



Up River Yacht Club Newsletter April 2016

FLOTSAM



The Way We Were

Raiders of the Lost Archives

Cruising Tips

Get off the couch and out of the Crouch

One Man and his boat

Cruising in an 18 footer?

*Plus Glad Rags Out of Mothballs for THE Summer Ball,
A Nautical Brain Teaser and the AGM Minutes.*



Up River Yacht Club Newsletter

April 2016

Commodore's Report

Thanks to all those members that attended the 2015 AGM. The minutes from the meeting are enclosed elsewhere within Flotsam. Please make a note to keep these in a safe place so you have them to hand for this year's meeting!

It's been a busy few months at the club. You will be aware now of the land exchange we have agreed with the Anchor Public House. If you have visited the club recently you will see that the proposed boundary has been pegged out to the west of the clubhouse. The official paperwork is currently being finalised by solicitors and after this has been agreed, the boundary will become something more permanent.

We have made great progress in clearing the top field, thanks to the many members who have helped out. This will enable us to take full advantage of the area we have for storing boats in the winter.

The ladies changing rooms are now complete and look fantastic. The members that helped make this project happen should be extremely proud of themselves for doing such a great job.

In January we submitted a facilities grant application to Sports England for the sum of £75,000. We will find out in April if our application is successful. If we are victorious, the grant will be used to replace our boat shed, purchase a new safety rib and make clubhouse improvements.

We have an exciting calendar planned for 2016. Our cadet section is already fully subscribed and we have a full-on dinghy and cruiser programme to occupy you throughout the year. Our social activities are just as exciting, with our Octogenarian Ball being the highlight of the year. Places are limited for this event and we are approaching full capacity, so please, if you are planning on coming – let me know sooner rather than later!!

It just leaves me to say, I hope you have a fantastic sailing season and I look forward to seeing you at the club and on the water!

Best regards

Alex Gore, Commodore



URYC

Pulling together



Up River Yacht Club Newsletter

April 2016

William “Jim” McAvoy Memorial Cup

Two years ago the family of Jim McAvoy presented the William “Jim” McAvoy Memorial Cup to the club in his memory. Jim was a key member of the U.R.Y.C. and loved being part of the club’s committees and working parties. Sheila, Ken and Gill requested that the trophy was presented on an annual basis to a club member with the same passion.

The Flag officers and members of the Executive Committee had no hesitation in deciding who 2015’s worthy winner of the trophy should be. Described as one of the most prestigious trophies to win, it was awarded to Adrian Reynolds at our annual dinner dance. Adrian was presented with the trophy by Jim’s granddaughters, Nisha and Anna.

Adrian joined Up River Yacht Club in 1971 with a Silhouette 2 called Sea Wolf. In 1973 he attended the club’s first work party and became a member of the House Committee. In 1976 he became Rear Commodore House which meant that he also sat on the Executive and Finance Committees.

After his two year term as Rear Commodore House, in 1978 Adrian bought a Kit Hunter Europa named Tiger. Towards the end of the 70’s he joined the sailing committee and in 1980 became the Honorary Sailing Secretary.

For most of the 1980’s pressure of work increased involving offshore duties and trips abroad severely restricting his involvement in Up River. Towards the end of the 80’s however, pressure had lessened and he became Cruiser Sailing Secretary. It also enabled Adrian to buy ‘Venti Too’, a 1979 Sadler 25.

Just when he thought things had settled down, work commitments meant that he had to live in Uxbridge for a while. In the early 90’s he retired and upon his return to Southend, he was approved for the post of Rear Commodore Sailing. This was a stop gap because the position of Vice Commodore would become vacant in 1994 with the position of Commodore in 1996/97.

In 1999 the House Committee Treasurer post became vacant and so Adrian thought he would give it a try....a post which turned out to be nearly 20 years!

It had become apparent that the Cruiser Fleet was getting larger and the launch and recovery equipment was tired. So Adrian along with other members volunteered in the year 2000 to undertake an update of equipment and he became a chair of the launch and recovery syndicate.

In the mid 2000’s he offered to undertake Vice Commodore and Commodore roles once more, finishing in 2006 before stepping aside for younger members.

Since this time he has continued to be an active member on the House, Sailing and Executive Committees.

Alex Gore, Commodore



Up River Yacht Club Newsletter

April 2016

2015 Prize Giving

Our annual prize giving was held on 17th October. It followed the Seminole and Runners up Pot dinghy races which decide the Champion of Champions for the year.

We had a great turn out with many of our 2015 cadets joining in for the special occasion.

Adrian Reynolds and Allan Adkin were the only recipients of Cruiser trophies for 2015 – lets hope there will be more in 2016!

The Dinghy prizes were awarded as follows:

2014 Winter Series – Slow Handicap

1st - Michael Ettershank, 2nd - Gerry Ledger, 3rd – Ben Harris



2015 Winter Series – Fast Handicap

1st – Ian and Alex Gore, 2nd – Paul Beven and Stephen Green / Thomas MacIver

2015 Icebreaker - Slow Handicap

1st Streaker – Gerry Ledger, 2nd Comet – Michael Ettershank,
3rd Lightning 368 – Ben Harris

2015 Icebreaker - Fast Handicap

1st National 12 – Ian & Alex Gore, 2nd Phantom – Tim Harris

2014 Warm Up Series – Slow Handicap

1st Streaker -Gerry Ledger, 2nd Comet – Michael Ettershank,
3rd Lightning368 – Simon Hopkins



Up River Yacht Club Newsletter

April 2016

2014 Warm Up Series – Fast Handicap

1st National 12 – Ian & Alex Gore, 2nd Phantom – Tim Harris

Easter Series

1st – Michael Ettershank, 2nd – Paul Pelling

Spring Series

1st – Michael Ettershank

Evening Series

1st Comet – Michael Ettershank, 2nd Streaker – Gerry Ledger,
3rd Lightning 368 – Paul Beven

May Cup 2015

1st Comet – Michael Ettershank

Pints Trophy 2015

Well done to Michael for being the thirstiest!

