



# Pin Mill Sailing Club



## JULY 2011 NEWSLETTER

For all the very latest information, visit the website at [www.pmsc.org.uk](http://www.pmsc.org.uk)

### Commodore's Corner

The 50<sup>th</sup> Barge Match started off with a spectacular Parade of Sail from Pin Mill to Ipswich Wet Dock on Friday 24<sup>th</sup> and a civic reception, hosted by the Ipswich Maritime Trust. Saturday saw a fresh wind at the start line and 12 barges starting, and congratulations to the overall winner EDME, who completed the course with an average speed of 7.7 knots! Saturday night at the Club was one of the busiest ever, with entertainment by High Water Mark, and the crews were treated to an excellent buffet and a magnificent Fireworks display to round off the night. I would like to express my thanks for the fantastic work done by the army of people that make the event a success. There are too many to mention them all by name, but Thank You!

Towards the end of June, a number of Club members attended the memorial service at the Chapel of Lincoln's Inn to commemorate the life of Sir Patrick Sinclair, who was a friend to many at the Club, one of our Trustees, and who also did an enormous amount of work regarding the freedom to moor. The service itself was packed with friends and colleagues, many that did not know that in his formative years, Sir Patrick was an accomplished gymnast!

It has been a busy period, as we have also had our Smack Race, which enjoyed a really good turnout – further details elsewhere in the newsletter. Our Dinghy Day and beach BBQ in early June was rather devoid of dinghies, but over 20 of us enjoyed the BBQ, albeit slightly sandy, due to the wind. We rescued a sailing yacht that went aground due to engine failure, although it was noticed an hour or so later, that they were aground again near to the Club, but by this time were high and dry.

Following my recent appeal for a replacement TV, I would like to thank Sally Webster and Phil Longhurst for kindly donating a replacement.

The fitting out lunches were a big success – many thanks to all the cooks that took part – the food was appreciated by many. We have now also taken delivery of a Plate Warming Cabinet, which was purchased with some of the money from George Turner's legacy, which will be a fine asset to the galley.

**Lee Foster - Commodore**

### Diary



**2<sup>nd</sup> – 9<sup>th</sup> July** Summer Cruise  
To The Medway

**Saturday 23<sup>rd</sup> July**  
June and Ward Cups Races and  
Lunchtime BBQ at Erwarton Ness

**Saturday 27<sup>th</sup> August**  
Bank Holiday Mystery Cruise

**Saturday 3<sup>rd</sup> September**  
Regatta (Open)

**Sunday 4<sup>th</sup> September**  
RNLI Race(Open)

**Saturday 17<sup>th</sup> September**  
4CRS Race 4 with Prize-giving  
and BBQ from 18.00 to 19.30  
Following from 20.00 by  
Rock'n'Roll with the B<sup>l</sup>ooze  
Brothers

**Saturday 1<sup>st</sup> October**  
Laying up Supper

**Saturday 22<sup>nd</sup> October**  
Nautical Photograph Competition

*The next newsletter will be in  
August. Contributions please  
By 12<sup>th</sup> Of August to;  
[circular@pmsc.org.uk](mailto:circular@pmsc.org.uk) or by post  
to: 14 The Chestnuts, Wrentham,  
Beccles, Suffolk, NR34 7EZ*

## Welcome to New Members

Joff Hudson of Coddendam and owner of Silmarillion, a Sadler 32

Muffin and Rebecca Green of Woolverstone

## 6<sup>th</sup> Annual Smacks Race 11<sup>th</sup> June 2011

Saturday 11<sup>th</sup> June saw the running of the 6<sup>th</sup> annual PMSC Smacks race.

A fleet of 13 Smacks and 2 Bawleys assembled on the start line at Buttermans Bay on the R. Orwell for the 10:30 start.

A light westerly / south westerly breeze was just enough to take the craft down river through the harbour and out to the first turning at Outer Ridge. Unfortunately it was here the wind dropped away leaving the craft to stem the last of the ebb tide and the odd hail shower. To the relief of the race committee an hour or so later a breeze did set in and the fleet made their way out and round the Stone Banks buoy before making for Landguard and the harbour once again.

A brisk sea breeze carried the leaders up to the Guard buoy and then into the R. Stour setting a spectacular sight for the watching crowds at Harwich and Shotley.

At the final turning mark, Ramsey buoy nr Parkestone Quay the three leading craft were within a couple of boat lengths of each other, not bad for approx sixteen sea miles of sailing. A brisk sail to the harbour and back up to the finish off Pin Mill saw the Smack 'Maria' take line honours closely followed by 'Primrose', 'Iris May' and the eventual winner on handicap 'Dorothy'.

