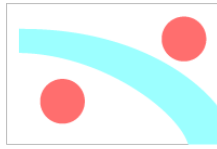


# Wivenhoe and Rowhedge Yacht Owners' Association

## NEWSLETTER OCTOBER 2010



### SUMMER EVENT REPORTS:

#### THE SPRING RALLY

##### **Suffolk Yacht Harbour and Erwarton Ness**

Saturday 29<sup>th</sup> – Monday 31<sup>st</sup> May

The Spring Rally kicked off on a blustery Saturday with all yachts gathering off Bateman's Tower for a start at 1pm. Bolinda gave a running start and ten skippers and crew headed off beating down the Colne. As the afternoon progressed a number of yachts (Bolinda, Hazebra Too, Freedom, Macturtle, and Mersea Memsahib) decided to motor due to being short handed in the stiff breeze which gusted at up to 35 knots down the Wallet. A number of spectacular broaches were observed but eventually all ten yachts made it to Suffolk Yacht Harbour (aka Levington) with 5 recording race times off the Harwich Breakwater. The race order after allowing for handicaps was; 1<sup>st</sup> Tara(WSC Guest), 2<sup>nd</sup> Sancler, 3<sup>rd</sup> French Herring, 4<sup>th</sup> Music Man, 5<sup>th</sup> Freedom II.

An extract from a log from French Herring goes as follows;

"The race started at 13:00 from Batemans tower, the first marker was to leave Colne bar to port, we had to tack to get there. The wind was a force 3-4 south-easterly with gusts up to 7-8, we were reefed on the main and the genoa. We were first boat around the bar, then stayed on a single tack all the way up to Medusa, as we neared Frinton the weather closed in, it then got a bit better, but when we got to Walton it got really bad and we could not see land, I had to steer using the GPS and compass reading alone, the finish line was Harwich breakwater, we crossed it at 16:26 and was the first across the line. We then headed for Levington marina where a very welcome hot shower awaited."

After a few communications on Channel 77 all dinner choices were conveyed to Ivan at the Lightship. Everyone gathered at the Lightship at around 7.15 for a 7.30 dinner start. Before sitting Bernie Heatherington said a few words in memory of Reg White who had died recently after a sail in his BOD. After a minutes reflection we toasted Reg and sat to start dinner. It can be said that Ivan and his crew did us proud. A very fine dinner was provided and I for one would eat there again without hesitation.

The Sunday morning began with a call to each yacht from Bolinda starting at 10.00am. After a null reply from two yachts Mersea Memsahib stepped in to reply. One by one each yacht gave their times from the previous day or notice of their withdrawal along with their view regarding sailing plans for the day. Sancler reply to the request for a time was "10.07am", assuming the Chair was simply in need of the current time. After a clearer request Sancler replied with her race finishing time from the previous day. After receiving all replies there was a mixed view of whether to head for the Walton Backwaters as originally planned or head for Erwarton Ness. Eventually as the wind was supposed to go Northerly it was decided to head for Erwarton Ness. At around 12 noon Bolinda headed out for Erwarton Ness. On the way round a northerly wind became decidedly Westerly. The passage up the Stour to Erwarton Ness was extremely bumpy but on arriving at Erwarton there was at least a calmish river state even if the wind was pushing 25knots. Bolinda decided to drop anchor and see how she lay. Sancler made a push for Erwarton but faced with an even lumpier river turned back after showing a considerable amount of her underside to Bolinda as she approached, radioing Bolinda to inform her of a swift dash for Shotley. Bolinda now feeling a little lonesome was delighted to hear

Macturtle over the radio giving her intention to join Bolinda. Within the hour Macturtle was at anchor behind Bolinda, after avoiding SeaJack Leviathan which decided to move to the centre of the river just as Macturtle was bouncing up the river. At around tea time the wind dropped and the river became calm enough for Jonny to row over to Bolinda and collect Anthony and Ann for dinner on Macturtle kindly cooked by Rick. After a very enjoyable evening and before the wind, which was rising again, made the passage between the two yachts impossible, Jonny returned Anthony and Ann to Bolinda.

On Monday morning Macturtle made an early start to the Deben and Bolinda followed around 7.30am heading for Brightlingsea. A radio call from Bolinda on Channel 77 found Music Man not far behind with a report of other Association yachts not far behind her.



Watch out Macturtle it's on the move!

## THE GOOSEBERRY PIE RALLY

### North Fambridge

Saturday 19<sup>th</sup> – Sunday 20<sup>th</sup> June

The Gooseberry Pie Rally to North Fambridge was, like the Spring Rally rather windy. Due to the conditions only three boats started the race from the Brightlingsea line



The race went like this:

Music Man took advantage of being the committee boat and made a faultless start. Edith Kate and Rose of Arden were in hot pursuit on a run to the Swin Switway, in a brisk and gusty north – northeasterly. Crewmembers were seen busying themselves on the foredecks rigging spinnaker guys and sheets, though this may have been a diversionary tactic designed to spook the opposition as nobody dared set a spinnaker. Despite the wind the sea was surprisingly smooth. Towards the Inner Bench, Edith Kate edged ahead.

