



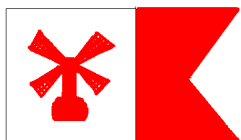
# Pin Mill Sailing Club



## June 2007 Newsletter

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

### Commodore's Corner



Having had the most glorious April this year, it has been extremely sad that May has been so wet and cold. The late May bank holiday was a complete washout. The Bank holiday cruise didn't happen and that was not surprising with such inclement weather.

Me – well I was on the Thames crewing on a friend's boat only to jump ship to go to my nephew's wedding on the bank holiday Sunday – I doubt that it could have rained harder. I arrived at the posh hotel looking rather like a half-drowned bag lady – wearing wellies and all my clothes wrapped up in black bin bags. Of course all was well, but so sad for the bride and groom not to be able to enjoy the wonderful surroundings.

We are despatching the Almanac at the same time as this circular and are sorry that it is very late this year following a technical hitch with the subscription forms at the time of the new year circular, as we need to include the membership list in the Almanac. You will see that John Sparks' photo is on the front cover; this was chosen at the Photo Competition last autumn, so do send your entries in this October and it could be your photo on the cover next year.

Our Sailing Secretary, Steve Clay, has had to resign as he has changed his job and can no longer maintain his position on the Committee. We are always hoping for more volunteers to come forward and if you would like to join us, please ring or e-mail any of us; we are a happy bunch and would love more members to join us. In the meantime Jon Humby will oversee the sailing programme that Steve and his team set up earlier this year.

There has been a slight change to our website, so you can no longer click on to our names and e-mail us direct. We have been overwhelmed with "spam" (it is amazing what people are trying trying to sell us!) despite our webmaster's valiant efforts to reduce it, so if you would like to contact any of us, you must type in the address. We can, of course change the website name, but that would be a shame just as our Almanac has been printed.

### Diary



**Saturday 16<sup>th</sup> June**  
BBQ Erwarnton Ness

**Saturday 23<sup>rd</sup> June**  
3CRS PMSC Host

**Saturday 30<sup>th</sup> June**  
Passage Match

**Saturday 7<sup>th</sup> July**  
Barge Match

**Saturday 14<sup>th</sup> July**  
Smack & Working Boat Race

**Thursday 26<sup>th</sup> July**  
Goes Rally

**Saturday 18<sup>th</sup> August**  
Dinghy Races

**Saturday 25<sup>th</sup> August**  
BH and Mystery Cruise

**Saturday 1<sup>st</sup> September**  
PMSC Annual Regatta

**Saturday 15<sup>th</sup> September**  
3CRS RHYC Host

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*The next Newsletter will be in August. Contributions please by 12<sup>th</sup> July to:*  
*valerie@vstone.wanadoo.co.uk*  
*Or by post to: 14 The Chestnuts, Wrentham, Beccles, Suffolk, NR34 7EZ*

A reminder again (although I feel sure that you cannot have missed all the advertising!) that the Clubhouse, as licensed premises, is a "No Smoking" zone as from the 1<sup>st</sup> July.

We have our Goes cruise coming up in July and I hope to see some of you there. It was 25 years ago that the wonderful relationship with the people of Goes started. For so many years each year was a "first" for some boats and many friendships were founded there. Boats are meeting up there, hopefully, from 24<sup>th</sup> July onwards, don't forget to check the website for contacts. July is a busy month with the Barge Match on the 7<sup>th</sup> July and the Smack Race on the 14<sup>th</sup> July. There will be an early evening BBQ for the Smack Race, volunteer help is always appreciated.

Happy sailing

**Dilly Ridge  
Commodore**

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## **New Members**

### **Welcome aboard to:**

Philip Gadbury from Bury St Edmunds with his Mirage 'Auntie Vee', and  
David Guthrie from Halstead with Hunter Sonata 'Quiet Air'.

