

Roach Sailing Association

www.paglesham.org.uk/rsa

February 2007 Newsletter

In this issue

Chairman's Report

RSA Stand at Boat Jumble

RSA News

From London to Paris River

Nancy of the Yawl PHILO

RSA 2007 Calendar of Events

Dick Churn

Yard News

Race Summary

Norwegian Log

Financial Summary 2006

Chairman's report

Rodney Choppin

It doesn't seem that long ago that we were all enjoying a quite remarkable warm autumn, which continued long after most of us had decided to lay up for the winter. A winter which to date can only be described as 'warm', but someone pointed out to me the other day, "when we want to slap a bit of varnish on, it will probably be snowing", (I hope not).

In late September, some members of the RSA, without being press ganged into service, willingly volunteered to help bring back Robin Slater's new 'toy', a 54' Mumble Bee, Brixham Trawler named REGARD, based at Brixham, up channel to Ramsgate, and then across the Estuary to Lawling Creek and Maylandsea.



Needless to say, with fine navigation aboard, she got there safely, although it was found to be a little shallow in Lawling Creek at the end of the journey, (sorry skipper).

REGARD, built in 1934, was originally named 'OUR BOY' and was owned and sailed for many years by Lord Stanley of Alderley and his man-servant 'Parsons'. REGARD is now undergoing a complete major refit in the boatshed at Maylandsea.

Our venue for the laying up supper in October was the Brandy Hole Yacht Club and I believe we made the right decision in changing venues. Nearly 80 came along and I felt the atmosphere was just what we wanted, with a good old shanty after supper.

Finally I would like to thank our committee for their time and efforts in running the Association, and may I wish you all fair winds in 2007.

2007 Subs

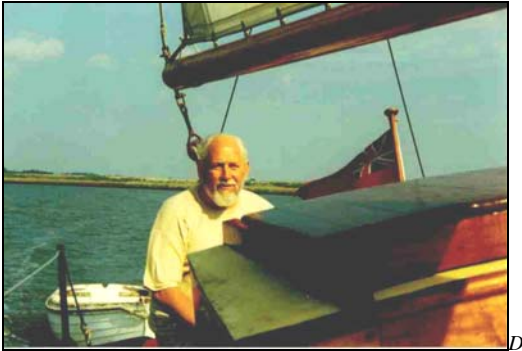
Please note your 2007 subs are due. These remain as follows:

Membership £5, an additional sub of £5 if you want to race, River Duty £25 (depending on size of boat). Please send your subs and river duties to our treasurer Simon Joel, 28 Chapman Walk, Leigh-on-Sea, SS9 2XA with your cheque and a self addressed envelope, (if harbour dues paid), made payable to the **Roach Sailing Association**. Alternatively bring them along to the AGM in March!

Dick Churn

It is with deep sadness we have to announce the sudden death of one of our founder members Dick Churn just before Christmas this year. We will include an Obituary in the next newsletter, but for our members and myself personally I will miss a true friend and excellent crew member.

It was Dick who crewed with me on my first journey over to Kent in SWANTI, where, typical of Dick, he brought along his bag of fittings, needles, threads and ropes. Throughout the weekend he busied himself tightening shrouds and adjusting the rigging so that she had never sailed better.



Dick crewing on HALLOWE'EN

Again it was Dick who crewed with me at an OGA event and when sailing into Shotley Lock, saved the day when I approached the lock gates too fast, missing the reverse gear. Dick's quick thinking enabled him to catch a cleat just before SWANTI's bowsprit met the lock gates. His quick action saved the day, but he cracked a couple of ribs in doing so. He has my greatest respect and gratitude for all his help over the many years I have known him.

I know we will all have fond memories of Dick and will miss his companionship.

RSA 2007 Boat Jumble

We will again be booking a stand at the Essex Boat Jumble on 4th March. Check and see if you have any items and please mark them with your name and a guide price required. Note we cannot bring them back so we must have the freedom to eventually to sell at the best we can. We will take 20% of this to cover the stall cost (which is £25). Of course if you would like to 'donate' bits to assist the RSA funds then simply do not mark the items and we will get what we can. Please let one of the committee members have your items as soon as you can before the 4th. We will need volunteers for the stand. If you would like to help, please again, contact one of the committee members.

Yard News

We are delighted that Steve Adams, (the new manager of the yard at Paglesham) has restored confidence in us all. The yard has been a far more welcoming spot since his arrival mid last year. I would encourage all of you to meet Steve, (if you haven't already) and I am certainly using his laying up facilities for SWANTI this year. Steve will also be joining us in the RSA and sailing his yacht TRINOBANTES out on the river.

Scrubbing Posts

We are also planning to install two new scrubbing posts on the land side of the lower turning bay (the previous dolphins were on the upper turning bay). This should give more water for deeper draught boats. I have agreed with Steve that some of the members might help subsidise the installation of these posts, by agreeing an up-front payment for its future use over an agreed period. A suggestion might be £50 up front for the first year's scrubs as required. – Please let me know if you are interested.

Gordon's Jetty

The RSA 'work party' has been busy repairing Gordon's Jetty with timber kindly donated by Ken Wickham's son. A big thanks to all who have helped with this, but we still have more work to complete!