We rounded the Swin and set the sails for a beam reach and headed for the Crouch. However the most direct route involved crossing the Swallow Tail bank which caused some interesting and rather sudden changes in direction as the depth readings became worryingly low. Soon afterwards sail was reduced as strong gusts and squally showers passed through. The conditions suited Rose of Arden well and she moved up into second place (see Photo 1).

It wasn't all wind and rain though as the photo shows, occasionally the rain showers were displaced by a sudden burst of torrential sunshine. Note the blue area (lighter grey if you're in black and white) above Rose of Arden's Mast.

By early afternoon all three boats had finished the race at North Fambridge visitor's pontoon, in the following order: Edith Kate, Music Man, then Rose of Arden, though Rose of Arden won on handicap. We were also joined on the pontoon by boats Fay-Jay which is moored on the Crouch and Strider who had opted for the shorter Ray Sand channel route.

In the evening 19 adults and three children made it to the Ferry Boat Inn for a very enjoyable dinner and of course, Gooseberry Pie made by Carol Coppin.

Though still a little fresh, the wind was less gusty when we sailed home on the Sunday. Photo 2 shows Music Man passing Mersea Stone where the Wivenhoe Sailing Club cadets had gathered before sailing back up the Colne to join in the Old Gaffers hog roast at the Sailing Club.



## THE OOSTENDE RALLY

The Oostende Rally is organised each year presently by Tim Dow and Bernie Hetherington. There is an open invitation to all clubs in the area and a number of yachts from our ranks took part this year. Here are four photographs from the event. Can you pick out any members yachts? Do you know the locations?



## **THE AUTUMN RALLY**

### **Tollesbury Marina**

Saturday 11<sup>th</sup> – Sunday 12<sup>th</sup> September

Of the nine boats which entered, six braved the elements for the short trip up the Blackwater to Tollesbury. There were no formal activities arranged other than the social occasion and dinner at Tollesbury Cruising Club. True to form for the 2010 sailing events, because of the strong winds which have played a part in all our rallies this year, this arrangement proved ideal. Those who were unable to come by water, either through mutiny, engine problems or weather, still came by road so twenty six members, two potential members, three guests and two children sat down to an excellent and substantial meal. The event lived up to the traditions of WRYOA in being very sociable and noisy and a good evening was had by all.

The chairman welcomed everyone and thanked the staff for their contribution to our evening. The marina staff were also very welcoming, but sadly the crane had broken down so Mersea Memsahib had to forego her scrub which had been booked ready for the Autumn series of races at Mersea.

On Sunday the wind was fair for the return journey to the Colne or Walton to complete a very pleasant weekend.

## **UPCOMING WINTER EVENTS:**

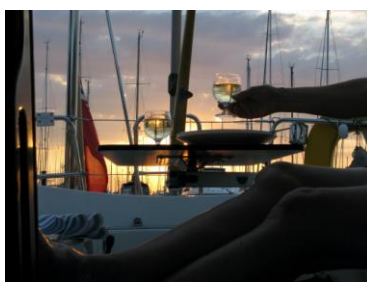
### **MARITIME TALKS**

#### **The Harbour**

Bernie Hetherington, Brightlingsea Harbour Master and Chief Executive  
The Nottage Maritime Institute  
*Saturday 23<sup>rd</sup> October, 8pm*

#### **Baltic Cruises**

John Worsp and John Wilson  
The Nottage Maritime Institute  
*Saturday 13<sup>th</sup> November, 8pm*



### **THE ANNUAL DINNER**

The Nottage Maritime Institute  
*Saturday 4<sup>th</sup> December, 7.00 for 7.30pm*

### **SWATCHWAYS**

The Nottage Maritime Institute  
*Saturday 22<sup>nd</sup> January, 8pm*

### **THE ANNUAL GENERAL MEETING**

The Nottage Maritime Institute  
*Sunday 6<sup>th</sup> March, 11.45am*

### **THE PHOTOGRAPHIC EVENING** **“Strange things happen at Sea”**

Wivenhoe Sailing Club  
*Saturday 26<sup>th</sup> March, 8pm*

## **RIVER NEWS:**

It is understood that the Colne Oyster Fishery has requested permission to lay additional moorings in Pyefleet Creek to both the east and west of their existing ones. Any interested parties should make their views known to Colchester Borough Council.

A new starboard hand buoy No 31 with a light characteristic green flashing 1 every 4 seconds, has been laid at the Northern limit of the sand barge turning area off Fingringhoe Ballast Quay.

No 18 buoy has been moved a little to the south east to position 51° 49.507'N 000° 58.833'E

John Greenleaf of Priors at Fingringhoe has retired after a long association with the river.

The Polish sail training vessel Pogoria, a 50 metre barquentine, lay in the river for a weekend in August and 43 trainees enjoyed the welcome and hospitality provided by Brightlingsea Harbour. Several of the Officers were shown around the Nottage. She was only the second square rigger to be in the river in the last 25 years.

