



Pin Mill Sailing Club

Circular

August 2005

Commodore's Corner

By the time you read this most of us will either have had or be just about to start our holidays. Particularly if you are one of those fortunate enough to be able to spend more than a couple of weeks away, perhaps you might like to do a write up and enter it in the Club Log Competition. Alternatively, save those photos for the annual Competition, which this year has a trophy for the winner, in memory of Jake Cleyndert.

The last couple of months have been full of activity including the Barge Match, the 3 Clubs Race and the London Cruise, so a busy time for all.

As most of you know, the Club (or to be accurate the Barge Committee) organises the Passage Match from Gravesend to the River Orwell No 1 buoy, on behalf of the Sailing Barge Association. This year the turnout was a little disappointing with only four barges making the start and only two finishing, due to heavy weather. But it was good that a staysail barge (Repertor) was able to keep in touch with a bowsprit barge and actually beat her home by 25 minutes in 13 hours of racing.

Our own PMSC Match the following Saturday was extremely well attended with 16 barges turning out and of all things it is to become the subject of a TV Cookery programme. On the day, we had not only the Match Committee aboard Adax, but a TV crew of four plus celebrity chef Danny Boome, making part of a series to be called Coastal Kitchen. I am hoping we can get a copy of the out-takes as Mick Lungley that well known restaurant critic and officer of the day, had a little difficulty understanding why anybody would want to make a programme about "can of peas" or indeed "can of P**S" (it's canapés, Ed). I suspect that had the TV crew known what was to be set out in the Clubhouse, they might well have based the script

Diary

Saturday 13 August

Ladies Race (either you've had a letter from Sailing Sec. Laurie Thomas, or please contact him – see "Sailing Bye" in this Circular).

Followed by (16:00 ish) The Commodore's beautiful Barbeque, at the Clubhouse (PMBC? Ed)

Saturday 27 August to Monday 29 August

Summer Bank Holiday Cruise, Brightlingsea – please contact our Sailing Sec. for details.

Saturday 3 September

Pin Mill Regatta (open)

Sunday 4 September

10.00 RNLI Race (open)

Saturday 24 September

Three Clubs Series – Race 3
Hosts RHYC

Saturday 1 October

Laying Up Supper

Sunday 9 October

Time Trial Ends

Saturday 15 October

Annual Photographic Competition at the Clubhouse

Saturday 22 October

From noon to 16.00, Chelmondiston and Pin Mill Community Council in conjunction with PMSC, presents – Trafalgar Day 200th Anniversary celebrations on Pin Mill Common.

Barbeque, bar – details in September Circular.

around how to put on a Barge Match tea for 200 in one easy lesson. They were to say the least, gob-smacked by what the Club was able to provide. I will keep you informed as to when the actual programme will be broadcast.

The Barge Match itself passed off with only one or two incidents, which fortunately resulted in no protests, but may keep the insurance companies busy for a while. Janet and I missed the London Cruise due to double booking, but I'm told it was very successful.

One Member enjoyed the May Day Barbeque so much that a request for more was found in the Suggestions Book. This has been discussed with Jackie and Jo and the answer I am pleased to say is YES. We will look to plan one a month with a fixed date. However, due to heavy commitments, this may take a while to get off the ground, but it has been noted and thanks for raising it.

I have had sight of the letter from long standing member George Ball (published in this Circular) regarding car parking. Coincidentally I have been discussing a few options with various people, which I cannot go into at the moment. However, we can hopefully get some sort of improvement soon. It will not be possible to negotiate for the Babergh D.C. picnic area, as the Council now has other plans for that.

Meanwhile there are one or two things that can be done. On a number of occasions, cars have been parked in the slots behind "Sam's Shed" which do not belong to Club members or visitors. If you are aware who the owners are, please let them know it isn't public parking. Or let me know; if I can track them down I will send a friendly reminder (well the first time anyway). We do not want to have to resort to putting chains across, as this makes it difficult for all. But it may be the only answer. As far as the day only parking in front of the Clubhouse is concerned, may I ask you to observe the following: do not park across the rear entrance, as this is the only access we have for disabled persons and is also the way that all our deliveries/collections are made. Secondly, please park with consideration. There are spaces for three cars only. Very often I have seen two cars taking up all the space by trying to leave themselves plenty of room to get out. Remember, if you take up more than your fair share of room others will do the same (sorry, Ed). Finally please bear in mind that parking outside any of the Club's neighbours' houses will not do our reputation any good at all.

