we rowed out, not an issue just a bit of unexpected exercise.

Start engine, set sails and cast off, stow victuals and gear, make the coffee, turn engine off. No problems out of the Roach on time with a westerly and made the Spitway as the tide turned. Shallow water due to neaps and a bit of a swell but we should run through under sail with no problems. Halfway through we “Clouted” bottom two or three times, the coach roof raised a good 1” and dropped back. Quick dash to see if the plate was now in the cabin to find nothing amiss. Carrying on into deeper water we headed for Bradwell Marina. Wind was now 20 knots and rising, Tide had turned so we had a steep sea head on and decided to assist with the “iron topsail”. 30 mins into that and the engine went phut. A snapped tee piece on the fuel tank had fed diesel into the bilges about 7 ltrs. We are now plunging into the oncoming seas, head down in the port locker, drained what was left into whatever clean container I could find, meanwhile Clem held course for Bradwell at 5.5 Knots over ground, tacking when we felt required but overall just 4 main long tacks. LOTUS was ploughing through with waves breaking on the deck. Should have reefed but !!!! The extended plate gave us an advantage, for which we were grateful.

I got a temporary tank hitched up and managed to get the beast fired up, pressure off. But not for long as the overheating alarm went off, though the gauge was reading 80 deg. Shut down again and set sail for Bradwell Marina, now gusting 24 knots. Called them up to find they could only get out as far as the end of the creek to tow in? Insurance kicks in past that point? So, some 45 mins later we dropped the main to enter Bradwell Creek under Genoa, red cans to Port, green withies to starboard, not much water depth. But our troubles were not finished as a very large Bayliner came out as we wanted to tack across the creek for a run into the creek. Stalling we cleared the channel, just dropping anchor inside the first red can and called for help.

The yard was very good, got us first into a visitor berth then into the slings to haul out for a visual check, all done in under an hour, the plate had over vertical centred thus we were never going to raise it.

Changed drive anodes, cleaned the log impellor and then lowered the boat onto the plate pushing it back into the slot. Wire re engaged and secured. Back in the water I rerouted the fuel lines and cleared some weed from the sea water filter? Re fuelled and ran up for about ½ hour, no problems.

Good dinner at the Green Man and early bed as both totally exhausted.

Next morning a lazy time, shower, breakfast and then washed and spruced up the boat as we wanted to impress all on our entry to Maldon. We left around mid-day for the run up with the flood into Maldon, sailed for most of the way but around Osea Island we had to start the "Iron Topsail" as head on winds and we really were in new territory of old charts and new buoys?

"Water in the bilges" came the cry from below, not a flood but a quantity, eventually traced to a "Tell Tale" line on the cooling water dumping into the bilges rather than the design cockpit drain. Sorted but still nervous.

Off Heybridge Basin we kept to the plotter not the buoys, hit something hard possibly an old mooring but again no in rush of water. We carried on winding our way up towards Maldon and in sight of the Hythe we ran out of water, between 13 and 14 markers off the promenade. Dropped anchor had lunch and waited.

½ hr later and we had water enough to get into a pool deeper by some 4 feet and arrived alongside KITTY at 15:00 hrs dead on time.



We had to change into our best "Whites", may be grey in areas, available to meet the reception who were impressed with our timely arrival by sea. On board Thames Barge THISTLE for a short cruise down to Osea Island and back around 2 ½ hrs, most with sail and under the skipper Paul Jefferies whose family came originally from Wakering as bargees. Clem was given the helm for a while and had a smile as wide as the barge.



Back around 18:30 we jumped ship said our byes and hot footed downstream over the narrows of 13, 14 and back into deeper waters off Heybridge Basin. This time keeping to the channel as advised by Paul.

Head winds, ebbing tide but managing 5 knots through the water we made Bradwell by 20:30 to meet up with Steve Noble for a meal in the "Green Man". Marina though booked was full and our allotted berth taken. So, some neat turning we managed to extract ourselves back to the visitor's berths?