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## **PMSC Sailing in 2007**

Just a reminder about the sailing events coming up: The next 3CRS race will be on June 23<sup>rd</sup>, hosted by ourselves, followed by the third and final race on 15<sup>th</sup> September. Lets hope we can continue and improve upon our early good start. The web site has all the information about it: the Sailing Instructions, Notice of Race, the Entry Form and the Course Card. If you don't currently have a handicap for your boat please send your entry form in as soon as you can and we will work out a handicap for you.

PMSC will also be running races on 9th June for the June Cup and the Ward Cup. We are willing to run a Ladies race on the same day if there is support for this.

Our newest event is on August 18, when we will organise races in Toppers (provided) and dinghies (bring your own!). Hopefully the weather will be kinder than last year when it was a bit too windy. Hopefully the event will involve the local community, especially young people. We can all have fun racing around in the toppers and putting our rowing and sculling skills to good use.

The club Regatta is on the 1<sup>st</sup> and 2<sup>nd</sup> September. Always a memorable event to take part in. As well as the usual events this year we are planning a Boat Jumble in the afternoon. To help us gauge interest from stall holders this Newsletter has a booking form at the back. There will be prize-giving in the evening. And don't forget the Time Trials.

On the cruising side there will be a mini-cruise to Erwarton Ness where it is hoped that members will meet up for a BBQ. (bring your own food, beer and Barbie) The big club cruise this year is to Goes (pronounced 'Hoose', in the Zeeland province of Holland), picking up on the club's historic connection there. Boats will be arriving from Tuesday 24<sup>th</sup> July onwards, and events are in the process of being planned.

In August, following last year's much-enjoyed trip, we are going on another East Coast Mystery Cruise. The idea of this is that we all set out on the first day to an agreed destination. Then we meet up in the evening and agree the next day's destination. We can take the weather into account and enjoy safe cruising in company with an enjoyable element of spontaneity and mystery!

Which leads me to remind you all of the Ad-hoc cruising group. The idea is that, via a simple email group, any member can tell the others in the group, at very short notice, of their sailing plans. Then, arrangements to meet up, or to sail in company can be made quickly and easily. If you haven't joined the

group yet and would like to, go to <http://www.pmsc.org.uk/cruising.htm>. Its really simple to do so why not try it out?

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## Bob Roberts Remembered at Cocos Island

Many members know that our son, Paul and his wife Ute, are sailing round the World on their yacht, "Damarri". We hope the enclosed extract of an e.mail from Paul will be of interest, particularly to older members who may well remember Bob Roberts, of whom Paul writes.

Bob Roberts was one of the last working Thames Barge skippers and lived in Dwiny Cottage, Pin Mill for many, many years. He was quite a character and wrote many books, hence Paul's interest in him. Bob was planning to circumnavigate the Globe, but his boat came to grief on Cocos Island in the Pacific - I'll let Paul tell the rest..... As I write Paul is at Galapagos.

### Doreen and Jeff Jefferies

One of the books we have both read (re-read) on the way has been Bob Roberts' book, "Rough and Tumble" in which he tells of his attempt to sail around the World in his little boat "Thelma". After the Panama Canal he went to an uninhabited island called Cocos Island and unfortunately, while he was inland, Thelma's anchor chain got caught on a piece of coral, was chewed through and parted. Thelma was destroyed on the nearby rocks and that ended Roberts attempt to sail around the World. He did get back to England and you know the rest.

We looked up Cocos Island on our charts and found that it was not *that* far off our route to the Galapagos and I thought it might be a nice idea to go there, see the place where Thelma came to grief and leave a plaque. It had also been my intention to leave the Pin Mill Sailing Club burgee there but unfortunately,

due to the vagaries of the Panamanian Postal system, that was not to be!

TODAY WE DID IT!!!

As we came into Chatham Bay, it seemed strangely familiar. It was exactly as Bob Roberts had described in the book: -

*"Away to Port little offshore rocks dotted the steep-to coast and to Starboard there loomed the great hump of Nuez Island, which is separated from the main Island by a narrow deep water channel."* Yup, it's all still there and Nuez is still covered in bird droppings and still looks just as forlorn as he described!

