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## Chairman's Report *by John Langrick*

Some came by ferry, some in AMBITION II and some by road to the RSA 50<sup>th</sup> Anniversary event. It is now 2023 and we celebrated the 50<sup>th</sup> anniversary of the founding of our Roach Sailing Association. The event was at the Royal Burnham yacht club where members celebrated with a excellent lunch.

Many of our founder members and friends joined us for this event and talked over our many years of happy comradship.

The year has not been without it's challenges weather-wise. We had to limit the first 'Pyefleet weekend' to a trip to Fambridge due to very strong winds. Races had to be cancelled and also the East Coast Cruise.

Dinghy racing didn't happen this year for lack of competitors. Early on the state of the slipway was an issue for launching but the yard did some concreting so that most of the season the slipway has been usable.

Most cruiser races were run with a strong turnout for each. I benefitted from other members crewing with me so thanks to Graham Pelling, Simon Joel and Mike Green for 'pulling the ropes'.

Please can 2022 cup winners return the trophies to any committee member.



*RSA 50<sup>th</sup> anniversary Lunch at RBYC*

Other members assisted in this very weather challenging year when both IMOTHES and MOMO 2, decided to go sailing on their own. Luckily members Nigel Bishop, Jonathan Walmsley and Steve Smith came to their rescue and secured them despite very strong winds. It is a credit to our Association that we have members who are prepared to help like this. It is therefore a pleasure to welcome the following new members

- Dean Linzey PENNY BLACK
- David Williamson MAJESTIC
- Robert Ayre LARGO, now sold,
- Matt Redding
- Tyran Sheppard New owner of LARGO
- Robert Rogers FELIZ

Our last event of the year will be the Laying up supper at Garrons Yacht Club on Saturday 18<sup>th</sup> November. I look forward to seeing you all there.

One final observation is that some have not paid their 2023 RSA subs. We would appreciate it if these members could please catch up. £10 is not much, but it is vital for the health of our Association and the next 50 years!

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## Laying-up Supper

This year's supper will be on Saturday 18th November 2023 at the Garons Golf Complex, Garons Park, Eastern Avenue SS2 4FA. We suggest arrival at 19:00 for seating at 19:30. The choice of menu is as follows, please let us have your menu options when you make your booking:

### Starter

- **Tomato & Basil Soup**
- **Seaside Prawn Cocktail**- served on salad with a Marie rose sauce and smoked paprika.
- **Crispy Fried Brie Wedges**- melt in middle wedges served with red onion chutney & garden salad
- **Chicken Pate**- Smooth chicken pate served with red onion chutney, garden salad & toast

**Main** (All main courses accompanied with a fresh vegetable medley)

- **Roast Turkey Crown**, served with a rich gravy, chipolata, cranberry sauce and roast potatoes
- **Roast Topside Beef & Yorkshire Pudding**- Served with a rich gravy and roast potatoes
- **Grilled seabass** – served with New Potatoes and a lemon and dill sauce
- **Mushroom Wellington**- Baked in a short crust pastry and served with a vegetable jus

### Desserts

- **Raspberry and White Chocolate Cheesecake**
- **Cheese and Biscuits**
- **Fresh fruit Salad**

Followed by coffee and mints

The price will be £30 per person. Please send your menu request and payment to Simon Joel who has kindly agreed to make the arrangements. The deadline for orders is 11th November. Ideally please transfer your payment to the RSA account below,

Roach Sailing Association Sort Code 20-79-73 Account 80751138.

Email Simon at spjoel8@gmail.com with your menu choices. Please include your surname and *laying up* as the reference.

Alternatively please send a cheque by post, again with your menu options to:-Simon Joel, 28 Chapmans Walk, Leigh on Sea Essex SS9 2XA.

**Bosun's Corner** by John Langrick  
**Sutton Wharf**

Room will be tight this year for laying up so please book your space as soon as possible, I have booked the following preliminary dates but please speak to the yard to confirm ASAP.

- October 16 – 20
- October 30 – Nov 3
- November 13 - 17

Of course, you can book your own dates but it helps with the yard and general logistics if we can haul boats out together. If you plan to keep your boat on the moorings longer this year, please make sure you keep an eye on it and not rely on others without prior agreement as less members will be attending. I will be taking DALLY out for November.