Next morning picked up fuel, dumped mixed oily bilge water into waste oil tank and arranged with Steve to go into Brightlingsea Marina, leaving around 11:00 for a 15:00 arrival over the lip.

Great sail just under the cruising chute averaging 4.7 knots through the water, thus arriving ahead of schedule. SEA JAY was in before us and dropped anchor just off the Mersea Stone and we went alongside for a beer. Steve had a swim to see if his prop was clear and it seems our new radio had now decided to pack up!!! Lucky I always carry a hand held so we had contact with Steve and the Harbour master who was very helpful in getting Steve into a pre booked tight berth in the Marina. Quick shower, walk around the town and a meal in the 'Sailors Arms' and so then a quite drink on board with Steve bringing the traditional rum along though not consumed as red was the flavour of the night.



Fairly early start to catch the low water at the Spitway and the flood into the Crouch. Following wind meant Steve flew every bit of canvas and we just followed along, knowing high water at Pag was late afternoon.

Arrived in Pag late afternoon and even sailed on to our mooring, Clem is getting the hang of this now, so owner can have a beer and a sleep-in future?

Helgoland or perhaps *Heyligeland**

John Apps

Whenever I hear the shipping forecast and the German Bight is mentioned my thoughts immediately go to one of my favourite summer places, Helgoland. Ever since Jon Walmsley invited me to accompany him to the Baltic in 2002 it seems I have to keep going back. On my return I am constantly drawn to spend a couple of days in Helgoland.



I had been toying with the idea of a Bornholm High that dominated the Baltic much like the Azores High dominates the North Atlantic in summer. However, the month I spent on Bornholm this year had more gales than calms. So instead I have decided that maybe there is a Helgoland High that dominates the German Bight in summer. At least this year on both going in and going out I had very little wind in the German bight and had to motor both ways from Borkum to Cuxhaven, including my visit to Helgoland.

Helgoland has an interesting history of possession a bit like the Channel Islands they seem to be in a situation where it's at the mercy of its bigger neighbours and in one case distant neighbours (the UK) taking possession of them. Britain has actually owned them twice from 1807 to 1890 and then again from 1945 to 1952. The population was moved off by the British in 1945 despite having one of the few German Resistance Groups during the war. During this period, it was largely used as a RAF bombing range although the Royal Navy also blew a hole in the middle of the island in 1947. This is considered to be one of the biggest non-nuclear explosions in history and changed the geology of the island.



The harbour pictured above (The Binnenhafen) is now closed as they try and recover the unexploded bombs remaining from the RAF practice runs. I had arrived in the middle of the night and anchored off the main entrance to the northern or main Harbour not wishing to disturb a raft of sailing boats at 3am. At dawn I was awoken by a very lumpy sea caused by a tide change and decided to motor around to what used to be the fuel berth in the upper right-hand corner of the picture. Due to poor light conditions I missed the no entry sign below and was very rapidly told off by a number of people out and about on the harbour wall at dawn. Fortunately, my motoring into and out

of the harbour caused no bombs to explode. This is not surprising as they all seem to have been dormant for 74 years.



Helgoland is a duty-free port and as a result the fuel is very cheap in comparison to the rest of Germany. On this visit it was 1.08 euros/litre, on a previous visit three years ago it was .85 euros/litre. What keeps the Helgoland economy going is the massive flow of day trippers from Cuxhaven and Busum that come over by ferry to buy cheap alcohol and cigarettes. When the ferries arrive, it appears like an invasion with people wheeling suitcases along to take home their duty-free purchases. I find this a good time to retire to the boat and read.

It is not expensive to stay at Helgoland. For a 10-metre boat I pay 10 euros a night plus around 3 euros per person tourist tax. However, the showers are another matter, at 4 euros for a shower they are not cheap particularly when the coin operated machines take your money and only provide cold water. I find it easier to boil a kettle and have a scrub aboard.

