



# Pin Mill Sailing Club



## MAY 2009 NEWSLETTER

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

### Commodore's Corner

The month of May has arrived already, the fitting out lunches are done and dusted and the Club BBQ has been dusted down and used. Oh, and the sun has been shining as well so it's true - summer must be here.

Sue and I along with 'Silver Wain' hope to be joining those of you who are already afloat and sailing very soon, well, just as soon as I have removed the 33 year old teak deck and replaced it with a nice new leak free two pack painted finish.

Plenty has been going on at the Club since the last newsletter. On the 15<sup>th</sup> March I held a get together for our family members to explain the programme of events proposed for the coming season and to listen to new initiatives that they would like to see. The main proposal to come out of the meeting was for the Club and bar to be open at 17:00 on every Friday evening during the summer, the first of which was held only last week and proved a great success. So if you fancy unwinding at the end of the week or calling in to use the BBQ before going afloat please do.

Also we took the step of providing free Wi Fi at the Club for our members, details of which can be seen on the web site or in the club.

New member's evening this year saw the games room packed to the rafters for the showing of 'Ha'penny Breeze', not a dry eye in the place!. It was good to see many new faces during the evening.

The Good Friday working party began with an early morning Grindle dig, 07:00 for John Sparkes and 08:00 for Ian Saunders, Simon Ruffles accompanied by his son, and me. After moving mountains of mud and being chased by an advancing tide we went our separate ways, some to go fitting out and others to help with the Club refurb. Paul Hand had everything well organized and many members soon got stuck in to various tasks. Thank you to everyone who took part in what-ever capacity, your efforts are greatly appreciated.

### Diary



#### Saturday 16<sup>th</sup> May

4 Clubs River Series  
Race 1- RHYC Host

#### Saturday 23<sup>rd</sup> May

Bank Holiday Cruise  
Deben and Backwaters

#### Friday 29<sup>th</sup> May

Family weekend Cruise to  
Stone Point

#### Saturday 6<sup>th</sup> June

DIY lunch time BBQ at  
Erwarton Ness

#### Saturday 13<sup>th</sup> June

4CRS race 2. PMSC host

#### Saturday 27<sup>th</sup> June

Family weekend cruise to  
Wrabness

#### Saturday 27<sup>th</sup> June

Week Cruise meeting in St  
Katharine's Marina, London

#### Friday 3<sup>rd</sup> July

Evening Race. Details on  
theWebsite

#### Saturday 4<sup>th</sup> July

Smack and working boat race  
& Evening BBQ

#### Saturday 11<sup>th</sup> July

Dinghy Regatta  
BBQ from 17.00

#### Saturday 18<sup>th</sup> July

Barge Match

#### Saturday 8<sup>th</sup> August

Cruise to Chatham

Last Saturday a smaller than usual crowd turned out for the fitting out supper, word must have got out that I was reading some poetry in remembrance of England's patron saint, St George and also to the newly appointed saint of Ipswich St Roy of Keane.

By now the Club will have hosted its inaugural Spring Party which I do hope will be well supported.

For the racers amongst you please support your Club and turn out for the first of the 4 Clubs series hosted by the RHYC on 16<sup>th</sup> May and then on the weekends of the 23<sup>rd</sup> and 29<sup>th</sup> May I hope many of you will join in the Bank holiday cruise and the family weekend cruise.

What have I forgotten, oh yes, a reminder that the galley will be out of action during the two middle weekends of May due to the refurbishment taking place, so no hot food at the weekends I'm afraid.

That's all for now,

**Jon Humby  
Commodore**



Following a request from the membership, free Wi-Fi Broadband access is now available in the Clubhouse. To use the facility from your own Laptop / SmartPhone / iPhone / iPod Touch etc, connect to the SSID **PinMillSC**, which is an un-secured network, so no password is required.

There is also a PC in the Library, which is available for all members to use. Any problems, then please get in touch.