1st Michael Ettershank – Comet

Cadet Cup 2015

The August Family Fun weekend saw the final Cadet training for 2015 and the Cadet Cup on the Sunday Afternoon. Whilst just a bit of fun they took it very seriously and the results of the finishers are below. Well done to all our newcomers.

1st – Thomas Yarwood, 2nd – Harry Yarwood, 3rd – Joshua Conway,
4th – Alex Busby, 5th – Stephen Green

Autumn Series 2015

1st Streaker – Gerry Ledger

Seminole & Runners Up Pot

Unfortunately only one person turned up to contest the Seminole Trophy so it was won by Ian and Alex Gore by default.

The Runners Up pot was a more feisty affair and won by Matt Pickett

Individual Trophy Winners

Commodore's Cup – Martin Sykes

Handicap Trophy – Michael Ettershank

Lightning368 Trophy – Penny Yarwood

Lane Trophy – Pat Harris

Cadet Service Trophy – Jack Gore

Cadet Combination Cup – Samuel Harris & Rosie Gore

Cadet Achievement Trophy - Stephen Green



Up River Yacht Club Newsletter

April 2016

“Raiders of the lost Archives”

As you may be aware the club is currently in the process of buying the land that we have been leasing from what was the brewery, owning the Anchor Public House. This along with our clubs application for a grant from Sport England, we found ourself needing to produce the Title Deeds to the land that we own.

After all the obvious avenues of enquiry had come back with a negative result it soon became clear that we had no idea where our title deeds were and with a time limit of only 8 hours for the Grant Application to be submitted, a raid was mounted on the collection of archive files held in the dark recesses of the filing cabinet and stack of drawers. Fortunately a photocopy of the club land purchase was found which was suffice for the grant application.

This however was not good enough for the land deal that is underway. So over the next few days and weeks, file after file was painstakingly gone through to shed light on our land purchase. The upshot of this however was that despite hours of “Detective work” the result was a failure. Fortunately letters from our then Bank and Solicitor along with the photocopy deeds already found, we are now in a position to re-constitute our title deeds with the Land Registry Office.

Whilst doing all this it was fascinating to discover, or rediscover, little bits of history and facts concerning our club. So, and in no particular order or time line, I thought you might like to read some of these little gems.

The earliest paperwork I came across was hand written ledgers for the clubs executive meetings of 1946 and onwards. They are quite difficult to read. I have not found any earlier paperwork from the war years of from when the club was founded in 1936.

In 1951 we signed a lease with the “Southend Water Works Company” for what was the New Clubhouse situated on the land where our race box is now. The annual lease fee was £3.

On the 29th January 1952 the plans were approved and stamped by Essex County Planners for the new building which is described in the building regulations to be built of a timber frame and covered in Asbestos Sheeting with a corrugated asbestos roof!!! How things have changed. This building survived until 1978 when the then Commodore wrote to the water Company requesting permission to remove and replace the building. This was approved.

Whilst the club lived within the new ‘first’ clubhouse permission was also sort and a legal agreement reached with The Southend Water Works Company for water to be supplied from “Rose Cottage” for a sum of £1 per annum and that the water MUST Only be fetched by pail.

UP River YC also entered into an agreement with the then brewery, Watney



Up River Yacht Club Newsletter

April 2016

Mann Ltd, to buy the land that we have been renting ever since. A figure of £1250:00 was agreed and the legal contract drawn up. It was signed by the four club trustees and all ready for Contract exchange. At the eleventh hour Watney Mann were in the throws of another merger and the new board of directors refused for the sale to go ahead on the grounds stated in their letter that they "Have no need to sell the land, would be happy to earn income in the form of rent and that "Land will always go up in value"

In 1972 the club bought the land that we now own, being The Commodores Lawn, Clubhouse area, and all the land up to the boundary with the Community Centre. However at that time our then Solicitors refused to act for Up River YC in this purchase as we had gone against their advice, being NOT to buy the land due to the very restrictive permanent covenant written in to it. Our then Bank, who were providing the mortgage, also declared that they would insist on further collateral against the covenant. The Covenant, in perpetuity, is that:

"The Land we were about to purchase can never be used for anything other than a Yacht Club and not sold on for any other form of development."

Our Bank at that time wrote to the Up River Executive and stated that in view of this severe restriction they would be "At a loss" should Up River YC default on the mortgage, as the Bank could only repossess the land and find someone else wishing to open a yacht club.

Had this been common knowledge a few years ago it would have stopped the debate over any form of takeover/Carpet bagging of our club.

Up River bought the land for £3500:00 and our mortgage amounted to £7,000:00, giving the club capital to build the proposed "New" Clubhouse. This successful outcome was a result of negotiations starting back as far as 1967.

