



Pin Mill Sailing Club



AUGUST 2010 NEWSLETTER

For all the very latest information, visit the website at www.pmsc.org.uk

Commodore's Corner

Hello and welcome to the mid-summer edition of the Club's newsletter.

It is with much sadness that I start my column with the news of the death of Capt. Mick Lungley. There are some tributes to him at the end of this newsletter. Our heartfelt condolences go Margie.

June and July has been a busy couple of months for members on the water with a varied selection of Club events taking place.

During the week leading up to the Barge Match it was a little breezy with a number of barges weather bound in their respective ports along the east coast, however with a slight lull on the Friday most managed to make it round to the Orwell ready for an early start on the Saturday.

I was anxiously tracking the Mirosa on her travels up from Kent as I had been offered the opportunity to sail aboard as crew. This would be my first sail aboard a barge. Unfortunately, although she managed eventually to drop anchor off Shotley late on Friday evening after a long and frustrating sail her crew decided they could not punch the tide up the Orwell ready for the start the following day so opted for some well earned sleep instead. For those of you saying why not put the engine on, the simple answer is, she doesn't possess one thus making her in my eyes a proper old Barge, and crew. Oh well there's always next year, I hope.

Anyway, putting aside that disappointment I instead spent a splendid day aboard the committee boat, MT Fenland, the oldest diesel tug in the UK I'm told.

The weather was also splendid, one minute we are wearing T shirts the next huddling in an overcrowded wheel house in a squally downpour. I must admit at this point I was thankful not to be on the winches of the Mirosa hauling leeboards up and down!

Diary



Saturday 14th August

Annual weeks Cruise including Heybridge Basin

Saturday 28th August

Bank Holiday Mystery Cruise

Saturday 4th September

67th Annual Regatta (Open)

Sunday 5th September

RNLI Race (Open)

Saturday 11th September

4CRS Race 3 (SSC Host)

Saturday 25th September

4CRS Race 4 (PMSC Host)
With Prize-giving and BBQ at the Club

Saturday 2nd October

Laying-up Supper
Tear-off slip attached

Saturday 23rd October

Nautical Photograph
Competition

Saturday 6th November

60's Band 'Words and Music'

The next newsletter will be in October. Contributions please by 8th of October to;

circular@pmsc.org.uk or by post to: 14 The Chestnuts, Wrentham, Beccles, Suffolk, NR34 7EZ

All in all the entire match went well, with only a couple of breakages aboard the barges, spars that is not limbs. The day was concluded with the usual small amount of ale being consumed and of course Pat's stunning banquet to wade through.

The following lunchtime a good number of older members gathered in the Club, not only to help consume the remainder of Pats banquet laid out on the bar but to witness the opening by yours truly of the new foredeck area. This area is dedicated to the memory of George Turner, long time sailing and social member and fondly remembered for running the very successful 70's dance nights and his signature tune ' Tie a yellow ribbon round the old oak tree'.

A week later a large number of us gathered on the beach near Clamp house, Pin Mill to BBQ and simply mess about in dinghies. With the advancing tide the Club dinghy was put to good use collecting stranded members further along the shore and taking one or two youngsters for trips round the bay. Thank you also to Simon for bringing along his Firefly and providing us with a spectacular and controlled capsized!.

The following weekend those members who were not sailing in the Felixstowe regatta met up for a lunchtime get together at Erwarnton Ness. It was a lovely sunny day with a gentle breeze, just right for the Commodore to give his super gas powered BBQ its second airing that week. It was good to see new and potential members come along and join in and have the chance to meet new people.

At this point in time I am not sure how the June and Ward cup races went but I am sure Val will give this a mention in her sailing article.

As I write this we are three days away from the Smack race weekend. This again promises to be a very successful event with all eyes on the Bawley Gladys. Good luck to Gus and his crew and to everyone taking part.

You will receive along with this newsletter a simple questionnaire asking you how you see the PMSC at the present time and what you would like to see in the future. Please do find the time to fill this in; your views are very important to the future running of your Club.

Enjoy the remainder of the summer and please do support the future events,

**Jon Humby
Commodore.**

Sailing

For the second 4CRS race there was a turnout of exactly three and our one entry, Fiddler, has won the Stanley Howard trophy. The points overall so far are:

RHYC	32
SSC	32
PMSC	34
OYC	40

As you can see the positions are close so it's all to play for!!

For the Barge match we had a number of members on Edme and Victor. I thoroughly enjoyed my day on the winning Edme, although I suspect those on Victor had more excitement, as her topmast broke just before the start.

For our two BBQs at Clamp and Erwarnton the sun was out, the shorts were on, and we got sand in our baps. There were more than 30 members at Clamp, and 7 boats and a Land Rover at Erwarnton.