As the craft were competing for the magnificent 'Joe Dunnet Trophy' it was only fitting the Dorothy should take the honours as

she was Joe's own pride and joy some years ago.

First Bawley home was the Deben based 'Mary Amelia' and the winner of the prize for persistence in getting to the finish go to 'Electron' and for seamanship skills go to the local Pin Mill Bawley 'Gladys'.

The PMSC would like to thank all the skippers and crews for once again making this such a spectacular event and I very much look forward to seeing you all again in 2012.

**Jon Humby**  
PMSC Race Officer

### Full Results

Position	Vessel	Owner
1	<b>Dorothy</b>	R.Lee
2	<b>Primrose</b>	R Palle
3	<b>Maria</b>	P Winter
4	<b>Martha II</b>	I Wilson
5	<b>Mayfly</b>	D Waiting
6	<b>Transcur</b>	P Thomas
7	<b>Iris Mary</b>	J Brett
8	<b>Polly</b>	A Stear
9	<b>Sunbeam</b>	Bradshaw/Butt
10	<b>Mary Amelia</b>	J Simper
11	<b>My Alice</b>	S Heppell
12	<b>Charlotte Ellen</b>	J Bardrick
13	<b>Gladys</b>	G Curtis
14	<b>Pioneer</b>	S Green
15	<b>Electron</b>	A Abraham

## Bar Account

Many of you will recall at the November AGM it was reported that the bar account showed a significant and unexplained shortfall in return compared to previous years, which was confirmed by the auditors. After the AGM, a "forensic audit" was commissioned, which again confirmed the situation. The Committee believed that this was due to theft and the matter was referred to the Suffolk Constabulary.

Unfortunately despite our own best efforts and the investigation by the police, the loss remains unsolved and the police have now closed the file due to lack of definitive evidence.

Following advice from the auditors we have made a number of changes to the way the bar operates. Bar staff training has been introduced, security systems have been improved and there are now more stringent procedures in place for keeping records and the handling of money. The result of this, I am pleased to report, is that we can now see that for the last few months, the daily record of money taken, matches what has been paid into the bank, and our margins have returned to the expected level.

This has been a difficult and frustrating time for the Committee. We remain concerned that the loss could not have been resolved, however we believe that the losses have been contained and that with vigilance and the rigorous controls now introduced, there are no ongoing losses and any future issues will be apparent very quickly.

If any Member wishes to discuss any aspects of the matters raised here please contact me.

**Lee Foster  
Commodore**

## **News from the Coastguard**

It would seem that all those cries of protest have been heard as the Government is forced to rethink its strategy. As of an announcement on 19 May, some (but not all) stations will be reprieved. It looks as if Thames may be staying open.

For Holbrook Coastguard, a great number of our call outs involve meeting the lifeboat at Shotley Marina and taking over the yacht that they have had to rescue.

The procedure is that the lifeboat, once it has collected the casualty, calls Thames to alert

the Holbrook team giving us an ETA. Our pagers go off, and the designated 'first on call' gets in touch with colleagues to get a team of 4 to meet down at Shotley. The lifeboat brings the rescued yacht alongside the outer pontoon and then leaves to go back on station. I have to say the sound of the lifeboat's engines is like the arrival of the cavalry and never fails to give that 'hairs standing on end' feeling as they sweep out of the narrow entrance. We arrange long warps, fore and aft and across to the lock, having also explained the procedure to the crew of the stricken yacht and asked them, if possible, to steer. We then pull the yacht into the lock, lock through, and either tie her alongside the visitors pontoon, or, if needing immediate attention e.g. taking in water, into the travel hoist dock, with the help of the lock master.

Having made certain the boat is safely secure, we make sure that the crew are well e.g. not hypothermic, and that they have the information they need about the marina. We take their names and addresses and a note of the yacht; all of which is passed through to Thames on a landline (to protect their privacy). This procedure makes the stricken crew look even more anxious until we are able to reassure them that they will not be getting a bill - the atmosphere lightens and everyone becomes a whole lot jollier.

They often need reassurance that they have followed the correct procedure. Should they have called out the lifeboat? Clearly, there is the occasional situation when you look at sails firmly furled under a sail cover which is gathering cobwebs through lack of use, and feel we are being used like a road breakdown service. However, in most cases, it is far better to call Thames for help than to allow a situation to escalate into something more serious and hazardous.