Diary Cont ...

19.30 for 20.00 at the Clubhouse, Grand Trafalgar Day 200th Anniversary Dinner (tear off slip in September Circular)

Sunday 30 October

Deadline for receipt by Sailing Sec of cruising log entries.

Next Circular goes out early September with details of our exciting winter programme. Please send your contributions by 25 August (preferably email) to Editor, el.gordo@terrytowers.com and to production dept., (Michelle) mkwordprocessing@aol.com, or telephone 01473 690037 (answerphone), or even write to 8 Rowanhayes Close, Ipswich IP2 9SX.

Recently there has been an awful lot of publicity about the Licensing Act 2003, which comes into force this year. After much discussion and research together with legal advice, I am able to tell you that our application for renewal under the new legislation is now with Babergh DC (in time for automatic renewal). We have also sought to include variation of closing times to allow greater flexibility for some social events e.g. Shanties and Ditties, New Years Eve, etc...

Next month I will be writing about the Government's new Community Amateur Sports Clubs (CASC) legislation, how it affects us and what we believe the Club should do about it. It is something that will affect every member so the General Committee feels we should seek members' opinions before acting.

Remember, we also still have a full calendar before we get to the Winter Programme: Ladies Race, Bank Holiday Cruise, Regatta, RNLI Pennant, Trafalgar Day Celebrations (combined with marking the Club's 70th anniversary) and more 3 Clubs racing. So although the nights might be drawing in, summer is not over yet! Finally all of these events only happen if people organise them, cater for them, clean up after them etc., so forgive me for not naming all our helpers individually but instead, please accept a big all embracing thank you from me now! STOP PRESS: There will be a Barbeque on 13 August after the Ladies Race – from 16:00 ish.

Julian Ackland - Commodore

Letter to the Commodore

As this is the 70th Anniversary year of the Club I would like to raise the question of car parking once again. It is a bind not to be able to park anywhere nearby when the Club's spaces are fully taken up. Even the roadway down to the shore was completely occupied the other day and I was forced to shell out £1.20 for four hours on Babergh's car park. I was then on tenterhooks as regards getting back in time, in case we were nailed.

I seem to recall when John Weatherall was Commodore, negotiations were on hand to lease a plot belonging to the Cordles: this was scuppered by local objections. During that time I believe, Babergh District Council was prepared to lease the forlorn picnic spot adjacent to the existing car park, and it was rejected on grounds of being too small an area (cost was very much to the fore, Ed). Could this offer be now revived? I'm sure many of us would be extremely grateful!

Yours sincerely,
George Ball.

Sailing, bye!

The first thing you'll all want to know is that your hon Sailing Sec has finally sailed past Harwich on his own boat. Yes, its true!! It's taken a year and a bit but 'huzza' for sticking to it I say and I gratefully accept your similar congrat's. The event finally happened on the way to St Katharine's Dock on the July cruise and more about that anon.

Prior to that, we had the second of the 3CS races Well done to David Moody and crew for crossing the finish line first (of nine) and taking fourth on handicap. Hon Sailing Sec crewed for Bryan Rodgers and after all the fiffing and faffing (for the non racers, a technical term for sailing all over the place just before the start of a race), we did well to cross the start line ninth and skilfully held on to that position for the next five hours and thirteen minutes. But on a rather sad note I'm somewhat dismayed to report that PMSC was the only club not able to turn out three boats. Admittedly two of our usual stalwarts couldn't make it but, out of 400 members? Suffice to say PMSC currently languishes last in the standings.

Anyway, as I was saying, the July Cruise. Seven boats said they'd go and all duly arrived at St Katherine's. I crewed for my veteran dad (85 but still sprightly!) and spent the trip to Queeborough immersed in charts or peering through binoculars (apparently it was a nice day). And we only once arrived at a buoy with the wrong name on it! A successful cruise I think and our Commodore of Vice will be telling you more about it.

Now then, looking forward. We have the Ladies race on August 13. Very auspicious and I've personally invited 12 ladies to join in. If you're not one of them, don't feel upset and refuse to come. It just means I don't know you. We want as many as possible to turn up and enjoy a pleasant day, with winning or doing well not the top priority. AND our Commodore is putting on a Barbie afterwards to round it all off. Two weeks later there's the summer bank hol cruise to Brightlingsea. Hopefully that's already in your calendar. Then of course, the Regatta and RNLI race on the first weekend in September.