For the June and Ward Cups, although I had no paper entries, I did see Stardust jizzing around the start line. Unfortunately one Stella does not make a race so I cancelled. Since race entries are so poor this year I have half a mind to give her the June Cup just for turning up!

The Smack Race was hugely successful with as many as 17 entries. After a delayed start because of light winds the breeze picked up in the harbour and they all romped along – a lovely sight.

As this newsletter hits the mat the Club Cruise will be about to start. At the moment I have 4 interested parties.

And then *coming up*:

The August Bank Holiday cruise, the Regatta and RNLI Race, and the last two 4CRS races. We are hosting the prize-giving after the last race and will be providing a BBQ.

Our ‘Try Sailing’ effort has been moderately successful with seven members taking it up. The offer is still open if you want to have a go.

Finally the RYA Eastern Region Forum will take place on November 13th at Suffolk Yacht Harbour. All boaters are welcome and a variety of topics such as cruising, racing and club development will be aired. For more information look on www.ryaeast.org or contact Fiona Wylie on 01473 780965.

And finally finally we have a message from the Woolverstone Project saying that the engine thieves are back in business. They lost two engines cut from ribs within their compound at Alton Water on a Sunday night, so take care.

Val Stone
Hon.Sailing Secretary

Sunday Evening Opening

Customers wanted – no experience necessary!

Contrary to a current rumour the Club is still open on Sunday evening, but will be run by a rota of volunteer bar persons. Please take pity on these people and go and keep them company!!

NAUTICAL PHOTOGRAPH COMPETITION

It's not too soon to start thinking about your entries for this year's Nautical Photograph Competition. It won't be happening till October, but don't forget to look out for a likely shot this summer while you're sailing, simply messing about in a boat or even just taking a walk beside the sea. The most seemingly humdrum situation just requires an eye to see the possibility of an intriguing composition. As well as boats of every kind, any picture containing water will be eligible.

There's likely to be keen competition, as I'm aware that several members have attended photography courses during the past year. But it's open to all, no matter how inexperienced you may be or how simple your camera - after all, if my lucky shot, taken with a very basic Kodak EasiShare, could win last year, then everyone has a chance to collect the Cleyndert Trophy.

Marjorie Carter

A reminder that the Club is available for hire for £50 for birthdays, parties etc.

And corkage is only 50p

You must be a member or known to a member.

All enquiries to Romy Blackburn,
Club Secretary

Welcome Aboard to New Members

David Jameson, Debbie Mitchell and Georgia Mitchell of Chelmondiston
Mr and Mrs Michael Craddock of Woolpit and owners of Kamante
Dr Douglas and Mrs Marion Chalmers of York and owners of Love in a Mist
Mr Stephen Earl of Norwich, owner of Comrades of Pin Mill
Simon Hewitt and Sheila Paterson of Shotley and owners of Anusha.
Louisa Cook and Lily Fagan of Chelmondiston

‘Words and Music’

The much admired 60’s band will be returning to the Club on:

Saturday 6th November

More details in the next newsletter

Don’t miss it this time!!!

NOT AT ALL WELCOME

“*Are you a tall ship*”. This was hardly the response we had anticipated when we had called Aberdeen Port Control asking if they could from their radar pinpoint our position in relation to the harbour offing buoy.

Brian Humby and I, aboard 'Gwenili' on passage from Blyth to Inverness, had for the previous ten hours been motoring through dense, cold, clammy fog.

With evening approaching and the forecasts indicating the fog was not only widespread but unlikely to lift and not wishing to tangle in fog

and darkness with the heavy fishing and oil industry traffic in the approaches to Peterhead and Fraserburgh we had decided to divert into Aberdeen. It had not been the easiest of decisions. The RNYC pilot gloomily noted that at Aberdeen ‘yachts are not welcome’ and confined the navigational information shown to lights and the leading mark bearing. Mention of an offing buoy lacked any information on its actual position whilst our small scale passage chart did not show it at all.

To add to our woes our GPS had earlier thrown a wobbly and now would only show what we had to assume was our present position. We consoled ourselves with the thought that if we really could not get into Aberdeen the nature of the coast to the north of the entrance offered the possibility of anchoring in reasonably shoal water out of the way of commercial traffic.

Heartened an hour or so earlier by hearing on the radio that the fog had lifted sufficiently for two ships held outside to enter Aberdeen and then almost immediately depressed by hearing the fog had again closed down we had arrived at our guessed position for the offing buoy but a search had failed to find it. Hence our call to harbour control. Was this response the prelude to telling us to go away? To our relief our negative was met with the information that “*you are a half mile south of the harbour entrance*”.

