



Pin Mill Sailing Club



SEPTEMBER 2009 NEWSLETTER

For all the very latest information, visit the website at www.pmsc.org.uk

Commodore's Corner

Aren't Lap Tops great when you are able to lay at anchor off Wrabness in a howling SW gale and still manage to type this piece for the newsletter you are about to read? It will be fairly short though I'm afraid as the battery life of the LT is limited.

I will kick off with a warm welcome aboard and a thank you to Cathy Abbott who has agreed to take on the role of House Sec. Cathy will be supported by her husband David and the many volunteers who regularly turn out and help at various Club functions. Just as we manage to fill one position another becomes available, this time it's the role of Social Sec. Please don't be shy in coming forward; details of this role can be obtained from the retiring Sec, Eileen Madden or from me.

It's nice at long last to have 'Silver Wain' back afloat and sailing just in time to enjoy the traditional August gales! Joking aside, the summer on the whole has been excellent with many perfect sailing days to enjoy. I do hope we can look forward to the annual Regatta Day being perfect also. Please do turn out and support the sailing if you can, we do have more than enough trophies to go round.

During early September the Club committee will be finalising the social events for the autumn and winter programme as set out in your Almanac. One of these will be the annual Dinner and Dance which this year will be taking place at the Clubhouse on 14th November. Unfortunately though, due to fire regulations, numbers for sit down Suppers / Dinners at the Club are limited to 60 guests, so to avoid missing out on what promises to be a fun event early booking is strongly recommended. Details of the Dinner and how to book will be arriving through your letter box from Monday 14th September or can be downloaded from the Club web site.

Well as I said at the beginning this will be a short piece, only 10 mins left for the battery. I look forward to seeing many of you at the next round of events and functions, enjoy the remainder of the summer and if you discover Silver Wain tucked away in a quite anchorage do please come aboard, I always keep a well stocked bar aboard.

**Jon Humby
Commodore**

Diary



Saturday 12th September
66th Annual Regatta

Sunday 13th September
RNLI Race

Saturday 26th September
4Clubs River Series Race 4
Prize giving at OYC

Saturday 3rd October
Laying Up Supper
Tear-off slip enclosed

Saturday 24th October
Nautical Photograph
Competition

Saturday 14th November
Formal Dinner

Saturday 21st November
AGM

Saturday 12th December
Shanties and Ditties

The next newsletter will be in November. Contributions please by 27th October to; circular@pmsc.org.uk or by post to: 14 The Chestnuts, Wrentham, Beccles, Suffolk, NR34 7EZ

Sailing

The cruise to Chatham was enjoyed by three boats; Aurora, Bon Matin and Magic Calabass. For once the weather was kind to us and we managed to do a bit of sailing. It is a fascinating area full of British shipbuilding history. The area around the marina is being developed as a retail park with cinema and restaurants, and the Historic Dockyard is only ten minutes walk away. (If you are thinking of visiting the Marina check out the charges first).

After a night anchored in Stangate Creek we set off for North Fambridge on the Crouch. This now has a very helpful harbourmaster to allocate moorings, and a visitor's pontoon at £12 per night, which was very convenient for a short walk to the Ferry Boat Inn!

The Dinghy Regatta also enjoyed good weather and a small group enjoyed sailing the topper dinghies.

Coming up is the Regatta, RNLI race and the final 4 Clubs River Series. There will be a prize giving at Orwell Yacht Club, time to be advised.

Val Stone
Hon. Sailing Secretary

The Name Board Quest

The barge *Quest* was used as the first Clubhouse of Pin Mill Sailing Club. She was purchased from the Ipswich Sea Scouts for £250 in 1947. *Quest* was towed from Ipswich and moored at Pin Mill just downstream of the Butt and Oyster. The sailing barge was formerly the *Florence* built by J and H. Cann of Harwich in 1877.

The determined efforts of early Club members transformed the leaky barge into a comfortable Clubhouse and a much appreciated meeting place. Formerly

meetings and suppers had taken place in the Butt and Oyster. The barge even provided a few sleeping berths for members. Our library was commenced aboard the *Quest* with a generous donation from Frank Hussey. All the usual social events, including dances, suppers and lectures took place aboard the old barge.