Staying overnight in the busy season will mean rafting up. I was in a raft of 9 boats in a less used part of the small craft harbour and because I had joined the raft early in the day, I was the third boat from the pontoon. But the Germans like the Dutch seem to accept rafting as part of summer boating and are very good about accepting you tramping over their boat or wanting to leave at an inconvenient time. In fact, I was catching a different tide to everyone else as I wanted to go west but found it easier to stem a foul tide than remake and break up the raft 6 hours later. Everyone else was off to Hamburg or Wilhelmshaven or staying another night.



The best piece of advice I can offer anyone wishing to visit Helgoland is that it is very important to realize that the German TSS starts between Helgoland the Wasser and Jade Rivers and unlike most other European TSSs it is against the law for small boats to cross and you may be subject to a hefty fine if you should do so. So, if coming from the UK by way of the Friesian Islands wait until the Wasser and Jade estuary before turning right and if returning to the UK go south to the Estuary before continuing your journey.

**Heyligeland means Holy Land which with its neighbouring island of 'Dune' which in my mind is featured in the Frank Herbert novels of the same name has a special significance. I made sure on this visit to read 'Dune Messiah' while reading on RAVEN and avoiding the tourist influx. :-)*

East Coast Cruise 2019

John Langrick

What a great turn out for the East Coast Cruise. Normally we start at Pyefleet on the Saturday night, but this week all boats left Paglesham on the ebb heading for Shotley. Graham joined me as we left Paglesham at 10:30am.

It was a head wind all the way down the Crouch and through the Spitway, but as we turned more to the North, we were able to hoist all sails and make good progress up the Wallet. We were off Walton pier as the tide turned and the shackle came lose on IMOTHES's main sheet, (just to wake us up).

We had fun entering Shotley Marina as some did not want to follow the 'locking in' protocol, but were safely tied up in the marina along a linear pontoon for a meal in the Shipwreck Arms. Boats joining use were Y-NOT, CORRINE, AKVAVIT, QUINTILLA, PEPPERMINT, GOSHAWK, AMBITION II, JOUETTE, SCHERZO and IMOTHES. Later we all went aboard AMBITION II for a great Quiz Night arranged by Steve Smith (AKVAVIT). We all now know the name of the seaman who operated the pumps on clipper ships!

We all drank a rum toast to our recently departed RSA member Peter Edwards, who always enjoyed our East Coast Cruise in the past. Many thanks Steve and of course Richard for hosting the event (hic).



The E Coast cruise arrive at Shotley

The following evening, we made the short trip to Suffolk yacht harbour with a few boats stopping at Pin Mill where we met Steve with RIFF RAFF. We all went ashore to Pin Mill and the Butt and Oyster for lunch. Many thanks to Ermal (GOSHAWK) for providing a 'taxi' for some of us! SCHERZO and crew were attracted to the highlights of Ipswich and 'real ale' so continued upriver while the rest returned to Suffolk Yacht Harbour. We found

CORINNE stuck outside on a mooring with engine failure. I borrowed Ermal's dinghy, (with big outboard), to tow her into the fuel berth.

That evening we ate in the Light Ship as the Ship pub has recently burnt down. There were so many of us that the Lightship ran out of food and it was only Vince looking at the chef with 'doggy eyes' made her rustle up some extra.

On the following morning, some stayed at Suffolk Yacht Harbour while the rest continued up to Ipswich Dock. AMBITION II went for a sail up the Stour. AKVAVIT had to return home on the following day so also stopped an extra day in the yacht harbour. PEPPERMINT and crew were home sick so Vince negotiated a deal to leave PEPPERMINT there and left on IMOTHES for the trip to Ipswich as travel logistics much better from there. Vince planned to return the following week to PEPPERMINT with family for his own East Coast Cruise. John and Y-NOT stayed in Suffolk Yacht Harbour to perform 'surgery' on CORRINE's engine.



Neptune Marina in Ipswich Dock

The Ipswich party all tied up at Neptune Marine in Ipswich Wet Dock where Dave on SCHERZO managed to wangle a great club rate for berthing. We had a great 'Micro Brewery' evening, (hic).

We were up early and ready to lock out on free flow (which we missed). Barry in JOUETTE and Steve in RIFF RAFF sailed back South and the rest North for the Deben and Woodbridge Tide Mill. We were now 6 boats as AKVAVIT was also sailing South.



