



# Pin Mill Sailing Club



## MARCH 2011 NEWSLETTER

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

### Commodore's Corner

Christmas now seems an age away and there are signs of spring: the lesser spotted bottom-scrappers have already been heard in Gus's yard! - it will be a while yet before I join them, but I did at least think about buying some anti-fouling while at Fox's recently...

Early in January we had a good turn out for our annual quiz. The "Carpet Baggers" emerged as champions in the main quiz, and the "All Whites" winning the Maritime section. Many thanks to our host - Fred Everrit - for all his hard work. Two weeks later, we had a fantastic Burns' Night supper prepared by Jo and Jackie, followed by Scottish Dancing led by Eileen and Francis Madden, ably assisted by Susan Sinclair. The dancing theme continued a couple of weeks later with beginners Salsa dancing, which was enjoyed tremendously by all that attended - and may be repeated. Italian food was the subject of the themed dinner at the end of Feb, and was again a big success - thanks to Jo and Jackie plus the table fairies - and thanks to the generosity of the attendees for the money collected as a "tip" for the "staff" (apologies for the incident with the crockery. The House Sec has been saying we needed some new cups...).

Looking forwards, we have a talk from the RNLI in early March, followed by New members evening on the 19<sup>th</sup>, the Fitting Out Supper on the 16<sup>th</sup> April and then the Good Friday Working Party on the 22<sup>nd</sup>. (The Pin Mill Bay Management Co have asked if we would continue with the Grindle Dig again, so bring wellies and a spade!) Even more changes have happened with the Hard improvement - additional gravel has been laid, the end of the hard has been dredged and new ramp is to be installed, providing access at nearly any state of the tide!

Our popular Fitting Out lunches start on the 10<sup>th</sup> April, through to 22<sup>nd</sup> May (excluding Easter Sunday). There are still slots left for volunteer cooks - just pop your name on the list in the Foyer.

Finally, I would like to offer my congratulations to Fiona Wylie for having been elected as the RYA Eastern Region Chairman - more news on her lofty appointment later in this Newsletter.

**Lee Foster - Commodore**

### Diary



**Saturday 19<sup>th</sup> March**  
New Members' Evening  
Mexican Buffet

**Saturday 10<sup>th</sup> April**  
Fitting out lunches start

**Saturday 16<sup>th</sup> April**  
Fitting out supper  
Tear-off slip inside

**Friday 22<sup>nd</sup> April**  
Working Party  
Mast Inspection and Grindle Dig

**Friday 6<sup>th</sup> May**  
Evening BBQs start 17.30

**Saturday 7<sup>th</sup> May**  
PMSC Open Day 13.00 - 16.00

**Saturday 7<sup>th</sup> May**  
4CRS Race 1 (RHYC Host)

**Saturday 21<sup>st</sup> May**  
4CRS Race 2 (SSC Host)

**Saturday 28<sup>th</sup> May**  
Bank Holiday Cruise

**Saturday 4<sup>th</sup> June**  
Dinghy Day and Beach BBQ

*The next newsletter will be in May.  
Contributions please  
By 24<sup>th</sup> Of April to;  
[circular@pmsc.org.uk](mailto:circular@pmsc.org.uk) or by post  
to: 14 The Chestnuts, Wrentham,  
Beccles, Suffolk, NR34 7EZ*

## New Chairman for RYA East

The Royal Yachting Association has a new Chairman for the Eastern Region, and it is one of our own Club members, Fiona Wylie! The RYA is the governing body of yachting, covering racing and cruising in yachts, dinghies, power boats, windsurfers – any water user apart from canoeing, swimming, rowing and fishing! Also, protecting our interests, like the environment, setting training standards, lobbying ministers etc.

Fiona has been sailing since 6 months old – there is a short story! - and, amongst other things, has sailed in, and finished, a total of 17 Fastnets, including the infamous '79 race. She began her involvement with the RYA in 1995 as a Council member representing Personal members of the RYA; from 1998 to about 2003 as RYA Sailability Regional Organiser for the Eastern Region and another session on Council for the Eastern Region Clubs; in 2009 she received a life-time achievement award from the RORC in honour of her contribution. Fiona lives in Chelmo and works as a teacher.

Congratulations from the Flag Officers and Committee for such distinctive service.

