

Roach Sailing Association

www.roachriver.org.uk/rsa/

September 2020 Newsletter

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Chairman's Report

Richard Bessey

Plenty has been written about this unusual season, so enough of that, except to say thanks to our Racing Officer and Safety Boat team who came up with a full racing programme squeezed into the last two months, and to all those who participated in some exciting events. You can read the complete race report and results in this issue. Regrettably due to C19 restrictions we are unable to hold the Steak and Oysters event, or the Laying Up Supper this year. Garron Park have accepted our booking for next year's Laying Up Supper, and we plan to do the cup presentations at the 2021 Fitting Out Supper instead.



No 'Steak & Oysters' 2020 because of C19 social distancing, but this is one we made earlier!

Looking forward, 2021 looks to be every bit as challenging, and more than ever we will all look forward to spending time afloat. Fortunately, the Royal Yachting Association (RYA) is one of the sports organisations which the government recognises, and as a result we are

allowed to organise sailing events if we follow the RYA guidance. I hope we will be able to offer a full programme throughout the 2021 season, whilst encouraging participants to stay safe.

Because the RSA cruising and social events have been cut back this year, the committee have decided we should have a membership subs-free holiday for next year. We will not be asking you to pay membership subs for 2021 if you are a paid-up member. More details will be in the February newsletter.

Many of us also enjoy maintaining our boats and helping others in the boatyard during the off-season. I hope we can continue to do so safely whilst avoiding the risk of spreading infection. If you have any ideas on the RSA programme or just improving our boating life, bring them up with a committee member.

May I also welcome some new members this year:

Thomas Laurence

Christopher Hall

Philip Parker

Clifford Brookes

Ken Cooper

Jay Lyons (Mark's son)

Crew on CORAMANDEL

SEA ANGLER

Crew on LUCY

ORBITA

RODE GRUTT

Laying up Supper

Sadly, and to repeat, we have had to cancel the laying up supper for 2020 and hence all the formal presentations.

We plan to try to give a delayed presentation at the 2021 Fitting Out Supper if we are able to run that event

Racing Report

Jon Walmsley

Despite the difficulties this year, we managed to run a compressed racing season for both dinghies and cruisers. Here's what happened!

Dinghy Series

I would like to give a huge thank you to everyone who manned the safety boat or for some races, boats. Without these volunteers, the races would not be able to take place.

Potton Trophy

The race started 20 minutes late as several members had to remember how to rig their boats. The course was upriver into Wakering creek 2nd red buoy to port, back to Barling creek and round the safety boat just before Boyton Dock and back to Paglesham. The weather was sunny with a WNW wind force 3 with occasional gusts. PATCH made a good start with COMET and BLUE BOTTLE chasing. HERON decided to run into Potton Island and then capsized! He was soon upright and following the rest. COMET was first round the Wakering creek mark, with PATCH and BLUE BOTTLE behind. A beat to windward up Barling creek and round the safety boat, COMET was first followed by BLUE BOTTLE and PATCH. NANI DRAGON and MAKEDO had a tacking duel which NANI DRAGON won rounding the mark in front. COMET crossed the line first, BLUE BOTTLE 2nd PATCH 3rd NANI DRAGON, MAKEDO, HERON and LITTLE LINDA last. Congratulations to Ermal as this was his first sail in his Heron dinghy ZIG ZAG.

After handicap; PATCH 1st, NANI DRAGON 2nd and COMET 3rd.



Peter and PATCH

Egret Cup

We started with 8 boats. The course was Barton Hall Green Buoy to port back to the Violet and the Red Buoy by Barling Creek to port, back to Paglesham. The wind was south east, but light. The leg to Barton Hall was a downwind, COMET left the rest of the fleet behind, APPLE and ELG rounded next closely followed by MILLIE and NANI DRAGON with LITTLE LINDA and

PATCH just behind, WALKER a long way back. COMET disappeared into the distance. Tacking down the Roach; APPLE, MILLIE, NANI DRAGON and ELG kept changing positions. The run up the Violet with the wind dying; MILLIE and NANI DRAGON drifting around the buoy, APPLE and ELG after. Variable puffs of wind helping different boats. APPLE drifted aground twice with no wind. COMET finished 45 minutes ahead of MILLIE followed by ELG, NANI DRAGON and APPLE. PATCH and LITTLE LINDA further back. WALKER retired with the wind dying and the tide against. With handicap: COMET 1st, NANI DRAGON 2nd ELG 3rd.



NANI DRAGON, PATCH, ELG and COMET

Paglesham Yacht Race

A windy Sunday saw the dinghy fleet cut down when LITTLE LINDA capsized on the slipway. ELG, MAKEDO and APPLE started. The course was round red buoy at the top of the moorings and back down into Paglesham pool, round the oyster barge and back home. The three boats rounded the first mark together. ELG pulled away with APPLE close behind, MAKEDO had to put a tack in, and fell behind on the downriver leg. Off the entrance to Paglesham pool ELG laid over and filled with water, APPLE passed followed by MAKEDO while Nigel bailed in ELG. APPLE had rig problems as she reached the mark and ended up on Wallasea Island shore, MAKEDO rounded first followed by ELG and, with no foresail, APPLE was last. On handicap MAKEDO won, ELG second and APPLE was last.