Early boats in the yard are PASSE PARTOUT, fishing boat IONA and BRIAR ROSE. Dave has hull problems with his Southerly, Stuart has replaced all his keel bolts last month and taken the opportunity with the engine out to give it a good service. BRIAR ROSE needs urgent surgery to her fore deck and Shaun will be having a scaffold shed built around her to keep the weather out. You will see she is very handy for the tea hut!



*Barry's tractor at Paglesham*

**Paglesham**

We have had a difficult time at Paglesham this year due initially the slipway breaking up. A barge at the top of the slip has also caused obstruction to dinghy races.

Barry Lewis has kindly sourced a tractor to assist hauling dinghies up and down the slip for those members who contributed to the cost. Please make sure the solar panel is connected when not in use and is covered with the tarpaulin. Can you please keep it clean and wash mud off the wheels and base plate after use.



*New staging for PVT jetty*



*RSA work party in September*

We had work to do on the Paglesham Village Trust patch this year. This is an area of saltings up-river from the black shed, owned by the Paglesham Village which the RSA has traditionally used as moorings, a leisure area and access to the water.

Unfortunately, the staging part burnt down a couple of years ago, but with donations from the yard and RSA, has been rebuilt by Barry Lewis and his team to an excellent standard.

The walkway down the mud had also partially broken up and was saved from floating away by Peter Watson who secured a section with ropes. We had a work party in September to reinstall this section and thanks to members, the walkway is now fully restored

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## **RSA supports the 2023 Calais Rally** *Brian Brown*

The Calais Rally is an open event, organised jointly by the Little Ship Club, the RNSA and Ramsgate's Royal Temple Yacht Club. In years pre-covid it attracted a lot of boats from the Thames yacht clubs with up to 10 boats going some years from Leigh Sailing Club and Benfleet yacht club. Thorpe Bay Yacht club used to usually have some boats go.

Until I retired in April, I used to be a member of the Little Ship Club, as it is a nice place to take clients. I was always a bit embarrassed that I had never done one of their East Coast events, particularly the Calais rally. So with more time on my hands I decided to give it a go this year and report back.

Speaking to Jonathan Hague, the organiser, the numbers and interest are starting to pick up a little after the two years of disruptions that covid brought to us. Jonathan also felt that Brexit had made people a little nervous about taking yachts aboard due to the paperwork and declarations needed. I'll cover that at the end. So, the rally was on the bank holiday weekend of 27 – 28 May. The cost was £50 per head and that covered a dinner on the Saturday night.



*Presto*

Presto is a 27 foot MGC27. She is light, fairly fast, with a lifting keel but does handle roughish weather fairly well. Or at least I was to find that out. My plan was to single hand Presto down to Ramsgate on Friday and then pick up a friend, Ian, on Saturday Morning as he had work commitments and was getting the train down early doors.

I've known Ian for many, many years and he has a Southerly 110 in Fambridge Marina. He's a good person to have on board as crew. If you cast your mind back to May/June of this year, we had a high pressure blocking system that gave us a cold 15-25 knot Northeasterly wind that stuck for about 6 weeks. A weather window was predicted for the Thursday so I set off single handed for

Ramsgate at 4.00am on Thursday Morning.



*Ian and Brian*

*Ian and Brian* I chugged down the Crouch on the ebb from Essex Marina and it was a magical Morning. I had been a bit worried about the passage plan as the SW Sunk spitway is moving slowly East wards and I wasn't sure if the

chartlet in <https://www.crossingthethamesestuary.com/> was up to date enough. I emailed Roger the author of the book, who is always incredibly helpful and he thought that the latest update from Imray had been applied by Navionics. He did ask me to email him timings and soundings as I went through the SW Sunk.

To get the best use of tide from the Crouch and then down to Ramsgate you hit the SW Sunk on the ebb an hour or two before low water so I was pretty nervous. However, the sea was flat with a perfect 10 knot NE breeze and the least amount of water I saw was 3.1M.