DALLY

We will need to give DALLY a check over and re-antifoul. I would also like to fit a smaller bilge pump as the current one is huge and really need to be re-locate aft, where this pump will no longer fit.

Steve has kindly offered the RSA a free haul out so we can facilitate this, so again I will be looking for volunteers! A big 'thank-you' to Steve for his kind offer.

MMSI Numbers

For those with more recent VHF radios, they will have been allocated MMSI numbers to allow 'group calling'. Paul Williams (SURAH) has kindly agreed to coordinate these for our members and if you would like to become part of the RSA group, please send your details to Paul at mpg@forrestclose.fsnet.co.uk

RSA News

We are delighted to welcome the following new members to the RSA:

Steve Adams	TRINOBANTES
Arthur Clarke	SERENITY
Mike Glanville	CARTE BLANCHE
Stewart Green	VERLOCITY
Jeff Staines	SYLVIA
Alan Wright	RANDOM HARVEST

We also welcome back Bill Groom who has his ferrocrete ketch currently being re-fitted for a world cruise alongside the jetty at Paglesham.

AGM

The AGM will again be held at the Creeksea Ferry Inn on the 4th March. The current committee will stand down and we will need to re-elect new. We are always looking for new members of the committee and if you are interested, please let any of the current members know of your intent asap. Current members:

John Martin – President
Rodney Choppin - Chairman
Jon Walmsley – Secretary
Richard Bessey - Race Officer
Simon Joel – Treasurer
John Langrick – Membership Secretary and Newsletter Editor
Ivor Jones
Ken Wickham

2006 Race Summary and 2007

Handicaps

Richard Bessey – Race Officer

Handicaps are unchanged from the end of last season. A welcome to several new boats that we hope will be joining us in the 2007 racing season. Will the skippers please send the race officer details of the boat including any known racing handicap

Paglesham Pot

It was a traditional start for the eight boats entering the first race of the season - all a little late, the officer's hooter fails, etc.

Two met the putty on the first bend, but were soon off again - a long tack against the flood in the variable SE breeze. Then a reach to the Branklet and around the Redward buoy - but IMOTHES (skipper John Langrick not used to being in the lead) led NORLANDIA astray and they did an extra leg! IMOTHES still led the way home however, pursued now by PHILOMELLE, with the rest of the bunch not far behind.

On handicap PHILOMELLE won, with IMOTHES 2nd and MISTRESS 3rd.

Shuttlewood Cup

Heavy rain and squalls were given, and no surprise following several days of gales. Yet five boats were on the starting line for the Shuttlewood Cup. Well almost five - ULABELLA had gone for a cruise after suspected sabotage put her clock out!

So a short course was laid, Holliwell to port and finish at Foulness Quay. They shot down tide with a touch of South in the gusty wind, had a few tangles with Dragons, and rounded the buoy all in a bunch. ULABELLA had caught up well and put in a good tack into the Roach, closing IMOTHES lead as they tacked up Quay reach.

GRAND TOUR won the race so Congratulations to Richard in only his second RSA race. ULABELLA had 2nd place and IMOTHES 3rd.

Paglesham Yacht Race

Unusually, neither of the weekend's races went as planned.

6 open boats set off in a strong sea-breeze up the Violet and around Potton on the ebb tide. Heather's MINI suffered a broken rudder and retired, the rest made it to the bridge - and waited for 20 minutes as it was stuck! Finally it opened and the boats tacked through - but TINKER was having centreplate problems and grounded in the gap - so retired and went back. The rest made it to the finish in the Yokesfleet where all had refreshment aboard ARABEL. After deducting waiting times and on handicap, LIZZIE wins the Paglesham Yacht Race with STELLA MARIE 2nd and WINKS 3rd.

Blue Shoal Trophy

Next day they waited in vain for that sea-breeze. They set off from Paglesham over the flood; after 2 hours the leading boats passed the Yokesfleet entrance for the 3rd time (this time going forwards). Anchors were deployed several times. After this we had a little more breeze, but some had succumbed to the lure of the George & Dragon, so the course was shortened to finish in Quay Reach. ULABELLA finished first, followed by PHILOMELLE (the other 4 boats having retired). Special thanks to IMOTHES for retiring to fetch the RSA dinghy, and ferrying people ashore.

Whitaker Cup

Light airs, and at 9 o'clock the course was still in the balance, but they set off from Quay Reach in the vain hope of reaching the Sunken Buxey before the flood. Yet just as they turned down the Crouch a breeze sprang up, and as they tacked down river it freshened from the SE. The leading boats had a fine sail close-hauled to the mark, turning just at slack water.

GEMINI had a tangle with some fishing gear and went on a detour up-river. The Sea King MOONBEAM looked very well, but couldn't make the course with the handicap of a towed dinghy.

SURAH well ahead before Shore Ends and increased the lead from then on. PHILOMELLE, WISPER and ULABELLA remained close throughout the race.

WISPER won on handicap, with SURAH 2nd and ULABELLA 3rd.

Mudcatchers Cup

Sail, oar and seaboots were all put to the test in a stiff NE blow. They quaffed their beer at the top of the hard, then set off to the boats in various states of rig. Quickest off was SARAH EDITH, Jon and Rosemary had elected to row. Most chose to tack down to the Pool, but John and Ivor in STELLA MARIE headed for Barling Ness. TINKER suffered a capsize after a couple of tacks, and the rescue boat towed her to shore.