The fun was not over, MAKEDO turned back to see where the rest was. A gust of wind heeled her over shipping water. She drifted sideways onto Potton Island and had to be towed back by the safety boat. Many thanks to the rescue boat crew also well done for the participants

Lifeboat Cup

Why is it that the cruiser races have light winds and the dinghies have winds gusting over 20 knots. We had some brave souls willing to race. Gary (LITTLE LINDA) decided it was too bad and went in the rescue boat with Stuart and Steve Coombes, Lilly had to stay at home and do homework! Clem (NANI DRAGON) capsized. He was still on the slipway, in fact the boat was still on its launching trolley. Four boats got underway, MAKEDO, APPLE, NANI DRAGON and RED TUNA. NANI DRAGON started to sink, Clem forgot to put the bungs in! He reached the slipway to find the bungs had fallen out with the capsize, so a retirement. RED TUNA was unable to return to the start line due to the wind and tide against him, he ran aground on the Paglesham shore, he

was towed back by Nigel in the second rescue boat. This left MAKEDO and APPLE. The course was into the Violet, round red buoy by Barling creek and back to Paglesham. MAKEDO rounded in front of APPLE and then a hard beat to windward in the Roach, APPLE sprung a leak and needed non-stop bailing. MAKEDO was first and APPLE was second.

Oyster Cup

This was a two race day. Unfortunately, due to the carnage in the first race, the second race started with just two boats. Due to APPLE being full of water and having to retire, MAKEDO wins two races in one day!

The final points are:

MAKEDO	13
NANI DRAGON	8.5
APPLE	6.5
COMET	6
PATCH	5
ELG	5
LITTLE LINDA	2
BLUEBOTTLE	1
MILLIE	1
HERON	1
WALKER	0.5
RED TUNA	0.5

Well done to all twelve boats that took part and to Ken for adding MAKEDO's name once again to the **Dinghy Bowl**.

Cruiser Series

Paglesham Pot

Seven boats turned out for the first race of the 2020 season. IMOTHES made a good start but was soon overhauled by MARTINIQUE who played the shallows downwind towards Devil's Corner and pulled ahead of the three chasing boats, CIEL BLEU, LETITIA AND IMOTHES who entered the Crouch in that order. Behind them EOLE and LUCY were closely matched with a very weedy JOUET behind. The strong winds definitely favoured the bigger boats with MARTINIQUE increasing her lead. On the upwind leg, LETITIA was gradually hauling in CIEL BLEU, but IMOTHES was keeping up with the bigger boats.

While MARTINIQUE's crew were relaxing on their mooring, LETITIA and CIEL BLEU, were exchanging tacks until eventually CIEL BLEU had to give way on port tack. On the line LETITIA beat CIEL BLEU by one minute with IMOTHES only five minutes behind.

LUCY and EOLE had close race with LUCY crossing the line three minutes ahead. JOUET fought hard and finished some forty minutes later.

On handicap, third place goes to EOLE, second to MARTINIQUE and IMOTHES wins the Paglesham Pot. Well done John and Simon.

Blue Shoal Trophy

A total of Fourteen boats turned out for the double race Sunday. I wore out three pencils calculating the results! In the first race, the Blue Shoal Trophy, apart from MARTINIQUE, who, as usual, shot off into the distance, it was a close run downwind with boats favouring different shores in Devil's Reach only to converge at the corner. The fickle changeable wind caused an early casualty when CIEL BLEU tried to, unsuccessfully, take a short cut across Wallasea Island. The wind was a bit better for the beat to Horse Shoal, the first mark, before the slow, downwind run against the tide run to the Inner Crouch.

First round was MARTINIQUE followed by RODE GRUTT making a welcome return to racing. IMOTHES, LOTUS BAVARIA and MOLLY MALONE finished race one within a couple of minutes of each other. The inner Crouch was very busy for the next ten minutes with QUINTILLA and LOTUS bringing up the rear of the fleet.

With only a very weedy SEA JAY retiring, Thirteen boats finished. On handicap, ULABELLA has third place, INDI second and MARTINIQUE wins the Blue Shoal Trophy.

Shuttlewood Cup

In the second race, The Shuttlewood Cup, the beat back was more challenging, especially for the slower boats who lost the tide advantage towards the end. As a result there were only Eight finishers. From my position near the back of the fleet, it was lovely to see so many RSA boats beating to windward, many engaged in their own individual battles. PARADISE BAY made good ground to windward seeing off both INDI and CIEL BLEU who had been her companions at the Inner Crouch. On handicap, IMOTHES has third place, LOTUS BAVARIA second and PARADISE BAY wins the Shuttlewood Cup.

Whitaker Cup

Another jolly good turn out of eleven boats for our second double race day.

The first race, the RNLI Cup, was to Buxey No. 8. After a poor start CIEL BLEU went through the field to round the mark first.



QUINTILLA, LOTUS BAVARIA, INDI, MOLLY MALONE, LOTUS and LUCY

Next was LOTUS BAVARIA a few minutes ahead of the main pack. The two ketches had their own battle at the back of the fleet.

On handicap, PARADISE BAY has third place, LOTUS second and QUINTILLA wins the RNLI Race.



IMOTHES, MOLLY MALONE, SEA JAY, INDI, EOLE, LUCY, QUINTILLA, PARADISE BAY and LOTUS BAVARIA

The **Whitaker Cup** was awarded for the race to Buxey No.8 and back. Unfortunately, LOTUS BAVARIA had to retire when the clew came off her jib. The beat back was a hard slog. The conditions favoured CIEL BLEU who finished thirty five minutes ahead of the next boats; MOLLY MALONE and PARADISE BAY. QUINTILLA was just behind with IMOTHES and EOLE in hot pursuit. LOTUS finished ahead of LUCY and both ketches, SEA JAY and INDI.

