



In this issue

- RSA celebrates 50 years
- Racing and Awards 2022
- Ciel Bleu: Paglesham to Grenada (Jon Walmsley)
- Briar Rose Greek Odyssey (Shaun Hetherington)
- Admiral Lord Cochrane (John Apps)
- A short history of the RSA (John Langrick)
- Members ideas for the future

2023 Chairman's Report by John Langrick

This will be a special year for the RSA in that it is 50 years since our association was founded back in 1973. I have tried to document some history in my article in this newsletter which is essentially the same as I published in the Spring 2012 newsletter with a few updates. It would be good to hear from any who have more history so we can publish in the Autumn newsletter.



Jon Walmsley receives the Sambuca Cup, wearing the RSA 50th anniversary fleece

It is the start of what should be an exciting year in the RSA and look forward to sharing it with you. Firstly we have commissioned a new RSA fleece with a 50th Anniversary logo. Simon has kindly agreed to coordinate our orders and please see Simon's details in the Subs section of this newsletter. The fleece is available in all sizes and can be a half zip or full zip in two different thicknesses.

We will certainly have an opportunity to toast our Association at the fitting out and laying up suppers and a special celebration at our Fambridge rally as it was Stowe Creek where our Association was first discussed.

On Saturday 8th July, members will be invited to join both John Martin and Reg Seal for lunch at the Royal Burnham Yacht club. Both are founder members. Details will be announced later via the Roach Group. If you have any further ideas on how we might celebrate, especially if you can help coordinate, then let's discuss it at the AGM.

After 50 years it would be also good for us all to think about the future of the RSA. We are lucky in that we have a regular influx of new members so do let the committee know how we might adapt with the times, or are we simply doing fine as we are. Again, lets discuss it at the AGM.

On that subject, let me introduce the following new members to our Association

Peter Bishop	Looking for a boat
Barry Whitely	Sparkle
Scott James	CJ11

Currently we are mostly laid up, I have to complete the engine service on lmothes but otherwise just routine maintenance. I need to choose antifoul carefully this year as last year's attempt was pretty useless!

I look forward to seeing you on the river in 2023.

AGM 2023

Our 2023 AGM will be held at the Wakering Yacht Club on Sunday 19th March at 7:30pm. One of the agenda items will be a vote for the selection of the Committee. The current committee are:

President	Mike Green, 01702 588378
Chairman	John Langrick , 07740839410
Treasurer	Simon Joel, 07721397317
Secretary	Shaun Hetherington
Membership Sec	John Langrick
Bosun	John Langrick
Racing Officer	VACANCY
Newsletter Editor	Richard Bessey, 07773771715
Committee member	Jon Walmsley, 07836344508
Committee member	Nick Turner, 07791682001
Committee member	Brian Browne, 07377375675
Committee member	Graham Pelling
Committee member	Mick Robinson

We are looking for active committee members who are prepared to organise events or take on specific roles. If you are interested, please contact our current secretary, Shaun Hetherington

2023 Subs

Subs for 2023 are now due. These remain £10 per year plus an additional £10 racing subs for those who wish to take part in our racing season. This additional fee covers cup engraving and insurance.

Please send your subs to our Treasurer, Simon Joel, 28 Chapmans Walk, Leigh on Sea Essex SS9 2XA

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

Roach Sailing Association

Sort Code: 20-79-73

Account: 80751138

Reference: please include your name and reason for payment eg Joelsubs, Langrickfleece.

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

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

Upcoming social events

Fitting Out Supper

Our fitting out supper this year will be held at 7:30pm on Saturday 22nd April at the Wakering Yacht Club.

This will be a 'Fish Supper' with Fish and Chips from West Rd Fisheries at Shoebury. There are alternatives to fish such as: Battered Sausage, Vegetable spring roll, Chicken Nuggets, Battered Sausage

Salt Pepper and Vinegar will be provided plus a selection of sauces. The sweet will be a selection of Cheesecakes and ice cream. Your servers for the evening will be the committee members! I will book for our food to be delivered at 7:30pm.

You need to pre-book your places and the cost will be £15 per head.

Tea or Coffee will be available at the bar.

Please let Simon know if you plan to attend, with your choices plus the payment of £15 per head payable to the RSA (in the same way as subs, see above).

50th Anniversary celebration

Plans are being made for a social and sailing event in the summer. Details to be announced later.

Barbecue Sunday 30th July

This is a fun day on which we have the Mudcatchers Cup, a fun dinghy race, followed by a barbecue. This is an excellent opportunity to socialise, so bring partners, children and grandchildren so we can all meet and enjoy the food company and river. Bring your own food, drinks and nibbles. A barbecue will be provided.

--oOo----

Bosun's Corner *by John Langrick*

Sutton Wharf

We plan a work party on Dally for Sun 23rd April starting about 10:00. Basically, paint and antifoul, I will also service her engine. Again, a cry out for any spare antifoul and brushes would be appreciated!

Potential launch dates.

I have booked launch dates as follows:

April 5- 7, April 19-21, May 8 – 10.

Of course, you can arrange to launch yourself at any time, but if we can coordinate launch dates, it helps the yard and also with car logistics.

It is important that we point out that volunteers, when we launch, lay up, raise masts and help other members with their boats, this is done on a voluntary basis, and at your own risk.

These last weeks I have been turning off the water that feeds our tea hut because of overnight frost. The tap is behind the large motorboat covered with sheeting further along the wall.

Paglesham Boatyard

Work is progressing on the Quay, with four barges being worked on simultaneously. The large part of the yard, where we have been using as an overflow car park is being locked at the moment as there is very expensive materials being stored there. Hopefully this should not compromise our parking areas, but if you could please try to make sure there is only one car per boat on such occasions as race weekends.

The yard also is seeking planning permission to demolish and rebuild the black boat building shed at the top of the hard and also lengthen the concrete part of the jetty. Certainly it will be great to see the black shed revitalised and lets hope it remains the same shape as on our burgee.

We plan a yard tidy on Sunday 29th March starting at 10:00am. This will be the shed and dinghy park. I will bring my small trailer and take rubbish directly to the tip. Please ensure there is no gear in the shed other than oars, rowlocks, outboard wellies and one fuel can. There may also be dinghy spars and sails in the rafters, but please try and keep the shed tidy.

Please note that there are no rubbish bins at the Paglesham yard, so please take your rubbish home for recycling!

Paglesham Facility Fee

If you keep a boat at Paglesham, the RSA encourages using the facilities at Paglesham Boatyard (e.g., car parking, dinghy park etc). This fee is included in boatyard or RMHA mooring fees, otherwise please contact Jez Hermer jez.hermer@cheynepier.com 07824 879072, Use your boat name as reference on payment.