Down at the Pool they picked up balloons to find beer bottles attached, checked out the clues and heeded back to find Barling Ness. Some looked for it up the Violet and lost time there.

Nick was sailing a Lazer, out of mothballs for the first time in a decade. He managed to keep upright and tore round the course at a great pace, finishing before most of the rest were half way, but missing most of the "silly things to do" along the way. STELLA MARIE was home next, having completed most of the tasks.

The rowing tactic lost out in the last leg due to mounting seas and exhaustion - but they plugged on anyway, wading waist deep to push the boat home. They were next to finish, having completed all the tasks.

WINKS, sailed by Naomi and Dan, were competing with LIZZIE (Paul and Jamie) for the next home. There were only minutes left when WINKS' rig disintegrated and they were forced to retire, another tow for the rescue boat!

SARAH EDITH wins the Mudcatchers Cup, the only one to complete all the tasks. The rest in order of finish - LASER DAZE, STELLA MARIE, LIZZIE.

Gracilda Cup

Still in the NE, the wind moderated for the Ladies race. Seven boats turned out for the 11:00 start, course Redward to port. It was quite a long tack down the first reach, but plain sailing thereafter, but the boats were well spread out and PUMA was on the return trip before some of us turned the corner.

PUMA of Paglesham helmed by Roisin Browne wins the Gracilda Cup, with IMOTHES in 2nd place and ULABELLA 3rd.

Lifeboat Cup (Cruisers)

Though the breeze began to get up, it soon became apparent that a course to the Crouch was a bit optimistic. After half an hour most boats were still milling about the start line, whilst PHILOMELLE drifted back into the moorings. The 6.2 metre tide ran hard against them, and the course was shortened to White House corner (the Potton buoy having gone missing).

Dismayed at seeing STRAVAIG on the return run, many admitted defeat. Some muttered darkly about people with clean bottoms. Of the 8 boats setting out, three finished - STRAVAIG in first place, SURAH second and STORTEBECKER third.

Lifeboat Cup (dinghies)

The race started off Paglesham Hard after all boats got ready next to the jetty. Memory had a poor start with the race officer surprising the crew with the 'off' signal.

First away was MAKEDO followed by the rest of the fleet. MEMORY, STELLA MARIE and LIZZIE had to make an early tack and lost way while MAKEDO and STELLA MARIE headed straight up river close hauled. WINKS was not quite able to point and lost ground having to put in several boards.

MAKEDO was first around the mark, with the others quickly arriving and some near collisions on the turn. A straight leg back to Pag saw MEMORY and MAKEDO trying to steal each others wind and in the tussle, STELLA MARIE caught up and a close finish over the line.

On handicap, WINKS had 3rd place, MEMORY 2nd, and LIZZIE won the cup.

Roach Plate

GEMINI was away ahead while the rest wondered if we were starting yet, but then the pack set off in pursuit. PHILOMELLE's comfy keel (clad in pile carpet) kept her to the back, while ULABELLA soon had the lead. They ran down to the Crouch, round the Horse Shoal and then beat back up Quay Reach (through the fleet of Dragons). Finishing 10 minutes ahead, ULABELLA wins the Roach Plate with Stravaig 2nd and IMOTHES 3rd.

Len Choppin Cup

The Len Choppin Cup goes to the boat with the most points throughout the season's Cruiser races. There are two ways of winning – don't miss a race and do reasonably well in each one, or win a few races. This years winner achieved both.

In 3rd place with 7.5 points is IMOTHES

In 2nd place with 10 points is PHILOMELLE

With 14.5 points, ULABELLA wins the series.

Seamanship Cup

This year the Seamanship Cup goes for a number of feats, including most imaginative use of a sea toilet, and successive legs without the use of Starboard tack. Many of us have read in the last newsletter, the story of GLAYVA's Atlantic survival exploits in the Jester Challenge race. John was out of touch for over a month and those of us following the race were much relieved to hear of his safe arrival in the Azores. The cup goes to John Apps.

And finally, Paul Williams and his motley crew in SURAH had a great Winter Series at Brandy Hole, with excellent results. SURAH drew first place in her class for series, missing the prize only by a few 'discard' points. Moreover in the last race she beat all the boats in both classes.

From the London to Paris Rivers.

James & Shaun Heatherington

This time the trip began on a Thursday. What was originally billed as a week away had stretched into a 10 day trip. James my 10 year old son and I had a week off and for once the weather was looking kind to us. High Water at Pag was at 1645 and with only a neap tide it was touch and go through the Havengore and out into the Thames. Soon after high water, the ebb was with us and carried us along the north Kent coast, round North Foreland and in to the port of Ramsgate. We arrived a little late so had a late supper on board and settled down for the night.

The next day we woke to a cloudless sky with light airs and having added some fuel were soon off heading for parts foreign. We soon were approaching the traffic separation system and with the French coast clearly visible, headed across with little traffic in evidence. We arrived in Boulougne soon after 5pm local time and after a short while set off to explore the old town and enjoy the delights of French cuisine.