On handicap, the same three boats finished in the top three, but in a slightly different order, third LOTUS, second PARADISE BAY, first QUINTILLA. Well done Dave and crew for the double header.



QUINTILLA, PARADISE BAY and MOLLY MALONE

Roach Plate

A sunny day with a brisk North Westerly wind for the last race of the season. Ten boats turned out and, unusually, were nearly all at the start line at the same time, which made for an exciting couple of minutes. The fleet soon started to spread out with IMOTHES taking an early lead. The decent wind favoured the larger boats; AKVAVIT, CIEL BLEU and LOTUS BAVARIA, who fought for the top three places, with AKVAVIT making better progress upwind in Quay Reach and being first into the Crouch.

Behind LOTUS BAVARIA, IMOTHES was leading the next group with QUINTILLA and EOLE chasing. INDI, SEA JAY, LOTUS and LUCY formed the next group to turn westwards to the Horse Shoal buoy.

On the run to the next mark, the Crouch cardinal, the yachts started to spread out. SEA JAY nearly fell foul of a fishing net that had been spread across the river and Alice had to make an emergency jibe. With the wind well in the North, only a couple of tacks were needed in Devil's Reach on the way to the finish with AKVAVIT just pipping CIEL BLEU to the line.

On handicap, INDI has third place, QUINTILLA second and LOTUS wins the Roach Plate.

Gracilda Cup

Due to our compressed race schedule, any boat could play their Gracilda Cup card in any race as long as they informed the race Officer beforehand. The winning boat would be the one highest placed. Two boats entered the Gracilda Cup in the Blue Shoal Trophy, CIEL BLEU and LOTUS BAVARIA who finished twelfth and ninth respectively. SEA JAY, crewed by Alice, played their card in the Roach Plate and came Eighth, and so SEA JAY wins the Gracilda Cup.

Len Chopin Cup

Seventeen yachts competed in the series and I think that we had one of the largest number of competitors in a single race, that I can remember, when Fourteen boats turned out for the Blue Shoal Trophy. In the Six point scoring races, we had Five different winners, roughly a third of the fleet. This indicates that the handicap system worked well this year.

The points scored were as follows:

QUINTILLA	12.5
LOTUS	10.5
PARADISE BAY	10.0
IMOTHES	10.0
MARTINIQUE	8.0
INDI	7.5
LOTUS BAVARIA	6.5
CIEL BLEU	6.0
LUCY	5.5
EOLE	5.0
MOLLY MALONE	4.0
SEA JAY	4.0
ULABELLA	3.0
JOUET	2.5
RODE GRUTT	2.0
LETITIA	1.0
AKVAVIT	1.0

Well done to QUINTILLA and crew!

Other Trophies

Sambuca Cup

There were only two entries this year; Dawn for paddle boarding around Potton Island and Graham for doing the same in an inflatable kayak. Both of their accounts of the challenge can be found in this newsletter. After much deliberation, Graham wins the Sambuca Cup for circumnavigating Potton at low water.

Seamanship Cup

There was only one contender for this award, BRIAR ROSE. In Shaun and Graham's latest trip from Greece to Italy in large seas, BRIAR ROSE suffered a broken tiller and so the adventure began. Hopefully we will hear more about their trip in the next newsletter.

Bosun's Bell

There were two contenders:

SEA JAY for running down his dinghy, (which had no buoyancy tanks and an outboard on the back), whilst picking up his mooring.

CIEL BLEU for spending a few hours sitting on a sand bank off Mersea Island and running aground during the Blue Shoal Trophy. His excuse was not having a depth sounder.

After due consideration, SEA JAY wins the Bosun's Bell.

Editor's Cup

John Aplin and ZIG ZAG. Please see John's article about his round Britain trip in this newsletter.

The Rodney

There were few takers this year, or few who owned up! This trophy is for a pre-launch incident, so Clem launching NANI DRAGON with no bungs, nearly sinking on his way back to the slipway only to discover that they fell out and got lost in his earlier pre-launch capsized, just about qualifies.

Award Ceremony

Unfortunately, we will not have a Laying Up Supper this year. As usual, the cups will be engraved, so please return them to me or another committee member as soon as possible. I, or another committee member, will personally deliver the engraved cups to the winners in silverware version of 'Knock Down Ginger'.

It is hoped that we will have a Fitting Out Supper at some point next year, where we can award the cups in a more traditional fashion.

Bosun (and Editor's) Corner

John Langrick

Many thanks to all for the articles in this latest newsletter. Many will not have travelled far this year, indeed some stayed laid up in the boat yard, but for most, the cruising and racing continues as best we could.

News from members and their boats

John Walter has sold Y-NOT and purchased Westerly Centaur TRITON from Keith Williams.

Steve Calver has purchased PAPRIKA, Brad Freemans old Pegasus 27. She will be back on the Paglesham moorings in 2021

Jon Walmsley has sold PAKLJHAWA and purchased Maldives 32 CIEL BLEU

Matty who is a regular working at Sutton Wharf has purchased FAYHEDA from Carl Leading. He plans to join the RSA and she will be back on Paglesham moorings in 2021.

Doug McCuaig has sold WHITE FOX and purchased BELUGA from Rob Jennings. She will stay at the Wakering boatyard.

