



# Pin Mill Sailing Club



## September 2008 Newsletter

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

### Commodore's Corner

Since the last Newsletter we enjoyed the Smack Race, which this year was very well attended and it was an enjoyable day out for me and lots of other members on the Pioneer. Sadly we weren't in the running for the prizes, but it was fun. Our House Secretary, Andrew Milligan and his team provided an excellent BBQ and all in all it was a successful day and now our event is hopefully going to go in the "Smack Racing Event" calendar for future years. My grateful thanks to Jon Humby for all his efforts here.

The Club Cruise was not so well attended, but with dreadful forecasts it was not surprising, but 4 boats set off towards Calais all on different days. Two made it there and two made it to Ramsgate (the fish and chips were excellent!). Nevertheless those participating enjoyed themselves and everyone had some good sailing. Three boats ended up at Erwarnton Bay for the final evening and enjoyed a very happy social evening.

The Dinghy Regatta was poorly attended, but better than last year and again the weather was not in our favour (has it been in anyone's favour this year?) but with 5 dinghies racing it seemed a worthwhile afternoon, followed by BBQ - again thanks to the House Secretary and team, so there is every chance we will try again next year to put on the event.

This weekend was the Bank Holiday cruise, with decisions to be made on the Friday. There were only two boats interested and with strong south westerly winds forecast we didn't venture far, but the Deben was welcoming and then Walton Backwaters. There didn't seem to be many boats about over the weekend but there was some exciting sailing and hoots of mirth when one very big wave caught me fair and square on top of my head, and with water running down my neck I enjoyed a couple of rather soggy hours!

We have the Regatta to look forward to on the 6<sup>th</sup> September again with a 5.30pm BBQ to follow. There is the "Blues Night" with our local musicians at the Clubhouse on the 13<sup>th</sup> September in aid of charity and on the 20<sup>th</sup> September is the final 3 Clubs' Race with the Prize-giving this year at our Clubhouse. Last year, we won the cup, but at the moment it

### Diary



**Saturday 6<sup>th</sup> September**  
PMSC 65<sup>th</sup> Annual Regatta

**Sunday 7<sup>th</sup> September**  
RNLI Race

**Saturday 13<sup>th</sup> September**  
Blues Night 20.00

**Saturday 20<sup>th</sup> September**  
3 Clubs' River Series  
Final Race. PMSC Host  
With prize-giving and BBQ

**Saturday 4<sup>th</sup> October**  
Laying Up Supper  
And Prize-giving at 22.00  
Tear off slip included

**Saturday 18<sup>th</sup> October**  
Nautical photograph  
competition

**Saturday 25<sup>th</sup> October**  
Film 'Deep Water'  
20.00 hrs in the Club.  
Details inside

**Saturday 8<sup>th</sup> November**  
Dinner Dance at Fynn Valley  
Booking form included

**Saturday 22<sup>nd</sup> November**  
AGM. 20.00hrs

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*The next Newsletter will be in November. Contributions please by 30th October to: [circular@pmsc.org.uk](mailto:circular@pmsc.org.uk)  
Or by post to: 14 The Chestnuts, Wrentham, Beccles, Suffolk NR34 7EZ*

does not look as though we will win, but who knows?

The Newsletter has tear-off slips for the Laying Up Supper, with a prize-giving at 22.00 for our 3 Clubs' finalists and The June Cup. Jackie and Jo's wonderful food to be enjoyed, and the Dinner Dance has to be organized earlier this year as we have an obligation to declare our numbers attending, much earlier this year. Do join us, both are excellent events and not to be missed.

Don't forget the Log Competition and there is still chance to visit a few places for the Rivers Rally. Hoping to see you at the Clubhouse soon.

**Dilly Ridge  
Commodore**

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## **NAUTICAL PHOTOGRAPH COMPETITION SATURDAY OCTOBER 18th 2008**

Matt Brooke and Anthony Cullen have again kindly agreed to act as judges in this year's Competition, and are looking forward to seeing your photographs. So let's have lots of entries! The winner of the first prize will receive the Cleyndert Trophy, and it's possible that your photo may be chosen for the cover of next year's PMSC Almanac, even if it wasn't a prize-winner.