The next morning we were up and off to catch the tide. The weather was fine & sunny but with little wind we motor sailed along the coast. We enjoyed a good breakfast underway and soon after lunch time we changed course and headed in to the Baie De La Somme. Our destination was the pretty French town of Saint-Valery-Sur-Somme. The entrance to St.V ss is by means of a narrow channel which meanders back and forth across a wide bay which is very shallow and down to only 4 feet in places. The buoyed channel leads from a short way in to the bay right up to the marina, but is very confusing as to where the water is and is 7.5 miles from the 1st to the final buoy. I was very relieved we finally arrived at St.V ss. The place itself was well worth the effort. The marina is a set of pontoon finger moorings along one side a pretty river bank. The Capitainerie was very welcoming and we were soon tied up and off for a very enjoyable dinner at one of the many seafood restaurants.

In order to have enough water and wary of a falling tide, the next day started early. I was up just before 5am. To my horror a thick morning mist had formed and visibility was poor at best. As I was preparing to leave I heard another boat go and was of the mind to follow, but they had disappeared in to the mist in moments.



As I passed the first of the starboard buoys no 46 my heart sank at the prospect, but an hour and a half later I had covered the distance and was finally in deeper water. I was also joined at this point by my crew who had clearly decided that there were better places to be than on deck at 6am on a cold misty morning. The sun finally broke through and yet another warm sunny day ensued. We made good progress during the day and arrived at Fecamp shortly after 6pm local time having covered 61 nm on the log. Fecamp was a welcoming place and we ate a pleasant meal on the quayside.

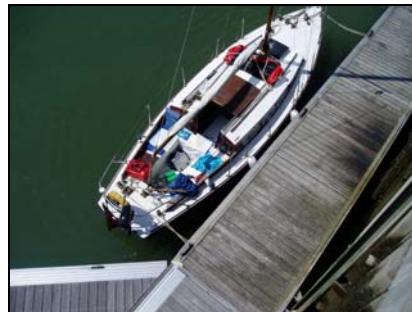
The following morning brought yet another warm & sunny day. We set off to our destination to Hornfleur some 36 nm away. At lunch time we were approaching Le Havre and dropped anchor in a bay for a light lunch before crossing the shipping channel entrance to Le Havre and on in to the River Seine. We stayed out of the Chenal de Rouen as indicated and after buoy No 20, turned in to the lock entrance. The lock soon opened and timed with the bridge we entered in to Vieux Bassin. The place was beautiful and was enjoyed by the many people who came to see or to paint the view. We strolled around the town and then on the recommendation of the harbour master headed to a particularly nice restaurant for a celebratory meal having arrived at our originally hoped for destination.



The next morning we set off via the lifting bridge and lock back in to the River Seine. We hoped to sail across to Ouistreham and then head up the Caen Canal to Caen. On the journey across the bay we crossed the Meridian line and were now in the Western half of the world. We arrived to find that we had missed the lock opening for a few hours and had to sit and wait for the next one some 3 hours later. We then discovered that

the famous Pegasus Bridge was closed from the following morning for 3 days of maintenance so would not be able to make the 7 mile passage up the canal and back the following day. We therefore spent the evening in Ouistreham. It was a poignant place to be on the anniversary of the D Day landings with many old soldiers having made the trip to attend the commemoration ceremony that were held earlier in the day.

We set off via the lock and headed for Le Havre to take on some supplies and miss the worst of the foul tide. The port of Le Havre is very busy with commercial traffic. We soon cleared out of the shipping channel and in to the marina and tied up below the diesel pump. Due to the large tidal range at Le Havre (up to 8.4m Springs) the fuel pump is at the top of a very long ladder which as it was soon after low water, was level with the top of the mast. Going up was not so bad but climbing back down with the refuelling hose in my hand was a bit tricky.



Having topped up the tank, returned the hose back up the ladder, we were off again. We made good progress along the coast arriving at St. Valery-au-Caux at 10pm local time having covered a distance of 54 nm. We locked in through the Road Bridge / lock and tied up on the quay side.

We spent the following morning taking a walk along the cliffs and around the town. We set off late in afternoon for a short trip up to Dieppe. We arrived after 10pm so had a late meal on board before settling down for the night. The following morning we were up and away early for the longest passage to date across to Dover. The weather was still kind to us and we arrived some 15 hours after setting out. Having arrived after dusk, we quickly stored everything away and headed in to Dover for something to eat.

The next day we head around North Foreland on a course to The Swale to overnight at Harty Ferry. At the request of the crew we anchored off the beach at Margate on route to watch the first of England Football World Cup Games on the portable TV onboard. Having seen England get off to a winning start we completed our journey to Harty Ferry and had a good meal in the pub.



We set off the next morning for the seemingly easy task of negotiating the Havengore and returning to our mooring at Paglesham. Having misjudged the time it would take to punch the foul tide out of the Swale, we arrived a little late at the bridge. We made it through but unfortunately found the mud in Narrow Cuts and that's as far as we got! The tide quickly fell away from around us and we were left high and dry in the mud. The last of the journey was made back to Paglesham in the dingy with the outboard. Leaving John L assisted by Alan to return DESTAYE safely to her mooring on the following day's tide.