When we bought our land the Community Centre did not exist in its current location and that land was earmarked by the Local and Parish Council to be part of the village car park.

Running across our land was a set of 11,000 volt electricity lines and these were at a height that were a danger to the masts of the large sailing dinghies and the small cruisers that we had. After a period of discussion and negotiation URYC sold a small parcel of land to the Electricity Board within the curtilage of our grounds for a nominal fee of £5. In return, and at no expense to our club, the Electricity board removed the overhead cables, laid them under ground, and sited their sub station on the land that we had sold them which is behind our boat shed!

There are lots more items of our history and it is my intention to gather as much together as I can and set it out and preserve it for future years. I hope that you have found this article of some interest.

Steve Harris.



Up River Yacht Club Newsletter April 2016

MISS CLARE *My Leisure 18.*

No, the 18 in the title is NOT a typing error. Most people I meet are unaware that a Leisure 18 was even built. I am glad she was. I would like to say a little about her.

Incidentally it is my boat pictured on the Leisure website, photographed as I bought her in a berth in West Wick marina on the River Crouch in January 2011.

Brian Cory Boatbuilders Ltd built my boat in 1996. We are a rare breed, only about a dozen built. It is my first cruiser, which I have owned for the last five years. Sailing for the most part single handed I have enjoyed sailing from Hullbridge on the River Crouch to many marinas around the River Blackwater, including having barbecues on Osea Island, Heybridge Basin, Club dinners in Brightlingsea, Bradwell, Tollesbury and West Mersey.

I have sailed on other occasions to Tichmarsh in the Walton Backwaters, Shotgate, up the River Orwell to Ipswich and up the River Deben to Woodbridge.



A ten-day cruise across the Thames Estuary to sail around the Isle of Sheppey through the River Swale and up the River Medway, then to be made welcome by the Medway Yacht club, was a good outing.

I always enjoy anchoring up for the night in a creek or river and cooking a nice meal with a glass of wine.

The '18' is a superbly safe and relatively easy to sail boat. With all controls leading back to the cockpit, I am able to reach the mast just by leaning forward, so reefing is made very easy, especially with the use of reefing lines, a stack pack and lazy jacks. She has an inboard/outboard that is a 6-hp. 4-stroke outboard engine in a cockpit locker.

Being classified as a 3 birth, there is ample room and storage space for one or two. The previous owner fitted an insert panel in the 'v' of the cabin berths, with a fitted a cushion in the down (bed) position. This panel can slide up and be locked onto the pole supporting the mast to be used at a suitable height as a table. Ideal when I have company or grand children on board. Three nights out with them last year was excellent. They were then aged 7 and 9 and can now sail their own optimists.

I have had fantastic fun with my boat and joining the Up River Yacht Club in



Up River Yacht Club Newsletter April 2016

Hullbridge was a life changing decision. I joined the club with no experience about seven years ago after doing a weeks RYA level 1 and 2 dinghy sailing course. The fantastic club members shared their wealth of knowledge enabling me to progress as outlined above. They have my eternal heartfelt thanks.

Since the Crouch is a tidal river, the size of the boat is ideal even if sailing, on one tide, down and back up the river for a few hours.

The worst conditions I have sailed in was a couple of years ago around Harwich in force 8 winds and sailing home to the Crouch getting cold and wet to the core.

Won't do it again deliberately but the boat looked after me and I learned a great deal from the experience, bought better sailing clothes immediately and now even carry swimming goggles on board. Generally speaking it is a very dry boat without the often-damp conditions associated with bilges. There are none.



David Dean 72 years young and a member for 5 years. Where next?



Sailing home approaching the River Crouch



Up River Yacht Club Newsletter

April 2016

Plunder and Pillage - The 2016 Cruises

Hi everyone, I hope you're all looking forward to the new season which seems to be fast approaching. Here are our plans for this seasons rallies.

I will be putting the notices up in the club house this weekend. If you can put your names on the list asap as I have to confirm names and numbers well ahead of our visits, especially where there are restaurant bookings as well.

Burnham Rally & Cricket match: Sat 28 – Sun 29 May (Bank holiday weekend) 8 berths available.

Hullbridge HW Sat 28 - 0529 & 1745, Sun 29 - 0618 & 1836

Arrive in Burnham marina on Saturday for a 14:00 meet up to make our way over to the park for a game of cricket followed by a casual get together in the evening for a social. Sunday, leave Burnham in your own time to return to Hullbridge.

If anyone would like to come by road there is plenty of parking nearby.

I will not be going along on this rally as I have other plans, but will still be taking care of the organisation.

Boulogne Rally: Wed 15 – Sun 19 June.

Wed 15 Burnham - Dover (Leave Burnham 0600)

Thurs 16 Dover - Boulogne.

Fri 17 Day in Boulogne.

Sat 18 Boulogne - Ramsgate.

Sun 19 Ramsgate – Hullbridge.

Final passage plan & booking of berths still to be done.

Summer Cruise to Southwold: Sat 2 – Fri 8 July. 10 Berths available.

Sat 2 Burnham - Suffolk yacht harbour R Orwell (Leave Burnham 1000)

Sun 3 Suffolk yacht harbour - Southwold.

Mon & Tues in Southwold. Organised visit to the Adnams Brewery, this would need to be booked and paid for asap as the brewery tours get booked up way in advance. Price is £12 per person and is non refundable should we not make Southwold. I am happy to collect the money and do a group booking. I will put a tick box on the cruise notice. Check out the Adnams tours website.