Locking out of the wet dock at Ipswich

We called ahead to the Tide Mill so that we could be sure that we could all fit, especially AMBITION II. We met AMBITION II, Y-NOT and CORINNE as they left Suffolk Yacht Harbour and along with SCHERZO, QUINTILLA and IMOTHES plodded North. AMBITION II stood by with a tow rope just in case CORINNE had more engine problems.

We sailed over the Deben Bar at 3 hrs of flood and up to Ramsholt to pick up a mooring and wait for the others. QUINTILLA. picked up a mooring close by with SHERZO and Y-NOT. CORINNE was running low on fuel so John on Y-Not offered a can of fuel, which promptly fell overboard. Graham managed to rescue it with an arm over the side of IMOTHES and returned it to CORINNE. (Well done Graham).

AMBITION II continued up river anchoring just before Troublesome Reach awaiting another larger boat exiting the Tide Mill. Eventually we were all tied up in very comfortable berths and retired for a drink and meal at the Anchor Inn.



The Westerly contingent at Woodbridge Tide Mill

The following day John on Y-NOT woke up with the cabin sole floating in diesel. He discovered he had a hole in the fuel tank and had lost most of his fuel in the bilges. Richard came to the rescue with a fuel can which just fitted under the cockpit floor on Y-NOT and John fabricated a temporary fuel line. All this seemed to work.

AMBITION II left on the tide as they wanted to explore the Orford river. The rest wanted a day of relaxation in the Tide Mill. We had a trip to the shops for a morning coffee and replenish stores at the local Coop. That evening Aleck cooked one of his favourite recipes on board CORINNE, (tuna pasta) and we all sat around the cockpit in CORINNE on a very warm evening quaffing beer, wine and spirits.



Pasta a la CORINNE

On the Thursday our plan was to leave the Tide Mill as soon as we could and make our way to Harwich and Halfpenny Pier. Another fine day saw us punching the last hour of flood against a light North Easterly wind down the Deben. The tide changed just after

Ramsholt and we sped out of the Deben in bright sunshine and a A call from AMBITION II explained she had spent the night in the Walton Backwaters and would stand by with a range of nuts and bolts to help Aleck re attach his prop shaft. Aleck eventually managed to fabricate a temporary repair which saw him back to Wakering on the next tide.

The last of the cruise spent the evening in the Swallowtail bar celebrating another great East Coast Cruise.

Many thanks to all who made it an excellent week wind that had by now turned South Easterly. Just enough to set sail against the now foul tide.

I was called by Y-NOT, it appeared that the temporary fuel tank had emptied its contents as she heeled over and John would not have fuel to enter Harwich Harbour. IMOTHES took her it tow and motored into an inside berth at Halfpenny Pier. CORINNE did the same, but found that upon engaging reverse as she came alongside QUINTILLA, a loud bang and crunch, she had no drive. What better to do than go to the Alma for a beer.



Y-NOT sailing past Felixstowe (draining fuel into the bilge).

The following morning the failure was diagnosed to the bolts had lost their nuts on the flexible coupling, with the nuts somewhere down in the bilges. CORINNE was to stay at Halfpenny Pier so that Aleck could search for his nuts and fabricate a repair.

Early morning, Y-NOT, SHERZO, QUINTILLA and IMOTHES set off with about an hour of ebb destination the Crouch. QUINTILLA planned to sail back to her mooring while SCHERZO, Y-NOT and IMOTHES fancied a last night in Burnham Yacht Harbour.

IMOTHES stood by to ensure Y-NOT engine performed, but this was not necessary as we were able to sail out of the Orwell and down the Wallet unaided by the 'Iron Topsail'. On passing the Naze Tower, Graham was having a nap and I stood on the stern of IMOTHES chatting to John standing on the bow on Y-NOT, both boats using their autohelms.