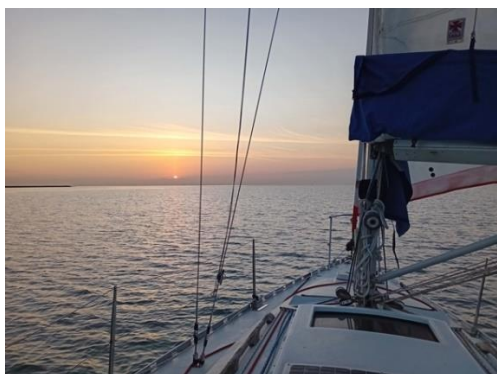
The trip down to Ramsgate was fantastic. The longest single handed sail i'd done and got into Ramsgate at mid day. 43 nautical miles, average just over 5 knot taking 8 hours.

Friday the wind picked up again and I waited for Ian to arrive on the Saturday. Ramsgate marina is very welcoming and the cafes and restaurants by the arches are worth exploring. I liked a little Greek restaurant called, unimaginatively, "The Greek Arch restaurant".

Saturday was another sunny day, Ian turned up and after a bacon sarnie off we headed for Calais. We had a 12 knot NE breeze that built to 20 – 25 knots during the day. The crossing was perfect really. We dropped inside the Goodwin sands and then headed straight for Calais taking the shipping channels at right angles. I did radio the coastguard as I entered the shipping channel just to let them know my intentions. I told them I was trying to have a heading as close to 90 degrees as I could knowing that the heading to make the course to the CA4 buoy was slightly off 90.

We got to the Calais entrance just after lunch and radio the port control. Speaking French did help as we were ushered straight in around a couple of these monstrous ferries. The yacht behind us had to wait 40 minutes outside the channel before being allowed into the harbour on the starboard side. There is a bridge that opens every hour or so at Calais and we waited for the next opening tied up to a buoy. As we got through all the boats from the rally guided us to where we rafted up about 4 deep. Around 40 boats had made the trip and we were one of the last to arrive.

In terms of formalities, Ian is British so should have had his passport stamped both in and out of France as a Schengen country. However, the French Douane weren't interested in coming down to the marina and asked anyone who wasn't leaving early in the morning to walk round to the port and get their passport stamped. Nobody bothered and nobody really seemed to care... I'm Irish so didn't need my passport stamped anyway. I had to fill in a form about the boat for the marina but i'm pretty sure he just chucked them in the bin. We had to pay about 20 euros for the marina berth



Ian was staying in a hotel nearby for the night. He muttered something about snoring and not wanting to strangle each other. He wandered off to check in and I wandered off to the marina bar.

The dinner was scheduled for 7 pm but I had lost track of time and got talking to some of the Ramsgate people in the bar and the time and Lefe had just slipped by. I was talking to a lovely lady in her 80s who had left her boat behind and come over on her friends boat. She had just installed a new Beta engine and didn't want to go so far on a first try out. She was still racing in Ramsgate week each year! The company was so good that when Jonathan burst in, in a jacket and tie announcing that we should be at dinner, our little group was still unshowered and still in smelly tee shirts. Still we strolled off to the restaurant, whose name I forget, and formed an unwashed table. Ian had found a tie from somewhere and looked down smugly at us when we arrived.

The dinner was good fun. Similar group of people to the RSA laying up supper but I have to say the food was a notch up.

Next morning the forecast was pretty dire and everyone decided to head off at about 530 ish into 20knots of NNE wind. We chose to go inside the Goodwins and scorched across the channel going through maybe a 2..5 – 3 M swell, with a fetch from the whole North Sea.

With visibility down to a couple of miles the coast emerged from the gloom. When we got past Dover and headed up inside the Goodwins



*Farewell to Calais*

we went straight into wind and the tide was just turning. I hit the engine and had to put the poor old MD2001 9hp on full throttle. Of course, after an hour of this the overheat buzzer went off, engine was switched off and we tacked for an hour or so back the last bit to Ramsgate against wind and current. Very pleased how PRESTO coped with the conditions. On approach to Ramsgate the engine went back on and we contacted port control. They asked us to allow a Border Force patrol boat to come in ahead of us and we stood by in the approach channel as it went past into the harbour at 20 knots+ with a large group of people picked up from a dinghy south of Dover. I have to say, it was hard enough in the channel on a 9M yacht, it must be terrifying packed into a rubber dinghy in that wind and swell with women and children out of sight of land

In terms of formalities we put up a Q flag and weren't meant to leave the boat. I had filled in an e-c1331 online form a few days before so border force knew where we were and who was on board. No one turned up so we got the train home leaving PRESTO at Ramsgate until the weather abated and the wind dropped below 20+ knots.