Wed 6 Southwold - Titchmarsh marina, Walton Backwaters.

Thurs 7 Day in Walton with a visit to the top of the Naze Tower. There's also an art and craft gallery and tea room within the tower. Evening meal booked in the



Up River Yacht Club Newsletter April 2016

Harbour Lights restaurant at the marina, 25 places available.

Fri 8 Titchmarsh - Hullbridge. HW Hullbridge 1627.

The summer cruise has been set to arrive home on the Friday in plenty of time for the club summer ball who's date was changed from the original.

Osea Island BB'Q Sat 23 – Sun 24 July.

Hullbridge HW Sat 23 0351, Sun 24 1644

Leave Hullbridge in your own time. Arrive at the anchorage on the SE of Osea Isle known as 'The Barnacle' just to the east of the old wooden jetty. If the weather is good, it's a great place for a swim.

We will go on to the beach for a bb'q early evening shortly after HW. Bring your own bb'q disposables are fine.

Holding there is good for an overnight stay at anchor. Leave Sunday morning to return to Hullbridge.

Brightlingsea Rally Sat 24 – Sun 25 Sept. 12 Berth's available.

Hullbridge HW Sat 0647, Sun 2049

Sat 24 Evening meal booked in the Colne Yacht Club for 1900, 30 places available.

It is intended to run the 'Moonraker' & 'Raysand' races to and from Brightlingsea on a self timed basis, exact course to be confirmed.

I will be holding a cruiser meeting on Fri 8th April after the eat in at 9pm.

Fair winds to us all

Regards, Graham.

Calling All Boat Owners!

Unfortunately it is not possible to access all areas of the club grounds on Work Party days.



Would members please take responsibility for maintaining the area under their own dinghy, cruiser, tender, trailer etc. and put winter wood blocks back on the store

Thanks go to Ken Letch and Chris Hall for keeping the grounds grass cut on a regular basis



Up River Yacht Club Newsletter

April 2016

Rite Of Passage For Outer Crouch Virgins

Taking liberties with the Ray Sand Channel - inshore route to the Blackwater

Hardy URYC cruiser owners 'go foreign', heading to the near continent. A lot more join the annual Summer Cruise or go on a weekend rally to Brightlingsea or the River Blackwater. In contrast, the majority prefer to stay in the Crouch. I guess the clue is in the name, people belong to Up River Yacht Club because they enjoy sailing in the upper reaches of the river. But some might be tempted to go further afield.

If you own a cruiser and have been put off venturing out of the Crouch due to the apparent complexities of navigating the Thames Estuary, and don't fancy the idea of sailing far from land, then this article might be for you.

Let's answer some questions.

Q. *"I have read about threading through narrow 'swatchways' between dangerous sandbanks at low tide, seems a bit risky"*

A. You might be pleasantly surprised by how much water there is when the tide is in and how you can avoid any complicated navigation. If you can use an echo sounder, it's easy to avoid the shallow bits.

Q. *"It takes ages to sail from the Crouch to the Blackwater because you have to go miles out to sea"*

A. You can get to the Blackwater staying within a mile of the shore, with the coast in plain sight all of the way. It's the same distance to sail back to UpRiver from Holliwell Point (north bank entrance of the Crouch) as it is to carry on to Bradwell.

Q. *"It can be really rough down by the Whitaker Beacon"*

A. Agreed, every trip is weather dependent, so follow the tips below for a nice sail in smooth water instead... and there's no need to go anywhere near the Whitaker Beacon.

Home advantage.

If you moor at Up River you will certainly own a shoal draft boat, so why not use your boat's inherent advantage to make life easy? For the owner of a fin keeler, sailing in anything less than 3 metres of water has the hair standing up on the back of their neck. For the average bilge keel skipper, 3 metres is a luxury, even 2 metres is fairly generous with a depth alarm set at 1.5 to allow time to put the kettle on before tacking off of a shoaling shore.

Simply follow the coast.

Even on a neap tide, if you can get to Holliwell Point an hour before high water, you can then simply follow the coast around to the Blackwater. Just keep an eye



Up River Yacht Club Newsletter

April 2016

on your echo sounder to sail the whole distance in at least 2.5 metres of water. Near the top of the tide it's fairly slack and there's not much rise and fall. At high water springs, there is so much water, the average Up River yacht would need to be run up the marshes on the Dengie shore before running aground.

A chart plotter is handy as this inshore route has precious few navigation marks. There are two pairs of wrecked 2nd WW target barges (marked with beacons) on the Dengie Flats. I have looked at these from the shore at low water – the mud is smooth for miles in all directions from these wrecks. Each pair is at least a quarter of a mile apart, so it's safe to sail between them if you want to. From experience I can tell you that sailing inshore of them on neeps is rather too shallow for comfort!

The mud and shingle of the Dengie Flats extends out further from the land nearer the Blackwater, becoming St Peters Flats. They are indeed very flat. Sailing in fair weather on a rising tide I have crossed the St Peters Flats with very little water under the keel in complete safety. If it had been windy, especially wind over tide, I would have given it a wide berth and sailed much further out in the Ray Sand (Rays'n) channel.