Harbour Dues and Charges

All our boats on the Crouch area should display a current Harbour Dues disc. Please see the CHA website <https://crouchharbour.uk/> for costs and payment detail,

----oOo----

Racing and Awards 2022

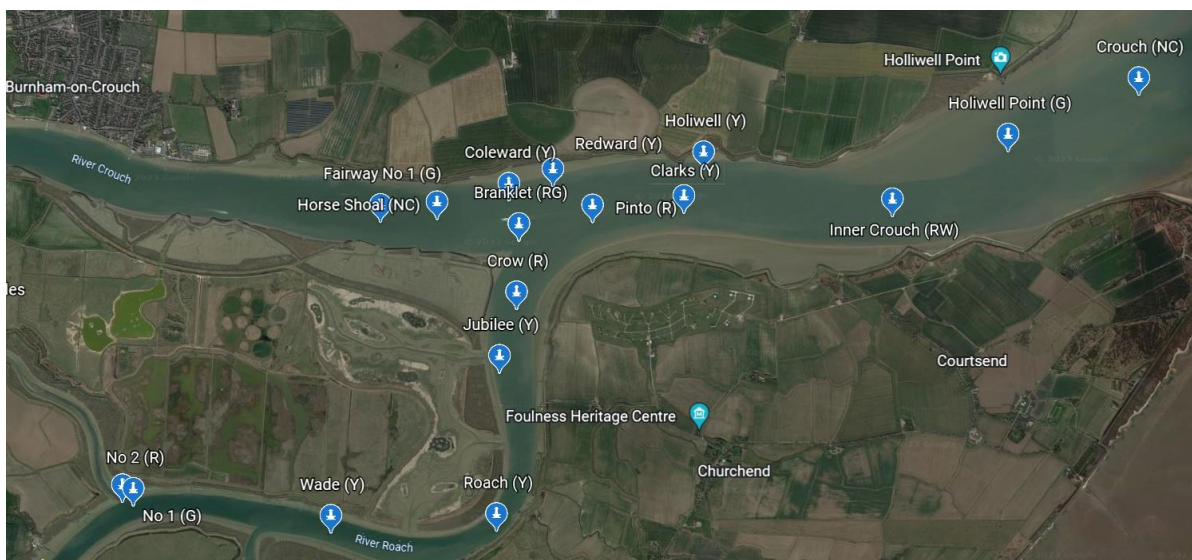
Thanks to Brian Browne, our race officer for 2022, and to those who deputised on the spot, we had an active racing season. This in spite of the weather which meant rescheduling some races and cancelling others. Thanks in particular to those who crewed Dally the safety boat for the dinghy races, who saw action on a couple of occasions!

Brian is unable to carry on as Race Officer so there is a vacancy on the committee. The role involves some spreadsheet work to calculate race results, posting results on the web site and keeping members informed about upcoming races.

As well as RSA races some members boats have had notable successes elsewhere in 2022. MARTINIQUE won the Burnham Winter Series, and CIEL BLEU won the Catamaran section in the ARC leg from the Canaries to Cape Verde. Well done to both crews!

Below are the reports of individual RSA races.

Cruiser Series 2022



Cruiser race marks (not for navigation)

Paglesham Pot

Five boats prepared for the race today, the first of the season. Momo 3 with Barry Lewis single handed, Quintilla with Dave, his sister Lesley, her partner and Graham Pelling as crew. Lotus with Ken, Clem and Steve Noble, Paprika with Gary and crew and Imothes with new member Matt Nichols as crew. The wind was, NE 14-17 knots at the start on the last of the ebb under the sun of a mid-May spring day. The course was down the Roach with the Horse Shoal to port and then back. Imothes was first over the line at 10.00 closely followed by the rest of the fleet on a windward beat short tacking down the Roach. Momo 3 had initial gear failure but managed to get away snapping at the heels of Quintilla. Paprika suffered a jammed jib furler so retired. The rest of the fleet sailed out of the roach as a bunch of dragons sailed downriver from Burnham. Imothes was first round the mark, closely followed by Quintilla and Momo 3. The wind faded slightly as the crews had an easy sail back with the tide. Imothes has line honours with Quintilla second and Momo 3 third with Paprika retiring. The racers retired to the Plough and sail for after race beverages. On adjustment Momo3 has 3rd place, Imothes 2nd and Quintilla wins the Paglesham Pot.

Blue Shoal Trophy

The morning started with a breezy northerly, coming across the Roach at around 14 knots. Conditions were good for a short race down the Roach, across the Crouch leaving Redward to port and then a scamper back up the Roach. Martinique crossed the line pretty much as the race start was announced followed by Momo 3, Eole, Quintilla and Presto's first RSA race crossing last. It was also the first crew pairing for the RSA chairman and race officer and it was showing in the lack lustre start. Martinique continued her charge with a beam reach up the Roach and a perfect tacking display up quay reach straight into the wind. Behind, Presto had caught Quintilla and there was a tight three way tacking duel between Eole, Momo 3 and Presto. Momo 3 timed the approach to Redward better than the other two and rounded the mark ahead of Presto and Eole. The wind dropped completely down to 4 or 5 knots but the boats had the tide behind them. In the light winds the smaller and lighter Presto just managed to pip Momo 3 before the line. So line honours were Martinique, followed twenty minutes later by Presto, closely followed by Momo 3 then Eole and Quintilla. A short but very enjoyable race with Martinique well deserving of the line honours. However, on handicap, Momo 3 performed best followed by Eole who just pipped Martinique on corrected time, then Quintilla with Presto just behind claiming the wooden spoon. On the series Momo 3 has taken an early lead having claimed points in both races so far.

Shuttlewood Cup

A perfect day for the race with sunshine and a light westerly. So light that the course was shortened slightly as some of the boats might not have made it back against a current with only a ghost of a breeze. We had 5 boats line up for the start with Quintilla making a perfect start hitting the line on the bang. Lotus was just on her heels and this unlikely pair headed up the Roach in the lead. But not for long. Martinique then showed her pace in the light winds and overtook all the boats up the Roach. The neap tides helped the fleet as there was virtually no flood in the first half hour of tide as the fleet headed down the Roach. A pretty close battle between Momo 3 and Lotus then ensued Lotus overtaking Momo 3 then Momo 3 taking back second position. Lotus was looking pretty impressive though behind the fast Hanse 30. At the Colewood turning point Momo 3 got there ahead of Lotus by around a minute or so. A third battle was taking place behind though with the light conditions clearly not suiting Imothes with barely a minute separating them through the whole race. Back at the finish, Martinique glided across the line well ahead of everyone else, followed by Momo 3 then Lotus and Imothes just ahead of Quintilla. However on handicap the position changes completely. Lotus deservedly takes the points and the cup home followed by Momo 3 and then Quintilla who also gets on the podium.

Whitaker Cup

The Whitaker Cup attracted 3 boats for a very light winded affair. The re scheduled race started with the first leg up to Fambridge for the Fambridge weekend. Briar rose, Momo 3 and Imothes started at a rescheduled time of 11 :10. Wind was from the SW variable but reasonably steady took the fleet down to the Branklet and then upriver against the last of the ebb. Three or four tacks brought all three boats to the finish mark. Imothes was first over the finish line, (Fairway no 5) at 12:23, followed by Momo3 at 12:45 and Briar Rose 13:01. All arrived at Fambridge at 15:00 for a beer and relax! Remarkably the handicap doesn't change the results. So Imothes wins the Whitaker cup, followed by Momo 3 and then Briar Rose.