Don't forget, there are cruising log and time trial competitions. Anyone wanting to help with the Ladies, Regatta and RNLI races do give me a call/email/etc. Hope you're all having a jolly nice time with all this good weather, hope it continues at the weekends, and hope to see you at our sailing events.

Laurie Thomas
Hon Sailing Sec

01473 780426 (evenings, weekends)
misterloz@aol.com

From The Clubhouse Library

I have recently spotted four books of maritime interest in a cheap list of remaindered items and a further one in a charity shop. These are as follows:-

Darwin and the Beagle – Alan Moorhead

An extensively illustrated book of the five year cruise of the Beagle sent primarily to chart South America and particularly Patagonia and Tierra del Fuego. The visit to the Galapagos which every one knows about, was only a few weeks of this. Darwin

was aboard as official naturalist and he collected specimens from every possible landing during the whole voyage, the study of which led to the theory of evolution. Paradoxically the commander Fitzroy believed every word of the Bible was literally true and supported the creationist argument.

Jack Nastyface (Memoirs of an English Seaman) – William Robinson

Jack joined the Navy in 1805 and served at Trafalgar. He deserted in 1811 and originally published this account in 1836 under the pseudonym of Jack Nastyface, in case his desertion caught up with him.

Seaman Garneray – trans Roland Wilson

Garneray was a Frenchman who joined the republican navy in 1796 at the age of 13. Eventually he served in the Indian Ocean with the French privateer Robert Surcouf, until he was captured in 1806. He spent the next eight years on prison hulks in Portsmouth Harbour.

Gale Force 10 – Nicholas Courtney

The Biography of Admiral Beaufort (1774 – 1857); a meticulous hydrographer while at sea and subsequently head of the Navy's hydrographic service. Strangely enough he did not invent his famous scale of wind strength but adapted an earlier proposal and put it into practice, together with an abbreviated weather description.

Seashores and Shallow Seas of Britain and Europe

A lavishly illustrated guide to some 800 species to be found round the coasts. This includes plants, molluscs and fish. A valuable reference work.

Whilst penning this report in the middle of the Club's 70th Anniversary year, I recall that I joined in 1946 when I was crewing in an old tore out called the Dora. The Club was a notice board in the Butt, now displayed at the end of the Clubhouse Bar. The subscription was two shillings and sixpence, I contributed another half crown to go towards the purchase of our own premises. I remember attending a supper in a room at the Butt, where a talk was given by Dickie Greenland, who had ridden a midget submarine into Palermo Harbour to blow up Italian ships. I then left to work overseas but on my return, I wandered to the shore

down stream of the Pub to find a barge, the Quest, tied up and labelled Pin Mill Sailing Club. As I watched, John Howard and Brian Humby emerged and I mentioned to them the fact that I had been a member. 'Why aren't you now' they demanded 'sign here', presenting a membership card.

A year or so later, the estate belonging to Oxford University was sold off and one of the lots was the part of the current Clubhouse alongside the road. John Howard bought it on his own account for I think £500 saying if the Club did not want it, he might sell it on. Fortunately the Committee at the time who were in fact looking for better premises than the barge, agreed to take it. There then followed extensive refurbishment: it had been a boat builders shed and craft were slung out into the River using the oak tree still standing near the entrance, all taking part.

Subsequently the second section which now houses the Bar, was added. The planning and much of the work was due to Ted Jillings who freely contributed his time and expertise. Over the years, various improvements were made. Another extension provided the Library and much needed toilets to replace the original primitive arrangements. And still the improvements carry on, to result in the excellent Clubhouse we have today. A monument to all those who have given time and energy to the Club.

Tony Cowley
Life Hon. Member and Hon. Librarian

Cruising Through Europe

Dorabella is now just over half way through her eighth annual cruise along Europe's canals and rivers and has already explored (for her) two new rivers and is half way along a third.

From her winter base in Maasbracht, south Holland, we cruised up the Meuse valley through the spectacular Ardennes to cross into France at Givet. On the way we moored next to another British flagged motor cruiser whose home port was Walton on the Naze. Talk about a small world. The owner, David Button, was an ex commodore of Walton &

Frinton YC so we had many stories to swap with him and his wife Rina. We cruised in company with them to Namur where our routes split.