The Rays'n is of course the accepted shortcut from the Crouch to the Blackwater and is widely covered in Pilot Books and the yachtsman's bible; East Coast Rivers. However, nearer high water, there is precious little difference in the height of the sand and shingle banks at the Crouch end of the Rays'n compared with sailing closer inshore. So you can take a few liberties with your course and cut the corner.

When would you use the inshore passage?

Midday high water.

It is particularly useful if high water is nearer the middle of the day. The traditional deep water route; taking the ebb tide down to the Swin Spitway, arriving at low water, and then taking the flood up the Blackwater, demands a tidal pattern with high water in the morning and evening.

If sailing via the Swin Spitway, during spring and autumn, a lunchtime high tide is likely to mean either leaving or arriving in the dark.

West winds.

If the wind is blowing generally from the West, particularly the NorthWest, the Inshore route saves a long wind-over-tide beat into the Blackwater. If a westerly wind is anything over force three to four (9 to 14 knots), the sea can be very choppy when beating between sand banks all the way from the Swin Spitway to Mersea Island.

In contrast, sailing along the shore sheltered by the land eliminates the waves,



Up River Yacht Club Newsletter

April 2016

especially as the tidal flow is north - south along this coast, so a west wind blows across the tide making for a very smooth passage.

East winds.

During East to NE winds the inshore route can be preferable for comfort. A NE blow creates a wind over tide bash down the Whitaker Channel from Shore Ends to the Swin Spitway. Just sailing this stretch alone can take 3 to 4 hours of tacking between the sands.

Provided the easterly wind does not exceed about 15 knots, if you turn to sail north just past Holliwell Point, you will have a fair wind all the way to the Blackwater. This is incomparably better, quicker and a much smoother trip. The East wind will be blowing across the tide here and not kicking up a chop.

Disadvantages.

To sail from UpRiver to Holliwell Point is likely to take at least 3 hours simply because you have to punch the tide all the way to the entrance, covering the ground at 4 knots. This means leaving your mooring at 4 hours before HW (which is not possible for all members) to arrive at Holliwell Point ideally 1 hour before HW.

You can arrive later and nearer to high water, but then you will need to bear in mind you are crossing the flats on a falling tide. You will also have to punch the full flow of the ebb to enter the Blackwater if you want to go into Bradwell for example.

Provided your boat has a good engine or the benefit of a fair breeze, it is perfectly practical to take the inshore route from Hullbridge to Bradwell/West Mersea/Brightlingsea in one go. But this route means you can't afford to hang about.

Summary:

Best for shoal draft boats. A short cut and guaranteed smooth water sailing when the wind is from a westerly quarter. Typically allow 6 hours from Hullbridge to Bradwell taking the inshore passage, or 8 hours via the Swin Spitway.

The inshore route probably means motor-sailing unless you are achieving 5 knots through the water under sail. Alternatively, if you can arrange to arrive at Holliwell Point 2 hours before HW, you'll be able to take your time.

So if you are an 'Outer Crouch virgin' try the Ray Sand Channel as your first trip up the coast.

Resources: Ray Sand Channel soundings <http://www.crossingthethamesestuary.com/Ray%20Sand%20V2%202015.pdf>

Ray Sand Channel explored <http://creeksailor.blogspot.co.uk/2011/05/ray-sand-swathway.html>



Up River Yacht Club Newsletter

April 2016

Charts – zoom in for detail <http://www.visitmyharbour.com/harbours/east-coast/crouch-marinas/chart/61D30A59BC422/crouch-approach-chart-2012>

Researching this article: See this (not recommended) track of Idleflite II following 2m line sounding line from the Crouch to the River Blackwater commencing 30 minutes before HW and reaching Bradwell Marina 2hrs 45 min after HW (Burnham and Bradwell have the same HW time). Research for this article was compiled using plotter recorded routes from several trips in both directions along this stretch of water in 2014/5. Note I would normally sail outside of the wrecks and in at least 2.5m.

Finally, do not hug the Bradwell shore too close to cheat the ebb tide coming out of the Blackwater. There are shingle spits/ridges that extend from this shore – stick to a 2.5m depth minimum, your sounder will suddenly register 1.5m and then show 2.5m again after passing the shoal

1 Experimental route along 2m depth line when researching this article

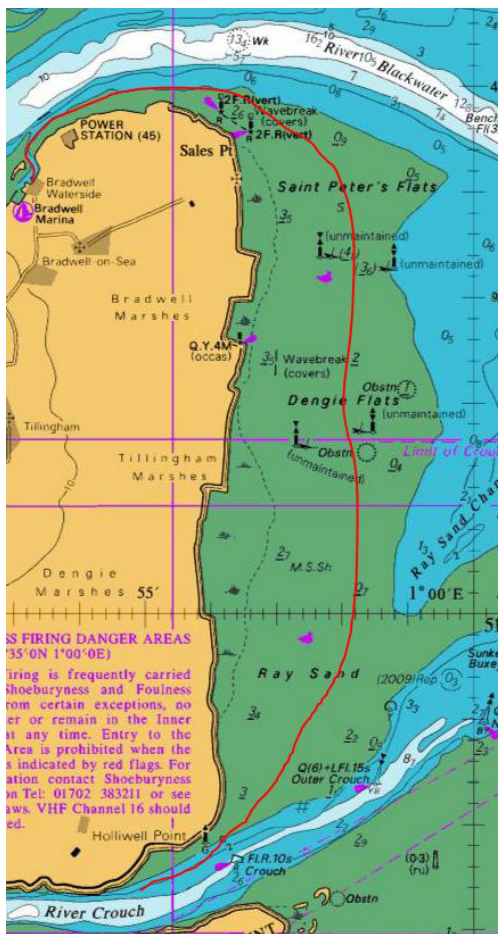
and another thing.....