I confess though that he did it all under sail, we had the luxury of an Engine, and we used it! He described how he spotted a sandy patch on the bottom, rounded up and dropped the anchor right on it. In fact we saw two sandy patches, one a bit bigger than the other so we chose that. I suspect Roberts would have chosen the same spot. Chatham Bay is quite small so we were possibly anchored in the same spot as the man himself! As soon as the anchor was dug in, we saw all the "strange fish" he wrote of, plus three sharks swimming under the boat! From the pictures in the book I was able to guesstimate Thelma's last resting place so we went ashore and I screwed the plaque to the rock at the bottom of a nearby cliff, hopefully above any possible high water mark! It read: -

***"In tribute to Bob Roberts, "Bully" and THELMA"***

and in small letters in the bottom right-hand corner it was signed "*Damarri '07*". Of course we took lots of pictures and eventually I will send them home on a CD.

Cocos is owned by Costa Rica and is now a protected nature reserve. Though it was uninhabited in Bob Roberts' day, now there are a couple of Rangers living there. I think they were quite glad to see us - they were fascinated when I explained why we had come and showed them the book. In fact it is not quite as it was when Roberts was there because now there is a "Visitor Centre". Though we saw no one else, I believe quite a few keen divers go there specially to see

Hammerhead sharks. Also, they have partially cleared one hillside and made a path up it so it is a bit easier to get around than it was in 1934.

Unfortunately we had to make a hasty retreat because there was a big thunderstorm rumbling nearby and I was concerned about Damarri alone out there in the bay. It was probably just such a storm that accounted for Thelma. From the little we saw, Cocos is an absolutely BEAUTIFUL island, quite mountainous, very densely covered in trees and other vegetation and the wildlife has to be seen to be believed! There were several fresh water streams running into the bay. We drank from them and I had a long overdue wash in the biggest of them! If you are going to get shipwrecked, there are lots worse places to do it than Cocos!

When we got back out to Damarri, her anchor chain was wrapped round a coral head and every time she rose to a wave there was a sickening graunch. Thelma was left at anchor for several days while Roberts went exploring inland so it is perfectly clear how her anchor chain broke. I was just contemplating going in with my snorkel to see how we could unwrap it when a 5ft shark swam underneath us, so oddly enough I gave up that idea! Eventually we did manage to free the chain by going backwards and forwards and weaving about..... we were lucky!

We left Cocos with a feeling of enormous respect for the two young men who had sailed all that way in such a small and basic boat. Damarri is 39ft, built of steel, has all the gizmos and an engine. Thelma was just 26ft 10ins, built of wood and I don't think she even had an engine, let alone any of the other stuff! It took us six days to get from Balboa to Cocos, there was hardly any wind and we motored for most of the way. Roberts and his chum took 27 days to do the same journey!

Well done Bob, I take my hat off to you!"

**Paul and Ute Jefferies**

### 3 Clubs River Series - Race 1

PMSC sailors got the new season's inter-club 'fun-race' series off to a very good start on Saturday 19 May. Weather conditions for the first 3 Clubs River Series - dry and breezy - provided interesting and enjoyable sailing. The race was organized by Orwell YC who set a course out via Pye End, Outer Ridge, and Pennyhole buoys and thence back up the Orwell to the finishing line off OYC's clubhouse.

The scoring of each race is based on the best three results on corrected time from each club and with Matt Hart (helming Perfectionist) taking first place, Nick Parker (helming Nellie Dean) taking second place, and your Hon Property Sec on Astraea taking sixth place, PMSC scored 9 points, with OYC and RHYC each scoring 20 points. For the full results have a look at the 'Sailing and Social/3CRS' page on the Club website. (See what you are missing if you don't log on to it regularly?)

After this excellent start, PMSC has a really good chance of recapturing the trophy which we lost after the first series, so why not enter and have a go? The second and third 3CRS races (both starting at 1000 hours) are on Saturday 23<sup>rd</sup> June 2007 and Saturday 15th September 2007. Good luck!