QUINTILLA sailing down the Wallet

At low water, IMOTHES found a lump of mud close to the Naze and Y-NOT approached her stern at an alarming speed. Ste was fended off without too much damage and a resolve to stay in deeper water in future when being followed at close quarters.

A call from AMBITION II explained she had spent the night in the Walton Backwaters and would stand by with a range of nuts and bolts to help Aleck re attach his prop shaft. Aleck eventually managed to fabricate a temporary repair which saw him back to Wakering on the next tide.

The last of the cruise spent the evening in the Swallowtail bar celebrating another great East Coast Cruise.

Many thanks to all who made it an excellent week



SCHERZO sailing past Felixtow

A Typical Day on the River

Jon Walmsley – Sambucca cup entry 2 and Bosun's bell entry 1!

So, I get a call very early Monday from John L who wants a hand putting a boat back on its mooring as it had been left down the river, on anchor, on return from the Fambridge weekend. John L is always very helpful, but the bosun offering valet mooring to members seemed a bit excessive even for him.

Nonetheless I arrived at Paglesham a couple of hours before high to be greeted by a river churned up by wind against tide on a blustery day. Being fully workboat trained, fuel on, water on, battery on, fingers crossed..... I fetched DALLY and proceeded to the pontoon where John was waiting. We soon located the vessel and strapped DALLY alongside, I went to the bouncy, wet foredeck and with the aid of the yacht's engine and a bit of shouting and pointing retrieved the anchor. On the way back up river against the wind, DALLY shipped water as waves broke between the two boats. Once the yacht was back in her rightful place, I dropped John on the pontoon and put DALLY back on her mooring. I felt the need for a cup of tea, and having my emergency milk with me, rowed over to PAKLJHAWA for a well-earned cuppa. I left my dinghy tied fore and aft alongside and retired to the sanctity of the starboard hull. One Cup of tea and forty winks later the tide had turned and although still quite windy, the sea state was a lot more palatable. I decided to have cup of tea and wait another hour for the tide to go down a bit before going ashore. I quickly retied the dinghy so she was hanging off the stern of PAKLJHAWA, streaming with the wind and tide, and retired to the galley. Another Cup of tea and half a PBO later I emerged from the starboard hull to discover that the dinghy had gone AWOL. With the 'bins', I could see it on the marsh the other side of the rusting hulk way downstream. What to do?

I had a few options:

1. Swim ashore. Ordinarily I keep a pair of fins on the boat, but I had taken them home as I was clearing out PAKLJHAWA as she had been sold. I decided that with the strong running tide, and no fins, that this would be foolish.
2. Wait for low water and walk ashore. My wellies were in the dinghy and my spare wellies were not on the boat, (see 1 above). In fact, I had no shoes on board at all! I

was concerned that the oyster shells would cut my feet and quickly discounted this option.

3. Somehow use DALLY.

Option 3 seemed my best bet, but how to get to DALLY? I knew that the gap between my mooring and DALLY's was 102 feet. (yes, I've measured it with a tape measure, don't ask!), so all I had to do was drop PAKLJHAWA back on a long rope, or two, and I would be alongside. All went according to plan, except that my mooring is further out in the river than DALLY's so I ended up alongside, but 20 feet away. I used the rudders on PAKLJHAWA to swing her in on the streaming tide, but she was still short. I then swung her right out and then back in. The pendulum effect worked and I was able to jump in DALLY and secure a rope from the stern of PAKLJHAWA to the bow of DALLY. Then PAKLJHAWA started to swing out pulling DALLY's mooring taught as she went across tide. I quickly got back on PAKLJHAWA and released the straining rope. I did a bit of head scratching and tried again, but this time I secured DALLY to the bow of PAKLJHAWA and quickly released her from her mooring. With DALLY safely alongside, I used the engine on PAKLJHAWA to help me pull her back up to her mooring and secure her.