--o00o--

Norwegian Log

Richard and Justine Bessey

Sat 22nd July

Filled a few drums of diesel (hastily acquired previous day, thanks Steve & Stuart), took 3 boatloads of stuff aboard, tightened stern gland, and set off from Paglesham in the early afternoon. We anchored off the Buxey and attempted to scrape some famous Roach weed and barnacles off PHILOMELLE's bottom – without much success. We then rowed across to the Buxey Sand where SWANTI & ARABEL had dried out to search for a wreck – no sign, but plenty of oysters and mussels; we collected two bucketfuls and cooked them aboard ARABEL, washed down with plenty of wine. Jon gave us a lift back to PHILOMELLE for a few hours kip.

Sun 23rd

Sailed 00:15 on the ebb with a warm offshore breeze. This was a day of light variable winds, so we motor-sailed steadily NNE.

Mon 24th

Came through gas fields off the N Norfolk banks overnight - some are like small cities on piles lighting up the night. Wind now NNW so began to head NE. Early in Justine's dawn watch we were pursued by a guard vessel and asked to take a detour round a 3km towed cable. Wind went northerly still, and by late afternoon we could make 60 deg at best. It then shifted into the NE so we tacked and headed for the Dogger Bank. Weather still looks OK though we can't pick up

a forecast. Water is holding out and we have plenty of lemons, so we decide to head straight for W Norway.



Gas Rig at dawn

Tue 25th

Continued NNW close-hauled across Dogger Bank. J on watch when pursued again – this time by a trawler, but they turn and haul in just behind us. Tried a trolling line using a washer bent into a dome for a lure – plus a bit of bacon rind. Hooked several mackerel – the big one got away, but we still had 3 fine fish for lunch. Must get a landing net!

Wed 26th

Wind still SE but lighter than yesterday, so kept motor running to maintain 4-5 knot and make landfall in daylight Thurs. However decided that Tananger at night would be no problem in these conditions. Sent text home from 150 miles off nearest land – some oilfields have net coverage! Failed to find wireless hotspot in North Sea however. Whilst trolling for Mackerel in the afternoon, 5 dolphins arrived and snagged my line – no damage however. Later spotted a ketch heading towards the Skagerak – the first yacht we have seen since the Suffolk coast.

Thu 27th

Expecting an empty sea, Justine took the first part of the night watch – but came across a bunch of oil wells not marked on the chart, plus several ships. One on a head to head course altered to stbd when we lit up our sails with the deck lights. At 0130 another school of dolphins were snorting and sporting around us. The northern sky is quite bright here so their pale shapes could be seen in the water - wonderful.

North Sea runs deep along the Norwegian coast – 300 metres – but there are still rigs here. After a long afternoon slanting in towards the cloud covered mountains, we make Tananger about 19:00 BST and tie up to a wharf. Tide range here is only a fraction of a metre. Everything in the harbour is run by the Hummer (Lobster) hotel, who direct us to the nearest cash machine. We pay 50Kr (about £5.50) for a night.

Fri 28th

A long, long sleep; breakfast; shower; shopping. Food is dearer but we were not too shocked – however we brought a good stock of food and wine with us. We fill up with diesel and water (at the hotel again). Blue tax-

free fuel for boats is 7.5Kr/litre (about 70p) – car diesel is about 1.2Kr. We set off looking for Fjords.



Islands around Stavanger

A pleasant sail around the headland towards Stavanger, then through a maze of islands towards the southern Fjords East of Stavanger. We have some old charts of the area (rather large scale) and an ebook Norway Cruising Guide - the NCG. A secluded anchorage off the Fjord is recommended, and it proves excellent; we anchored in 15M where green fields slope down to the water on the N shore, but there were several other likely places here.

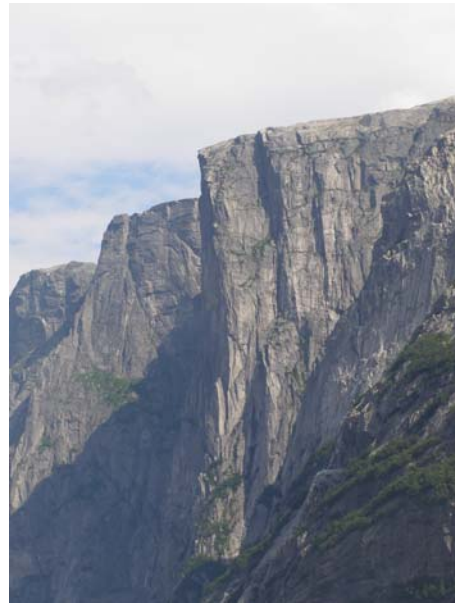
Sat 29th

Decide that Saturday might prove popular in the Lysefjord, so we choose the southern arm (also we got up rather late!). Goosewinged all the way, and anchored off the river mouth and a steep sandy beach. After a seafood lunch, pumped up the dinghy and went for a walk down the valley, past trim dairy farms, picking raspberries from the roadside hedges, and blueberries in the wood. Five km up the road we are hailed by a lady who has driven to find us – the boat is adrift. We accept a lift back to find PHILOMELLE tied up to the quay! Apparently she was dragging along the beach (despite 30m of chain out!). We thanked our rescuers who live in Stavanger but keep a hut on the high mountain nearby. The onshore wind makes it too bumpy on the quay, so I rig a warp to a post on the beach and we moor her diagonally bows-to the quay. We get some wry looks from the men fishing for mackerel off the quay, and advice about anchoring (not in Fjords).