**Lee Foster  
Vice Commodore**

## Job Vacancy

Andrew Milligan has unfortunately had to resign as Club House Secretary due to work commitments, and the Committee is keen to co-opt someone new into the role. The post is quite well supported by a band of willing helpers so you don't have to do everything yourself or attend every function. It involves organizing teams to cover the various in-house events, which are;

New Year's Eve (mince pies), Boxing day (bacon rolls), Quiz night (sandwiches) Good Friday working party (hot dogs), The Smack race, Regatta and Dinghy regatta (BBQs). We tend to keep menus very simple, so there is no need for any great cookery skills. After that, keeping an eye on the galley and organizing a spring clean each year, and attending General Committee meetings which take place on the penultimate Thursday of each month at 20.00 hrs.

If you would like a no-obligation chat about the job, or would just like to join the happy band of willing helpers please contact Val Stone or Lee Foster.

## Dredging Operations in Harwich Harbour

This should have begun in April and the full 'Notice to Mariners' including a diagram can be found in the Club and on the Website. There will be two areas of dredging works; one on the Felixtowe side and one by Harwich Shelf.

Two exclusion zones will be created; the one on Harwich Shelf being marked by the existing channel buoys to seaward and by two yellow marker buoys on the landward side. For practical purposes this reduces the Yacht Track between the Grisle and the Harwich Shelf Buoy to 200 metres.

RYA East's advice is that 'recreational boaters proceeding north in this area

should keep as close to the western side of the exclusion zone, whilst those proceeding south should keep as far to the west as they can without running out of water depth. Where an event is being planned the organizers are advised to contact Harwich VTS to discuss the proposed dredging operations coinciding with the event. At all times we would urge you not to proceed to the east of the exclusion zone or within the main shipping channel. In addition you are advised to monitor Channel 71 (Harwich VTS) as normal'

Racing event organizers are requested to call Harwich VTS on 01255 243000 a few days before to receive the latest safety information.

**Val Stone**

## **Smacks Race July 4<sup>th</sup> 2009**

We are again this year hiring the Brightlingsea smack 'Pioneer' for the race on Saturday and for the sail back to her home port on the Sunday.

I have twelve places available on both days and these will go very quickly especially for the Saturday.

The cost for each day this year is £50.00, a slight increase but still well worth the experience.

For further details and booking please call or email me as soon as possible.

**Jon Humby**

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## **Pin Mill Barge Match July 18th**

The Victor is now fully booked up for the day of the barge match. The pick-up point will be at the Old Customs House in Ipswich, time to be advised.

## **Mistley Quay - Start of Season Sailing Rally**

**Sunday May 24<sup>th</sup> 2009**

'TWL Logistics' Have fenced off 300 years of ***YOUR*** maritime heritage. Let's keep our quay open.

All vessels welcome – ladders will be available. Shanties and music on the Quay! BBQ and refreshments provided by 'The Mistley Thorn'.

Please register your attendance: contact  
07831 525233 or  
[ptk.elliston@btinternet.com](mailto:ptk.elliston@btinternet.com)  
(HW Harwich 12.20 BST)

## **Sailing**

There's a lot happening in the next few months so please pay attention! All dates and times are as advertised in the Almanac and in the diary section of this newsletter.

### **4CRS RACE 1**

Hosted by RHYC, and, in a return to an earlier idea, the host Club will be open after each race for tea and cakes, or a beer.

### **Family Cruise**

Starting on the Friday this is a family weekend cruise to Stone point. Speak to Jon for details.

### **Late May Bank Holiday Cruise.**

As HW is late morning I suggest we start off in Hamford Water for Saturday night, with perhaps a bit of rafting up if it's quiet. Then on to Ramsholt or the Rocks for Sunday night. My mobile no. Is 07885 952 990, so give me a call.

### **Lunchtime BBQ at Erwarton Ness**

This is a DIY session so bring your own Barbie and food and hope for some sunshine.

### **4CRS RACE 2**

PMSC to host. The Club and bar will be open from mid-afternoon.

### **Cruise to St Katharines, London**

This is a week-long cruise meeting up in London. I have made a provisional booking for berths, but will need more detailed information (name and length of yacht - ETA) nearer the time. Look on their website for lock opening times for the day you want to arrive, and take your yacht's insurance certificate with you.

### **Friday Series**

The new 2009 sailing instructions will soon be on the website. Just turn up and have fun.