Two weeks later we had a weather window and Jenny my wife joined me and we had a fantastic sail back to Essex Marina in a 10 knot Easterly. It was sunshine all the way and as we rounded the Whitaker we passed within hailing distance of Barry on MOMO 3 who we think was going to do the Nore race the next day.

So would I do it next year? Absolutely! It was great fun and I think something that should interest a number of RSA people. Perhaps we could have a little fleet of RSA / Thorpe Bay yacht Club boats doing it next year!

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## **Escape from the USA** *Steve Noble*

### **Backstory - Ed**

Steve found MYSTICAL, a Nicholson 39 ketch, on an internet ad, for sale in Antigua (see RSA newsletter Sept 2016). After many adventures in the Caribbean. MYSTICAL headed for the UK in 2022 but was driven back to St Thomas in the US Virgin isles by a storm combined with engine failure. Steve sourced a replacement engine which took some time to have fitted.

### **Escape from USA**

The engine was finally installed and aligned with the new propshaft. It had taken 4 months. Unfortunately I had overstayed my US visa. If I tried to check out, I would be arrested and put on a plane, no chance of being able to get to MYSTICAL. So I sailed from St Thomas without customs clearance. My plan was to sail to Guadeloupe where you do your own checking in and then on to Antigua. A fair wind took me past St Croix. I then turned the autohelm on, it gave a welcoming beep, pushed Auto, beep, and nothing! I hand steered for a few more hours until safely past St Croix. The wind and waves were building, I reefed the headsail but the reefing line pulled out. Not my knot, riggers handiwork. I had to drop the headsail. I left the boat on just the main and had a few hours of sleep.

Next morning, I changed my destination to Nevis. Guadeloupe was still 168 miles, Nevis 98, but to windward. It took 3 days of motersailing into a horrible sea with no wave pattern, waves hitting from different directions, soaking me repeatedly.

Nevis customs understood my problem and cleared me. What should have taken 2/3 days took 5.

Left Nevis 6am hoping to do the 53 miles to Antigua in a day, but no, wind and waves slowed MYSTICAL down. With 20 miles to go I realised I wouldn't get to Jolly Harbour on Antigua until dark. Not a place to enter with a huge area of shallows, so engine off, boat steering right direction, I laid my tired soggy body on my bunk. I entered Jolly Harbour 10am next morning wind was up to 30 knts. Went to Antigua customs next day.

### **Carry on Customs**

After anchoring outside Jolly Harbour marina on the Saturday afternoon I should have gone to customs. But as it was 30 kts of wind I decided to go Sunday.

10am at customs, I was told why did I not come first thing in the morning. I overslept! They couldn't clear me in as the offices were being decorated, have your food and drink on board, yes, come tomorrow. Next day, paint had not

dried, come Tuesday. I have run out of water on board, I also need to see marina office. Grudging said yes but nothing else. I had a few beers and a meal ashore.

Wednesday at customs paint still not dry. 2 hours later marina office called to say customs was open. Another 10 minute walk on the hottest day.

You will have to fill out the forms manually as we have no electricity. But we need to copy your passport, go to the marina office and get them to photocopy it. Another 15 minute walk. Harbour master gave me a lift back in rib.

Customs officer apologised, world first for Antigua customs who have a bad reputation!

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## **A trip to Clacton Air Show *Rob Ayre***

Ahoy, RSA Sailors!

In a tale that's sure to make waves, our intrepid crew embarked on a nautical adventure on August 24th, setting sail from Paglesham and Leigh-on-Sea with one goal in mind – to reach Clacton pier and be part of the Clacton Airshow extravaganza.