Sun 30th

Set off up the Lysefjord which is 20 miles long. Stunning scenery with near vertical sides rising to 1,000M. Light following wind but had to motor to make time – there are no stopping places in the Fjord. Tied up at the end to a finger berth (free) with a view down the Fjord over the stern. Walked up the electric company road towards the hydroelectric works – generators in tunnels in the cliff, emptying into the Fjord). Spoke to French and Polish sailboats in adjacent berths. That night a minor depression came through, but the wind and rain channelled up the Fjord

and soaked the cabin – blown in the companionway and down the vents.



Kjerag, above Lysefjord - 1000 metres

Mon 31st

Warm and dry in the morning, the French boat had left early but the Poles were just ahead when we set off. Also a 'rescue' boat had just set off from the base-jumping camp, so we had the camera ready. Sure enough parachutes were seen descending and landing in a patch of grass below the scree. Light wind on the nose, but we made good time and decided to press on to Tau, a small ferry town to the East of Stavanger. Arrived about 21:00 and tied up to a pontoon end in the large (but not very busy) marina. Good showers though. The Poles arrived about an hour after us, and a Dutch sailor in a Contessa was also here.

Tue 1st Aug

Met the Poles and Dutch at the bus stop and took a ride to Prestollen, whence a 5km hike to the 'Pulpit Rock', 600M over the Lysefjord. Although the track is very well maintained, it is quite heavy going in places with scrambles up and down boulder scree. J took a break while R went on to the top. The descent was harder, and we both had very sore legs for a few days. The walk is well worth doing though and the views quite stunning.

Wed 2nd

R went shopping to a local supermarket in the morning, then we caught the ferry to Stavanger. Objective – to buy local charts & info. After walking about a bit we found the old city centre and harbour, with an excellent fish shop (bought coalfish for tea) and chandler, where we bought two local charts. The 3rd bookshop we visited had a copy of Den Norske Los vol 3 which is a detailed cruising guide to West Norway – albeit in Norwegian, but with lots of photos

and harbour plans. Actually the text is fairly easy to understand and we found it worth the £50 price tag. Currently there is no cruising guide available in English (apart from the ebook NGC which is good but only available on the laptop). However I hear the Royal Cruising Club plan to publish one in 2007.



Pulpit Rock, Lysefjord

Thu 3rd

Set off Fjording again. In Ardalfjord we discovered the local way to hang out – just go out to the middle and drift. However we found that a sea-anchor is handy to compensate for PHILOMELLE's windage. Anchorage at a village called Nessa was contemplated, but our confidence on a lee shore was dented; also the quay at Ardal (but a sand barge got there first). We decided on a pontoon off an island in the Fjord entrance – this turned out to be private but we were made welcome anyway. Pleasant walk across the island which is farmed for fruit.



Josenfjord

Fri 4th

Set off early for Josenfjord. Filled tank and cans with diesel at Olsundet (K6.90/l). Light following wind up the Fjord but we had to motor as usual. The cliffs close in at the top end which must be quite dark in winter; consequently the valley above was not as fertile as others, and no longer well maintained – however evidence of extensive pollarding in the past and heaps of moss-covered stone – probably just the result of field clearance. Good wildlife here :oystercatcher with chick; ravens; leaping fish; the vociferous herons.



A short stop to gather mussels

Sat 5th

Early start but anchored briefly at a waterfall and gathered mussels. Strong headwind but motored hard, intending to get across to the Bokn area. The autohelm decided to pack up (an annual event) and this time it appears that the compass unit is faulty (well it's the only bit we haven't replaced already!). We had hoped to have a favourable wind for the last leg, however it backed and, faced with another 3 hours across open water we took a detour. The obvious places were busy (it being Saturday) so we continued North to the Stong headland which had promising anchorages. Cooked and ate the mussels on the way. Sure enough an excellent spot and very peaceful despite cabins all round. Ate Kjøtboller (meatballs) for tea.

Sun 6th

Sailed West to pass between the Bokn islands under the bridge, then NW threading through the archipelago to another protected anchorage on Fosen, as it was blowing up from the West. Explored the fields on the peninsular and found it heavy going through bog, gorse and dense conifers.



A sheltered anchorage

Mon 7th

Motored south about Fosen and crossed the Karmsund to Kopervik, where we tied up in the south harbour. Apparently the guest harbour is in the other bay, but a departing boat lent us their spot for free! Some shopping and a walk across Karmoy to the western fjord. Discovered that local Raymarine agent is a few miles north, near the Haugesund bridge.

Tue 8th

Motored north into the wind. An area steeped in history (according to the e-guide), as the Karmesund was the original 'Norweg', a Viking stronghold commanding the sea route to the north. A real

struggle through the bridge with a south-going current and headwind, and a ship and trawler going through alongside. Couldn't spot the agent (Vico), so called to discover they are south of the bridge! Eventually found the Vico quay and tied up. They had a compass in stock (about £100), but could not accept our visa card (this was normal, most shops only accepted Norwegian cards). So I was directed up the road to a cash machine – a fair walk especially as on finding it I discovered my card was left behind! However we got our compass and spent a half hour swinging it in the bay. Then back through the bridge to Haugesund, which was gearing up for a jazz festival. Filled up at a fuel berth, then hailed people on a pontoon asking if there was a space for the night – we were made welcome though it was a private pontoon and we were not charged. An American boat was already alongside and we had good company. This also saved mooring on the main town wall where boats were expected 12 deep!