Transferring to DALLY, I turned everything on that I had previously turned off, but the engine wouldn't turn over. A quick call to John L identified the "won't start unless it's exactly in neutral" switch as the culprit. Clearly, I wasn't as fully workboat trained as I thought! With the comforting chug of DALLY ringing in my ears, I proceeded to the lee side of the pontoon and left her with the engine running, (I wasn't taking any chances), as I walked ashore barefoot to retrieve my sandals from my motorbike. I then walked a country mile to my dinghy, which was sitting across a rill, and retrieved my wellie boots. Back at the yard, I launched John L's dinghy and rowed round to the patiently waiting DALLY. Dinghy in tow and back to DALLY's mooring. Everything turned off again and a short row to PAKLJHAWA to lock up and secure, then a downwind and tide row/sail ashore to put John L's dinghy back in the compound. All I then had to do was walk a country mile back to my dinghy in the marsh and push her across a hundred feet of welly boot deep mud, row half a mile upstream against the wind and tide, put her in the compound and go home! I guess that "always use two figures of eights", (is that a sixteen?), is the moral of this story.

LUCY's August 2019 trip to Foreign Lands.

Nick Turner, Sambucca cup entry 3.

Boat details: Kelt 29. Owner/Skipper: Nick Turner. Crew: Mark Donnelly

15th Aug 2019 15NM

Forecast: wind W NW force3 dropping with light sea state, Dry. Left LUCY's Moorings on the River Roach at 11.00 and motor sailed around into the river Crouch and up to Burnham marina for fuel. We then sailed down and out of river entrance with a steady force 4 affording a great reach on full sail. Having drifted slightly too far south without paying attention to the charts and thinking we knew the area well enough we stopped for unplanned rest on Foulness Sand. There was a falling tide so we had a long wait.

This was bizarrely a bit of a blessing; it allowed us time to do all those useful jobs that you never seem to get time to do. New depth gauge display cut and fitted into cockpit, new seacock valve for the heads (amazing how much limescale can building these lines) and rethread the boom with new reefing lines. This also meant that we had to re-evaluate the plans for the next day in accordance with the

changing weather and tides thus taking our passage planning a bit more serious.

16th Aug Crouch to Ramsgate 42NM

Forecast: wind W force2 and dropping with light sea state and clear skies. Left 23.30 on the 15th on the rising tide out of the Crouch. There was no wind so motored through the night on a flat calm sea to Ramsgate. The Wind farms were lit up like Christmas trees, very pretty. Coming into Ramsgate we were met with several high-speed catamarans ferrying out the windfarm staff from the Kent coast. We arrived at Ramsgate Marina at 09.55 to a bright sunny day on a low tide. There is good food and pubs within walking distance not a bad place to spend the day.

17th Aug Ramsgate to Nieuwpoort Belgium 62NM

Our intention was to sail to Dunkirk France and then on the Nieuwpoort, Belgium the next day. Forecast: Wind SW 12 to 18 knots, moderate sea with a 60% likelihood of rain. We left the harbour at about 09.00 to get favourable tide.

We followed a Belgium crew sailing an Etap 32 out of the moorings who were also heading for Dunkirk and then on home to Nieuwpoort.

We needed a pit stop to take on fuel and by the time we got into the channel they were gone and almost out of sight. We weren't to see them again for a couple of days.

We travelled east and then south passing east of the Goodwin Sands before turning north Westerly and up towards and across the shipping channels. After a few changes of course to make best progress across the shipping lanes, we turned more Easterly towards Dunkirk. The wind had steadily increased and we were surfing down some pretty large rollers. We were reefed right down on both the jib and main but still managing speeds of 11-12 knots down the wave. Gusts maxed out at 30kts, but the waves were with us and with some concentration were easily dealt with.

This was exhilarating sailing. We made good progress and arrived at the turning point to Dunkirk well ahead of schedule. The wind and waves had moderated and were more in line with the forecast so we decided to press onto Nieuwpoort. A few ships went in and out of Dunkirk, but nothing too close that required our attention. We pressed on arriving at 13.10, paying attention to shallows at the harbour entrance. NB, hoisted the Belgium pennant. Nieuwpoort is a large sailing centre with a couple of large marinas off the harbour entrance. We headed for the Town Marina nearest the town. This had great facilities and was a short walk from shops and restaurants.