Check out info about local waters etc. at <http://creeksailor.blogspot.co.uk/>

The list of articles under Labels in the right hand margin are useful shortcuts to areas members may be interested in.

The detail regarding Havengore, photos and video are noteworthy.

Dennis Haggerty





Up River Yacht Club Newsletter

April 2016

Find the nautical word from the clues & letters

Clue

High kicking director

Feeling sad before retrieving a fisherman's net

Get on the boat after cleaning with water

Half a latin dance at home

Heavenly body in front of lodgings

Charabang with a top covering

Comedian Peter with a long skinny fish

A long ladies scarf used after being unconscious and colloquially tough at the end

Stop here or drink after dinner

Best have stones removed from here in a walkway between properties

To go in and lever open a dinghy

Wrong spelling for measuring mass and then being equitable

Answer

_ I _ L _ _

D _ _ _ H _ _ _

_ S _ B _ _ _ D

_ H _ _ N

_ T _ _ B _ _ R _

C _ _ _ H _ _ O _

_ _ E _

_ U _ _ _ _ R _

_ _ R _

_ A _ L _ _

_ N _ _ R _ _ I _ _

_ _ Y _ _ _ _ R

Thanks to David Willsmore



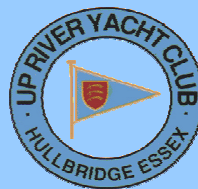
URYC

Pulling together?



Up River Yacht Club Newsletter

April 2016



The Flag Officers
invite you to celebrate the 80th Anniversary of
Up River Yacht Club
at the

Octogenarian Summer Ball

on Saturday 9th July 2016

Three Course Menu by Affinity Catering
Live Music with singing duo 'Eclipse'
Marquee on the Commodore's Lawn
Dress Code: Black Tie / Formal

Tickets: £30.00 on sale now

Spaces are limited, so tickets are sold on a first come first served basis.
Please send cheques made payable to Up River Yacht Club, to:
Alex Gore, 14 The Westerings, Hockley, Essex, SS5 4NX

eclipse

The duo with the sound of a full band.



Up River Yacht Club Newsletter

April 2016

Minutes of the Annual General Meeting of Up River Yacht Club 2015 Held in the Club on Sunday 6th December 2015

In attendance: Adrian Reynolds, Pauline Reynolds, Ken Letch, Ian Leonard, Julia Hall, Chris Hall, Ian Dawson, Michael Aarons, Alex Gore, Tim Harris, Alan Parker, Derek Underwood, Michael Armstrong, Kevin Walker, Malcolm York, Eric Bender, John Luff-Smith, Alan Maynard, Keith Pennington, Andie Warner, Alan Donker, Keith Hills, Mike Nutt, Ian Kenlin, Marcus Ingram, Jim Craven, Simon Hopkins, Graham Lazell, Ian Gore, Pat Harris, Chris Staggs, Terry Summerfield, Martin Johnson, Richard Favier, Stephen Harris.

Apologies: Graham Garner, David Dean, Alan Adkins, Alan Brown, Ben Harris, Mark Riley Penny Yarwood, Sue Bailes, Peter Bailes, Jane Pelling, Paul Pelling, David Willsmore, Alan Turner, Mike Groombridge, Luke Lazell, Andrea Lazell.

Minutes of 2014 AGM: The minutes were agreed. Proposed, Chris Hall, Seconded by Alan Maynard.

Commodore's Report: 2015 has been another busy year for Up River Yacht Club. I am pleased to have been involved with the numerous successful events we have held both on and off the water.

When we applied for the £10,000 grant last year, I really didn't think that anyone imagined just how beneficial the results would be to the livelihood of our club. 2015 has seen us build upon and improve the Cadet section that we introduced last year, to include first year, second year and adult students. As a direct result of the hard work and dedication of existing members, we have seen an increase in cadet and family memberships, lots of new enthusiastic blood into URYC.

It is no surprise that we have an ageing membership. It is essential therefore that we promote the benefits of our wonderful sailing community in order to secure the future of URYC into the next decade and beyond. We have certainly made a great start with our Dinghy sailing programme, and will start to look into ways of gaining new Cruiser members. We have a great relationship with the RYA, and along with Active Essex we have the support to try and make this happen.

I would like to thank the House Committee and the Sailing Committee for all the hard work they have put into the social and sailing functions we have hosted this year. Not only have our members and guests had a great time, but all these events raise money which is essential for investing in the future of our club. The committees are run by a small proportion of the membership who provide a lot



Up River Yacht Club Newsletter

April 2016

of time, effort and dedication. Thanks also go to the Executive Committee who do a sterling job of making the club run smoothly. A lot of the work is carried out behind the scenes, and it is very much appreciated. There are a number of members who don't wish to serve on committees but give up a lot of their time to support the club. Whether it be grass-cutting, servicing the safety boats or clearing the club grounds, it's all appreciated. I won't name names for fear of missing someone, but you know who you are.

You will be aware of our latest project to improve our club facilities. Thanks go to Alan Turner and David Willsmore who have headed up a team of willing volunteers to refurbish the Ladies changing rooms.