A quick glance at the chart showed that if this were indeed the case we were hard aground on Girdle Ness. We assumed they meant the offing buoy and crept cautiously north and were lucky enough to just catch a glimpse through the murk of the buoy as it disappeared away astern down our starboard side. We turned on to the leading mark bearing as quoted in the RNYC pilot and, peering into the gloom a little later, were rewarded with a faint sighting through the fog of a white light on the port beam. A fortunate sighting indeed as the white light was on the north arm to the harbour entrance so we were going up the wrong side of the arm! A hasty turn and we

were in the actual harbour entrance but were still effectively lost in our own little circle of fog so radioed instructions from harbour control were necessary to guide us across the outer harbour and to the allocated berth in the Albert Dock.

With the berth being under the loading ramp for the Shetland ro-ro ferry so that for some time lorries were thundering across overhead and with the dock also being the fish dock the berth was both noisy and filthy but we really did not care - we were in safe and sound and even the arrival of a pompous official to say the maximum permitted stay was 24 hours did nothing to darken our mood. In fact we stayed for 48 hours – but that is another story.

What was the significance of the Tall Ship query? It emerged that Tall Ships were gathering in Aberdeen for the start of the 1997 Tall Ships race. An hour or so after our arrival we heard over the VHF of the arrival in the vicinity of the offing buoy of one of the smaller entries. A pilot boat was immediately despatched to guide them in and even before they had berthed harbour control was enquiring as to their needs for fresh water and fuel.

Walking round the following morning showed them to be berthed alongside proper pontoons in a far cleaner and quieter dock. How nice it must be to be wanted!

Ron Watts

CAPT. MICK LUNGLEY

From Colin Fox

The first time that I met Mick Lungley, believe it or not, was in the Gent's toilets in a pub called the Prince of Guinea in Gillingham at the Medway Barge Race. It was the night before the race and was quite lively. It was approximately 38 years ago.

In conversation we realized that we lived only a few doors away from each other in Chelmondiston and we were both members of Pin Mill Sailing Club. We soon became good friends with him and his wife Margie and went on to enjoy some really good times with them.

I remember he had a fishing boat on the river and the engine was not that reliable; when he went off he would laugh and say 'I'll take a flask and my bus fare home with me'. He could always see the funny side of things.

He was a founder member of the Orwell Shooting and Conservation Club, meeting regularly in the Butt and Oyster. He was a Bargemaster, taking command of the Venture at the age of 19, and was one of the last skippers to trade under sail. He then went on to motor barges and then on to be the Skipper of a coaster, the Rito, on which I did accompany him a few times.

I remember one trip, we were taking place in the Passage Race from the Thames to the Orwell on S.B. Vigilant. When we were off Stone Banks we had just gone about, the sails started to fill, when the stem band broke causing all the gear to come down – it was lucky that no one was hurt. Mick, with his usual calmness and control of the situation, managed to get the barge and crew safely back to Pin Mill hard.

After coming ashore he and Margie went into the pub trade, taking the Offton Limeburners and later the Angel in Woodbridge. They then went on to return to the Limeburners at Offton as owners until they retired.

In 1979 he took over as Officer of the Day of Pin Mill Barge Race, and last year got an award in appreciation for carrying this out for 30 years. Over these years he was still sailing in the odd race and also chartering barges and he was always in demand somewhere. He also served on a selection panel for up and coming barge skippers and mates for some time.

You can understand why he was so popular; he always had a smile on his face, even when he became unwell. Many of you will remember him with his Rhythm Stick in the Shanty band High Water Mark. His last trip was on board the Pudge in Ipswich dock on the anniversary of the Dunkerque evacuation.

I have many fond memories of Mick and I can honestly say that it was an honour to have sailed with him and to have had him as a friend.

He will be greatly missed by my family and I, and by many more, and will always be a hard act to follow.

From High Water Mark

Mick Lungley's -High Water Mark

(It always was and always will be)

In the late 70's Mick and a couple of us used to play and sing the odd tune, often The Singing Postman or Shanties etc. The usual village grapevine was in good working order and a few more musicians came in from out of the woodwork

Mick Lungley was always regarded as the founder /leader/driving force of the group and his enthusiasm and unique ability to generate an atmosphere for entertaining was infectious.

The shanty group started to play the odd session in public which included shanty evenings, pub and club parties, etc. and we were often asked, "what are you called. " Mick came up with "High Water Mark" quoting, "what do you find at the high water mark "**"Rubbish"**. This is still quoted today (and is still true).

The initial line up was Mike Sherwin fiddle, Pete Easter guitar, Mick Lungley vocals and guitar, Simon Everitt/ guitar, Mick Leverett, guitar/melodeon and the late Phil Caston /melodeon.

One night Mick turned up with his rhythm stick made from bamboo with bottle tops and bells on the side, which was bounced whilst being hit with another piece of bamboo. This stick was made for him in the early 1970's by his friend, Willy Williamson's father-in-law, from Leeds. Half way up the stick was a little clapperboard where Mick would attach seasonal figures, i.e. a chick for Easter, Santa etc. Mick would perform a solo during the group's rendition of "Bill Bailey" whereupon the bottle tops, bells and feathers flew. He would then say "Bit of repair work to do tomorrow mate. It's amazing how excited you can get on a diet Coke." Over the years Mick's rhythm stick became the audience's favourite.