Lifeboat Cp

Five boats lined up for the Lifeboat Cup. The course was the Inner Crouch to port. Momo 2, Lotus, Quintilla, Imothes and for her first race Orissa. Lotus and Quintilla crossed the line first on a light southerly wind varying from 2 - 12 knots. Momo 3, Quintilla, and Orissa took early leads and were soon well ahead in a very fickle and variable wind. Momo was first past the mark closely followed by Quintilla and Orissa. A steady sail back seeing the wind dropping to 2 and then up to 10 knots. The crews short tacked up Quay Reach then a long leg up to the finish. However, when handicaps are taken into account then the race finished with Quintilla in 1st place, Orissa 2nd then Momo 3.

Roach Plate

Five boats mustered on the line at 10 am at Paglesham. Momo 3 with Barry single handed, Orissa with Matt and crew (including Bella), Quintilla with Dave, sister and brother in law, Lotus with Ken Steve and Clem, and Imothes

with John and Lee. The wind was a southerly f2 gusting f4 but we started against a spring flood with high water 13:00. The course was the Inner Crouch to port. Orissa was first over the start, followed by Lotus, Quintilla and Imothes. Momo had a slow start and crossed the start line a couple of minutes after the rest of the fleet. Orissa led the fleet to Devil's Reach where she was overhauled by Momo 3. The wind tended to be fickle at times but the boats had to pass through about 50 laser dinghies racing from the Royal Burnham with the usual fleet of safety boats and by standers. We left them fussing at the Branklet and turned to our mark. First round was Momo 3 followed by Orissa and Lotus. The leg back was a lot faster with the tide under us. Momo was well ahead with Lotus on second followed by Orissa and Quintilla. Imothes caught up with some of the fleet short tacking to Devil's Reach and the final leg up to the finish mark. Line honours went Momo 3, who would have been further ahead but for the poor start. Lotus was second over the line followed by Orissa and Imothes crossing the line within seconds. On handicap we have Lotus 1st, Orissa 2nd, Quintilla 3rd.

Don McDowell Trophy

The starters at Fambridge, 11:00, were Briar Rose, Momo3, Orissa, Leticia, Eole and Imothes. Wind was south west, fickle at times. Briar rose tried unsuccessfully to hoist a spinnaker and Orissa was handicapped having lost her jib when sailing from Leigh-on-sea on Saturday.

Eole and Imothes had a tussle from the start with winds varying through 60 degrees astern. Soon these two were out of sight from the rest of the fleet. They were hampered by many small boats racing in the channel with Eole taking a course through the moorings at Burnham and gradually inching into the lead. At the mark Eole pipped Imothes by just 15 seconds at 12:30 and takes the trophy. Peter continued to sail single handed back to the moorings so well done Peter in Eole.

Len Choppin Cup

This cup is awarded to the boat having the most points in the Cruiser Series, which was MOMO 3.

MOMO 3	16.0
IMOTHES	13.0
QUINTILLA	13.0
LOTUS	10.0
EOLE	7.0
Orissa	7.0
Briar Rose	4.0
MARTINIQUE	3.0
LETITIA	2.0
PRESTO	1.0

Gracilda Cup

This race was cancelled due to weather conditions.

Dinghy Series 2022

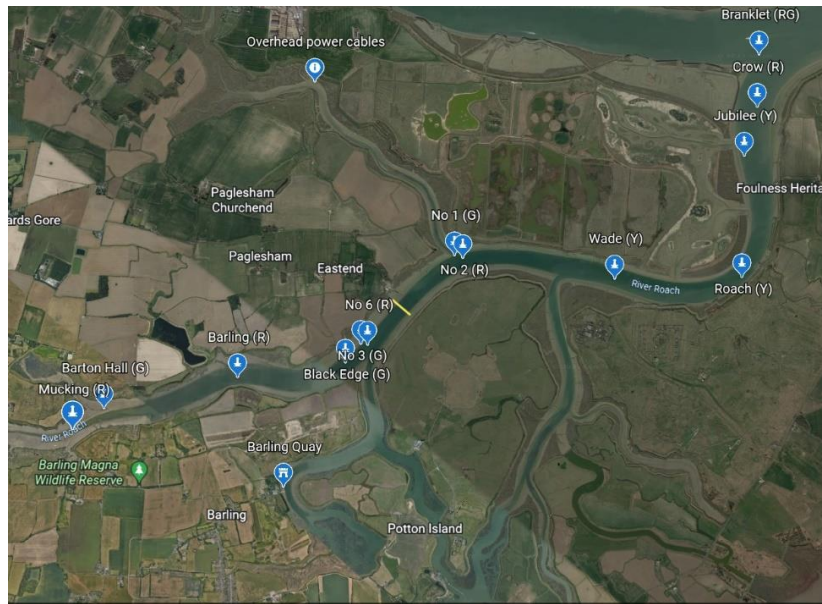
Potton Island Trophy

For the Potton Island Trophy we had Millie first followed by Apple both over the line and on Handicap.

Egret Cup

Three boats entered the race on Sunday, conditions for some were perfect with a strong SW F4 and above with gusts. 2 Mirrors and a Wayfarer . The latter reefed as it was single handed by Mark. Peter Yerbury kindly attended in Dally as rescue launch. Course was set to try the skills of the crews out and not just the downwind performance of the faster boats. We started from the PVT ramp heading to the vines and first turn at red buoy in Potton Creek, back out up to red fairway buoy at Barling Point , down through the mooring to the 8 knot yellow marker by no 1 and 2 fairway buoys and back to the start line at the PVT ramp. High tide 11:23 start was delayed by 5 mins whilst all were ready. The temporary race officer, nearly came to grief in an early capsize but regained composure. Custard Cream (Nani Dragon renamed, which he lived to regret) led to the first turn hotly pursued by the rest of the fleet. At the

turn an unexpected gust capsized him and eventually inverted the boat, the rescue craft attended quickly whilst the fleet held position checking Clem was safe and ok. A decision was quickly made that if Clem wished to continue we would have a rolling start with boats in their last position at the turn. A good broad reach brought us all back into the Roach where Merganser took the lead. At the Barling turn Merganser lead with Millie in pursuit followed by Custard Cream. The downward stretch to the moorings turn meant the lead craft got away from Custard Cream but at the 8 Knot turn Millie caught her main sheet under the rudder causing her to hit the mark. Thus a 360 Deg turn and some sorting out. Custard Cream was catching up but Merganser was not having a good time tacking through the moored craft. Merganser finished 1st across the line at 11:42, Millie at 11:47 and Custard Cream at 12:03. Thus when Brian our race officer number crunched on his return from overseas the corrected placing is Millie 1st 4 points, Merganser 2nd with 3 points and Custard Cream 3rd with 2 points



Dinghy race marks (not for navigation)