18th Aug

After a long day we had a day off and look around town. There are effectively two areas, one close to the marinas and another just along the coast with long sandy beaches. This was a modern seaside holiday destination clearly popular with families. Good facilities, but a bit tourist oriented.

19th Aug Nieuwpoort to Breskens, Holland 38nm

Forecast: force 4 SW decreasing. Moderate sea with occasional showers. We left at 03.00 to catch tide up the coast sailing on a run with a moderate following sea. We started with one reef in main and full jib. There were some interesting wind shifts so to avoid too many jibes we dropped the main and continued on the jib only, still averaging 7 knots with a following wind and sea. A bit lumpy and lots of heavy rain showers. A bit of a miserable morning made bearable by copious tea and sandwiches. We even managed one of 'LUCY's special Pasta concoctions', very nice.

The wind turned slightly so we again hoisted the main. It was interesting to see the changing coast line as we left Belgium waters where there had been a constant line of large holiday flats along what was clearly the tourist coastline.

We passed Zeebrugge at 05.30 which meant there was little shipping traffic to avoid. There were however, a number of trawlers fishing to circumnavigate during the dark hours. The Belgium and Dutch fleets seem to stick rigidly to the lighting regulation of the 'colregs', which was helpful in deciding how much room to leave to avoid their nets. This was a useful and interesting experience. We were treated to a great sun rise as the skies cleared. We arrived at Jachthaven Municipal Marina Breskens at 10.30 and replaced the Belgium courtesy flag with the Dutch pennant.

This is another large and well serviced marina with great facilities and only a short walk up and over the Dyke to a pretty Dutch town with shops and restaurants and had a great meal just off the town green. We were berthed next to a boat owned and single handed sailed by a friendly Dutchman whose home port was on the Veerse Meer. He was very helpful and equally interested in our English coastline. He was very familiar with the East coast and particularly liked the Roach having he visited it several times. It's a small world.

20th Aug Breskens to Veere 11NM

Forecast: SW Force 2 with flat water. Dry and sunny. It was quick motor sail (4 NM) across the channel to Vlissingen and the entrance to the canal (a short cut to the Veerse Meer). Although this was not a long trip there were a lot of large ships passing from a number of converging ship channels heading to and from Antwerp to be avoided. There was a strong tide across us.

Once across we waited about 30 minutes before we entered the sea lock with a couple of yachts and a canal service vessel. This additional workboat proved very helpful because we didn't have to wait for the usual blue water wave. (Name given to a fleet of vessels traveling together through the locks). We followed the work boat into the canals and by keeping up with it (close to 6kts) we cruised through all the open locks and bridges.



30 minutes later we arrive just outside Middleburg. This is a pretty very Dutch looking town which, as the name suggests, is at the middle of the peninsular of Zandkreek. Here we said farewell to our workboat friends and turned into the small waterway that led to the small marina in the centre of town. Probably worth a stay over, but we decided to moor on the visitors waiting pontoon. With permission of the harbour master we had a two hour stop over to grab some lunch. Sampled some lovely fish & chips and a look around this old provincial town with splendid architecture. Well worth a visit.

After lunch we re-joined the meandering canal north to the lock and out into the Veeres Meer. This is fresh water and a great area for sailing and exploring the small islands and villages dotted on and

around it. There were lots of option for Moorings and anchorages on the Islands, but we decided to stop at the town quay at Veere.

Arriving at De Werf Marina at 17.00 This is located in the centre of this small and very traditional looking town and despite there being few berths, well worth a visit with plenty of places to eat and visit. I recommend the sailing club which does great food and a good selection of local beers. Although be warned the landlady is a bit eccentric but great fun. We even found a RSA club pennant hanging among a great collection hanging on the walls of the club house. This was a nice place to stop over, with some seriously large yachts and motor cruisers to admire.



Richard and Justine in PUDMUDDLE, Jonathan and myself in SWANTI donated this burgee to Veere yacht club back in early 2000. Nice to see it still there!