Rovar

Wed 9th

After a visit to the supermarket and ship chandler, we set off for Rovar, a small offshore archipelago with narrow channels leading into a snug harbour. Here we were directed to tie up alongside another yacht – they too were having a jazz festival next day! We had some trouble finding paths on the island, and ended up scrambling over several fences – but had some fine views to the West. We then found the local hotel, who had prawns on the menu – we expected a hot dish but it was simply a heap of shell-on prawns with bread and butter! However we were offered a few langoustine as well and it was all delicious and fresh!

Thur 10th

Bought a few things in the local shop, and sampled the fare at the restaurant – famed locally for its substantial potato-dumplings, served with bacon and mashed swede. We left Rovar via the Southern entrance (a narrow channel between surf-covered rocks), and set off for Utsira, taking a route between two more reefs in the strong southerly breeze. All was peaceful as soon as we entered the bay for the northern harbour, and we tied up to a concrete quay – the only visiting boat. Walked to the southern harbour (which was also largely empty) and visited the large well-stocked shop. There is a broad, grassy valley running down the island, but the rest is pretty much rocks and heather. A large municipal building in the centre

appeared to house the secondary school, library and council offices. Utsira is the smallest municipality in Norway, with about 200 dwellings – many of them holiday homes). As we ate our dinner in the cockpit, sheep grazed on the quayside.



North Utsira harbour

Fri 11th

A last walk around Utsira, to the lighthouse and the southern harbour again to spend our last Krone. Jon had confirmed by text that the wind would settle in the NW, so we set off at lunchtime, west about the island and then South. Spotted a cruise liner going North, and wondered if Rodney & Annie were aboard? Wind was light NE at first, but settled in NW later, giving us a reasonable pace through the night.

Sat 12th

The wind freshened overnight and a sea got up, giving us an uneasy motion with the wind on the quarter. I put on a Rolling Stones CD while cooking breakfast. We had a couple of dolphins under the bow for a while. By the evening it was fresher still, and before dark I had stowed the jib and reduced the main to a tablecloth. Overnight it got really rough (probably F8 occasionally 9) with torrential rain, and we had to shut all hatches tight. It was quite frightening in the cockpit and no better in the cabin, but the engine, autopilot and sail held out and we ploughed on at 6-7 knots.



Well Reefed

Sun 13th

At dawn the weather moderated, not above F5 but still a heavy swell and cross-sea. During the day it came almost NE, and we worked South to round the East side of the Dogger, keeping in deep water. We were both very tired and did not feel much like eating. Pretty much everything in the boat was wet by this stage. The next night was relatively moderate, but still cold and the motion unpleasant.

Mon 14th

We passed over the Dogger Tail, keeping in at least 30 metres of water, then started to encounter gas fields in the evening. It began to blow hard again, and was now almost on the beam which made the motion easier but no less strain on the boat. Overnight we had just the minimum amount of main set, but it was a wonder nothing broke as we repeatedly dropped off waves with a great crash, with seas often breaking over the boat. Nothing untoward happened, however, and the crockery largely stayed on its shelf, none breaking.

Tue 15th

We finally emerged from the gas fields a little while after dawn; navigating through them in those conditions was not the ideal pastime. The wind slackened gradually through the day, and the seas became less rough, so we made good progress through most of the day, and were off Norfolk by the evening. However the wind now went SW and progress became very slow as the ebb set in. We decided to look into Lowestoft for the night. This was only a 15 mile detour and soon accomplished – though we struggled to motor against the ebb tide across the harbour entrance. We checked into the Royal Suffolk & Norfolk YC and after a much-needed shower, dined in their pleasant clubhouse, with luxuries such as English newspapers. We read that a yachtsman lost his life off the Yorkshire coast during the storms we had experienced.

Wed 16th

Filled with fuel and set off at local LW, with an hour of slack before the flood. With a SE F4 wind we made good progress, passing close to Roughs Tower, and the tide carried us past the Gunfleet Spit before turning against us. The only damage from the storm was the paraffin feed pipe to the cooker, so we had to heat the kettle over little pools of meths! The sun set as we motored gently up the Whitaker Channel. We found PHILOMELLE's mooring about midnight, and turned in.

Nancy of the Yawl 'PHILO'.

Adapted from A.B. [Banjo] Paterson's 'Clancy of the Overflow'

I had written her a letter which I had for want of better knowledge,
sent to where I met her down in Falmouth years ago;
she was caulking when I knew her so I sent the letter
to her
just on spec, addressed as follows, 'Nancy of the Yawl
'PHILO'.'

And an answer came directed in a writing unexpected
[and I think the same was written by a thumbnail
dipped in tar].

'Twas her first mate who had wrote it, and verbatim I
will quote it,
'Nancy's single handing, and we don't know where
she are.'

In my wild erratic fancy visions came to me of Nancy
gone a sailing in the 'Lantic where the western sailors
go.

As the waves her face are stinging Nancy's in the
cockpit singing.

For the sailor's life has pleasures that the townfolk
never know.

And the sea has friends to meet her and their kindly
voices greet her
in the murmur of the breezes and the rivers and their
bars.

And she sees the vision splendid of the oceans far
extended

and at night the wondrous glory of the everlasting
stars.