Paglesham Yacht Race

There were 5 starters, the wind variable F4 from the NE and HW 15:09, race start 12:55 (5 mins early as all were ready). The course from the PVT line headed down river to Paglesham Pool, in and turn around the oyster barge, back out and down river to Yokes fleet and around the Yellow buoy, then back to the PVT line. Starters were spread across the river with Merganser quick to the lead with Apple and Patch following. Millie and Custard were slow to start but soon caught the fleet before the difficult turn into Paglesham Pool due to tide and wind. Apple grounded in the entrance and Millie overcame the tide and wind managing to clear the fleet and chase Merganser to the turn. Custard had problems with the entry into the Pool but Apple was having bigger issues with the putty. Merganser made the last turn well ahead of the fleet, chased by Millie and Patch. Custard and Apple brought up the rear but Apple was as usual taking on more water than could be easily pumped out and didn't make the turn. Custard did and chased the others home but was a little late. All got back without any issues and retired to the Plough and Sail for a well-earned drink. The safety crew was Gary, Stuart and Nigel, whom we thank for their time. The audience Fleck and Steve Coombes cheering us all on at the start. After handicaps are taken into account the results are: 1. Merganser 2. Patch 3. Millie 4. Custard

Oyster Cup

The course, in a blustery north wind, took them up Paglesham Pool as far as the overhead power cables, then back to Pag. Apple led over the start line followed by Millie, Patch and Nanni Dragon (aka Custard). The beam wind carried them over the tide to the pill box, then they turned to beat up the Pool. Custard was keen as mustard but suffered from leeway, went ashore just inside the Pool, and retired. Apple kept the lead to within sight of the turning point, then took the ground on an unexpected rock. Millie took the lead, tacked past the power lines and turned to run

back down the Pool. Patch also struggled in the shallows but both boats were soon chasing Millie. Such was their speed that rescue boat Dally struggled to keep up! They turned for the final reach and pelted for the finish, Millie leading with Apple then Patch just minutes behind. On handicap we have Apple 1st, Patch 2nd and Millie 3rd.

The following dinghy races were cancelled due to weather conditions: Mudcatchers Cup, Lifeboat Cup

Dinghy Bowl

This cup is awarded to the boat having the most points in the Dinghy Series, which was MILLIE.

MILLIE	12.0
MERGANSE	7.0
APPLE	7.0
PATCH	6.0
Custard Cream	3.5

Non-racing awards 2022

Aeron Lewis Sambuca Cup

This is a Challenge Cup and goes this year to Jon Walmsley and his catamaran CIEL BLEU in recognition of the preparation for, and undertaking of an extended Atlantic cruise. At the time of the award they were in the Canaries, and have since sailed to Cape Verde and on to the Caribbean.

Seamanship Cup

This goes to John Apps and his boat ARELIA for his story of survival in the North Atlantic (see last issue).

Editors Award

This is awarded for notable contribution to the RSA Newsletter, and none have contributed more than this year's winner John Langrick, who edited the publication for the last 27 years as well as producing many of the articles and photos.

Bosun's Bell

This award goes to the member who make the biggest cruising error during the season, and this year for his collision with a moored dinghy and more significantly owning up to it in the newsletter, is John Langrick in IMOTHES.

The Rodney

This award is given to the person who has made a significant fitting out error. It is funny that it is only when this has been nominated to some unfortunate member do we hear of other errors, like Simon shaking up a 2.5 litre paint pot next to Halloween and forgetting he had loosened the lid.

The award this year goes to a new member Matt Nicholas who did not put the jib halyard around the upper sheave in his mast but instead just put it around the halyard diverter alone. Of course, the first puff of wind brought the jib down on ORISSA's deck

Racing handicaps for 2023

Handicaps at the end of 2022 were as follows.

Cruiser series:

Akavit	1530
Amaris	1600

Indi	1863
Letitia	1560

Paradise Bay	1761
Peppermint	1741

Ambition II	1800
Briar Rose	1508
Celestine II	2000
Ciel Bleu	1586
Coramandel	1850
Eole	1752
Goshawk	1826
Heron	1829
Imothes	1614

Lotus	1932
Lotus Bavaria	1512
Lucy	1575
Marshmallow	1701
Martinique	1182
Molly Malone	1575
Momo 3	1577
Orissa	1884

Presto	1378
Quintilla	1759
Rode Grute	1558
Samara	1505
Sea Jay	1830
Sunshine	1810
Ulabella	1837
Waterwytch	1839

Dinghy Series

Waterwytch	1839
Apple	1665
Bluebottle	1558
Chirp	1664
Comet	1362
Custard Cream	1640
ELG	1700
Eolette	1630
Express	1272

Heron	1950
Lizzie	1562
Makedo	1750
Meander	1363
Merganser	1729
Millie	1640
Mini	1326
Nemo	1274

Patch	1714
Paula	1750
Red Tuna	1900
Taz	1955
Tringa	1800
TT Chirp	2033
Walker	1700
Waterwytch	1695

---oOo---

Ciel Bleu: Paglesham to Grenada Jon Walmsley

In the September 2022 newsletter, I described the cruising upgrades that I had made to Ciel Bleu and the need to put them to the test. On the 8th June 2022, we set off from Paglesham, for the Caribbean, arriving in Grenada on the 2nd December after a voyage of 5,500 nautical miles.



Rough Night Passage, Jon and Dom

I had meant to perform some sea trials of the modifications made to Ciel Bleu over the 2021/22 Winter, but I ran out of time and left, with crew, straight from launch at Rochford. Inevitably, I had left things behind. In particular the Parasail. We moored at Paglesham where John L picked me up and took me home to retrieve it. Having missed our tide window, we spent the night in Burnham Marina before setting off for Ramsgate the next day.

We got a bit beaten up after leaving Ramsgate, so we

stopped in Brighton to lick our wounds. At least we knew that Ciel Bleu was up for it, even if the crew weren't!

Next was Alderney, Sark and Guernsey before Roscoff, our first stop in France. In all we visited 10 ports in France as we went around the Bay of Biscay.

Bilbao was our first Spanish port where we visited the fantastic Guggenheim museum.



Ciel Bleu Moored at Sark

After another 8 stops we were in Portugal in Povoá de Varzim on the 25th July.

We then left Ciel Bleu for 5 weeks so as to miss the busy holiday season and to catch up on life at home. On the 9th September we returned to Portugal with Graham. We made 3 more stops before heading offshore on a 560 mile passage to Porto Santo, 40 miles North of Madeira.



Guggenheim Museum Bilbao, Stephen and Dawn



Port in Porto, Stephen and Graham

After a very pleasant week in Madeira, with new crew John S, we headed 300 miles south to Lanzarote, the first of three Canary Islands that we visited. A passage of a mere 56 miles took us to Fuertaventura where we stayed for a week before leaving on our last inter island passage to Las Palmas Gran Canaria.

Las Palmas is where we joined the Atlantic Rally for Cruisers; ARC+. This is similar to the ARC, but is in two legs: one to Mindelo, Cape Verde, the other from Mindelo to Port Louis, Grenada. The ARC also differs in that it finishes in St. Lucia.



Scrubbing off in Porto

The trade wind route from the Canaries to the Caribbean naturally takes you South towards Cape Verde before heading West. Due to cruisers not wishing to miss out on a potential visit to Cape Verde, the ARC Plus was born.

Why did we cross the Atlantic?