Mark Lyons son Jay has joined us this year and is sailing Mark's Dehler 25 RODE GRUTT. He is planning to put her on the saltings on the 'patch' in 2021 and we look forwards to see her racing during the year.

It is good to see PUDMUDDLE back on the saltings, Richard worked hard last year and in the spring, to get her back to sailing condition.

Norman Tomlinson has made a great job on his fishing boat FIREFLY, completely rebuilding the hull and fitting a replacement engine and a winch for nets. You can admire her on an edge mooring on the 'patch'.

Ermal Krutani has augmented his yacht GOSHAWK, by buying a Feeling yacht MARGOT in Albania, (See article 'Love at First sight' in this newsletter.

Sutton Wharf

Please note that the laying up rates at Sutton Wharf will increase in 2021. Nigel has sent me the following details which may be helpful.

PRICE LIST 2021	
Berths	
Gut Way Pontoon Min 35' @ £0.70p per foot per week	
Basin Pontoon Min 25' @ £0.70p per foot per week	
Quayside Berth Min 25' @ £0.60p per foot per week	
Swinging Mooring £350 per year	
Land Storage Min 25' @ £0.60p per foot per week	
Land Storage	
Min 25' @ £0.60p per foot per week	
Slipway use £20 per tide	
Launching & Hauling Out	
Slipway Trolleys (0ft – 44ft) 0m – 14.9m	£175 each way
(45ft – 59ft) 15m – 19.9m	£240 each way
(60ft – 90ft) 20m – 30m	£305 each way
	Plus £15 per day on Trolley
16 Tonne Hoist	£130 each way
35 Tonne Hoist	£160 each way
Blue yellow Trailers	£200 each way
	Plus £10 per day storage
Loading & Unloading Boats onto Transporter	£150 each Lift
Travel Hoist	
14' – 19'	£65
20' – 24'	£75
25' – 29'	£90
30' – 32'	£90
32' and over	£130
Use of Plant and One Operator @ £80 per hour	
Additional Labour @ £40 per hour will be added at time of billing	

I have booked the following days for potential haul out, but of course you can make your own arrangements directly with the yard if you wish. I plan to lower my mast again this year and please let me know if you wish to lower yours.

October 16, 19 - 21st
Nov 2nd - 4th, 16th 18th.

I plan to lay up DALLY and the RSA dinghy later this month as she is only insured until end October. The dinghy has only been used a couple of times this year and could well do with a scrape and paint. The trailer needs a new winch and the jockey wheel freeing up. I will attend to that this winter.

Note the RSA tea hut remains available, but suggest only one person should use it at a time until further notice. You will need to get water from the tap as the tea hut has been disconnected from the mains in the short term. Finally, please make sure you shut the door after use.

Paglesham

We appear to be collecting lots of 'junk' in the RSA dinghy compound. Such as an old toilet and a few rusty and unusable dinghy trollies. Please make sure that you remove all rubbish you are responsible for.

When the dinghy part starts to empty, we plan a work party to clear all rubbish and cut the grass as it is getting too untidy.

We have to thank the yard for providing us with a new toilet. The code is written on the inside of the door in the shed. We also have to thank the yard who have also cut the grass and undergrowth in the car parking area.

Dally

Dally has served us well this season. I plan to lay her up shortly as the season starts to come to an end. She will again be laid up at Sutton Wharf and of course volunteers to help scrub her down and lay her up would be very welcome.

Towards the end of this season I fitted a new temperature gauge and sender. This has never worked since I installed the engine, but works fine now.

I will winterise the engine, but will probably leave the oil and filters as she has had little use this year.

Circumnavigating Potton island.

Graham Pelling

Earlier this year and fed up of not having my own boat, I purchased an inflatable 2-man Kayak.

I have made a few local trips but one fine day I planned a trip around Potton Island on Monday 10th August. That should enable the ultimate in social distancing! The wind at the start about F2, low water 11:11 am.

Normally, it is recommended to circumnavigate Potton Island at high water, but what better challenge to do it at low water?



I set off from Paglesham boatyard at 09:30 taking time to inspect the weed on SCHERZO's hull. Dave kindly let me use her this year as Dave now lives in Spain with wife Julie

I paddled down the Roach with the last of the ebb and turned into the Yoksfleet watched only by the seals on the banks.



It was low water by the time I reached the Middleway, the mud banks were high and I found a vacant small pink buoy and tied up for lunch and a snooze about 12:00. All was silent except the hiss of the mud and the birds calls on the island. By the time I awoke, the creek was beginning to fill with the new tide and the banks were slowly starting to cover again.



BELUGA, now owned by Doug McCuaig

By 13:30 I passed the Wakering Boatyard with Aleck very busy working on CORINNE. He was quite surprised to see me paddling past so low in the water!



Tied on the stern of CORINNE. Where's my tea?



At 15:10 I was at Potton bridge, far too soon for the bridge keeper to arrive but no problems in navigating through.

And then a gentle paddle down the Varlet (Violet) and back to Paglesham at 15:25 as the wind started to increase to a W-NWF4/5.

Total trip 9K, (4.9nm).

BRIAR ROSE, Start of season 2020

Shaun Hetherington

Shaun has been continuing his travels in BRIAR ROSE. This is how this challenging season started. Ed.

It goes without saying that the season did not start as planned. I had hauled BRIAR ROSE out of the water in Corfu Town following an enjoyable trip from Leros with Graham & Jonathan back in October. Costas, the boatyard owner, washed her down and chocked her up for the winter.