Pin Mill Sailing Club acquired the lease of the present property in 1950 and the *Quest* was sold. The old barge was rather leaky and required a lot of maintenance. By 1962 she had become a wreck. Many years ago Martin Lewis told me he had retrieved a piece of plank from the old barge. Ian Gladstone and a friend took some photos of her on the 5th September 1962 and Ian returned home with a name board of *Quest* as a memento of his visit to Pin Mill.

Recently Ian wrote to the Club and asked whether we would like the name board returned to Pin Mill, and in July 2009 we were pleased to be able to display the name board *Quest* in our Clubhouse. It is a reminder of those early days and the hard work of former members.

Renee Waite

Barge match 2009

It is always a bit of a lottery as to which barges enter and then which actually turn up on the weekend. Charters in London, credit crunch, charters in the Colne, match too late in July were all reasons why a number of barges did not make it to Pin Mill this year, in fact the only reason I was not given was Swine Flu.

Quick thinking had to come into play during the Friday night's briefing when we found at the roll call that we only had one Class A (Bowsprit) barge and 8 Class B. In order to provide a decent match for all we fell back on plan B which was to split between Wooden and Steel Barges, with

Adieu sailing without her bowsprit, leaving Class C as was planned.

Come the day, with a very civilised start of 10:00 , with 4-5 westerly forecast, Officer of the Day Mick Lungley set a course for A and B out to Wallet no 2.

With a bit of fun during Class A's start, we were just about to send B on the same course when a new forecast was published giving Force 8 in the afternoon - more quick thinking needed! The course for all was shortened back to Stoneheaps, with the HHA St Nicholas despatched to inform Class A of the change. We had also decided that we would finish back at Buttermans Bay (the start line) in order to avoid a serious tacking match back through the Pin Mill moorings.

With all barges on the same course, and for once a surfeit of support craft, Adax the main committee boat stayed at anchor on the line.

In average barge match terms it was not long before we were able to see topmasts coming up river over Collimer, with Repertor well in the lead at the time. However we could see that Melissa, sailing in her first barge match since at least the 40s was gaining on her fast. With possibly the most exciting finish we have seen for years (and probably a bit of bias from the committee boat) Skipper Gerald Gadd managed to take Repertor just before the line, Melissa coming in 24 seconds ahead of Repertor, Decima (Melissa's sister ship) coming a very creditable 3rd considering she broke her topmast at the outer mark.

The Winners pennant was presented to part owner Jonathan Webb and Skipper Gerald Gadd on board Adax by Commodore Jon Humby. I suspect that Gerald's grin could be seen from the shore as they "dinghied" back with the 15 foot pennant fixed to an oar held high above his head. Class B was

one by Victor chartered by the Club, with Ipswich built Ardwinia celebrating her centenary coming second.

Class C was one by Club member Eddie Smith in Betula , with Centaur coming in second and Lady of the Lea ,the last barge ever built and racing at Pin Mill for the first time ever, retiring.

All in all a very good set of results for Pin Mill, with the win of the Webb's Melissa doing a great deal to help Bar profits at both the Butt and the Club (hopefully hangovers were not confused with Swine Flu the next day).

The Reception organized by Pat Dunnett and the Galley slaves was as popular as ever and the Rafflettes did their usual efficient job of extracting money from those present.

For once all the Cups had been returned which made the presentation a lot easier to organize and get through. Sue Humby, our commodores wife, handing over the trophies and shields to winners and participants. This culminated in the Club making a presentation of an engraved ship's decanter to Mick Lungley to mark 30 years as officer of the day. Many thanks Mick.

Thanks are due to many - the Match Committee, Phil and Tania Chesney for Adax, HHA for their support and St Nicholas, ABP for their support, Fraser Yates (IMT) for Tug Boat Fenland, the bar crew for all their hard work, The galley slaves for the superb spread, the Rafflettes and finally to all those who turned up the next day to clear up.