Don't be shy about entering – you don't have to have the most expensive equipment in the world, just a good eye for an interesting shot, remembering that light and texture, as well as colour and viewpoint, are important elements in composing a good picture. The only stipulation is that your photograph must include the vital element of WATER. Some really beautiful photos have been rejected for prizes in previous years because this rule was overlooked.

The prize-giving will take place in the evening, and this event is open to all members. Even if you're not a competitor you won't fail to enjoy the exhibition, and you'll have the opportunity of voting for the

photograph you'd like to see on the cover of the Almanac. For reasons of space, submissions should be no larger than 8" x 6" (20cm x 15cm), preferably un-mounted or framed, though smaller sizes are very welcome. Please provide titles for your entries and make sure they arrive at the Clubhouse no later than 12 noon on 18th October.

**Marjorie Carter**

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## **In the Library**

After a long period when there was a dearth of cheap titles in the remaindered book catalogues suddenly a whole lot of worthwhile volumes appeared from which the following selection were purchased.

'Admiral Collingwood' (Max Adams)

Collingwood was a contemporary and friend of Nelson, taking over command after Trafalgar. Rising to senior rank he eventually took over command in the Mediterranean spending the last six years of his life there. It seems amazing that Collingwood was away on duty for years at a time when today service away involves only months from home

'The Authentic Nelson' (Rina Prentice)

Much memorabilia of Nelson survives and this is a detailed and profusely illustrated book of these items. These include his combined fork and knife for use when he had lost his arm, to his coat worn at Trafalgar with the fatal bullet hole.

'The Wreckers' (Bella Bathurst)

Those living on the coast have always regarded wrecks as gifts from God. Even a few months back the wreck of a container ship at South Devon near Bridport attracted a large number of people to grab what they could of the contents of the cargo washed ashore. This book is a comprehensive account of activities over the years round the coast of the UK. What is certainly novel is the state of the law where it seems those taking charge of articles washed ashore can claim they are only looking after them until the rightful owner is found.

'Wildlife of Coastal Waters of the British Isles' (Tony Soper and Dan Powell)

For those interested in nature sailing round the coast and anchored in a quiet creek provides a prime opportunity for watching birds and sometimes seals, and occasionally dolphins. This compact paper back is a well illustrated guide to the species that can be seen.

'Boats, Boffins and Bowlines' (George Dower)

Marine life has always provided a wide range of inventions, some to be adopted, others to vanish without trace. This book is a summary of many of these.

'Knots' (C Collins)

If you thought you knew your knots this superbly illustrated book will expand your knowledge. As a novelty it includes knots to be used for the growing woven tapes much now used for securing loads. You can find in this book details of the Zeppelin Bend, the Boa Knot and the Collared Hitch

**Tony Cowley**  
**Librarian**

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**Film – 'Deep water'**  
**October 25<sup>th</sup> 20.00 hrs**  
**In the Club**

"Deep Water is the stunning true-story of Donald Crowhurst's 1968 solo round-the-world sailing race that turned into an ill-fated voyage.

Confronted by perilous seas, bad weather, an unfinished boat and painfully slow progress, Donald faces an impossible dilemma – to continue into the open ocean with a leaking boat or return home defeated and bankrupt. Using original 16mm footage, tape recordings and interviews, this film reconstructs one man's extraordinary physical and psychological journey" (Running time 90 minutes).