### **Smack Race**

This wonderful spectacle will once again start in Butterman's Bay and finish off the Clubhouse, followed by a BBQ in the evening.

### **Dinghy Regatta**

This year the Club has again rented a fleet of six Toppers for the occasion, so we need people (of any age) to sail them. Children must be accompanied by a parent. I also need some volunteers to set them up, some shore crew and safety boat crew. Any volunteers? In the early evening there will be a BBQ and prize-giving.

### **Barge Match**

Another fine spectacle, beginning at Butterman's Bay and finishing on the Club line. I'm looking forward to my days racing on the 'Victor'!

### **Cruise to Chatham**

This is our second week-long cruise meeting up at Chatham and having a look

at the Historic Dockyard. Again, let me know if you are thinking of going and I'll make some bookings.

### **How to enter a race**

All entry forms are on the website or can be mailed on request. **4CRS** entry forms must be sent to Matthew House RHYC. For **June and Ward Cups** use the ordinary entry form and leave at the Club for the race officer. For the **Regatta and RNLi** races use the regatta forms and leave at the Club for the race officer, together with your £5 entry fee for each race (the fee for the RNLi Race goes directly to that organization). For the **Friday Series** just turn up and take part, then sort out the results in the bar afterwards.

If you don't have a handicap have a look on the 'Byron software for Sailing' website, which is the accepted inter-Club system. (contact me if in doubt – but don't leave it to the last minute!)

And finally, don't forget the Log Competition and the Rivers Rally. Rivers Rally kits can be obtained from the Club or the Website. Apply to me for your boat identification card, and the winner will take home the Sprints' Cup.

**Val Stone**  
**Hon.Sailing Secretary**

## **Property Report**

May I take this opportunity to thank all those members who made our annual Good Friday event a great success, we had over forty tasks on the list and nearly all were completed! The weather was excellent, the Club spirit was in evidence - lots of chatter and banter, teas- coffee -hot dogs and a lunchtime opening of the bar all helped to` make` the day. Early risers would have seen Grindle Diggers tackling the end of the Hard while Gus worked away at clearing the channel to deeper water.

Thanks again to the following members (copy of the signing- in sheet) - Rick and Rosie Kirkup, Romy Blackburn, Peter Hibben, Val Stone, Helen Evans, Jon Humby, David Abbott, Fred Everitt, John and Flo Bowen and Linda McIntyre, David Barklem, Pat Hand, John Webb, Roger Evans, Penny, Eddie and Tim Fenton-Jones, Lee Foster, Ian Saunders, John Sparks, Gus Curtis, and anyone else not on the signing in sheet !

Last month saw Rick Kirkup and local builder Ray Reynolds replace the Foredeck Roof (very cold and windy days as I remember, not the best place to be in those conditions ! ) with polycarbonate panels, and as a result we now have a much lighter area for relaxing and enjoying the river views, as well as being a more practical roofing material. Thanks to Rick and Ray for your excellent work. The next major event on the property front will be the re-fitting of the Clubhouse Galley during the weekends in early May. (contact Jon H. for more information )

**Paul Hand,  
Hon.Property Secretary**

## **A Cruise To The Glasgow Backwaters**

The skipper was retiring to Glasgow after a lifetime of being a GP in Norfolk; so clearly, the top priority was to move Southerly Belle from Pin Mill to the Clyde. The original 30 year old two cylinder Volvo was still fitted, but the boat had just received new standing rigging, reefing foresail and an Easyreef mainsail. In addition, the navigator enjoyed the luxury of one of these new fangled GPS sets.

The brisk westerly together with a spring ebb gave us a good lift past Bawdsey. We had a typical North Sea chop, grey, muddy

and with a wavelength equivalent to the boat length. Very uncomfortable, and I am ashamed to say the writer disgraced himself off Orfordness. First stop was to be Lowestoft where the wind was whistling straight out of the narrow entrance. We really needed that engine to get in, but thankfully it started, although we all thought a little reluctantly.