## Welcome to New Members

Martin and Paula Kendall and their children  
Lucy and James, Woolverstone  
David and Alison Prior and their children  
Daniel and Thomas, Drinkstone, owners  
of Risga  
Michael Mitchell of Ipswich, owner of  
Footloose  
Gabrielle Butterfield of Chelmondiston

## Good Friday Working Party 22<sup>nd</sup> April

Can I take this opportunity to remind you that the annual working party will take place this year on 22<sup>nd</sup> April?

The day is designed to work through a number of maintenance tasks around the Club house. We will also be helping to maintain the hard by organising the 'Grindle Dig', a much loved annual event! We propose to start at 09.00hrs. Please put this date in your diary and pop down on the day to lend a hand to maintain your Club. The more people we have on the day the quicker all the tasks can be completed and the more enjoyable for everybody.

To encourage you there will be a free 'Pint and a Hot Dog' for lunch and all-day tea, coffee, biscuits and cake. The day is always a fun family event so please bring along all members of the family.

The majority of required equipment will be provided on the day, but please remember to bring a shovel to take part in digging the Grindle. I look forward to seeing you all on 22<sup>nd</sup> April.

**James Ackland**  
**Hon. Property Secretary**

*PS. From the house team – we will be defrosting the freezer on that day so please remove anything of yours. Anything of non-Club ownership will be thrown away.*

## Sailing

The sailing calendar for 2011 is now set and appears below. There are a few changes from the provisional calendar published in the previous newsletter. There are now 2 Four Clubs races in May, this is not as we would have wished but we have to fit in with the other clubs' plans. The final race, hosted by ourselves, is in September. I do hope that we get at least 3 boats out in each of these races,

so, with the first race on 7th May you need to get busy in the boatyard this spring. The Smack and Working Boats race has been moved to June as there was a clash with the Wivenhoe Regatta.

07/05/2011 - 1st 4 Clubs Race (RHYC host)  
21/05/2011 - 2nd 4 Clubs Race (SSC host)  
28/05/2011 - Bank Holiday Cruise  
04/06/2011 - Dingy Day and Beach BBQ  
11/06/2011 - Smack and Working Boat Race  
18/06/2011 - 3rd 4 Clubs Race (OYC host)  
25/06/2011 - 50th PMSC Barge Match  
2-9/07/2011 - Summer Cruise  
23/07/2011 - June & Ward Cups Race  
followed by Lunchtime BBQ at Erwarnton  
Ness  
27/08/2011 - Bank Holiday Mystery Cruise  
03/09/2011 - PMSC Regatta  
04/09/2011 - RNLI Race  
17/09/2011 - 4th 4 Clubs Race (PMSC host)

These dates also appear on the Club website, under the section 'Forthcoming Events' on the right hand side of the home page.

There is a bank holiday cruise set for the Whitsun weekend and the destination will be decided shortly before the event. We have set the Summer Cruise in early July and moved the June & Ward cups and Erwarnton Ness BBQ to the date previously allocated to the Smack race. Last weekend I took a very bumpy cycle ride down to Erwarnton Ness and confirmed that you can get ashore there at low water neeps without getting covered in mud, in fact parts of the Pin Mill hard are muckier.

If anyone needs crew for the races or would like to crew, get in touch with me on 01473 780062 and I will try to match you up.

Finally, a reminder that fitting out and launching, the first 2 Four Clubs races and the May bank holiday cruise all occur before the next newsletter comes out.

Happy sailing

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

## What Is That!!?

### Fitting Out Lunches

Various members volunteer to cook a hot lunch, traditionally for those working on their boats, getting them ready for the season, but now for just any one. All welcome!

### Working Party and Grindle dig

Every year on Good Friday we have a clean-up, maintenance and repair session at the Club, putting things to rights for the summer. Upwards of twenty members usually turn out.

The Grindle is the stream that runs down the valley, between Webb's and the common, under the causeway and down beside the hard. Over a period it silts up, making it difficult to launch dinghies. So, fit people wielding shovels work their way down removing the built-up mud. It is an age-old Club tradition which has to be experienced!

### Open Day

This is a fairly new initiative to invite people into the Club and show it off, with the intention of attracting new members. There will be displays, an RYA stand, slide shows, knot tying etc. Last year we netted 7 new members. We will try harder this year.