The day began early for our daring members; some had spent the night aboard their vessels, while others rose with the dawn's first light. ORISSA led the charge, departing Leigh-on-Sea at high tide with gentle breezes propelling her forward, while MOMO left Paglesham slightly later. The weather couldn't have been more accommodating, with sunny skies and light winds from the west. However, these seemingly peaceful conditions soon lulled our crews into a false sense of enervation, as they realized the journey ahead was long and arduous.

Both groups, one from Paglesham and the other from Leigh, had to navigate the Swin to cross the sandbanks scattered around the Crouch River, then sail a straight course to their designated anchorage at Clacton pier. ORISSA, who had set sail at the crack of dawn, faced the longest journey. But as she rounded Southend pier, luck smiled upon our sailors as the wind picked up to a steady 15 knots. ORISSA swiftly made her way at 6 knots, occasionally reaching



*Lancaster and escort*

an impressive 7 knots, making the journey around the Maplin Sands and into the Spitway much quicker than anticipated.

Simultaneously, MOMO, with Barry and Harrison at the helm, also benefited from the winds picking up, reaching Clacton with remarkable speed. They secured a fantastic anchorage spot right in front of Clacton pier. Once ORISSA arrived with Matt and Rob, the two vessels rafted up to enjoy a delightful lunch and watch the exhilarating airshow.

The sea was calm, except for the occasional speedboat racing through the anchorage, creating quite a commotion. The highlights of the airshow included the mesmerizing Red Arrows, who kick-started the event with their jaw-dropping aerobatics. A personal favorite had to be the Battle of Britain memorial flight, featuring the massive Lancaster bomber flanked by a Spitfire and Hurricane fighter. Our rafted spot couldn't have been better chosen, as the Lancaster made several low passes over us, its Merlin engines roaring with unmistakable power.



After indulging in a feast and enjoying the airshow festivities, the wind shifted to the east, causing the sea to become more turbulent. Regrettably, it was time for the raft to disband and head to our pre-arranged night's berth at Brightlingsea Marina. The fleet navigated through heavy traffic to our reserved spot, thoughtfully arranged by Rob. MOMO and ORISSA securely moored on the outer pontoons before venturing into Brightlingsea for a well-deserved portion of fish and chips, washed down with cold beverages.

As the evening unfolded, a few glasses of red wine led to some ingenious and, dare we say, criminal experimentation. Pouring orangeade into red wine to create sangria? Well, it was certainly an interesting twist on a classic!

The night brought stormy weather, with heavy winds and rain battering the marina. But come sunrise, the skies cleared, leaving us with a pleasant westerly breeze. MOMO set sail first, followed by ORISSA, making their way to the Spitway to cross into the mouth of the Crouch River and eventually return home to Paglesham.



*Gathering clouds*

On the journey to the Spitway, an impromptu race took shape between ORISSA and MOMO. Despite Barry and Harrison's valiant efforts aboard MOMO, ORISSA managed to overtake, cunningly stealing MOMO's wind and crossing the Spitway first. Better luck next time, Barry!

The return journey up the Crouch River against the wind was nothing short of challenging. Fortunately, the tide was on our side, and both MOMO and ORISSA made it back to Paglesham safe and sound, just in time for a well-earned pint at the Plough and Sail.

Kudos to MOMO for their persistence and tacking skills on the challenging voyage back up the Crouch. At times, we wondered if they might find themselves stranded on a sandbank, waiting for the tide. But, as always, our RSA sailors proved their mettle and conquered the high seas once again.

Until the next adventure on the open water, fair winds and following seas to you all!

Anchors aweigh! Robert Ayre

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## **Corinne Chronicles, well Why Not?** *Aleck Poole*

As some of you are aware, ownership of CORINNE changed last year to Laz and Meg.

They certainly carried out a great deal of work on her since then and she is now sloop rigged. She was stripped back to bare wood and repainted as well as having her engine rebuilt and reinstalled using different shaft seal and coupling. Well done John!

After six months or so out of the water she was finally re-launched and I was recently invited to demonstrate how I used to sail her.