Shaun's mid-Atlantic roast chicken dinner

Many cruisers who have sailed for years in their local area, with the odd foray further afield during their Summer break, reach a time of their life when work and family commitments ease to the point where they are able to commit to a longer voyage of months or even years. The dream is to station the boat somewhere where seas are blue and the sun shines every day on golden beaches. There are two main choices; the Mediterranean or the Caribbean. This was our dilemma. We decided on the Caribbean as the sailing season is in the UK Winter, which meant we could escape from the 'dark' months and still enjoy British summers. I am writing this article in mid January in Grenada where it is

another beautiful day. At home it is one degree. There are some downsides, in particular being so far from home and the passage to the Caribbean is, arguably, more challenging than the one to the Mediterranean.

Why did we go with the ARC+

This is the most frequent question that we are asked. On our passage South through France, Spain, Portugal and the Atlantic islands, we came across many yachts on a similar journey to us. When we said that we were ARCers, some were very dismissive and treated us like participants in a cycle race that had turned up with training wheels fitted. Most wondered why we were wasting our money and told us how hard it was to get through the ARC safety equipment inspection. As a consequence, we did not raise our large ARC+ flag until the rally started in Las Palmas.



Dolphins!

Our reasons for ARCing were many fold. Firstly on the subject of cost. To cross the Atlantic, you usually either have to upgrade or replace many of the systems on your existing vessel or buy a different, more suitable, boat and probably upgrade that as well. As a consequence, the percentage of total cost of the voyage represented by the ARC fees is relatively small.

For many ARC participants, safety is the prime consideration for joining. In my opinion, there is no safer way of crossing the Atlantic in a small vessel. Not only does Ciel Bleu conform to the World Cruising Club safety standard, but the fitting of the safety gear made us think about safety to a much greater degree. We were, unnecessarily, worried about the safety inspection, but Roger, the inspector, was sensible and pragmatic. For me, the biggest safety benefit was crossing with, in the case of ARC+ 2022, ninety other boats. Several boats had issues that required assistance, at least in the form of someone 'standing by'. In every case a fellow participant was first on the scene. In particular two yachts hit semi submerged objects, a one in fifty chance that is difficult to mitigate against. Being midfield in Ciel Bleu, we were never more than two hours from another yacht.

As a single handed sailor you can afford to have a 'gung-ho' approach to safety. However with crew on board you have responsibility for their welfare. There is no point in having safety equipment without protocols for its usage. Our regime of 'clipping on' was strictly adhered to except when the dolphins turned up!



Dawn with some New Friends

Although safety was a big consideration, for us this was matched by the social aspect of the rally. For most, crossing to the Caribbean is once in a lifetime. We wanted the experience to be as enjoyable and fulfilling as possible. Starting with the sundowners in Las Palmas and the crazy 70s party, we immediately made good friends and felt that we were part of a team of fellow sailors. Knowing that we would be together for the next couple of months further strengthened this aspect.

All ARC yachts carry a tracker which enables their position in the fleet to be seen by friends, relatives and fellow

sailors via the internet. We had quite a few avid followers with tales of some getting up in middle of the night to see our progress. The degree of interest from home was something that we had not anticipated and another benefit of ARC participation.

In summary, crossing with the ARC+ was, for us, an enjoyable experience. The ever helpful 'yellow shirts' dealt with the 'admin' burden of cruising, organised shoreside activities and trips and answered our endless questions with great patience.



Parasail

How was the crossing?

There were three of us on board for Leg 1; my nephew Stephen, Dawn and myself. The midday start of the ARC+ in Las Palmas was staggered with catamarans starting fifteen minutes before the monohulls. The wind was very light inshore and we were soon overtaken by most of the fleet, especially those who had headed offshore where the wind was stronger. As darkness fell we hoisted the Parasail for the first time other than in a marina.

Then the wind picked up and we had overtaken thirty boats by the following morning. We still had the 'kite' up five and a half days later when we crossed the finish line in Mindelo, Cape Verde. We struggled to get it down in the dark especially as we were dousing it for the first time. During the 870 mile passage we were constantly in the company of other boats. Monitoring our relative positions and managing the big sail kept the three of us very busy and time passed quickly. Our best 24 hour run was 192 miles, an average of 8 knots. Our hard work paid off with Ciel Bleu winning Leg 1 First Multihull on corrected time.



Shaun with a Gar fish

Leg 2 was a mass start of all ninety boats. Ciel Bleu, now with Shaun as additional crew, was to one side of the fleet so we had a great view of all the yachts in full sail. Once clear of the islands, predicted rough and confused seas left the crew incapacitated for a few days. We then settled into a good boat routine and found time for entertainments

including bingo, charades, a quiz, popmaster and story writing. The trampoline regularly caught flying fish and even a Gar. We even got a flying fish in the cabin and had a visit from a passing shearwater.

Dawn, Stephen and Shaun shared the cooking and we ate well. Shaun even produced a roast chicken dinner!

The fleet was more spread out on this longer leg, but usually we had a fellow yacht in view and certainly on AIS. Ciel Bleu has two main downwind sail options: the Parasail and twin furling jibs. Due to the stronger winds and the frequent squalls towards the end of the passage, we did a lot of sailing with the latter especially at night. As a consequence we were unable to match our prize winning performance of Leg 1, but we still finished in a respectable 14 days for the 2,200 mile crossing.



*The Finish in Grenada.
Jon, Dawn, Stephen and Shaun*

Incidentally, our average speed for both legs was similar at around 6.5 knots, but on Leg 2 the stronger winds favoured the bigger boats.

What worked and what didn't

In my previous article, (RSA newsletter Sept. 22), I wrote about the upgrades that I had made to Ciel Bleu to make her a better long distance passage maker. Here are the answers.

Tankage

The new fuel system worked well. We left Gran Canaria with a full complement of 110 litres of fuel in the interest of safety in case of a dismasting. Three thousand miles later and we had used less than 2 litres!

The water throughput was a little greater. On passage we would make an average of thirty litres a day which was enough for us to have regular showers. The watermaker system is still working well. As I write this, Dawn and I are cruising the Grenadines and have not visited a marina since leaving Port Louis before Christmas. We are swimming and showering every day without having to worry about water usage or where and how to get hold of fresh water.

Self Steering

My main concern had been how well a tillerpilot would last when asked to steer for days on end. I was so concerned about this, that I took three units with me. Ironically, I am still using the first one, which has survived with a little bit of greasing and the protection of its water proof cover and ram sleeve.

Seaworthiness

On the crossing we never experienced storm force winds, so I did not, thank goodness, have to deploy the drogue. I guess that the jury's still out on how Ciel Bleu would fare in extreme conditions

Power!

The electric power system on Ciel Bleu is unconventional in that the only source of power, when not in a marina, is from the sun. 400 watts of solar panels charge a bank of four 100Ah lithium iron phosphate 12v batteries. There are only two 'boxes'; a 30Ah solar controller and a 2.5Kw inverter. There is no battery charger. If the lithium battery system were to fail, then the ships basic functions can be run from the discrete engine battery which is charged by the engine.

The system is designed to not only run the ship's 12v electrics; navigation, lighting, autohelm etc., but also to enable electric cooking by powering an induction hob, electric kettle and microwave/grill.