21st Aug Veeres Meer to Roompot 29NM

Forecast: SW Force 3 Flat water. Dry and sunny.

This was a day of exploring and cruising this very pretty water way. Clearly a playground for the locals; there was a variety of sailing and motor vessels of all sizes pottering around us. You could spend weeks here and not see it all. The weather was looking to turn easterly in the next day or so, so we decided we would head for Blighty while the wind was still with us. We headed out of the sea lock at the eastern end of the Veers Meer and into the northern waterway. Although still locked from the sea, this was salt water with the exit into the North Sea. We sailed around and under the 'Overloop Van Zierikee' a very long road bridge joining the peninsula centre to the mainland. We sailed on to Jacobahaven.

This is a marina near Roompot and close to the sea lock. Another large and well serviced marina next to a camping ground. There was a small supermarket and a couple of restaurants. Modern with reasonable facilities and a good stop off before exiting the nearby sea lock.

22nd Aug Forecast: NW veering W later Force 3 with slight sea state and mainly dry.

Roompot to Felixstowe 97NM (118 travelled)

We set off from the Marina at 06.00 to motor across the bay to the entrance to the sea lock that opens to adjust water levels once a day at 07.00. We were treated to a fantastic sunrise as we waited with three or four boats waiting to exit. Once out of the lock (08.15) we travelled through the narrow channel passed a number of pleasure boats waiting to enter into the lock. Be warned if you miss it that's it until the next day.

Winds were as predicted and just far enough northerly to allow us to sail, all be it slightly N of our intended course. After about an

hour we tacked south back towards our intended route. Sailing was good and we made progress in roughly the right direction and only motoring to correctly traverse the shipping lanes. The large wind farms came into sight and seemed to go on forever.



LUCY's 'planned' journey back.

We had a brief conversation with a wind farm guard vessel who advised us that the restricted area continued east beyond the visible turbines where more were being planned and constructed. A quick check on the charts confirmed we were still on course and skirted along the edge of the restricted area tight on the wind.

As the day passed to night the wind increased and veered more Westerly over an increasingly choppy sea. This was uncomfortable sailing and on arriving at the Galloper windfarm we dropped sails and motored to negotiate Harwich. We took roughly two-hour watches throughout the night until at sunrise land came into sight.

There were only a couple of encounters with shipping through the night, which apart from a few squalls was uneventful. We travelled up into Felixstowe at 05.30 staying south of the shipping channel on the Orwell before turning south into the river Stour with the tide still us. We had a look a short way up this pretty river before turning and picking up a vacant buoy near the entrance to Harwich ferry terminal. We had a few hours rest until the tide turned.

23rd Aug Harwich via Clacton to Paglesham Reach on The Roach 35NM

Forecast: NW Force 2 Flat water. Dry and sunny

As the tide slowed and started to turn we slipped the mooring at 09.00 and headed back out towards the shipping lane. There was a lot more traffic now and we stayed clear of the main channel paying particular attention to the shallows to the south of the entrance. It was a glorious sunny day with a nice steady breeze which had a bit too much southerly to allow us to sail homewards.

We were travelling in company with a steady stream of boat all heading down the coast including a couple of Thames barges. After a brief conversation with a passing motor boat we established that they were all heading to the 'Clacton on Sea Air show'. Not wishing to miss the opportunity, we dropped anchor just off Clacton where we were treated to a fantastic display of modern and vintage aircrafts. A particular highlight was the Euro jet who flew so low the heat of the after burners could be felt as it passed over us. It was also a pleasure to see the WW2 aircraft so close up. Sadly, we had to leave early to catch the tide to cross the sand bank by Raysand channel.

Fortunately, the wind was on our beam, so we hoisted the cruising chute and had a great sail down across the sandbank before turning west up the river Crouch. We managed to hold the sail right into the Roach where we passed a few Belgium boats taking advantage of the free anchorage along the river.

We were again treated to a fantastic sunset as we approached and moored up on LUCY's home mooring at Paglesham. Great to be back in familiar waters. An end to a great adventure to and from foreign waters. Distance travelled 320NM