### 4 Clubs River Series

Years ago PMSC used to be a very keen racing Club with races most weekends attracting large fleets. Slowly interests changed, not just for ourselves but for other Clubs as well, and racing fleets began to dwindle. Then a bright idea was had at PMSC – combine the diminishing fleets in an inter-Club series! Each Club involved runs one race and the winning Club takes home the magnificent 'Evening Star Trophy'. Our fellow Clubs are Shotley SC, Royal Harwich YC and Orwell YC.

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

## HONDA Youth RIB

The RYA are again running their Honda Youth RIB Championship, aimed at introducing youngsters to handling planing watercraft. There are two classes: 8-12 years and 13-16 years and the event is comprised of local heats, regional finals and then a national final at the PSP Southampton Boat Show on Sunday, 18th September 2011.

Anyone in the age limit (as of 18/9/2011) can take part - no experience necessary - as training will take place on the day and our local heat is anticipated to be at Alton Water. This is not all about speed, but about boat handling and should be a fun day out for the family!

The competition takes the form of a time trial around a set of marks – the fastest time wins. Slalom buoys are set 12.5m apart, so that skill and control, and not necessarily speed, are the most important factors. For the "race", each competitor has two runs, one as a practice and one as a 'hotlap'. Both runs are timed and the fastest time put forward.

Dates for our local heat are not yet published but for more information, look at the RYA website at <http://tinyurl.com/62vzsq9> or send me an e.mail. I chatted with the organiser at the recent RYA East forum, and it really does sound like fun for the young, so let us see if we can get some PMSC youngsters involved!

**Lee Foster**  
Commodore

## Handicap Keelboat Racing at RHYC

I wonder if any of your members might be interested in racing in a handicap keelboat fleet? The kind of participants I'm thinking of would be the remaining Royal Harwich OD's, the Orwell Corinthian OD's, Squibs, Memories – indeed any open ballasted boat with a

waterline length of say 14-18 feet, which isn't catered for in current club fleets

The kind of thing envisaged could be:

- A racing programme every couple of weeks or so.
- Corinthian rather than cut-throat
- handicaps dreamt up to start with unless Portsmouth numbers already known, and adjusted as results accumulate.

A pool of about 10 boats is reckoned to be about the minimum to have a reasonable regular turn-out.

If you would be interested, or know someone who may be, please let me know by email at [mgu280@gmail.com](mailto:mgu280@gmail.com), ideally by the end of the month so a programme can be developed.

**Moray MacPhail**  
(RHYC member)  
Orwell Corinthian "First of April"

*PS. PMSC has volunteered to host a race at our annual Regatta.*

## Treasurer's Report 2010

The audited accounts are as the three sheets you have received with the AGM information. If you require a signed copy please contact me I want to thank Tim for his assistance in preparing a consistent annual account, and Dilly for checking the bar account.

Our three bank accounts all remain positive, although in the year we ended up with an overall net decrease; (of approximately £5k)

The capital expenditure on maintenance, fittings and premises was reduced this year. A glass washer in the bar area and a club projector for social events were purchased with a combined cost was £1k, and the new foredeck extension was completed, funded from a donation, with material costs of £1k which was allocated to fixed assets

Our Sailing and Social programs were a little busier. This year I have tried to more clearly

identify our social program activities and have allocated the income and chartering costs of barges and smacks on race days to sailing activities. Our social functions, specially the dinner dance, produced a surplus such that in the accounts Social is now positive and Sailing has an increased loss. I hope this change more closely reflects the true picture

With regard to Expenditure the utility and services costs continue to creep upwards. Cleaning costs however were reduced as was Corporation tax but this was because of low bank interest rates

The rent of Foreshore covers two years from the expiry of the last lease. Delays in agreeing the new lease did not involve any penalty but the legal costs of the renewal were almost £1.5k and are included in the rent figure.

We had a commitment of £1k towards the hard improvements and the payment appears as a Donation. Not separately mentioned in the accounts, we also donated £170 to the RNLI

We received a £2k legacy donation from George Turner's estate part of which has been applied to the foredeck

With regard to the Bar account there have been some difficulties this year. There is an apparent shortfall in turnover, which at present is unexplained. Our bar procedures for recording income and costs, control of stock, handling of money and security are currently being reviewed.

During the year a number of savings have been made both in staff costs and in stock purchase and control. The expenses shown in the account are for bar equipment and the new till. Based on the expenditure for the stock used in the year, the income we should have received, and banked, is substantially reduced from previous years, leading to an overall loss of £3.77k for the year

Membership has increased during the year and the subscription income reflects this. Bearing in mind increasing general costs we believe a small increase in subscriptions to meet two

years inflation is preferable to a step change every three or four years. Therefore it is proposed to increase the annual rates for next year by 4.5%.