Full results can be found on the Club web site, Next year's Match is on June 19th (yes nearly a month earlier). 2011 will see us celebrating 50 years of Barge Matches at Pin Mill, so we are working on some fitting celebrations to mark this, more on

this later in the year, but we need to agree the date with the other barge matches and the SBA first.

Julian Ackland
Barges Secretary

NB. An account of the race on the 'Victor' will appear in the next newsletter

Nautical Photograph Competition Saturday October 24th 2009

Well, we did get the promised 'barbeque summer' in the end, though it was a long wait, and hopefully everyone has made the most of it and taken heaps of fabulous photos to prove it.

Anthony Cullen and Matt Brooke have once again agreed to judge this year's Competition and, as always, we hope to pick up some useful tips when they discuss the entries at the Prize giving.

A reminder of the Competition rules: photos of boats of every kind in any kind of circumstance, or any nautical or watery scene, are required – *i.e.* general holiday snaps, or beautiful views lacking even a glimpse of water, will *not* be eligible. For reasons of space, entries should be no larger than 8" x 6" (approx 20cm x 15cm) unmounted and unsigned, but smaller sizes would be more than welcome. Please ensure that your entries arrive at the Clubhouse no later than 12 noon on the 22nd, in an envelope containing your name and a list of the titles of your photos.

The Prize giving will take place in the evening and all the photographs will be exhibited during the weekend. As usual, there will be an opportunity to cast your vote for the photo selected to appear on the cover of next year's Almanac.

Junior Competition

Members' children and grandchildren, from the ages of 6 - 18, also Cadet Members, will be eligible to submit their photos for a separate Junior Competition. The rules will be the same as above, and it goes without saying that we shall assume that the submissions are the young photographers' own unaided work. The age of the entrant should be included on the name & title list.

Depending on the number of entries, the junior prize winners will be announced by the judges not on Saturday evening but at lunchtime on Sunday, to allow most young competitors to be present.

This is a new venture and its success will depend on the support given, and we hope very much to include it as part of future Competitions.

Marjorie Carter

We Did Mean to Go To Sea

For a large number of years we have either lived or had holidays on the islands 28 miles off Lands End known variously as the Scilly Isles or the Isles of Scilly. The islands are located 49 degrees 56 minutes N and 6 degrees 18 minutes W and comprise of an oval shaped group forming an archipelago of five inhabited islands and about forty uninhabited which support vegetation plus approximately 150 rocks all of which are named. The main island St. Mary's has the majority of the 2,000 odd population and the smaller islands have populations in the 100's or less. I expect many will have heard of the famous sub-tropical gardens on Tresco and of course recent television programmes have recorded the exploits of some of the inhabitants in the 'Island Parish' series.

Scilly is an ideal stopping point for sailors

making a passage in fair weather to southern Ireland and in the summer months the harbour at St. Mary's is full of yachts of many nationalities. The moorings here are all owned by the Duchy of Cornwall and are well supervised by a friendly Harbour Master and his staff. You are at liberty however to anchor in many of the coves on the various islands where it is safe to do so without payment. There are exceptions though especially in Tresco's harbours, and the Tresco Channel between Bryher and Tresco where the moorings are mostly private or supervised by the Tresco Estate Harbourmaster.

Sailing within the island group is a real joy as the waters are fairly well sheltered in normal weather conditions, clear blue depths with white sandy beaches and of course plenty of rocks. Passage between the islands is possible for yachts of modest draught, bilge or lifting keels are ideal or 'legs' if a long keel, as many of the coves dry at low water. In heavy weather shelter can be found, however St. Mary's is very uncomfortable in any northerly type blow and one must be alert to changing wind directions as the Atlantic depressions rush through!



One of our sailing expeditions took place many years ago when we decided to sail from St. Mary's to Tresco in our boat at that time which was a very shapely 22 foot Robert Clarke type, carvel, long keel, Stuart Turner inboard dating from the early

1950's called 'Betsinda'. It was a typical family outing, the usual, kids, buckets and spades, visiting brother-in law and wife, all excited about a lovely sail, picnic, swim etc. The weather was looking promising when we had set off but on approaching Tresco Channel the skies were turning grey and the drizzle began to fall.....` well we will just anchor, have our picnic on the boat and see if it improves` It did not improve..... it got very wet, and six crew in boat on a wet day is not an ideal situation as we all know only too well. 'Time to go home` was the cry. I had decided to anchor in Tresco Channel `in the heat of the moment` amongst a group of French (mostly from Brittany) yachts without being able to see where the hook was going to finish up and an hour later this proved to be a big mistake !