We have an exciting programme planned for 2016, ensuring that URYC continues to be a thriving sailing club.

I would like to wish you all a Merry Christmas and an exciting sailing season in 2016. Thank you. *Alex Gore.*

Rear Commodore Sailing Report: 2015 has been another good sailing season for Up River. There were a few different races introduced into the Dinghy fleet this year to encourage more participation. Some were successful and will be put into next year's programme. For example, the re-introduction of the evening series has resulted in one of the largest turn-outs. Thanks go to Graham Lazell, our Cruiser class captain, for another good programme, with an excellent turn-out of 13 going to Brightlingsea.

The biggest success this year for the club has been the continued growth of the cadet training sessions. This year we introduced adult training alongside the returning cadets and the 2015 intake. The Fevas and Qubas we purchased through our £10,000 grant were used constantly in and out of these sessions, to the point that we had to purchase second-hand Enterprises to accommodate the demand for training and fun sails. We had a waiting list this year, and already have more cadets wanting to learn next year than we can accommodate. With this in mind, we are looking into hiring some RYA instructors to help with the demand.

One of the highlights of the year was the three day family fun sailing weekend over the August bank holiday. With lots of members saying they were coming, we hired in ten more boats from the RYA, which we needed, as every craft we had was used. With camping in the lower field, BBQs and evening entertainment from our members, the club was buzzing. It was a real pleasure to see both new and established members, as well as cadets getting so much enjoyment out of the club. I would like to thank everyone for all their hard work in making it such a success.

As we all know, we seem to have had a long period of windy weather, so



Up River Yacht Club Newsletter

April 2016

the Winter series has not really got off the ground, with four of the races being cancelled. As always we are looking for volunteers for safety-boat duty. Those interested please see me, or alternatively put your name on the duty list on the notice board in the lobby.

The calendar for next year is almost complete, and hopefully 2016 will be as successful as this year. *Tim Harris.*

Rear Commodore House Report: This has been a typical year for the committee. For the benefit of our new members I shall reprise its activities. Every second Friday of the month we hold an “eat-in” commencing at 7pm, with food selected from 4 take-away menus. The bar is open throughout the evening. There are several annual events: including the Fitting Out supper, and the RNLi quiz where representatives come and sell their merchandise to raise funds. There is a prize for the quiz winner and a fish and chip supper is provided. On Guy Fawkes night a fireworks display is organised by the club on the opposite side of the river, and we have a grandstand view in comfort. Hot-Dogs, Burgers and other goodies are provided to enhance the party atmosphere. The Dinner dance is possibly our most involved event to organise. Each year we try new ideas, and hope to improve on previous events. Our newest event this year was a Valentines dance. We added a welcoming drink, table decorations, balloons and other little extras to give the night extra zizz. With food supplied, it was a great success and will be repeated.

Added to this list, The Sailing Committee have arranged cross-club functions such as the Lightning weekends, open event races, Push the Boat Out, and fun sail days for members of all ages to have a go. The galley is open during these events to supply hot and cold food and drink. Evening BBQs are planned for some future events.

Looking ahead to next year, 2016 will be the club’s 80th anniversary. To mark this we will be holding a special Summer Ball. This will be held in a large marquee on the Commodore’s lawn. There will be a sit-down meal, with dancing and entertainment by a live band. It is listed as our annual Dinner dance and dress will be formal for those so inclined.

I look forward to seeing you all at the Christmas party, and will close with the pledge that the House Committee will do its utmost to keep up the high standards you expect and deserve. Wishing you all the best for the coming year,

Derek Underwood.

Treasurer’s Report: The year started with a surplus, and questions were invited over the detail. The kitchen made a loss as free tea is being provided, and our membership numbers are down. It costs £1,000 per month to run the club. Our



Up River Yacht Club Newsletter

April 2016

funds are currently down to £16,000. This is influenced by the membership renewal date, with a gap between January and March, by which time the funds will be £14,000. This is deemed an acceptable cushion. Bar and regalia stocks are in line with what is required.

Chris Hall reckons £14,000 is insufficient and reckons £25,000 is more acceptable. Jim Craven highlighted the need for funds for emerging repairs ie. the roof or slipway. We have the right to call a special meeting if required. Steve Harris stated the bar wages also cover cleaning.

Finally I should like to thank Adrian Reynolds for his role as House Treasurer. This will now be taken over by myself. **Alan Parker.**

Hon Secretary: Nothing to report.

Auditors' Report: We the undersigned have examined the Income and Expenditure account of the Up River Yacht Club. To the best of our knowledge and belief, and in accordance with the explanations given to us, they are a true record of the club's cash flow for the year ending 30th September 2015 and the cash position at that date.

Signed: **Pat Harris and Jim Craven**

The Commodore thanked the Auditors for their report which was adopted. They are willing to continue for another year. (Unopposed.)

Rule changes and resolutions: These were adopted with one abstention; the final sentence of the 4th paragraph of the Boat Registration Fee rule being amended to read "The Executive Committee will review major spending plans with the Annual General Meeting". Proposer, Jim Craven, Seconder, Pat Harris. *The need for this arises as the original development fund no longer exists. Our club fees are not typical.*

AOB: Terry Summerfield noted that the pontoon attached to the south river bank had drifted, since the bank is eroding. This leaves a gap by the sea wall.