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

## **Sailing 2008**

The annual cruise was to Ramsgate and French coast, but the fleet of four was split by time and weather, so two went east and two went west. Harmony and Astraea went to France, as you will read further on. Aurora and Magic Calabasse hung in the Orwell for three days unwilling to go out in the windy conditions, then departed for Ramsgate. From there we decided, nearly, to cross to Calais, and certainly, sitting at the Royal Temple Yacht Club that evening sipping a glass of wine it seemed all too reasonable. However, the morning forecast of fog patches and a South East wind combined with not too many days holiday left, put us (me) off, and I felt a different route beckoning. Thus the two boats sailed round to Harty Ferry for the night, then to Burnham Yacht Harbour (with an evening in the White Hart and Crouch Yacht Club), followed by one of those idyllic nights in the Pyefleet, with sunset and all! And not once did it rain on us! Which is rather more than can be said of our next event!

Dinghy regatta day dawned bright and calm, but was not destined to remain so. By afternoon it was raining, blustery and cold, with the forecast promising SW 5-7. Would we be able to go ahead? What a shame when we had gone to the trouble of picking up the Toppers from Canvey Island. If we don't use them would we still be expected to pay for them?

Thankfully, the old 'Dunkerque spirit' kicked in, and to cut a short story even shorter, Ian Saunders and I sat shivering in his launch as start boat, Jon and Sue Humby turned up, also shivering, on a borrowed sports RIB looking like something out of Howard's Way, and we had 5 dinghies on the line competing in 2 races and clearly having fun! Success! Race 1 was won by Lee Foster, and Race 2 was won by Oliver Saunders. A 'Promising Junior' Trophy was given to Simon Jam, who performed well against more experienced sailors. Particular thanks to Ian for doing a lot of the work for this event, and Nigel Bailey for being shore crew. Next year it's going to be even better!

The Bank Holiday Mystery Cruise was attended by Aurora and Gravel MD, who braved the blustery conditions and got to Ramsholt (dinner at the Ramsholt Arms), followed the next day by a cracking force 6 windward bash back to the Backwaters (dinner on Aurora).

Our last racing event is the final 3 Clubs' river series on Saturday September 20<sup>th</sup>. We are hosting this race and there will be a prize-giving and BBQ in the Club afterwards. The Prize-giving for our Club trophies will be at the Laying Up Supper at 22.00.

As you read this the Regatta will either have happened or be about to happen. If the latter, please give it your support, if the former, I hope you enjoyed it.

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

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## **PMSC summer cruise: A tale of Two Cruises.**

The PMSC summer cruise was this year supported by four boats, with two completely different cruises. This is the account of the two boats that went to France.

Harmony, with Lee and Elaine on board was due to be on a two week cruise, with the PMSC trip at the second week. Due to dog / house sitting arrangements (and the need to paint the windows), Harmony's cruise did not start until the Wednesday evening. As is quite usual, Harmony is taken down to Shotley Point Marina the evening before a trip so that baggage (and more baggage...) can be loaded from the convenience of a Marina, rather than multiple trips in a dinghy, plus it means the fridge can be fully charged and the beer cooling. On this occasion, I had the engine running on the mooring for a little longer than usual, which was fortunate, as it stopped. On investigation, I found at first what appeared to be an empty diesel separator, - so I cursed the price of fuel assuming that some tea-leaf had stolen it - but on closer inspection the empty separator was in fact full of water. This was duly emptied, plus some extra out of the tank until just nice red fuel was left. The engine was started and ran all the way to Shotley.

Baggages were loaded, beer cooling commenced, and I contemplated where the water may have come from.

On Thursday we took the mid afternoon tide (we try and avoid mornings...) to Ramsgate with a squally, rainy W F5-6. The separator was checked before departure, and had a couple of thimbles full of water in the bottom. Whilst on-passage we motor-sailed for around an hour from Medusa towards Long Sand Head and when the engine was switched off, I checked the separator again. To my disappointment, it was now 3/4 full of water. This was not an immediate problem, but it would need to be attended to before reaching Ramsgate. Whilst sailing on a reach down the Black Deep, I decided this would be a good time to clean out the separator and try to remove some more contaminated fuel. Elaine was left in charge in the cockpit and "Otto Helm" left in charge of steering. As is usual in boat design, attending to the fuel separator involves being wedged up-side-down in an enclosure around 8 inches narrower than an average adult's shoulders. After around 10 minutes and just as I reached a delicate point in proceedings, a great deal of squawking came from the cockpit (Otto, not Elaine...) and we did a 180 degree turn. After a quick check that we were still between the Red and Green buoys and there was no shipping, I decided to continue with the fuel operation before there was too much mess in the boat, which neither Elaine or Otto were too happy about, especially when after another 10 minutes or so a Container Ship joined us in the Black Deep and apparently was intent in running us down (according to Elaine). Harmony was put back onto course, around 4 Litres of contaminated fuel were removed and we continued on passage to Ramsgate without further incident.