My original plan had been to return at the end of March to paint & varnish her in preparation for a trip starting at the end of April to Croatia and Venice before returning either to Corfu or heading across to Sicily for the winter. Then Covid happened and all the flights etc were cancelled and plans changed. Thankfully, Costas knows his way around a wooden boat and did his best to keep her shaded and added sheets around the hull to keep the sunlight off.

With flights resuming at the end of July I took my opportunity to book a flight from Southend and headed out. I had previously agreed with Costas for him to Paint the hull and to antifoul her in preparation for launch – he had done the first part but was awaiting the launch to finish the job of antifouling.

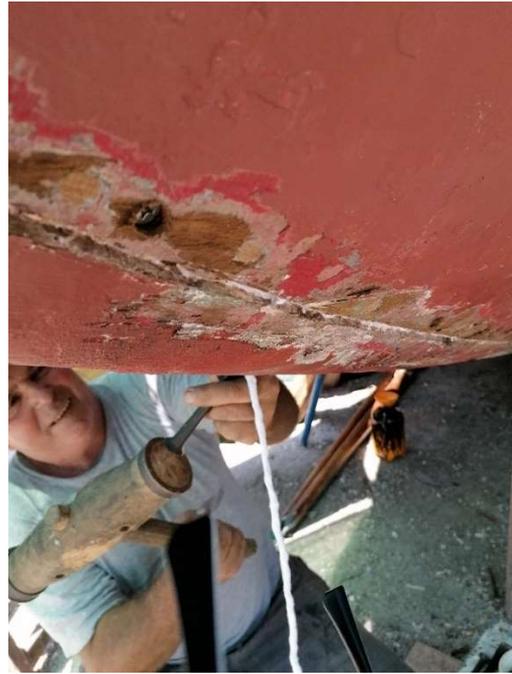
I flew out on Tuesday 4th August and arrived late in the evening. I took a quick detour to the yard on my way to

the apartment to have a brief look. The paint job looked good under the floodlights and all seemed well.



Putting my son Joe to work.

Over the next few days, I collected the sail from the sail maker and serviced the engine before making a start on the bright work. On the Sunday I was joined by my youngest son Joe who had flown out to join me and I soon had him working. On the Monday, Costas removed the sheets from around the hull in preparation for antifouling. On closer inspection of the seams I noticed that one had a larger than expected gap. Costas was soon on the job, firstly burning off some of the old paint then chiselling along the seam to open it up. He screwed a number of wood screws along the planks before beginning to add caulking string, covering an area or around 6 feet on either side along the seam, working the string in place with well worn hand tools. Once he was satisfied it was done, filled



The screw holes with teak caps then applied a two-part resin mixture to smooth the finished surface.

The following day Joe & I put the finishing touches to the decks and varnish work and readied BRIAR ROSE for her launch – while we were doing this Costas set about applying two coats of red antifoul. Finally, she was ready.



We arrived early the next morning and Costas manoeuvred a few other boats around and soon had us in the travel hoist which he pulled with his ancient tractor – he then moved us into place on the slipway carriage and chocked us up along with securing ropes around the base of the mast to the uprights of the slipway carriage. Once this was done, he gave the signal to his son to start the winch which slowly turned, and we started to roll slowly backwards down the slipway. At this point I was extremely nervous in anticipation of water flooding in. The bilge pump started as a small trickle built up but within a few minutes it had stopped again.

Costas rolled us three quarters of the way down the slip so water was lapping just below the normal water line. We stayed there for an hour and he then lowered us the remaining distance until we were fully afloat but still attached to the cradle. The bilge pump was keeping pace

and as time progressed, the frequency of the pump slowed. After another hour or so we felt confident enough to slip the lines. Costas paddled out to us in his small tender and untied the remaining ropes and declared us good to go. With that we slowly turned a circle and headed past the empty cruise liner jetty and on past Corfu Town, heading south, passing the small island by the airport runway and on for a couple more miles until we reached the small harbour at Benitses. Seeing a spot, we dropped a stern anchor and went bow to the jetty. The pump was still going intermittently but nothing to serious.



The weather was very warm in the mid 30's so I found a nearby apartment that we decamped to, returning a couple of times later in the evening checking all was okay. The following days were spent doing the odd task on board before breaking off to spend some time exploring the island by car. We flew home on the following Sunday for me to return 2 weeks later with Graham for the start of the 2020 sailing season.

IMOTHES to Pyefleet 2020

John Langrick

The invite to a trip to the Blackwater was from Jonathan to the Roach Group, so in the circumstances I thought I should try and get at least one trip out of the river this year. The plan was to take the last couple of hours down the Crouch, through the 'Spitway' and anchor in Pyefleet Creek.

I set off in IMOTHES under main and unfurled the genoa just past the end of the moorings with a light SW 2 – 3 knots. Then I noticed a huge rip between the sacrificial strip and the rest of the sail. This must have happened at the end of the race the previous day and I had simply not noticed it.

I quickly furled the genoa and motored back to the mooring. I lowered the genoa into a sail bag and rowed ashore. The tide was towards the end of the pontoon so could not leave my dinghy there. At low water it is a long pull up the slip with a dinghy and roughly stowed genoa.

I dashed to the yard at Sutton Wharf and dropped the sail into Dave at JACARA covers with a promise that he would repair as best he could. I then dashed home to get a spare genoa I thought might fit.