The following two incidents since the last newsletter illustrate this point. We pulled through a Jeanneau 53 that had steering gear failure whilst on passage from Ostend to Shotley. They used AIS to obtain call signs of

ships in the area and called each individually to warn them of their difficulties.

A Belgian 13 metre, steel yacht, on passage to the East Coast for a cruise, had engine failure, tried to fix it but realised they couldn't. They were 40 miles away when the Harwich Lifeboat reached them so a long tow to arrive at Shotley at 0700 hrs (an early start for the Lifeboat crew).

Since the last newsletter we attended a situation at the Orwell Yacht Club, where it was reported that a casualty was in possible diabetic shock and we were needed to assist the paramedics in dealing with a water based incident.

We had to call out the full team to search for a potential suicide. Sadly, she was found elsewhere, having already done the deed.

On a happier note, you will be glad to know that on a training exercise, I, as the casualty, was rescued with great efficiency from the flood bank beside Holbrook Creek. My attempts at acting as if "walking wounded" and having a "heart attack" were greeted with much hilarity amongst my colleagues, one of whom offered to bury me on the spot. Notwithstanding their callous attitude, it was a most useful evening and you can rest assured that if you slip and break your leg whilst taking a walk beside the Orwell or Stour, we will have practised. Coincidentally, the very next day we were called out for real to a casualty close to the river in Harkstead who had injured herself... training definitely pays dividends.

**Romy Blackburn  
Coastguard Rescue Officer**

## Sailing

On Saturday 4th June we held our Beach BBQ at the 'Second sands', the area of sand on the shoreline between the Butt and the Clamp House. This went very well with around 30 people on the beach at one point. The weather was sunny and although there was a strong NE

wind coming up and across the river from Levington, it was a warm wind and made for a very pleasant day. The wind made the trip down there in our small dingy very wet but soon dried us out once we got there. The dingy was pulled up onto the beach to make a windbreak for the BBQs and lunch was on the way. Look out for photos going up in the clubhouse.

At this point I should remind you of the next lunchtime BBQ to be held on Saturday 23rd July at Erwarnton Ness. You will need a boat to get you there and a pair of wellies or old deck shoes for the landing near low tide but the mud is hard and I have seen worse on the pathway down Pin Mill hard. Above the mud is a good depth of clean shingle and sand. We are planning to hold a passage race for yachts from Pin Mill to Erwarnton Ness in the morning with the June and Ward cups awarded to the winners. Start on the PMSC line at 10am, finish across a line due south from the Erwarnton Ness beacon, no marks in between. I will operate the starting signals from the Club lawn on a 5, 4, 1 minute, start system and time you across the line at the finish. BUT time your finish as well in case you get there before me !

Other sailing events coming up in August to September are the bank holiday mystery cruise, PMSC Regatta and the 4th 4 clubs race.

Our progress in the 4 clubs series is not too good. At the time of writing this we are lying last, just, with the 3rd race in a few days time. We have not had enough boats out which leaves us picking up maximum points.

The Regatta is one of our key sailing events and is open to Club and non Club members. This year it is held on Saturday 3rd September. Depending on entry numbers there will be starts for gaffers, fast handicap yachts, slow handicap yachts, Ajax class and a start for RHODs and other dayboats. On Sunday 4th we hold the RNLI race with the entry fee going to the charity.

As last year if you are a non-boat owner and would like to have a go at sailing I will be happy to match you up with a skipper willing to take you out for a few hours.

### Plea for Help

I sold my boat this spring, after 15 years of ownership and so need a committee boat for the Regatta and 4th 4 clubs races. Can anyone help me out by lending themselves and their boat for these events? The 4th 4 clubs race will take little time, a motor to the start line just below the Clamp House, 1 start at around 10am and then back home. The finish is done from the Clubhouse. The Regatta requires taking a mooring near the Club line from before 9am through to the last finishers in mid afternoon. If you can help please give ma a call on 01473 780062.

Happy sailing,

**Nigel Bailey**  
**Hon. Sailing Secretary**

## Rock 'n' Roll evening!!

On Saturday 17 September PMSC is hosting the last of the 2011 Four Clubs races. In the early evening there will be a BBQ from 18.00 to 19.30, followed by the prize-giving for the 2011 Four Clubs series. Then, from 21:00 till late there will be a 'Rock n Roll evening, with dancing to live music by The B'ooze Brothers!

The evening will be open to all members and their guests - not just those who have participated in the racing - our BBQs are always very good value and there will be no entry charge for the Rock n Roll evening.