**Rick Kirkup  
Property Sec**

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### Coastguard Weather Forecast Times 2007

From the 1<sup>st</sup> February 2007 the Maritime & Coastguard Agency (MCA) has made a series of radical changes to its Maritime Safety Information (MSI) broadcast service, **which are not included in the 2007 almanacs**. The significant changes for yachtsmen are that the MSI broadcasts will be **every three hours** (where previously it was every four). A further minor change is that our area will no longer be "the area Wash to North Foreland", but will now be "Gibraltar Point to North Foreland" (Gibraltar Point is the prominent headland at the northern end of the Wash).

Full MSI will be available on NAVTEX and by two daily broadcasts on VHF and MF. Six hours later, a new inshore forecast will be broadcast together with any gale warnings. New gale warnings, strong wind warnings and navigational warnings will continue to be broadcast on receipt.

Inshore forecasts, gale warnings and any strong wind warnings from the above schedule will be repeated **three hours after** the initial broadcast for the benefit of those who may have missed the earlier broadcast.

What we are finding in the Thames area is that the broadcasts are covering the area "Gibraltar Point to Selsey Bill", with two weather forecasts, one for "Gibraltar Point to North Foreland" and one for "North Foreland to Selsey Bill".

The forecasts will be in three "schedules" **A, B and C.**

**Schedule A** – Full Maritime Safety Information broadcast, including new **Inshore Forecast, Gale Warnings, Shipping Forecast, WZ Navigation Warnings, SUBFACTS & GUNFACTS** (where appropriate), **Three Day Fisherman's Forecast** (when and where appropriate).

**Schedule B** – New **Inshore Forecast** plus previous **Outlook and Gale Warnings.**

**Schedule C** – Repetition of **Inshore Forecast** and **Gale Warnings** as per previous Schedule A or B broadcast plus new SWW.

**TIMES AND SCHEDULE  
THAMES & DOVER**

<b>01:10</b> <b>B</b>	<b>04:10</b> <b>C</b>	<b>07:10</b> <b>A</b>	<b>10:10</b> <b>C</b>
<b>13:10</b> <b>B</b>	<b>16:10</b> <b>C</b>	<b>19:10</b> <b>A</b>	<b>22:10</b> <b>C</b>

The changes highlighted here are **not** included in the 2007 Almanacs published by Adlard Coles (Nautical Almanac, Western Almanac 2007, Channel Almanac 2007,

Eastern Almanac 2007 and PBO Small Craft Almanac 2007) and quite possibly not in any others either.

Whole page updates have been published and are included in the January 2007 updates. These updated are available for download from [www.reedsalmanac.co.uk/updates.asap](http://www.reedsalmanac.co.uk/updates.asap). If you are a club member and do not have the facilities to download and print the update, please contact me on [webmaster@pmsc.org.uk](mailto:webmaster@pmsc.org.uk) and I will make some available in the Club House (or by post if you send an SAE).

For a number of years I have found that pre-printed sheets in the order that the forecast is read out are useful on board. I have now modified it to the latest order of play, and a copy is included at the back of this newsletter and on the website for the benefit of members. To save paper, I normally print them double sided.

**Lee Foster**  
**Rear Commodore**

**Annual Pin Mill Duck Race**

I wondered if I could pass on thanks to everyone who made this year's Pin Mill Duck Race so special. We raised £314 for the RNLI in just two hours and had a whole lot of fun too. Thanks to Lee for putting it on the website. Perhaps we could add in the final amount raised sometime. We really would like to thank everyone for their support and enthusiasm for the Race.

ps. I lost track of how many people told us the Sailing Club should be doing a BBQ - let's see if people are more keen next year...

**Louise Cullen**

**In the Library**

There are now about 1600 – 1700 items on the library shelves and space is getting short.