The following morning when at the marina office, I spoke of my predicament and the telephone number of a local outfit that could pump out the tank, filter the fuel and replace it was found - very handy! What was even better was they had a chap at the marina that could also do the job that afternoon. The pump that was used to remove / replace the fuel was somewhat temperamental, but it was a fairly painless exercise (apart from the bill that is). Nothing of any note was found in the tank, but at least we had the peace of mind

knowing that the fuel was clean and the problem not likely to return.

We had been in contact with the rest of the PMSC fleet that had amassed at Shotley. On the Sunday *Astraea* decided to join us at Ramsgate, but *Aurora* and *Magic Calabasse* decided they would rather leave it another day for the weather to settle. On Monday *Harmony* and *Astraea* departed together for Calais and had a bumpy ride across the Dover Straits as the seas were still a little confused from the previous days winds. *Harmony* arrived at Calais about 30 minutes before the bridge opened, and just as the barriers were coming down *Astraea* appeared in the harbour and just made the same bridge opening, which was good all round. *Astraea* is a faster boat than *Harmony*, but I can not claim superior navigation skills to have totally out-sailed *Astraea* to have arrived 30 minutes earlier: Rather there was a mis-interpretation of the skippers command “pull the headsail in” by the first mate, who (quite reasonably it can be argued) pulled in the headsail furling, when the command was intended to mean “pull the sheet in...” this resulted in some interesting prolonged manoeuvres on a port tack, when in fact *Astraea* needed to be on a starboard tack to go down-channel.

Once in Calais Harbour, the sun began to shine and we all went off into town to find a nice quiet bar and discuss the day’s events. The next few days were very pleasant and warm, albeit windy in the afternoons with a strong sea-breeze settling in. We enjoyed a number of visits between *Harmony* and *Asrtraea* and the bar, plus an excellent evening meal courtesy of Rosie. After having enjoyed a lovely meal followed by cheese and biscuits, it was coffee time. On delving into *Astraea*’s cavernous fridge, a 1/3rd empty, 2 litre milk carton was produced, which should have been full. Unfortunately the milk was frozen when it went into the fridge and had been slowly defrosting for a few days; it had split when it froze, and had since been leaking. Much to Rosie’s surprise, the bottom of the fridge was not awash with milk, so very little mopping up was needed. Much to Rick’s dismay, this meant that the missing milk was in the bilge, which is his domain...

The following day whilst sitting on *Harmony* having just returned from a supermarket vino raid, we were rather surprised to see a bearded chap wearing a nifty black beret striding to our boat with some intent! What have we done to upset this Frenchman we wondered? It turned out to be Mr B followed rather more sedately by Mrs B (Francis & Fiona Beaumont). It turned out they had come over to Calais by ferry to check on “Jenni Ann” before she returned to England on a lorry (for those of you not informed, Jenni Ann suffered major engine problems whilst in France – see their blog on the PMSC website). They had decided to pop round to the Yacht Harbour to track down *Astraea* and *Harmony*. It was lovely to see them and after cups of tea and chocy bars they were off and on their way.