Then back down the slipway and was back on IMOTHES after about 2 hours, It was now 2 hours later as I slipped the mooring, about an hour after low water. I found it very awkward trying to fit the replacement genoa while motoring using the autohelm. What made things difficult was that luff rope on this sail is slightly smaller than it should be and kept jamming in the furler slot as I hoisted it.

The wind was behind me and although only about f2 motoring with the wind, it kept flapping forward so that I could only insert about 5cm in the slot then rush aft to the mast and hoist just a fraction. By the time I rounded Devils Reach, I managed to hoist it but noticed that it was too short in the luff and the halyard diverter was ineffective, When I tried to furl it, the halyard just wrapped around the foil. I added about another 1 m of cord to the bottom of the luff, hoisted it higher and it furled fine, albeit now a Yankee. Just this revised headsail was enough to bring me to the Ray channel at about 3 hr of flood.

The Ray buoy is now a yellow marker with RAY SAND painted on a board, much easier to see.

I planned to travel through the Ray channel and as the tide was making, but the sea very calm, I would push on through the Ray until my keel touched, have tea and then continue as soon as I had clearance. In the event, I touched slightly for about 30 mins and then keeping the Ray Middle off my port beam, motored slowly onwards. About 2.5 hrs before HW, I started to pick up speed towards the Ray N buoy and I was clear. Just my small jib took me to the mouth of Pyefleet Creek but by this time the wind was increasing from the W. It would be far too windy to raft up, especially with Jonathan's new 'toy'.

Steve Noble on SEAJAY hailed me to say he was secure on a mooring and as one nearby was vacant, picked that up as by now there was considerable wind. Steve explained that the cost would be £10 a night but in the event, no one appeared to collect the fee.

I remember my old shipmate Geoff Larney, (bless him), telling me on my first visit to Pyefleet in my old Dauntless RUTH. He tells me he was anchored one evening in his old Dauntless CEEJO II at the same spot and a Dutch yacht with a friendly but elderly skipper anchored nearby. Two young ladies on board, stripped off and dived into the water, swimming towards CEEJO. They lent with their elbows (bosoms) on the coaming of CEEJO for a pleasant chat. I have to say that I have visited Pyefleet many, many times since then and I still have never seen them again.

In disappointment I settled down to a spaghetti carbonara and a very nice and cool bottle of white. After a look around the moorings I could see CIEL BLEU further up and at anchor. As the wind was now dropping, Jonathan rowed down river for a chat, (tea in hand). We decided

that on the following morning, I would anchor IMOTHES outside what is left of the old Bradwell training wall and Jonathan would pick me up so that we could try out the spinnaker on CIEL BLEU.

The training wall is an old and favourite anchoring place for RSA members in the Blackwater although these days there is much less shelter as most of the wall has been demolished.



Evening in Pyefleet Creek. On the left SEA JAY and just left of my mast and further up the creek CIEL BLEU.

After a quiet and peaceful night, I awoke to see SEAJAY motoring down the moorings. Steve wanted to get back to Paglesham. Jonathan glided past in CIEL BLEU and I cast off to follow him but not for long as he stuck fast on a 'lump' just off the East Mersea shore on a falling tide. He would be a while there but at least give him the opportunity to scrub!



Radio Caroline, looking a bit sad these days. Who remembers Johnnie Walker and the Frinton Flashers?

The rest of the morning had fluky winds, mostly on the nose so quietly motored against the ebb up the Colne. ROSS REVENGE (Radio Caroline), was at anchor. Here the tide turned and the flood started. I need at least 1.8M to get into Bradwell and after a gentle sail back up river arrived and entered Bradwell and my berth mid-afternoon and just in time for a last pint at the marina bar.

With plenty of space in the marina I was made welcome and was told I did not need to book a meal in the restaurant that evening, just turn up.

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Later that evening Jonathan anchored outside the marina and rowed ashore and joined me for a very pleasant meal in the bar.

After a quiet night I took the ebb down the Colne to the 'Spitway' and arrived with a fine SW wind to take me through. Upon rounding up to starboard and the Swallowtail no 2, the wind drew dead on the nose, as it does so often and as there was still ebb running, turned on the engine and motored slowly home. Time for tea and lunch as I ticked off the waypoints.

A very pleasant and relaxing 2020 Pyefleet trip and back in time to collect my repaired sail.

Love at first sight.

Ermal Krutani

Travelling to Albania to visit my parents I came across MARGOT, (Feeling 326 not Margot Robbie) and it was love at first sight.

She was moored at the old fishery port in Durres 30 Km west of Tirana and was left there since April 2019 begging for someone to take her out in the sea.

So, I decided was time for MARGOT to sail the seas again and did not disappoint, had a few hours sailing in the Adriatic coast of Albania and then decided that she was in need of attention.



At present she is laid up on the Port of Durres and I will be visiting her later this year.

The intention is to get her back on water by March 2021 so that we can take part in the Regatta del Grande Salento (Vlora – Brindisi – Vlora) race in June 2021

Round Britain Voyage 2007

John Aplin

In 2005 I bought ZIG ZAG, a 32' Southerly 100 drop keel sloop, and was lucky enough to be able to plan a round Britain voyage. Whilst on shift work I had often listened to the BBC shipping forecasts at

I am in the morning, and the “reports from coastal weather stations”.

It had been an idea that my wife and I would visit each of these stations, by car, so by boat would be even better! Planning for the voyage started in late 2006, and my main concern was finding crew, as I intended to do the trip in one go taking 3 months or so. My wife had work commitments, and I expected parts of the trip to be rough, though I hoped she would be able to join me on some legs.