Taking CORINNE and Y-Knot out to the Yokesfleet we spent a couple of days sailing CORINNE in the Crouch. Like many wooden boats she had 'taken up' since being ashore for so long and a little sailing soon flexed a few muscles in both CORINNE and crew. Tacking with a long keeled boat it is so important to learn to let the jib back and take her round through the wind before releasing the sheet. Then it is a matter of getting the new sheet in smartly with a couple of turns on the winch, adding a third turn and handle before adjusting the tension to settle her on the new

tack. CORINNE's winches have rubber 'Winchers' that hold the sheet in place, though it is prudent to take one turn round the cleat if it's a windy day.

Slab reefing was rehearsed too, although the winds were very light.

Thank you Meg for the helming and catering. (I was so well looked after )

Laz, apologies if I appeared to be teaching an old dog new tricks, but as I have often said of CORINNE she tells you how she wants to sail by her 'tell tails', and the pennant aloft helps too.

Thanks again for music chat and the card games of 'sevens'. Stop cheating Laz.

*Sevens? Look it up on WikiHow - ed*

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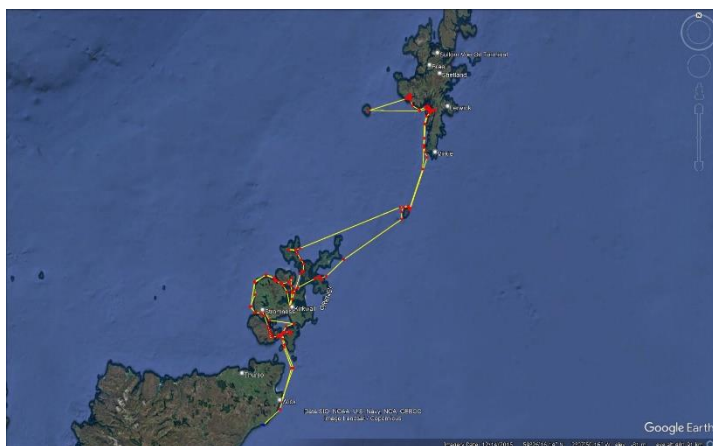
Meg and Laz aboard CORINNE

## Briar Rose in Orkney and Shetland

*Shaun Hetherington*

Having set off on 1<sup>st</sup> June, I made it to Whitehills Marina in the Moray Firth two weeks later. I returned after 3 weeks with my brother Tony and on a flat calm day and made the passage to Wick and prepared for our journey across the Pentland Firth.

With up to 8 knots of tide, it is imperative to get the timing right. We arrived at the off Duncansby Head ready to cross at Slack water. This enables you to pass across and take the early flood in to Scapa Flow. The passage across is subject to lots of currents, eddies and turbulence. It's imperative to stay away from the Island of Swona as you head north between South Ronaldsay & South Wallis. Once clear of the dangers, we headed up to St Mary's Hope in North East corner of Scapa and protected by one of the Churchill Barriers. These are a series of blocks that were placed between the smaller islands to the east of Scapa Flow following a U-boat sinking The Royal Oak during WW2 – they now have a road across linking the islands and making a permanent barrier to the tides & Currents from the North Sea.



*BRIAR ROSE' route*

Further passages took us over to Stromness then out of the Western mouth of Scapa – again timing is crucial as up to 8 knots of tide run here as well. We followed a course up the west coast of Mainland, stopping to go ashore at Skara Brae – a 5000 year old settlement uncovered following a storm in 1850. Next we took the passage through Eynhallow Sound which again needs careful attention to timing and is a wash with turbulence and strong currents. This provides access to Kirkwall, the capital of the Islands and has a very well protected marina.

After a brief stop, we headed up through Vasa Sound, a narrow passage through Eday and finally arrived at



*Approach to North Hoy*

Pierowall on Westray. With stunning beaches and amazing bird life, Westray is a real must stop among the islands.

Tony & I set off after a couple of days and headed NE to Fair Isle, the passage is never smooth but we made good time of the run and enjoyed the spectacular views around the island. After an overnight stop, the next morning we headed North again, this time heading for the west coast of Shetland. The passage was rough at times but BRIAR ROSE handled it without any issues. Having made landfall just to the north of Fitful Head, we followed the coastline to Scalloway where we stayed to explore for the next 3 days.