For this coming year we are not considering any major capital project but rather efficiency improvements for the longer term. In addition we are hoping to seek grant funding for some of our sailing ambitions.

**Phil Balfé**  
**Hon. Treasurer**

## AN EASTER CRUISE

After spending the 1948 season crewing in dinghies I had spent the winter helping the then Club Secretary of Erith Yacht Club fit out a recently acquired cruising boat that still showed the effect of wartime neglect. Having accepted this help he no doubt found duty bound to ask me to go along on a shakedown cruise over the 1949 Easter break.

The boat was a fin-keeled bermudian sloop of about 30'. Although of unknown age and parentage she was possibly built for use on the Broads as the freeboard was so little and the hull so lacking in depth that a rather bulbous cabin top was necessary to give any semblance of space below. She did have an engine but the last time anyone had been able to start it was almost certainly pre-war. In those pre GRP and inflatable days the dinghy was a wood-built 'flattie' of about 8' which also showed the ravages of wartime neglect.

Four of us mustered at the club late on the Thursday evening - Len, the owner, Ernie and Dave who were mature medical students and myself, the boy. Ferrying off to the boat of all our gear commenced but then disaster. Loud splashes, shouts and curses from out of the darkness announced the fact that the transom of the dinghy on top of which Dave had been sitting had fallen out toppling him in the water. Thinking the dinghy was sinking Ernie who was rowing had rowed straight for the shore leaving Dave to swim ashore, Ernie only realising when he got to the shore that the

lower part of the transom was still in place. Sadly, though, the dinghy was beyond quick repair. A dinghy was borrowed to get the remaining gear aboard but had to be returned immediately. All that was available was a small amateur-built dinghy that would take only one person at a time. It meant that we would not on our cruise all manage to get ashore at the same time.

Time to turn in – but then the next problem emerged. We had during the winter rebuilt the interior but in building the bunks had forgotten to allow for the thickness of the mattresses so there was insufficient room under the sidedeck for a sleeping person to turn over. One had to sleep flat on one's back or front! It was discomfort that had to be endured for that and the following four nights.

On Good Friday morning we took the ebb down the Thames to reach the Medway where we spent the Easter break in excellent sailing weather. The Medway in those days presented a very different picture to that for the present-day sailor. With Royal Navy dockyards at both Sheerness and Chatham and the war still a recent event the river and the larger creeks such as Stangate Creek were full of laid-up navy vessels of every description. Beyond the seawalls were just open fields. Power stations and container ship berths were still in the future. Indeed, the oil refinery which preceded the container ship berths had still to be built. At Lower Upnor there were some yacht moorings inshore of the training ship *'Arethusa'* (ex *'Peking'*) but they extended no further downstream than the present site of the Medway Y.C., at that time just a collection of huts. There were no yacht moorings at all at Queenborough, in fact little space to even anchor out of the main channel. A disused deepwater jetty extended on the town side from just below the causeway down almost to where the channel bears away to join the Medway. Ship moorings on which a laid-up tanker, the *'Empire Teghione'* lay and was to lay for some years more, extended along the opposite shore with space for a few fishing boat moorings before the bend in the river

towards Kingsferry Bridge. Ashore the concrete seawall which now protects the town did not exist. Overall was the constant stench of a glue factory.

After the moderate breezes we had had to date we awoke at Queenborough on the Tuesday morning to the screaming in the rigging of a fresh to strong southwesterly. After a fast run out of the Medway we were able to lay up through the Jenkin Swatch, (now the Nore Swatch) but by then the wind was heading us and it was a hard windward slog for the rest of the way to Erith. The hard conditions showed up the effects of the wartime neglect so for me the final few hours of this my first cruise were spent down below bailing into a bucket to be passed out into the cockpit for emptying overboard. Back on the mooring at Erith the final job down below before departing ashore was to go round with a box of matches, pushing a match into each of the places where a small fountain of water showed the need for attention to the caulking.

The first cruise of the season is always special – but this, my first cruise ever, holds an exceptional place in my memories.

**Ron Watts**

## Accident Book

There is a new 'accident book' in the galley by the first aid kit. Please use it to record any untoward occurrences so that problems can be addressed.