Phil Greenwood was keen to do the trip and it was agreed he would be able to stay with me until early August. Phil and I went to the Boat Show in January 2007 and bought a plotter, DSC radio and all the UK charts on a CD. Andy Humphris kindly lent us his charts and pilot books from his round Britain voyage, and many people offered help on legs of the voyage where they could. We planned to day sail only, averaging 50-60 miles a day and chose to go anti-clockwise, reasoning to get the East coast with its poor shelter over quickly.....

We left Burnham on Crouch on 3rd May, and motored into a F4-5 NE wind arriving at Lowestoft next day, to discover that the engine had used most of the oil in the sump. Deciding to postpone the trip until the engine was repaired, we returned to Leigh, motoring again as the wind turned SW!

Four weeks later on 31st May we left Leigh with a noisy send off from the Belton Way Small Craft Club.

The wind had gone round to the NE again, but only F3-4 and with fog patches, so by the 4th June we arrived at Bridlington. There we were rafted up against another yacht from Burnham who was also on a Round Britain Voyage, but had run aground at Flamborough Head. We stayed an extra day at Bridlington to escort him to Whitby, and so enjoyed two nights in the Royal Yorkshire YC, not especially royal but reasonable beer prices.

After an uncomfortable trip to Whitby and an even worse wet one to Blyth, we stopped for a couple of nights. Great marina at Blyth owned by the Royal Northumberland YC, and good facilities in their 125 year old lightship. The weather turned sunny and dried us out, and on the 9th June we were on our way to Berwick, but fog came down so we anchored in the Farne Islands of Grace Darling fame.

Midday on the 10th saw us in our first Scottish port, Eyemouth, and a “stottie” (big roll) in a harbourside cafe, and by the 13th we were at Peterhead. NE 5-6 winds kept us there for 3 days, the time was not wasted though, we travelled to Aberdeen to buy

some charts, and Phil tried to instil some culture into me with a visit to the art gallery, which was a good one.



Kyleakin Harbour and the Bridge to The Isle of Skye

Whitehills in the Moray Firth was our next stop. The facilities here are excellent, and the harbourmaster could not

have been more helpful. Here I had a true Scots take away, pie and chips with the pie dipped in batter! Real friendly people in the pub, the local coastguard and a retired butcher kept us there until late.

Wick on the 18th June, berthing on their brand new finger pontoons. Like Whitehills, Wick is looking to encourage yachts to replace the income lost from the diminishing fishing fleet.

Next day calm seas saw us motoring past John O’Groats, and “the merry Men of Mae”, a particularly nasty current that goes to the Orkneys, but the Wick harbourmaster’s advice was good and we had no problems, though you could feel ZIG ZAG being pulled and see the distinct line of current in the water.



Zig Zag at Arbroath, Bell Rock Lighthouse museum behind.

After a night in Scrabster, overcast skies and an F4-5 Easterly gave us a chance around Cape Wrath. Live firing was scheduled on the range there but the weather was too bad for the RAF and we were able to motor sail through the

range, keeping an eye out for low flying aircraft just in case! The wind gusted to 35 knots rounding the cape, and by 1845 on the 20th June we were happy to be alongside a very tall harbour wall at Kinlochbervie on the West coast of Scotland.



ZIG ZAG in the Crinan Canal

Dinner, fish and chips of course, at the local fisherman's mission.

This was our first experience of mooring alongside a piled quay and we had to improvise a fender board by taking a length of timber from an old pallet – which served us for the whole of the rest of the trip.

The 22nd saw us at Flowerdale Bay, Loch Gairloch, very pretty, and tied up ahead of another round Britain voyager from the Up River YC, on the Crouch. We stopped at Kyleakin near the Bridge to the Isle of Skye for 3 nights as strong winds were again forecast, and had a bus trip around the Isle.

We had been fortunate with the weather, as far as excessive wind and rain went, but it was cold in Scotland with morning temperatures at 10 or 11 degrees.

Loch Nevis was our next stop, at Inverie, and mainland Britain's most remote pub. Everything comes to Inverie by boat, there are no roads to the area, though there are footpaths.

All of the vehicles, not that there are many as the roads don't go far, come by landing craft. A great place, really unique. We had dinner at the pub in the evening.

At Tobermory on the Isle of Mull on the 27th June, it was raining and cold, we were glad of mains electricity on the pontoon for the fan heater. As had been usual ever since we arrived in Scotland, the water was clear and the rudder and sterngear could be seen, as could the bottom when it's a couple of metres deep. Usually rocky!

Two days later saw us transiting the Crinan Canal, doing locks just like narrow boating! and on the last day of June we were at Campbeltown.

From there we had to decide which way to go south, down the English coast, (not very appealing) or down the Irish coast (better but some wicked tides). So we went to the Isle of Man. Our last port in Scotland was Portpatrick, arriving at low water and through a 20 metre wide entrance with rocks on either side. The 3rd July saw us at Port St Mary, Isle of Man, having passed through severe overfalls near Chicken Rock, which threw ZIG ZAG from one side to the other. She registered 8 knots through the water, surfing down the waves. As usual everything was in a heap down below, except Phil who hung on tight. Tied up against the highest wall yet, standing on the wall you could look down on the mast spreaders!

High winds forecast, so we took the opportunity to see some of the Isle, travelling on the steam train and looking around Douglas.