In 1982 we were asked to play a couple of nights at Maritime 82 in Ipswich. This was really out of our comfort zone but went very well and we actually played 8 nights over the period. See photo below from Maritime 82.

During Maritime 82 the tall ships were in Ipswich Docks and somehow Mick managed to arrange for us to play aboard the Dutch tall ship the "George Stage". We were given numerous glasses of spirits resembling cough medicine, so further recollections of the evening faded away.

Following Maritime 82 the group progressed to playing more regular functions, resulting in changes to the line up and broader scope of material. We purchased a full PA system to play larger venues and the group has been in great demand. The 2010 line up was; Mick Lungley leader/ rhythm stick vocals, Jean Cater/ fiddle, Ken Eason/ vocals, Chris Wyartt/ vocals, Jim Clarke/ banjo, guitar, auto harp vocals, Jim Rhind/ banjo, vocals, James Edgell/ guitar, dulcimer, vocals, Simon Everitt/guitar, Mick Leverett/ Melodeon, concertina, guitar, whistles, mandolin, vocals and occasionally Bob Emmett/ melodeon and Peter Easter/guitar, vocals.



Mick on Sailing Barge “Victor”

Some of the highlights over the years have been:

- Playing on a Tall Ship.
- A 13 Hour session in St Catherine’s Dock, and on board the next morning we all felt unwell, and then at 6am Mick decided to have a fry up.
- Essex oyster festival playing to a very up market crowd, with Ken and Mick borrowing reading glasses from ladies, resembling Hinge and Bracket, in the audience.
- Playing on barges.
- Numerous charity functions, RNLI etc
- Quote from John Goodluck, “Only Status Quo have been around longer than you lot”.
- Broadcast for Radio Orwell.
- Playing at Harwich for Anglia TV programme ‘sent to sea’.
- Maritime festivals.
- Mick singing “Suffin Cold”, and unforgettable Mick and Ken singing “Farmer’s Boy”.
- Friends made from playing different venues.
- Great fun never too serious.
- After playing at Waldringfield we were asked how many years had we

practiced to achieve this level of chaos. We took this as a compliment.

Saying we will miss Mick is like saying Mount Everest is a kind of slope. We will always miss Mick, but he will never be forgotten.



Maritime 82

From Julian Ackland

I have a number of enduring memories of Mick, all of them pleasant.

When I took on the running of the Barge Match from Jack Haste in 1992, I knew considerably less than I know now (which is still not a lot). Mick was aware of this and, apart from his little joke references with his dry sense of humour, he took me under his wing and “learned” me, as he would have said. To this day I do not understand how he could spot a barge on the horizon which was hardly visible to the naked eye and know exactly which Barge it was, who was skippering her and what they were going to do next. I guess the answer is a lifetime of experience

We always used to have a joke just after the start, with me asking him what time the first barge would be home. He nearly always said ten past one, but annoyingly he was nearly always right.

During the 30 years he was Officer of the day for the Club I cannot think of a time when he set a bad course (well apart from the time we sent them up the Stour, with two classes taking the outer mark in different directions, which caused some confusion, to say the least, as they arrived together)

It was a delight to see him presented with a trophy by the Club to mark this feat (the 30 years, not the course), and for a moment he got quite emotional which was unusual as he was normally so calm, cool and collected, but he recovered as usual

Each year I would set the time that we left Woolverstone on the Committee boat, he was nearly always last, but always on time (just), and you could tell that his mind was on getting the best out of whatever conditions prevailed for the Barge crews.

There is of course the time when the Barge Match became a cookery programme for TV, we had to be filmed tasting the food prepared (not, incidentally by the Chef presenter, but by an army of Domestic scientists in our galley). You had to be there to fully appreciate it, but Mick could not understand why anybody wanted to lay on a "Can of Peas" for the Commodore (he didn't actually say peas, I have edited that bit)

Whenever we had TV or radio presenters with us for the Match they were always able to interview Mick and get a captivating interview that informed and set the scene. They normally had to edit this down as his knowledge was so complete and detailed that they could have made a complete mini-series.

Wherever he went he was an Ambassador for barging and the Club. His one great concern was that he could see few young people coming into barging, which will have the affect of allowing the spectacle to die off, as Skippers and crew will get hard to find. Lets hope, on that at least, he will be proven wrong. He certainly did all he could to encourage.

Mick was one of life's Gentlemen and he will be sorely missed in Barging, in the Club, in all the other areas he touched, such as Golf, his and Margie's Pub, this list is endless. One thing is certain he was a Character who will never be replaced.