Adrian is collecting names for the Christmas party. Father Christmas needs to go shopping: *to advise Alex.*

Cruising members are advised to take down foresails and check their boats.

A £75,000 facilities grant is being applied for, and a questionnaire was circulated at the meeting, enabling members to stipulate how the money could be spent.

Election of Officers and Executive Committee: As there were no further nominations and only one nomination for each post it was proposed to vote for the Executive Committee on block. The Executive Committee listed over were voted in unanimously with no votes against and no abstentions.



Up River Yacht Club Newsletter

April 2016

URYC nomination of officers for 2016

| Position | Name | Proposed | Seconded |
|----------------------|-------------------|-------------------|-----------------|
| Commodore | Alex Gore | David Willsmore | Colin King |
| Vice Commodore | Ian Dawson | Alex Gore | Alan Parker |
| Rear Comm. | Tim Harris | Michael Armstrong | Derek Underwood |
| Rear Comm. House | Derek Underwood | David Willsmore | Colin King |
| Hon. Secretary | Michael Aarons | Alex Gore | Tim Harris |
| Hon. Treasurer | Alan Parker | Steve Harris | Michael Aarons |
| Hon. Membership Sec. | David Willsmore | Alan Parker | Alex Gore |
| Bar Manager | Steve Harris | Alan Turner | David Willsmore |
| Flotsam Editor | Colin King | Alex Gore | Steve Harris |
| Moorings Officer | John Luff-Smith | Alan Parker | Alan Turner |
| Exec. Committee | Michael Armstrong | Steve Harris | Alex Gore |
| Exec. Committee | Alan Turner | Derek Underwood | Alex Gore |
| Exec. Committee | Marcus Ingram | Chris Hall | Mike Armstrong |
| Exec. Committee | Gerry Ledger | Alex Gore | Colin King |

House Committee Members: Michael Armstrong, Pat Harris, Ian Kenlin, Ian Leonard, Mike Nutt, Adrian Reynolds.

Launch and Recovery: Steve Harris, Gerry Ledger, Adrian Reynolds.

Tender Park Steward: Terry Summerfield.

The meeting closed at 2.57pm.

URYC EAT IN EVENINGS 2016

Fridays at 7pm - For food orders to be placed by 7.30pm



6th May
10th June
9th September
14th October



URYC Accounts for the year ending 30/09/2015

| | 2014 | | 2015 |
|-------------|-------------|---|------------|
| | £3,458.33 | B Bar | £4,255.21 |
| | £45.00 | C Competition: Race entries, prizes, engraving etc | -£802.14 |
| | £4,590.52 | E Equipment: Safety boats, Trailers, Outboards, Tractors etc | -£6,129.86 |
| | -£869.86 | F Fuel: Safety Boats, Tractors, Mowers etc | -£475.35 |
| | -£4,601.22 | G Grounds: Ground & Club House maintenance etc | -£2,413.02 |
| | -£3,002.76 | I Insurance | -£3,235.00 |
| | £176.34 | K Kitchen | -£46.81 |
| | -£2,245.16 | L Lottery Funded Projects (Cadet Dinghy Program) | -£200.00 |
| | £28,220.08 | M Membership Fees & Levies etc | £26,225.34 |
| | -£266.23 | P Postage & printing | -£493.03 |
| | £334.97 | Q Miscellaneous (see note) | -£630.57 |
| | -£6,702.91 | R Rent & Rates | -£6,779.51 |
| | £1,094.16 | S Social: Events, Regatta etc | 933.79 |
| | -£2,484.34 | U Utilities: Electricity, Gas, Water etc | -£1,994.33 |
| | -£3,786.00 | W Wages: Bar Steward, Cleaning etc | -£3,702.00 |
| | -£10,554.06 | Z Special Projects from 2015 Accounts (see below) | £0.00 |
| | -£5,774.18 | | £4,512.72 |
| | | | |
| Bank | | Stock | |
| Bal b/f | £25,962.77 | Bar | £1,301.83 |
| P/L | £4,512.72 | Regalia | £1,203.00 |
| | £30,475.49 | Kitchen | £97.47 |
| | | | |
| Current Acc | £14,874.16 | | |
| Deposit Acc | £15,474.44 | | |
| Cash | £126.89 | | |
| Creditors | £0.00 | | |
| | £30,475.49 | | |

Notes Miscellaneous covers Commodore's Fund, PRS Fees, RYA Affiliation, Regalia sales, Bank Interest, Donations, Flowers, URYC website, Tide Tables etc.

| | | |
|---|---------------------------------|-----------|
| Z | Ladies Toilet Refurbishment | £6,500.00 |
| Z | Container for Cadet Equipment | £2,000.00 |
| Z | New replacement RS Quba dinghys | £1,200.00 |

Alan Parker



Up River Yacht Club Newsletter

April 2016



UP RIVER Y.C. CLOTHING

ORDER FROM
www.waveclothing.co.uk



Step 1.

Go to
www.waveclothing.co.uk

Step 2.

Click on club kit.

Step 3.

Click on U.R.Y.C.

Step 4.

Make your choice from the
range of clothing available.
Pay by credit or debit card
and we will deliver to your
door.



www.waveclothing.co.uk

Thanks go to all contributors to this issue of Flotsam.
Why not tell us about your boat and the experiences you have had
with her/him/it? Dinghy or Cruiser