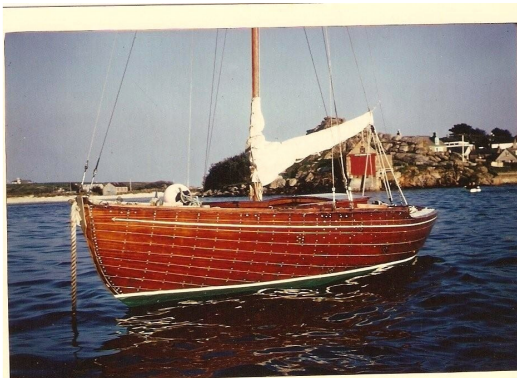
We tried to break out the CQR but it would not budge; another hour passed of providing entertainment for the French. Very wet and tired we decided to buoy the chain and leave it, and come back the next day for another go!

The next day came, we arrived on the scene to find no sign of the buoy. Shocked at this, thinking it must have been `rescued` by local pirates we motored to the quay on Tresco to try and find the Harbourmaster, Laury Terry at that time, to see if he had any information about the missing item. Mrs Terry was at home and she said `Oh ees gone to pots up channel, just missed im` There was quite a swell running down Tresco Channel that day, the usual long Atlantic swell that you get in the south western approaches with deep troughs. We did see Laury on the tops of the crests disappearing around the headland known as Shipman Head, and thought how can he pull his pots in these conditions? Perhaps this was normal for the Scilly fishermen !

Mrs Terry said she would tell Laury about our missing item, and the next day the

telephone rang with the message 'talk to Kenny he might be able to help you!' Kenny Jenkins of Bryher is a well known local boatman of the famous Jenkins family of Bryher and Tresco, and the next day we were back up the Tresco Channel, this time to Bryher to find Kenny. The 'Commodore' lay against Bryher quay as we motored alongside with Kenny busy with his boat. The 'Commodore' was an inter-island launch, ex. R.N. Harbour Launch type, about 52 foot painted in Bryher Boat blue, lovely sea boat, very striking engine noise; everyone on the Islands will remember the sound of the Commodore's engines. 'Good morning Kenny' said I 'found any stray anchors lately?' Slowly lifting the floorboards of his boat Kenny revealed anchor, chain, buoy and said 'Do you know Paul you did me a great favour by leaving your anchor in the Channel there. I dragged it ashore yesterday. You'd got your hook in the ring of an old concrete sinker, I've been looking for that bl---y thing for years!!'

We had our anchor back and a bottle of whisky was now under the floorboards of the 'Commodore'!



Paul Hand
Hon. Property Secretary

Information please!

First the good news. The Boat Archive now contains details of more than 150 boats owned by Club members at some

time over the years. Next the bad news. The archive contains details of barely one third of the boats listed in the current almanac as being owned by present Club members. So, if you own one of the many boats for which details have not as yet been submitted to the archive then please take a few minutes to fill in the form which is attached. No suitable photograph? Please don't let that stop you submitting the written details; a photograph can always be put into the file at a later date. Can't remember whether or not you have previously submitted details? Send them anyway; it is better to have duplicated details than none at all.

The Boat Archive is a unique record of boats which have, over the years, flown the Club burgee. Your input is essential if it is to continue to reflect the changing nature of the Club fleet. Completed forms can be sent to me at Riverside Cottage, Pin Mill, Ipswich, IP9 1JN

Ron Watts

RYA Training at Pin Mill

I will be running courses at the sailing club as usual this winter. Come and learn in the friendly and relaxed atmosphere of Pin Mill.

Day Skipper and Coastal Skipper/ Yachtmaster

Cost: £250, including the RYA chart pack, coffee and biscuits. Places are limited so book early!

Other RYA courses always available.

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