Both boats eventually left Calais on Friday afternoon and had a pleasant sail back to Ramsgate (well I did, Elaine must have been on a different boat, as she will give you a completely different account!) As it is the holiday season, Ramsgate was choc-a-block full and *Astraea* arrived first (as they should have done on the outward bound passage) and called up the Marina Master who informed them the main Marina was full and that they would have to go alongside the breakwater in the other part of the harbour where all the fishing boats moor. Not pleasant. *Harmony* on the other hand did not ask the Marina Master and found a very pleasant berth, albeit tying alongside “Jenny Wren”. The crew of *Jenny Wren* were away in town, so we waited for them to return, and the extremely amiable crew were quite happy for us to be there, and they were also destined for the Orwell. The downside was that they do mornings, and were going to slip at 05:00. This seemed a small price to pay compared to sleeping with the Fishermen. Had their engine not failed to start, we would have been back in our bunk by 05:05, but instead did not get back until 05:30.

Early Saturday morning *Astraea* was fed up with the fishermen and being the wrong side of the breakwater, so left for home. On Saturday afternoon *Harmony* did likewise and motored in a flat calm all the way home (a perfect way to sail according to Elaine). Unfortunately arriving at the mooring in the dark was not the relaxed end of our cruise we

had anticipated, as our dinghy had been swamped at some point whilst we were away and had “turned turtle”, 7/8<sup>th</sup> submerged. It seemed pointless risking doing anything with it in the dark, so it was tied to the stern and we retired for the night. One of the handy things about a sailing boat is that you always have a crane on board, so the following mooring the dinghy was tied to the spinnaker halyard and winched slightly out of the water, there was a great gurgling and rushing of air, after which the dinghy popped up, was turned over and the remaining water baled out. And there ends the “other” PMSC summer cruise!

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## Navigation Classes at PMSC

These are starting on September 29th for the Day Skipper Course and September 20th for the Coastal Skipper / Yachtmaster Course. They run up to Christmas and then from January to mid March.....in time to start working on the boat and get afloat for next summer. For more details phone Sara on 780510.....but don't leave it too long - they are filling up fast this year.

### Flares.

I missed the wonderful Barge Match evening this year as my Coastguard pager went off. We were sent towards Ipswich for flares reported. It was the second time in a couple of months. The red parachute rockets flares were reported to Thames CG from as far as Manningtree....they shoot 1000 feet and can be seen over about 30 miles and every sighting is investigated by CG teams and often lifeboats too. The ones we saw that night were obviously inland but everything is checked, even on November 5th. At sea all skippers are obliged under international law to assist those in distress. This is why it is illegal to use distress signals when it is not an emergency.

There is a real problem in disposing of time expired flares I know, but letting them off is not the answer. Nor is leaving them outside King's workshop for Gus and Phil to sort out, putting them in the rubbish skip or leaving them under a hedge. Several lots have been

abandoned at Pin Mill this year and this is dangerous and irresponsible with the number of children and non-sailing visitors about. People have been known to throw them overboard or bury them. Phone Thames on 01255 675518 for disposal information.

### HM Coastguard Holbrook

We are looking for more volunteers to join our team at Holbrook. You need to have a driving licence, a reasonable level of fitness, common sense, live within about 20 minutes of Holbrook and be available for one training meeting and patrol a month and occasional call outs. The commitment is not heavy but some availability during the day, week-end and overnight is necessary. For more information call:

**Peter Creasey. Station Officer Holbrook on 328519, or me on 780510**

**Sara Hopkinson**

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## PMSC Car Parking.

We have had a few problems with cars being badly parked both beside the Clubhouse and in the parking spaces by King's meadow. Firstly it is very important to keep the emergency exit clear, this is the back entrance and the disabled person's entrance and where the beer is delivered. Thoughtless parking causes lots of problems here, so please be aware and be sure to park carefully.

Secondly, cars parked in the four parking spaces by King's Meadow must always allow sufficient space for vehicles to pass along the right of way. There should always be enough space for an ambulance to reach any of the properties along there and thoughtless parking this year has caused the residents there a great deal of inconvenience. Our Property Secretary and Rear Commodore have spent time cutting back branches to keep the parking places available and there will be markers laid in the ground, so please be extra careful not to block any part of the right of way.

**Dilly Ridge  
Commodore**