The splendid Meuse which the French prosaically call 'le Canal de l'Est Branche Nord', reaches its summit just beyond Commercy, where it joins the Marne au Rhin Canal for the short descent to Toul and the Moselle. During the descent I managed to trip over a fender rope in a lock and fall from the raised aft deck onto a lower guard rail, landing on my ribs. Anyone who has damaged a rib or two will know that the pain is excruciating and, much to the concern of the first mate, it was several minutes before I could speak let alone get back on board. I was in great distress as we limped on to Nancy where we stopped for five days, so that I could recover and we could enjoy the beautiful city.

At Gondrexange on the summit of the Marne au Rhin Canal we turned onto our first new waterway, the Canal des Houilleres de la Sarre. This was originally built to link the coal mining districts of the Sarre, Lorraine and Alsace and despite its commercial origins, goes through magnificent forests and past huge lakes, all of which host water sports and camp-sites.

Just below Sarreguemines we joined the Saar river and for several kilometres had France on the left bank and Germany on the right, which caused me some confusion as to which courtesy flag to fly. No confusion at Saarbrücken, which was definitely in Germany and provided us with a delightful park side mooring right in the heart of the old city opposite a police station, so security wasn't a problem.

The Saar flows into the Mosel just above Trier. Dorabella was soon speeding down her second new waterway past huge vineyards, castles and the picturesque riverside towns of Berncastel and Cochem, before reaching the Rhine at Koblenz. Our Dutch chums, sadly boat-less this year, joined us in the splendid Rheinliche Yacht Club to help explore our third new waterway the River Lahn. Although only navigable for 76kms from its junction with the Rhine at Lahnstein, it flows through some delightful countryside and past beautifully preserved historic towns and villages, with toy-like half timbered dwellings and castles. The elegant spa town of Bad Ems and the region's capital city of Limburg provided us with some memorable site seeing.

Dorabella is now back on the Mosel heading upstream towards Luxembourg and France. She is moored in Cochem's small harbour, right opposite an enormous castle perched on a hilltop dominating the town. The castle is floodlit at night and seems to float in mid air against the black backdrop of forest and mountain. Expect a photo in the next Club competition. Talking of castles, Jackie's cousin is due to arrive this afternoon and has promised to bring a copy of the latest Harry Potter, so I had better finish now before we start to fight over who gets to read it first.

Happy cruising.

Malcolm Harding
19 July 2005

St Katherine Dock – London **July 2005**

We enjoyed an excellent few days in London with seven boats turning out for the Club meet at St. Katherine Docks. We in Boomerang sailed (or motorsailed!) along with Slim Jim most of the time, meeting up on Sunday night at Queenborough with Samphire (our Sailing Sec.'s new boat), Pelican and Harmony. The former moved on to Chatham in the morning. The rest of us made our way along the Thames, to find Gravell M.D. at St. Kat's. The Dicken's Inn provided the pizza and pint for supper on the Monday. On Tuesday with Pelican and Zaluanda arriving we enjoyed boat hospitality on Tuesday evening.

By this time we were gently toasted! The sun shone and shone, Val and I disappeared under the "tent" to escape the worst, but what a joy to sit out in the cockpit until midnight, without feeling cold – so rare in England! Wednesday saw a river taxi trip for some of the group to see Greenwich and the Nelson/Napoleon exhibition. Then off to the RAC for an excellent dinner arranged by David Barklem for a grand total of 21 people in all. Thursday morning Gravell M.D. and Pelican made a start on their return journey and the rest of us were slightly idle (except for our poor Sailing Sec. and Francis Madden, who had to go to work) -

Those who remained at the marina walked to Tower Bridge and took part in the two minutes silence. To

see the river traffic stop, people leaving their offices and standing on the streets, most of the street traffic stopped all in an eerie silence, was very moving. Thursday evening four of our group went on a London Walk “ Apparitions, Alleyways & Ale”. It just had to be, so two and half miles and two pubs later, we all felt we’d had a super time.

Friday morning, Boomerang and Slim Jim started their return trip, leaving Zaluanda and Harmony behind, to enjoy a few more days in London. I thank Boomerang and my Skipper Val for looking after me so well and feel it is good for the Club to arrange such cruises, to give us the chance to get to know each other, especially the newer members.

Dilly Ridge
Vice Commodore