Skara Brae



Westray 'Men's Shed'



Scalloway Sailing Club Pontoon

Greece & Turkey, Ireland & Holland over the years. We had previously seen some of Orkney & Shetland together but were keen to explore more of Rousay. Rousay lies north of Kirkwall in the centre of the island group. It was an abundance of ancient monuments, mostly well preserved as well as white sandy beaches and great wildlife. We spent three days exploring both here and neighbouring Egisay.

We left Rousay behind and passed through Eynhallow sound, turned south and back in to Scapa – on the flood. A stop at Stromness allowed us to take the small ferry over to North Hoy where we walked through the mountain pass to Hackness on the south side of Hoy which enjoys great views across the Pentland Firth to the North Coast of Scotland.

The following day we visited the newly opened museum of Scapa which draws on the strong naval presence during both world wars and history of the islands. We spent the evening at Long Hope and in return for helping a fisherman load his catch on the quayside, earned some fresh mackerel for lunch the following day.

Scalloway, while having a fascinating history of its own (including being home of the Shetland Bus during World War II), also has a regular bus service across to Lerwick – the capital of Shetland. The small boat club has a strong pontoon and welcomes visitors to both use the pontoon as well as in to their club house.

We set off to explore further afield and took a passage West to Valia Sound and took the west channel up to a tiny harbour at Walls. The scenery is a mix of rolling hills and peat bogs with sheep and birdlife a plenty.

The next day we set off to the small island to the west (most westerly point of Shetland) Foula. Foula is an usual place rarely touched by visitors, mainly due to a lack of a proper harbour or any anchorages. We managed to squeeze in to the small harbour and were warmly received by what felt like to whole island. As we walked around the few locals that there are, would stop in their cars / tractors to say hello and welcome. The birdlife here is spectacular, and worth the trip alone.

Heading back to Scalloway the next day, we were sad to be leaving Foula. We stocked up on provisions and the next day headed back to Fair Isle and returned to Orkney – this time to Stronsay (an island to the east of the chain). A pleasant night tucked among the fishing boats on the concrete jetty before returning to Kirkwall for a flight home.

I returned three weeks later with a different crew member – Alan. Alan has done a number of trips with me in both DESTAYE & BRIAR ROSE as far a field as

Lastly we headed across the entrance to Scapa to St Margarets Hope, a small town on the north coast of South Ronaldsay where we enjoyed a memorable meal in the pub. Alan took the bus to Kirkwall from here for his flight home and I headed south across the Pentland Firth in the direction of home.



Burial Chamber, Rousay

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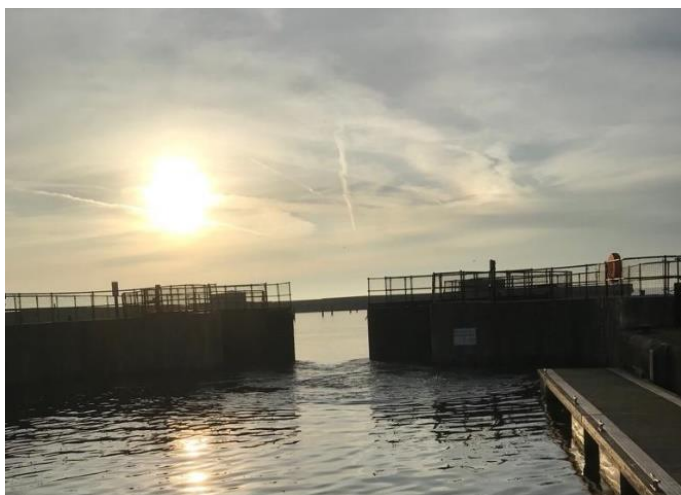


Heading South into Pentland Firth

## Briar Rose – the voyage home *Graham Pelling*

As most of you know, Shaun took BRIAR ROSE to Scotland this year. Unfortunately in Orkney, BRIAR ROSE pulled a cleat out from the foredeck in heavy wash from a ferry which necessitated an early return to Rochford down the East Coast. Coincidentally when Shaun reached Hartlepool there was an opportunity for me to get a lift there with Cy and Sarah who were leaving their boat, Ruffles Spray in Rochford and returning home to Hartlepool where Cy is the harbour master.