Next morning, the skipper, in characteristic pose of head in the engine bay and bottom wedged in the hatch, discovered that the engine oil now resembled one of Mr Heinz's 57 varieties. There was no doubt about it the North Sea had come in through the exhaust pipe. The cylinder heads were off in double quick time to reveal water in No 2 cylinder and an inlet pushrod that looked like a dog's hind leg. The skipper, being a resourceful chap, rummaged about in his MD's bag and produced, believe it or not, a nice straight pushrod. Bang it all together again, change the oil, and we were in business again. We retired to the very welcoming bar of the Royal Norfolk and Suffolk Yacht Club to consider our next move. We still had a very long way to go and we now had serious doubts about the reliability of the engine.

The East coast is not the easiest to cruise; there are few ports of refuge and the harbours are mostly drying with entrances that are dangerous in an onshore wind. The next leg would take us across the mouth of the Wash and along the Lincolnshire coast and, with no available diversions until we reached the Humber, was going to be one of the more difficult. However, the westerly wind looked as if it would hold for a few days, and with the ever-optimistic Ted spurring us on, we decided to go for it. We had left Lowestoft to make the best of the tide as it swept around past Sheringham and Cromer and we made such good time that we had to heave to in the bay and drink tea for two hours to await enough water to get alongside the

wall in Bridlington. Here the harbourmaster proudly announced that they now had a loo. This was located in a lean-to and when one had picked ones way over sundry fishing pots, outboard motors etc there was indeed a shower. It made us Kings customers feel quite at home!

The westerly held and the sun shone as we rounded the magnificent cliffs of Flamborough Head. It was May and we were surrounded by large numbers of guillemots, razorbills, puffins and gannets. The puffins provided constant amusements as they skittered across the water on their fat tums. As the waves increased in height so suddenly one would be left two feet up in the air but with no airspeed and tiny wings whirling like egg whisks.

Navigation was straight-forward with the coastline in sight most of the time, and anyway the changing accents of the Coastguard radio operators, Norfolk, Yorkshire, Geordie and then Scots, made our approximate position very obvious as we made our way north. Whitby offered a superb fish supper at the renowned Magpie, and in Sunderland we discovered a laundrette, by now much needed, where the kind lady took pity on us and did the necessary to our mixed bag of dirties.

The plan for the next day was to drop the hook in the anchorage behind Holy Island. There was a strong and unstable north westerly blowing as we passed Boulmer with a series of fronts coming through giving sunshine and showers. As we approached the narrow channel inside the Farne Islands we could see a long hard black line of cloud coming at us fast and it really looked evil. The Easyreef main was wound in fully in double quick time and the engine started. Then it hit us, I think the air came down vertically because the sea boiled and water came at us horizontally. It rattled like shot as it hit us and it was impossible to keep one's eyes open. Not that we could see further than a

few boat lengths anyway. Luckily, we had the next two buoys already in the GPS as waypoints and the nav was able to excuse himself from the cockpit to ensure that we kept close to our track between all those great knobbly bits just down to leeward where Grace Darling had done her stuff. We gave up all ideas about the Holy Island anchorage that was now dead to windward so our only option was Eyemouth. It took about twenty minutes for the front to go through and we all breathed a sigh of relief when normal service resumed.

If you want to see where your hard earned dosh has gone you will find it in Eyemouth. Our EU masters have recently spent squillions of it on developing the harbour, the freezing plant, the fish market and the palatial harbour master's office complete with conference rooms. The showers were the most magnificent that we had ever experienced. However, now that there is no more fish there are very few trawlers and yachtsmen are made very welcome.

The westerly wind held which was fine until we started the approach to the Firth of Forth, when of course it was right on the nose. We listened to every beat of the engine and wondered where to go if it stopped. Well there was always Dunbar. Luckily two of us had been into Dunbar on a previous trip and knew that there really is a harbour there hidden among the tangle of vicious rocks. However, the engine kept vibrating along with the steering compass card doing its regular thirty revolutions per minute, and eventually we passed beneath the great Forth railway bridge and slipped gratefully in to Port Edgar. This is an ex-Royal Naval shore establishment and here the loos, in sharp contrast to the magnificence of Eyemouth, reminded me of National Service days.