All worked very well as we made our way south through Europe. We were in a marina every night which meant that shore power could be used for boiling the kettle and cooking. Similarly we filled our water tanks from the pontoon supply and did not use the watermaker. We were never short of power despite the large number of cups of tea drunk on passage. This changed when we faced passages of several days. The load of 'running' the boat at sea, navigation, autohelm, lights, fridge and watermaker, equated to approximately 1 kilo watt hour, Kwh, per day or, to put it another way, a constant drain of 4 to 5 amps. We also discovered, on leaving Las Palmas, that we had damaged the flexible panels that are attached to the saloon arch by leaning on them when we were scudding under the shade net.



Shade Nets Deployed in Las Palmas

This lack of solar was exacerbated by our southerly direction of travel This meant that the main panels were shaded by the sails for some of the day.

There was nothing for it, we had to start using the gas for cooking and tea making. The situation improved slightly when Shaun brought some folding panels out to Cape Verde, but we still cooked with gas to be on the safe side as I did not want the batteries to go below fifty percent, in case there were cloudy days ahead. Despite this, we have only used one, of the four, 2.75Kg Camping Gaz bottles since leaving the UK despite drinking about one thousand

cups of tea!

If we are to travel back to Europe, where skies are cloudier, then Ciel Bleu will need an additional source of power. The dinghy electric outboard can be used as a towed generator, primarily to charge itself, but the manufacturer is promising to release a gizmo that will enable it to charge an external 12V battery bank. This may be the solution.

Was it worth the effort?

Absolutely!



Sandy Island , Carriacou

Postscript

Dawn and I would like to thank the RSA for their support and assistance which made the voyage possible. From the camaraderie in the yard during fitting out, to the assistance with the planning of the passage. In particular we would like to thank Richard and Justine for the loan of navigation materials and being on the other end of the satellite link during the crossing. We would like to thank Graham for his good company as crew and Shaun for his in depth knowledge of the European coastal ports and, of course, the chicken dinner.

---oOo---

Admiral Lord Thomas Cochrane,

10th Earl of Dundonald by John Apps

Thomas Cochrane should be celebrated alongside Horatio Nelson as one of Britain's greatest naval heroes. Even Napoleon held him in such high regard that he nicknamed him the Sea Wolf and attributed to him the loss of Martinique and Guadeloupe after he destroyed the French Fleet at the Battle of Aix Roads at the mouth of the Charente River.

Both CS Forrester (Hornblower) and Patrick O'Brien (Jack Aubrey of Master and Commander fame) based their fictional heroes on Thomas Cochrane. He was the master of the 'Ruse de Guerre'. But while he was unbeatable as a

naval commander he made many enemies among the establishment when he tried to sort out prize money and the conditions of sailors. He was charged and found guilty in a court of law in a deliberate falsification of charges and was the last man in Britain to be put in the stocks. Later in his life he became a ideological mercenary and is attributed with establishing the Brazilian, Chilean and Peruvian Navies in their fight for independence from the Spanish and Portuguese. He also fought for the Greeks in their attempt to become independent of the Ottoman Empire.

Perhaps the greatest single ship action in history was carried out by Lord Cochrane.

Cochrane was in command of the RN's Brig of War 'HMS Speedy' successfully raiding Spanish merchant shipping in The Mediterranean. The Spanish took his success as an affront and

sent out the Frigate 'El Gamo' to destroy the Speedy. El Gamo was a Xebec rigged vessel commanded by Don Francisco de Torres and carrying 319 men, was armed with 8 and 12 pounder guns, with 24-pounder carronades. This amounted to a total broadside of 190 pounds, more than seven times that of *Speedy*. Furthermore, Cochrane had only 54 men on board *Speedy*, having sent men away as prize crews for ships previously taken.

Instead of evading the Spanish frigate, Cochrane closed on her, and at 9.30a.m. El *Gamo* fired a gun and hoisted Spanish colours. In return Cochrane hoisted American Colours. The Spanish hesitated, allowing Cochrane to get closer, hoist British colours, and evade the first broadside. The frigate fired another, which Cochrane again evaded, holding fire until *Speedy* ran alongside her and locked her yards in her rigging. El *Gamo* attempted to fire upon her smaller opponent, but her guns were mounted too high and could not be depressed sufficiently, causing their shot to pass through *Speedy*'s sails and rigging. Cochrane then opened fire with his 4-pounders double- and treble-shotted, their shots passing up through the sides and decks, the first broadside killing the Spanish captain and boatswain.



Admiral Lord Cochrane

Seeing their disadvantage the Spanish second-in-command assembled a boarding party, at which time Cochrane drew off, pounded their massed ranks with shot and musket fire, before drawing in close again. After having their attempts to board frustrated three times, the Spanish returned to their guns. Cochrane then decided to board *El Gamo* and assembled his entire crew into two parties, leaving only the ship's doctor to command and crew *Speedy*. The British then rushed the frigate, boarding from bow and waist, the boarders at the bow had their faces blackened to look like pirates. The Spanish faltered at this, and were then set-upon by the party that had boarded from the waist. There was a hard-fought battle between the two crews, until Cochrane called down to the doctor, at the time the only person on the brig ordering him to send the rest of the men over. At the same time, he ordered the Spanish colours to be torn down on the frigate. Thinking that their officers had surrendered the ship, the remaining Spanish seamen stopped fighting.



HMS Speedy against El Gamo,, by Montague Dawson

---oOo---

Briar Rose's Greek odyssey *Shaun Hetherington*



Corfu

In the summer of 2017 Briar Rose was joined by Jon Walmsley & John Langrick for the crossing from Saint Maria di Leuca in Italy to the idyllic Greek island Orthoni to the North of Corfu. This marked the start of Briar Rose's Greek adventure.

During the next three seasons I travelled the length and breadth of the Greek islands joined by various friends. After wintering in Corfu Town boat yard, my first experience with Jon Walmsley was a passage south through the beautiful Ionian Islands and a visit to Olympia before heading around the south of the Peloponnese to Kalamata where Jon returned home.



My journey continued up the east coast of the Peloponnese stopping at Monemvasia & Idhra before arriving at the lovely spot of Aigina. A further trip took me east and north as I headed up the west coast of Evia before heading up to Thessaloniki. Graham Pelling then joined me for a passage south in the shadow of Mount Athos eventually reaching the very sheltered island of Leros where Briar Rose stayed for her second winter in Greece.



Olympia



Briar Rose in Leros

Using the marina at Leros as a base, I had a number of trips throughout the following season to the neighbouring islands (Patmos, Lipso, Kalolimnos and others) and those a little further afield. Graham joined me for a memorable trip to Nisiros which is the remains of an ancient volcano but still has much activity. A visit to Simi in the east and another trip across to Santorini.



The Corinth Canal with Graham



Laying up in Corfu

Towards the end of the season, Jon & Graham joined me for our last epic journey in Greek waters. Setting off from Leros, we headed north & west passing just south of Athens before arriving at the Corinth Canal. Passing through was a memorable experience. From here we explored the coastal towns inside the Gulf of Corinth before arriving back in the Ionian Islands. Briar Rose then spent a further winter in the yard at Corfu Town before I left Greek waters and returned to Italy to begin my journey home.