I arrived in Hartlepool on Saturday the 2nd September where I joined Shaun for dinner & a game of pool in the pub with the locals at The Jackson Arms.



*Hartlepool lock, and Shaun*

The next day we left Hartlepool Lock just after Seven in the morning heading for Scarborough. We made good time, passing Whitby & covering nearly fifty miles in ten hours. We found a good Indian Restaurant & had a well-deserved pint in the grade II listed Pub called the Leeds Arms just behind the harbour. In the harbour was a Ciel Bleu doppelganger.

The following day was another long passage of fifty miles to the River Humber where we anchored behind Spurn Head just before dark. The river was busy with lots of commercial traffic going to Grimsby & beyond. We had a very

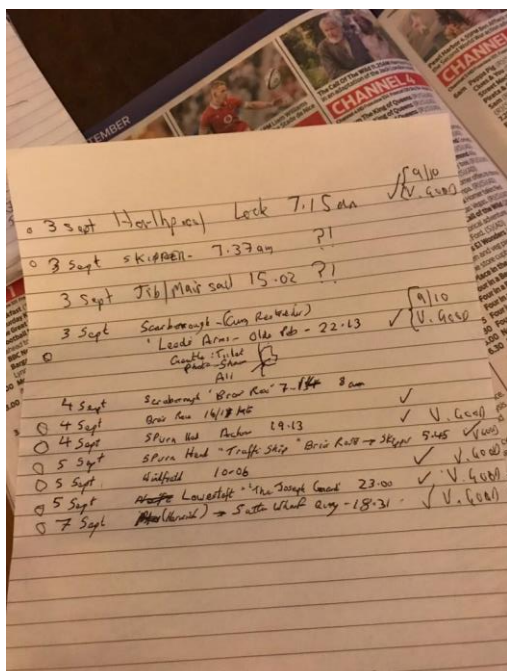
early start, leaving in the dark before 4am. Our passage after clearing the VTS took us South East passing through a very large wind farm. We kept going all day and finally made it to Lowestoft late, mooring in the Norfolk and Suffolk yacht club having covered over 95 miles. We ate dinner on route but made it in time for a drink in the Joseph Conrad Wetherspoons.



*Bashing South to... Lowestoft*

Another early start, but this time just after dawn for Halfpenny Pier. Passing Sizewell Power Station the next morning, we noticed that a small drip on the water intake pump was falling on the belt and causing a mist of fine spray to coat the engine in a thin layer of salt. We arrived mid afternoon in plenty of time for dinner in the Alma.

Our last leg was from Harwich to the head of the Roach where we met by John L and Toni. We arrived an hour before High Water enabling BRIAR ROSE to float straight in to the travel hoist which the yard had left at the bottom of the slip, ready to be hauled out the next day, Friday the 8<sup>th</sup> September.



The next week I and several RSA members lowered BRIAR ROSE's mast so that she could be covered to allow the work on the foredeck to proceed.

I would to thank Shaun for another memorable trip on BRIAR ROSE and I look forward to joining Shaun next season when his adventures continue.

## More pictures from Shaun



*Pierowall, Westray*



*Isle of Linga, Shetland*



*Vaila Sounds, Shetland (Approach to Walls)*



*Harbour – Foula, Shetland*



*Puffin, Foula*



*Arctic Skua – Foula*



*Fair Isle South Lighthouse*



*Fair Isle – Looking south*

## Stop Press – Havengore buoyage update *John Langrick*

RSA members have laid new buoys in the Havengore approach. The channel has moved considerably to the west, leaving an almost direct route from the 'maypole' on the Broomway.

So looking to shore on the Broomway, the bridge should be visible and a direct course towards the bridge will see two port hand buoys, no 2 then 1.

The old round 'safe water' mark is still there but should be regarded as a starboard mark. If we get chance will be painted green.

The coordinates are:

- No 2 (outer): 51deg 33.313 N, 0 deg 51.553 E
- No 1 (inner): 51 deg 33.328N, 0 deg 51.488.E



Photoic taken from the no 2 mark. Not the maypole is virtually in line.



Many thanks to Graham, John txb and Dick Holness.