The entrance to the Firth-Clyde canal is via the river Carron and just inside there is a small yard where we were able to un-step

the mast and convert the boat to canal mode. At the first sea lock we were taken under the wing of the lockmaster and his team of lads who accompanied us in their van for the whole length of the canal working the locks and bridges and taking our lines. We had previously read horror stories of the locals lobbing shopping trolleys from bridges but we were met with greatest of kindness and interest, even in the less salubrious Maryhill district of Glasgow. Perhaps they took pity on the three funny old codgers who made up the crew!

Three days and thirty-nine locks later, including the drop lock that lowers you under Glasgow's Dumbarton Road, we emerged into the River Clyde at Bowling. This was fine but the snag was we had no chart of the Clyde approaches. I don't think the skipper had really believed that we would get this far and had assumed that if we did, we would be able to buy one locally. Well, never mind the upper reaches were very closely buoyed and after all they had brought the Queen Mary down here. Using the little thumbnail sketch in Reeds and the echo sounder we fumbled our way around the large drying area opposite Greenock and eventually made the new home port of Rhu where numerous seals and eider duck were making use of the wave break to sleep and to make eider duck chatter.

If you want to get away from the seething masses I can recommend the East Coast. On the whole passage of some 400 miles and 16 days we saw three other yachts under way: one bunch of stalwarts sailing an open fishing boat on passage to the classic rally at Leith, one gentleman heading for Stonehaven and one yacht sailing in the Clyde estuary.

And what of the old Volvo? Well, apart from its one attack of acute indigestion for which it can't be blamed, it shook, rattled and rolled its way without missing a beat.

There is a lot to be said for a very low tech engine which can be disassembled in a few minutes using a couple of open ended spanners, and of course a skipper who keeps a spare push-rod wrapped up in his knickers!

The boat: A Southerly 28.  
The crew: Dr Glyn Brisley. PMSC  
Ted Uren. RAFSA  
Roger Evans PMSC

(With apologies to Gus whose new loo is splendid, although there are those who miss the presence of a brace of Seagulls while meditating!)

**Roger Evans**

## Smoking

Since the ban on smoking within the Club premises it has been noticed and pointed out to me that cigarette ends are being stubbed out on the timber decking of the balcony. Not only is this is unsightly it is also a potential fire hazard.

Please respect this area and other areas around the Club and use the cigarette bins provided next to the entrance doors at the front and rear of the Clubhouse.

Thank you for your co- operation.

**Jon Humby**

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*The next Newsletter will be in July. Contributions please by 26<sup>th</sup> of June to:*  
[circular@pmsc.org.uk](mailto:circular@pmsc.org.uk) Or by post to: 14 The Chestnuts, Wrentham, Beccles, Suffolk NR34 7EZ

# For Sale

## *Cutlass 27 'Nellie Deane' of Pin Mill*

*“A fast, good looking cruiser racer, all 27 feet of her is built for real seamen... For the sailor who asks for a sound sea boat with good performance, the Cutlass 27 will appeal strongly....”*

A comfortable 4 berth family cruiser and pedigree racing yacht, *Nellie Dean* is now on the market due to the current owner buying a new boat.

*Nellie Dean* has been owned by only two experienced sailing families for over 30 years and has been well loved and cared for. She is in a good state of repair and comes with a new main (2004), new standing rigging (2005), all new running rigging to cockpit (2008), new racing number one (2008). Ready to launch with minimal work required - Antifouling removal blast-cleaned (2007)

**Excellent asking price:**

**£8,000**

**Call G & N Parker (RHYC & PMSC) on 01473 780 560 or 07966 395 263 to arrange viewing.**

*Currently lying Kings Yard, Pin Mill.*

I have come by a Westerly Conway mainsail in excellent condition (was replaced by an in-mast furling one) which I couldn't sell at the Essex BJ. If you know any member who would like it - its free to a good home! Seems a terrible shame to bin it. Gus is asking around too.

**Mark Grimwade**

## Crew Available

45 year old male teacher looking for coastal sailing, Cambridge based, hiding from wife and teenage daughters. Happy to share expenses and pay bar bill!

I have a reasonable amount of experience.. yachts and dinghies.....sense of humour and a mellow outlook.

**Richard Lloyd**

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