After a night on the mud at Beaumaris we transited the Menai Straits in warm sunshine, arriving at Caernarfon on the 8th then a rough cold 81 mile trip to Fishguard.

Neyland Marina at Milford Haven was our port of choice for the next few days, John Pitt-Stanley joined us here and by the 14th July we were at Padstow, eating fish and chips from Rick Stein's takeaway.

Phil had to go home for a few days which left John and I to do the longest trip yet, 89 miles to Falmouth

Here Jonas joined us and Phil returned, and on the 19th we motor sailed to Fowey, eating ashore in the Royal Fowey YC. A flying visit to Salcombe, and then a night at Dartmouth. This really nice town has lots to see and is full of yachts. But time was pressing and Graham Pelling was due to join us at Weymouth, where we arrived on the 21st.

A fantastic sail (one of the few times we had sailed) from Weymouth to Swanage, then rain and poor visibility saw us motoring the next day to Gosport, where Jonas had to leave us.

Gale force winds kept us in Brighton marina until the 30th July, then it was a few short hops back to Leigh arriving on 1st August having covered 1706 sea miles in total. We didn't manage to see all the coastal weather stations, but passed a lot of them!

Although we chose the worst possible summer to do it, and the engine breaking down did delay our start,

it was a fantastic experience and I thank everyone who helped make it happen.

Places visited and Nautical miles Travelled

Leigh on Sea	
1. Walton on the Naze	40
2. Lowestoft	43
3. Wells Next the Sea	50
4. Spurn Point, River Humber	47
5. Bridlington	42
6. Whitby	35
7. Blyth	49
8. Farne Islands	30
9. Eyemouth	22
10. Arbroath	42
11. Stonehaven	30
12. Peterhead	35
13. Whitehills	36
14. Wick	55
15. Scrabster	31
16. Kinlochbervie	62
17. Lochinver	24
18. Loch Gairloch, Flowerdale Bay	35
19. Kyleakin, Kyle of Localsh	30
20. Inverie, Loch Nevis	
21. Tobermory	36
22. Crinan	42
63 days in total, including storm bound days	9
23. Ardrishaig	
24. Campbeltown	39
25. Portpatrick	39
26. Port St M	
27. Beaumaris	58
28. Carnarfon	12
29. Fishguard	81
30. Dale Bay, Milford Haven	40
31. Neyland, Milford Haven	9
32. Angle Bay, Milford Haven	8
33. Padstow	70
34. Falmouth	89
35. Fowey	24
37. Weymouth	53
36. Dartmouth	55
38. Poole Bay	27
39. Gosport	35
40. Brighton	40
41. Eastbourne	20
42. Ramsgate	60
43. Leigh on Sea	<u>44</u>

Total Nautical Miles 1706

Hey Potton, WaSUP?

John Walmsley

I was having a socially distant chat with a welly booted Peter on my way down the lane when I saw that Dawn was already waiting for me in the car park.

Due to the lovely warm conditions, Dawn had opted for an al fresco wetsuit free stand up paddle, SUP, board experience. She had two questions; “Where are we going?” and “When are we stopping for lunch?”. Using all my experience as a course setting race officer, I sniffed the breeze and made countless tidal computations in my head before announcing that we would try and go around Potton Island.



Dawn aboard VULCANO

By the time I had launched my dinghy, Dawn was already paddling up river. Nigel came over in his skiff for a chat, before motoring off towards INDI. Safe in the knowledge that Peter was aboard PARADISE BAY, poised to rescue us if things should go awry, we set course for the Varlet.

After only three more queries from Dawn about luncheon arrangements, we arrived at Potton Bridge where I was recognised by Richard, the Bridge Keeper, despite not being in PAKLJHAWA and sporting a nine-week old, lock down beard. Must have been the hat. A new high fence was under construction to prevent people jumping off the bridge which has, evidently, become the Essex equivalent of Beachy Head. It’s a long way down to that there sticky mud!

Dougie was aboard WHITE FOX and Aleck was aboard CORINNE as we punched the tide towards a vacant pontoon berth at Wakering. I was very jealous of Dawn’s sandwiches, which she tempted me with, safe in the knowledge that for me to take one would have violated Covid restrictions. I made do with my banana. Aleck joined us for a chat. He told us that CORINNE’s engine was working fine, let’s hope that he gets to use it on an East Coast Cruise next year.



Aleck and CORINNE in the Ore

Fully recharged, we set off for the Middleway, looking out for John XTB in YKNOT who was out for a sail. DANGER! DANGER! a motorboat was heading towards us creating waves that would easily upset a three inch thick, two foot wide plank. We needn't have worried as the motorboat slowed right down and the crew gave us a cheery wave. Sighting a close hauled YKNOT I rowed over for a brief chat with John XTB.



John XTB in the Middleway on YKNOT

Danger averted, and in the heat of the near windless conditions, Dawn shed her buoyancy aid and continued through seal alley towards the Roach.

At this point the going got hard as not only had the tide turned against us, but a Westerly breeze had also put in an appearance. Continuous vigorous paddling took its toll on Dawn, and leg cramp started to set in. This was remedied with a bit of yoga.

As we neared the moorings it was clear that Peter had given up waiting for us. We headed for the North Bank shallows to get out of the worst of the tide. One last push and we made it to the pontoon. I don't know which gave the greater sigh of relief, us or VULCANO, the paddleboard, when her deflation valve was opened!