## **MEMBERS CONTRIBUTIONS:**

### **Capriol Repairs Don Goodsell**

You may remember our correspondence of almost exactly a year ago. It was a question of restoring and re-covering a coach roof originally laid in the late 1930s using softwood T&G fastened with brass nails, most of which had failed, and re-covered in canvas in the late 1960s.

No suggestions being forthcoming I decided to completely remove the 1960s canvas, some of which had split, but some still adhered. I had re-laid the canvas as recommended by Colne Marine using a mixture of lead paint and white lead putty. The covering board (edge board) was removed and the upper faying edge of the cabin coaming was cleaned and made good, as were the exposed ends of the deck-head beams, and the tenon ends refastened where necessary with bronze screws.

The T&G boards that form the mildly cambered coach roof were generally re-fastened with substantial brass woodscrews (far stronger than the original brass pins) and the gaps between the T&G planks cleaned out and filled with filled and stiffened epoxy. The covering boards were then glued and refastened to the coamings, again using epoxy and bronze woodscrews, thus creating a stiffer and more coherent structure. The whole upper surface was then sanded.

I gave much thought to the covering and even bought the sufficient canvas, but decided to use 135 gsm plain weave glass cloth, which is easily formed over the small radius curves of the edges. This was again liberally laid in epoxy (SP, not West, though it could have been either). The problem was now protecting this expanse of exposed epoxy against UV. As a first stage I covering about 40% of the surface with Treadmaster, using their own epoxy formulation adhesive.

The second stage was the coating of the still exposed surface with an industrial non-slip flooring, consisting again of a 2-part grey epoxy containing a UV inhibitor. The third (finishing) stage was the application of an industrial (non-epoxy) paint originally produced to meet a German Railways specification, to which I added more non-slip particles.

It was a big job. I've inevitably omitted details, but now all that remains are to finish the woodwork of hatch slides and attach the hood moulding that will conceal the lower edge of the glass cloth.

For what it's worth, that's it. It's a better job than the previous effort- and that lasted 40 years!

Editors Note: For members who do not know Don informed me that "Capriol" was Walter Radcliffe's first cruising boat design and, as a young man, he was well into the technology of the time - the late 1930s. Her slender, tapered mast and her wire running rigging with drum and ratchet were very much things of that technological era.

### **Upon Reflection.... Peter Cobbold**

The end of another sailing season is almost upon us. The glorious weather of June and July was not reflected in the winds and rain of August; September has been questionable, but I do hope that you have achieved all that you aspired to and are satisfied with what you have enjoyed with your boat on the water.

I am not. Another season has begun and passed me by so quickly that it seems only yesterday that I struggled to get an obdurate jib up the forestay in an aggressive, equally determined breeze and after all that, I recall that my sails have hit the masthead just twice. With good and satisfying results, I must admit, for '*Misty Lady*', given her design and general configuration, does sail reasonably well and I remember an epic voyage from my mooring almost all the way to Bench Head on one general tack. There always seem to be other things to do. The good weather and convenient tides occupy this slot of 'other things more pressing to see to' and a northerly gale will welcome me when I am aiming for a quiet night out on the river; the *memsahib's* eyebrows rise to an alarming height when I suggest we anchor at the back of Rat Island or in the Pyefleet under conditions of wind, force six, over ebbing tide and the resulting white horses and slapping waves. One cannot enjoy the newly installed television, nor indeed clearly hear the programme over the sloughing wind.

We abandon the idea for another day and sadly, the 'another day' becomes less and less viable as the season, short as it is, comes to a grinding halt with the advent of winter. Yet there it is always delight in just popping off downriver. Even a short trip, with lunch in the Pyefleet and a lazy afternoon in the sunshine can make being a boat owner so very enjoyable and add justification to the long hours of tending to the boat over the winter and I suppose, men being optimists ever, forget the wet, rough outings and look forward to a barn storming summer of lazy cruising under the white expanse of sail above.

I have tinkered a lot. Men love tinkering and '*Misty Lady*' is a much tinkered boat. It is so satisfying to set and then haul down the sails into the lazy jacks in a just a few minutes; it is a delight to press the button just once and the engine bursts into life straight away when you need it, and all these things are accomplished by tinkering. Then of course, there is the companionship which being a boat owner imbibes. Then there is the occasional imbibe, when visitors clamber aboard to join you in an imbibe and a jolly chat about all things watery.

So, if like me, you think you have not done all you could, in sailing or motoring to distant destinations and have not passed hundreds of miles under your keel this season, take another review of the situation and plan again for better times next year.

And for those that *have* accomplished all in cruising the oceans of the world, good luck to you and well done!

## Farewell to Rampage Liz and Mike Taylor-Jones

As many of you may know Liz and Mike parted with Rampage this Summer. Here is a pictorial tribute to her farewell. Rumour has it Liz and Mike have not yet swallowed the anchor!



**LOG YOUR ACTIVITIES:** Can I ask everyone to think about logging their sailing experiences both local and afar this year with the Newsletter, the Maritime Talks, the Swatchways and the Photographic Evening in mind. I would love to see more contributions from members. The theme for the Photographic competition this year is "Strange things happen at Sea".

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