The library has grown considerably by donations from members and in the past duplicates of books already on the shelves have been accepted as an insurance against those that go missing. There is no longer shelf room for this policy and, although donations are still welcome, Club members are requested to check that they are not giving another copy of a book that is already on the shelves, since these cannot be accepted.

### **Organisation**

The library is divided up into sections, each covering a particular aspect of marine matters. The sections are: History, Cruising (home and foreign), Marine fiction, Seamanship, Meteorology, Racing, Barges, Navigation pilots and sailing directions, Maintenance, Design, Naval and marine conflict, a Junior section and finally a General section for those books that do not fit conveniently into the foregoing categories. Books are arranged by section and in alphabetical author order. It is easy when browsing to forget where a book came from, so on the spine is a white label with an abbreviated indication of which section it belongs to; FIC for fiction, His for history and so on. If you borrow a book please enter the details in the cards provided and return it within 3 to 4 weeks, or mark the card as a renewal.

On the bottom shelves are paperbacks, unrecorded. These are for members to take if they just want something to read. Return them if you can, or leave a paperback you no longer want, preferably of nautical interest. There is no need for these items to be entered on loan cards.

Copies of magazines are kept for a few months, but once again space prevents these back numbers being kept too long, and similarly bound sets of journals cannot be accommodated.

**Tony Cowley**  
Librarian

## **More about Goes**

Anyone interested in crewing? Ian Saunders is looking for two more people for his Sigma 35 'Jade' going to Goes. He expects to be away from the weekend of 21<sup>st</sup> July and return by the following Sunday. This trip comes with an added special offer in that you could take your International Certificate of Competence (ICC) on the way. Talk to Ian.

For anyone else planning this trip I would be willing to collect and circulate contact details for the yachts involved. Most people will be taking slightly different routes at slightly different times, so it would help the fleet to stay in touch (particularly in the event of problems). If you would like to be included please send me;

Name

Email or postal address

Boat name

Mobile phone no.

MMSI.

My contact details can be found on the front of this newsletter. Also, why not post you sailing plans on the Ad Hoc Cruising site – it might inspire others to join in.

**Val Stone**  
Editor

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## **Queenborough All Tide Landing**

After hearing the Coastguard reporting that the ATL at Queenborough was still out of action I contacted Queenborough Yacht Club to find out what was going on. The following is the reply from Peter Fisher, Engineering Adviser:

The All Tide Landing at Queenborough is currently closed awaiting repairs. During the recent storm, the hammerhead moved. We are uncertain if a mooring chain has parted, or an anchor moved. Medway Ports have inspected the anchor attachment points and I'm waiting for an estimate from Medway Ports for the

repair and replacement of the Pier head anchor pattern.

Also during the storm, possibly as a consequence of the hammerhead moving, the bridge joining the walkway to the hammerhead was damaged, and the walkway had the back broken. Due to these hazards to the users, we closed the ATL to await repairs. A Notice to Mariners was issued, and a further one will be issued when the ATL is reopened. We are considering an insurance claim, and are awaiting the assessor's comments. The walkway will need some major repairs, which are underway.

So, whilst repairs are in hand, I'm unable to say for how long the ATL will be closed. I am hopeful that it will be available for the Swale Regatta, the first weekend in June, but this is looking increasingly unlikely.

The Queenborough YC Trot Boat is ready to be launched, but we are unable to run a trot boat service until the ATL is reopened. I'm not sure what the situation is with regard to the Swale BC trot boat service, definitely they will not be providing a service until the ATL is reopened. Queenborough hard is accessible at all states of the tide, but you do have to bring your tender.

**Lee Foster**  
**Rear Commodore**

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## **The Rivers Rally**

I am now in a position to send out your personalized entry forms for the new Rivers Rally. Let me remind you what its about.

The objective is to offer another slant to your recreational sailing; after all we do have on the East Coast some of the best and certainly most interesting coastline in the UK. The Rally will require you to explore backwaters and channels that you may otherwise avoid, to visit places of interest, landmarks or seamarks. To prove you have visited the landmark / seamark you will be required to take a photograph with your vessel as part of the scene (a tender may be required at times!).