---oOo---

Members ideas for the future RSA

We asked for your suggestions to shape the future of the Roach Sailing Association

Racing

Peter Watson asks "Do this season's race plans set courses and tidal gates that will appeal to the smaller boats that probably make up the majority of members on the water?". Peter suggests an earlier start time for the Whitaker Cup, and a later start for the Paglesham Pot, Blue Shoal Trophy, Shuttlewood Cup, Lifeboat Cup and Roach Plate [currently scheduled for 10:00]. The changes may open up the racing to some of the smaller boats offering a more positive tidal flow at the mark rather than negative.

Brian Brown suggests: Fewer but longer and more interesting races. "This year if I've counted right only five boats took part in four races or more and ten boats took part in the series. It's tricky setting a course from Paglesham for a couple of hours that isn't just up and down the roach and to one or two of the nearest buoys in the river. If you just had three or four races you could put more effort into each one and have a much longer race. Say starting from Quay reach and going either quite far up or down the crouch. Or even to Bradwell as the first day of the East Coast Cruise."

Having a set of standard race courses was also proposed, supported by chartlets of racing marks. This might make the race officer's job easier (but they would be free to choose a custom course as well).

Cruising

Brian Browne suggests more cruises: "Maybe joining the other clubs for the Calais weekend? Maybe an annual cruise to the Solent?"

Graham Pelling asked if boats attending RSA cruises should have crew, both for safety and to help more people to participate (the committee agreed this could be recommended, but at the same time did not want to exclude single-handed sailors).

Training

Graham Pelling said we could do more to facilitate training courses such as RYA, ICC and First Aid. Possibly in co-operation with other clubs.

Extending membership

Brian Browne suggests: Maybe becoming the 'Roach and Crouch Sailing Association'. Why? I think originally the purpose was to get together to stop the proposed [Maplin Airport]. That was achieved and I think more members are taking marina berths on the crouch (I know of 4).

Others have also suggested closer ties with other clubs, and the committee is looking into this e.g. sharing event information, training etc.

If you have any feedback on these suggestions or have any other ideas, you can post on the Roach email group and bring them along to the AGM!

----oOo----

Some history of the RSA *John Langrick*

It will be the 50th anniversary of the start of the Roach Sailing Association this year and I felt it might be a good opportunity to reprint the article I wrote for the Spring 2012 newsletter, with a couple of updates.

The RSA was formed in 1973 in response to changes on the river – the proposed Maplin airport and the formation of the Crouch Harbour Authority. But its founders had been sailing and racing from Paglesham for many years before that. The birthplace of many sailing barges and smacks would have seen a river full of working craft and in years past perhaps the home of some 'Gentlemen's sailing yacht'. I reference the picture at the head of this newsletter, drawn by East Coast artist Peter Finch.

I have tried to document the start of the Roach Sailing Association, but it was a long while ago, many of the members have now passed away and for the rest memory fades. Forgive me if some of the facts are wrong and do correct them, if you



Barry Lewis 2022 winner of the Blue Shoal Trophy and Len Choppin Cup, both first awarded in 2000 in memory of Jack Coote and Len Choppin.



An East Coast Cruise from the 70's showing some of the founder members. Left to right, Dick Churn, Ivor Jones, Simon Martin (John's brother), George Ventris, John Martin and Reg Seal.,

that were specific to either cruisers or dinghies. Hence on some of our older trophies we see winners of both types of boats etched. This evolved to now having separate races for both classes.

Yachtsmen would meet at the Plough and Sail, in what is now the kitchen and the pub landlord at that time was a Mr Loder, who, (it seems), had a very nice wife! At the start of a race, Mike (BILLY BUDD), would say 'What's the ploy Jack', and Kingsley (King) Varcoe would fire his shotgun to signal the start of the race.

The Laying Up Supper was held every year and the most magnificent was held at the Middleton Hotel where, after the meal, dancing took place with a live band. When the Norrises took over the yard, they would fund the laying up supper, presumably to curry favor with the local mooring holders. Many of our members will have memories of this time. There will be many undocumented cruises, anecdotes and pictures that it would be great to put on record in future issues of this newsletter. Please do send them to me and we can make them a regular feature.

However two events in the early 1970's, the first was the founding of the Harbour Authority and the second the threat of the Maplin Airport, galvanized local yachtsmen to club together for strength of numbers and representation. Work actively started to evaluate the idea of an airport and an experimental island was built in the Estuary off the Havengore, to see what would be the impact of wind and tide, It is interesting that this island still remains.

Already there were a number of local groups like 'The Defenders of Essex'; and local clubs like the 'Wakering Small Boat Users Association'. Sailors based at Paglesham at that time included Peter (Professor) Quilliam and his son John, Jack Walmsley (and his son Jon), Kingsley (King) Varcoe, Don Mcdowell. and many more. There was a Mike Cross

can, for future letters.

As soon as two or more boats shake out the gaskets and set sail down the river, there was sure to be a degree of competition. So a programme of races was arranged with sailors and local businesses donating silverware,. Race sponsors included the boatyard {Shuttlewood Cup 1951 and Whitaker Cup 1967} and the Chase Hotel, (Paglesham Pot and Paglesham Yacht Race, 1946). Frank Shuttlewood himself built Nigel Bishops boat MEMORY'as his own private yacht and for racing back in 1957. These races were featured and documented in the local newspapers, how life (and journalism) has changed.

Dinghies, Cruising yachts and working yachts took part in the races, with few



Paglesham Regatta circa 1975

who used to sail an old JOG racer BILLY BUDD. He was a later committee member He worked for Twinings Tea in the City and used to bring free tea samples to the meetings!

Of these sailors a committee of 5 members agreed to found the Roach Sailing Association (RSA), primarily to form another group to protest against a project that, if it were to go ahead, would change the face of Paglesham forever.

To gain recognition by the Harbour Authority it was agreed that representation should include all stake holders including local government, fishing and boat yard interests. At that time local villager Derek Wood was a political 'force' and he became part of this group. This second group became the Roach Area Fairways and Conservation Committee (RAFCC) and this committee gained a seat on the Harbour Authority advisory committee and still does today.

One year a small group of at that time bachelor Yachtsmen sailed in company up-river to Fambridge where they anchored in the creek which now occupies Wick Marina, Stow Creek. The group of sailors who were gale bound that night were John Martin in ZELIA, Dick Churn in his Folkboat FORFAR, Ivor Jones in MARSHMALLOW Reg Seal in DORMOUSE and George Ventriss. In those days it was traditional for most yachts to have a solid fuel stove. I can smell the smoke wafting over the saltings now. It was when all were sharing dinner on ZELIA, (with what must have been a few bottles of red), that the idea of an Association was first suggested.

An inaugural meeting was probably held at Jack Coote's house 'Towans', in Rochford. Member Janet Harber (Jack's daughter), remembers the committee tucking into her mum's tea, coffee and scones. The result of that meeting was detailed in a letter reproduced on the next page. Subsequent meetings were held at Norman Bishops house (Mauls) in Paglesham and John Martins home on Marine Parade.

A protest by boat against the Maplin Airport plans was documented in national newspapers and organised by local clubs and associations and entailed sailing through the Havengore bridge and also throwing an effigy of the then prime minister Ted Heath into the river!

Another member sadly passed on, Mike Dallimore, remembered that this bridge operated by pumping water into a tank to counterbalance the bridge and lift. To lower, the water was pumped out. It is reputed to never break down. Again, how things have changed!