So, put the date in your diary now and come along on Saturday 17 September to cheer the prize-winners and let your down with some lively music and light-hearted entertainment.

**Rick Kirkup**  
**Vice Commodore**

## Nautical Photograph Competition

A REMINDER that this year's Nautical Photograph Competition will take place over the weekend 22nd/23rd October. Plenty of time to take that prize-winning photograph!

Those lucky members who were able to launch their boats in time for that stunning Spring weather will have had a head start, but I'm sure everyone's cameras were at the fore during the 50th anniversary Barge Match and the Parade of Sail. But whether you're cruising, racing, or just enjoying being out and about, on or beside the water somewhere, don't forget to take your camera with you.

Incidentally, I was reflecting on my memories of the 1st Pin Mill Barge Match all those years ago, and wondering how many other members who were there then are still around?

**Marjorie Carter**

## Neptune Youth Group

This is a quick email to all of you involved in sailing in the local area. As you may or may not be aware we run a voluntary youth group on the river Orwell called Neptune Youth Group, which runs 4 nights a week. We are currently struggling to get enough instructors to run our Wednesdays night group. We have a Senior Dinghy Instructor (myself) to lead the group, powerboat drivers and an Assistant Instructor. However to operate we require another dinghy instructor as the group, when all in attendance, is 19 sailors, and in an ideal world it would be great to have another assistant instructor or competent sailor to also help.

The Wednesday night group are intermediates students who are following the RYA Stage 3 and 4 syllabi. If anyone you know is available and is interested please ask them to contact me, my details are below.

Therefore can I please ask you to speak to anyone you may know who could be available or interested in helping in this volunteer role.

Regards

**Stuart Harrington – Rutterford**

**Tel: 01473 260172**

**Mob: 07725150866**

## Bank Holiday Cruise

The bank holiday cruise didn't quite come out as planned (what's new?) thanks to a gale warning for Saturday and Sunday. On the upside our moorings at Pin Mill were nicely sheltered from the SW blow.

Marcus and Angela on 'Nonsuch' kept their heads down, and I sat tight on 'Aurora' enjoying the sight of boats being slapped all over the river. On Saturday afternoon 'Dunleanin' arrived from her mooring at Wrabness with Danny, Gill, Dan and Mary, and Saturday evening saw us all huddled round the bar in the Clubhouse. Later some senior sail-in-anything stalwarts arrived so we melted away quietly to avoid explanation.

On Sunday the strong South Westerly persisted. Nonsuch went downriver to look at the chances of making Walton Backwaters, but came back with tales of horizontal spray and solid waves. Dunleanin, in the meantime, went for a pop up and down the river, to return to her previous mooring for the evening. I stayed put!

I did, however load my crew, Jane and Ivan. (I had put them off the day before in case they made me go sailing when I didn't want to – and on Sunday I still didn't want to!)

We spent the afternoon enjoying the broaches, flaps, graunching winches, and dressed-for-the-Southern-Ocean antics of the desperate to go for a sail.

Sunday evening found us and Dunleanin's crew huddled in Aurora's cabin enjoying a

glass or two and some very convivial conversation, which is what Club cruises are all about, in my opinion.

Bank holiday Monday dawned beautiful and clear. It was breakfast in the cockpit, then get ready for a sail. Hoorah! The wind direction gave us a fetch then a beat downriver and out to Pye End (I don't usually do tacking but I had people on board who thought this was an enjoyable thing to do). We decided it would be more satisfying to round Pye End rather than just turn anywhere, so, with Jane at the helm (read; impossible to get Jane off the helm!) we beat out into the bay and attempted a rather lack-lustre racing turn round PE.

As we went up the Stour we were unimpressed by a larger yacht's attempts at 'man overboard' drill. *We* could do better than *that!* As if reading our thoughts my hat suddenly blew off and over the side. And yes, we did do better than that, recovering the hat without fuss. Excitement over we cruised gently home.

**Val Stone**  
**Rear Commodore**

## For Your Information

Please be aware that the Wind farm support boats have been reported as using the 'yacht track' when entering Harwich Harbour and creating excessive wash. This could endanger draught vessels at low water. These incidents have been brought to the attention of the operators. These vessels will probably be operational well into 2012.

Also, there has been evidence of Belgian authorities fining foreign yachts for having red diesel in their tanks despite the production of a tax receipt. This appears to come from a difference in interpretation of the European Commission's rules. The RYA is on the case and believes that no further fines should be issued until individual member States come to some agreement.