For your pictures to qualify for marking, the landmark must be clearly visible and identifiable. A lighthouse 5 miles away will not do I'm afraid.

There are a number of landmarks in every estuary from the R. Waveney in the north (Lowestoft) down to the R. Thames in the south. In between these points there is scope for many more. Every landmark / seamark is allocated points dependent on the level of difficulty involved.

The list of landmarks and points is now available on application, and completed entries together with photographs, must be returned by the end of September for marking. You may start at any landmark / seamark, and tick off as many or as few as you wish. Also any number of vessels may be used in the Rally, but they must be registered on the entry form and comply with all sailing regs. and safety requirements set by the PMSC sailing committee.

Other awards may be presented at the committee's discretion, for example Best looking boat, Best photo etc. It is intended to have an award presentation at the annual dinner dance, or AGM. So contact me for your entry documents and give it a go. I'm sure the enjoyment and satisfaction will be well worth it.

**Jon Humby**  
**Vice Commodore**

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## **Fred's Yarn**

This article is in two parts:

Firstly, at the Good Friday Club maintenance work day it was decided to renew the mast halyards. Somehow the lengths cut were short so I volunteered to long splice some more in. Job done! But in two days one of the yardarm halyards went missing – fact.

Now for the conjecture:

Who, I wonder, other than a yachtsman, would wish to take something so eminently

suiting to a yacht? It is paltry by any standard. If, however, it was a Club member, then it was despicable in the extreme.

If this should prick a conscience, then 60ft (10 fathoms to proper sailors) of nylon rope left anonymously in the library might be seen as a loan rather than theft

**Fred Everitt**

## **JOHN MOYES (1924 – 2007)**

Jackie and I first met John and Carmen Moyes 32yrs ago in PMSC. We were new to Pin Mill, new to sailing and found the club rather daunting, not knowing anybody there. Groups of members would congregate around the bar and, not unnaturally, have little interest in engaging us in conversation. Then John noticed us and to our great delight this charismatic figure took us up, introduced us to the Club's inner circle, and, more importantly, we became great friends. This ability to make nervous newcomers feel welcome was a skill that John employed to great effect when he later became the Club's Commodore in 1984.

John's oldest friend, Colin Hunter with help from Wendy Ballantine, an ex classmate of John's, has written the following tribute:-

Born in 1925, the son of a Bank Manager, John Moyes was educated at Queen Elizabeth's Boys' Grammar School in Barnet, where he excelled at all sports. Extremely good looking, when he left school he became a photographic model, which enabled him to study photography and led to his career as a fashion photographer.

He married Patricia (Penny) Pakenham – Walsh, the Assistant Editor of Vogue who (as Patricia Moyes) became a prolific and very successful writer of detective stories (her first – "The Sunken Sailor" – was based on Pin Mill.). She kept a yacht at Lymington, where she taught John to sail. They then bought Leocadia, a four ton sloop (ex-cutter) built in 1896, which they kept at Burnham and, from the late 1950's, at Pin Mill. Both John and Penny were expert skiers and lived for a while in Switzerland until the marriage broke up. John then married Carmen, who was his photographic assistant and they moved to Stutton and had two sons – Matthew and Dominick.

John, who had bought a larger yacht (Wyona), cruised regularly on the East Coast and was very active in the Pin Mill Sailing Club of which in 1984 he became Commodore. After retiring from his photographic career, he took up local decorating work (which he claimed to enjoy), and became a well known and well liked pillar of Stutton life.

After Carmen's death, he suffered from severe hip problems, which made walking difficult, and forced him to sell Wyona and give up sailing which, for over fifty years, he had loved so much. He died very suddenly at the age of 82.

John was an accomplished photographer, skier, sailor, bridge player and a lover of Pin Mill. His good looks, good humour, kindness and genial air of urbanity will be greatly missed by his many friends.

**Malcolm Harding**