We continue to have our annual East Coast Cruise which continues to be well attended, plus impromptu cruises further afield organised by members.

A few years back, one of our members Peter Edwards, a keen cameraman, now sadly missed, created a video on the RSA, which you can watch on YouTube <https://youtube.com/watch?v=ZeO5CG2v8hc&feature=share>

Many thanks to those who searched their memories to help piece these events together, especially John Martin and Jack Coot's daughter Janet Harber.

On the next page is a copy of the letter sent to local sailors inviting them to form the Roach Sailing Association/



Taken in 1973 at the Wakering Small Boats Users Association demo sailing through the old Havengore bridge. 68 boats joined in the protest. Nigel Bishop is in PICCOLO, the next boat in front is PHANTOM and in front of that John Martin in ZELIA. The picture was taken by Jack Coote. This was 50 years ago!



Roach Sailing Association

Nov 73

TO: Yachtsmen who keep their Boats moored at Paglesham.

At the annual Laying up Dinner and Dance, Kingsley Varcoe announced that the Essex County Council and Essex River Board are promoting a Bill through Parliament to form the Crouch Harbour Authority. The Body will manage the use of the River Roach and Crouch and associated Creeks.

The Crouch Clubs have formed themselves into a Federation and through this will have representation on the Advisory Committee of the Authority. At the moment the Paglesham Yachtsmen have no say in any proposals which may be put forward by the Harbour Authority.

During the Dinner and Dance it was decided to form an association with a small committee who would be responsible for forming the Roach Sailing Association and approach the Essex County Council for some representation on the Harbour Authority.

Yachtsmen who were prepared to act:

Jack Coote
Eric Stone
Kingsley Varcoe
Norman Bishop
John Martin

The committee met on Friday 19 October and formally set up the Association.

Officers were appointed

Chairman	Jack Coote
Secretary	John Martin
Treasurer	Norman Bishop
	Eric Stone
	Kingsley Varcoe

Objects

The main objects of the Association are:

1. To seek representation on the Crouch Harbour Authority in order to preserve the character of the River Roach and associated Creeks for the enjoyment of sailing and boating.
2. To assist, so far as is consistent with our aims, any fairways committee which may be formed for the River Roach and its associated Creeks.
3. To support those Associations who are fighting any damaging effects of the Maplin Development.

Subscriptions

It is an unfortunate fact that to administer any association funds will be needed to cover expenses of Postage, Printing, and the committee have decided to request that members contribute 50 pence which it is hoped will form an annual subscription.

We invite you to join this association so that Yachtsmen at Paglesham may continue to enjoy the River and its surroundings. A good response is essential if we are to have any say in the future, so please complete the membership form and send 50 pence to the Secretary: John Martin at 77 Marine Parade, Leigh on Sea, Essex.

Yours truly,

---oOo---

ROACH SAILING ASSOCIATION			
<u>Income and Expenditure Account for the Year Ending 31st December 2022</u>			
2021	Income	2022	
£		£	£
150.00	Annual Subscriptions	710.00	
90.00	Race Subs	270.00	
0.00	Back subs	60.00	
5.52	Profit on Sale of Burgees and clothing	6.52	
196.50	Donations/ jumble profit and sale of workboat	152.00	
0.03	Bank Interest	0.23	
-37.40	Excess Inc/(Deficit) for fitting out and dinner gifted assets	113.52	
404.65			1312.27
	Expenditure		
130.00	RYA Subscription	140.00	
100.86	Cup Insurance	105.86	
350.00	Cup Engraving	153.00	
	Crouch Harbour Authority Disks (inc Dally disk) workboat and engine purchase		
308.25	Workboat repairs and upkeep (inc mooring and CHA) disabled sailing sponsorship	149.50	
0.00	Paglesham/Rochford shed and river costs		
71.86	Roachriver website costs	71.86	
	RSA clothing logo setup	17.85	
	Depreciation on stock of flags and burgees		
464.84	Depreciation on workboat dinghy etc	388.07	
1425.81			1026.14
1021.16	Excess of Expenditure over Income		
	Excess of Income over Expenditure		286.13
	<u>Balance Sheet as at 31st December 2021</u>		
	Assets		
1982.97	Balance at Bank 31st December		2681.65
614.88	Stock of Flags and Burgees		590.40
1940.36	workboat, dinghy,outboard and shed		1552.29
4538.21			4824.34
	Reconciliation of Assets		
5559.37	As at 1st January		4538.21
	Adjustment for new assets		
-1021.16	Surplus Income (excess expenditure)		286.13
4538.21			4824.34



Simon P Joel, Honorary Treasurer

Roach Sailing Association 2023 Event Calendar

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

Dinghy race start times also vary with the time of high water, please take careful note.

On the Saturday evening before racing on the Sunday, many will stay aboard overnight and if you wish to join in evening festivities, or would like to crew with one of the boats racing on the Sunday, please contact the Roach Group.

Sun 19 th March	Work party and litter Pick - Pag	10:00	HW 10:39
Sun 19 ^h March	AGM Wakering Yacht Cub	19:30	
Sat 22 nd April	Fitting Out Supper	19:00	
Sun 23 rd April	Work party - Dally	10:00	
Sun 7 th May	Potton Trophy (Dinghy series)	12:00	HW 14:29
Sun 14 th May	Paglesham Pot (Cruiser series)	10:00	HW 08:35
27 th - 29 th May	Cruise weekend		LW 11:52
Sun 4 th June	Egret Cup (Dinghy series)	12:00	HW 13:28
Sun 11 th June	Blue Shoal Trophy (Cruiser series)	10:00	HW 07:05
Sun 25 th June	Shuttlewood Cup (Cruiser series)	10:00	HW 05:45
Sat 8 th July	50 th Anniversary Lunch at RBYC		
Sun 9 th July	Whitaker Cup (Cruiser series) start in Quay Reach	10:00	HW 05:49
W/c Sat 22 nd July	East Coast cruise starting at Pyefleet		HW 16:18
Sun 30 th July	Mudcatchers Cup (Dinghy series)	10:00	HW 11:02
Sun 30 th July	BBQ after race, if weather serves!		
Sun 6 th Aug	Gracilda Cup (Ladies race)	10:00	HW 04:38
Sun 13 th Aug	Paglesham Yacht Race (Dinghy Series)	10:00	HW 11:35
Sat 19 th Aug	Fambridge Dinner	19:00	HW 15:22
Sun 20 th Aug	Don McDowell Cup (Fun race)	12:00	HW 15:52
26 th - 28 th Aug	Cruise weekend		HW 07:47
Sun 3 rd Sep	Lifeboat Cup (Dinghy series)	14:00	HW 15:43
Sun 10 th Sep	Lifeboat Cup (Cruiser series)	10:00	HW 09:58
Sun 17 th Sep	Roach Plate (Cruiser series)	10:00	HW 14:51
Sun 1 st Oct	Oyster Cup (Dinghy series)	12:00	HW 14:32
Sun 8 th Oct	Steak & Oysters Afloat	12:00	LW 13:59
Sat 18 th Nov	Laying Up Supper. Garons Park	19:30	

---oOo---