I am sitting in my dingy little office, where a stingy
ray of sunlight struggles feebly down between the
buildings tall.

And the fetid air and gritty of the dusty dirty city
through the open windows floating, spreads its
foulness over all.

And in place of frothing wakes, I hear the fiendish
brakes
of the lorries and the buses making hurry down the
street;
and the language uninviting of the taxi drivers fighting
comes fitfully and faintly through the ceaseless tramp
of feet.

And the hurrying people daunt me, and their pallid
faces haunt me
as they shoulder one another in their rush and nervous
haste.

With their eager eyes and greedy, and their stunted
forms and weedy
for townfolk have no time to grow, they have no time
to waste.

And I somehow rather fancy that I'd like to change
with Nancy.

Like to take a turn at sailing where the seasons come
and go,
while she faced the round eternal of the cash book and
the journal


**but I doubt she'd suit the office, Nancy of the Yawl
'PHILO'.**

ROACH SAILING ASSOCIATION

Income and Expenditure Account for the Year Ending 31st December 2006

2005	Income	2006	2006
£		£	£
300.00	Annual Subscriptions	335.00	
950.00	Crouch Harbour Authority Disks	1,020.00	
95.00	Race Subs	130.00	
10.70	Profit on Sale of Flags and Burgees	2.14	
211.21	Donations to workboat fund (inc film show & fitting out supp)	192.50	
261.50	Boat jumble proceeds	0.00	
0.00	Bank Interest	0.00	
-140.00	Excess Inc/(Deficit) for dinner (including flowers)	77.00	
1,688.41			1,756.64
2005	Expenditure	2006	2006
£		£	£
74.00	RYA Subscription	80.00	
10.00	CAYFE Subscription	10.00	
66.98	Printing, Stationary & Postage	171.42	
52.50	Cup Insurance	52.50	
65.00	Cup Engraving	79.76	
950.00	Crouch Harbour Authority Disks (Inc Dally disk)	1,035.00	
0.00	Mission Hall & Paglesham Parish Council	50.00	
30.00	Creeksea Ferry Inn	30.00	
30.00	Shed repairs	0.00	
127.91	Workboat restoration	385.98	
0.00	Depreciation on stock of burgees (Burgee presented to BHYC)	12.86	
1,406.39			1,907.52
2005			2006
£			£
0.00	Excess of Expenditure over Income		-150.88
282.02	Excess of Income over Expenditure		0
<u>Balance Sheet as at 31st December 2005</u>			
2005	Assets	2006	2006
£		£	£
1,366.63	Balance at Bank 31st December		1172.89
38.58	Stock of Flags and Burgees		12.86
1,405.21			1185.75
Reconciliation of Assets			
1,123.19	As at 1st January		1336.63
282.02	Surplus Income/Excess Expenditure		-150.88
1,405.21			1185.75

Signed



Simon P Joel, Honorary Treasurer

Roach Sailing Association: 2007 Sailing Programme

All boats start races at 10:00, except where other times are given below, or on the day. Tides are UTC (GMT).

Sun March 4th	Boat Jumble, (volunteers for 1 hour stints required!)
Sun March 4th	AGM (Creeksea Ferry Inn, Wallasea Island) 19:00 for 19:30
Sun March 18th	Archive footage – Paglesham Mission hall 19:30-
Sat 31st March	Fitting Out Supper, Punch Bowl, 19:00 for 19:30
Weekend May 5-6th	OGA rally - Brandy Hole & Foulness
Sun May 6th	Frank Shuttlewood Cup (HW 14:40)
Sun May 13th	Paglesham Pot (HW 09:16)
Sun May 20th	Dauntless Association AGM, Faversham (HW 14:54) – poss arrange to keep boats in Thames till next weekend??
Weekend May 26-28th	Thames weekend cruise (HW Sat 20:31)
Sat June 2nd	Paglesham Yacht Race (open boats) 13:00 start (HW 13:15)
Weekend June 16-17th	Pyefleet weekend, also OGA race at Brighlingsea)(HW Sat 10:39)
Sun June 24th	Blue Shoal Trophy (Jack H Coote) (HW 07:15)
Sun 1st July to Sat 7th	East Coast Cruise
Sun July 8th	Whitaker Cup - start 10:00 in Quay Reach for long race if conditions permit (HW 18:09)
Sat July 14th	Mudcatchers Cup (open boats) 11:00 start (HW 12:15)
Sun July 15th	Gracilda Cup (ladies race) (HW 13:04) Picnic lunch and dinghy sailing with PVPA
Sat August 18th	Cruise to Fambridge (HW 1531)
Sun August 19th	Don McDowell Cruiser Trophy (Fambridge to Branklet).
Sat August 25th	Paglesham Show
Weekend Sep 1st-2nd	Dauntless Association Benfleet rally (HW Sat 14:56)
Sun September 9th	RNLI Race (HW 11:01)
Sat Sept 15-16th	Dauntless Association Paglesham rally
Sun September 16th	Lifeboat Cup (open boats) (HW 14:56)
Weekend Sept 29-30th	<i>Weekend cruise- Maldon Town Regatta</i> (HW Sat 20:59)
Sun October 7th	Roach Plate (HW 09:36)
Sat 3rd Nov (TBC)	Laying Up Supper – Brandy Hole YC