



Up River Yacht Club Newsletter

May 2009

FLOTSAM

IN THIS
ISSUE:

Regatta
Info

Listing

Physics
Lesson

And
Much
More



Visit our club web-site at www.upriver.org



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Commodore's Report

This year so far has been a gentle introduction to the responsibilities borne by the commodore, For this I must thank the various committee members for taking on tasks, only contacting me when a problem arises.

The club is in a healthy state and thanks have to go to Chris and Julia for their sterling efforts, I have a very hard act to follow.

Peter Baile has taken over the Pursers role and we now have a first class selection of leisure wear that will enhance the wearer and show off our club. Order early, the demand will be great. The idea of moving the Tender Park has been put on hold. After the area was cleared there was an obvious security problem which will be addressed in the near future, however the extra space will not be wasted.

With the current trend of upsizing their cruisers, I will ask all owners to ensure that they “upsized” their mooring tackle - or their new pride and joy may take a sail on its own!

Once again with summer showing itself at last, the ever present problem of security must be borne in mind. Please close all doors and gates after you: better safe than sorry. By the time that you read this most of the cruisers will have been launched. There will however be several cruisers left in the top field, so extra vigilance will be required if strange faces are seen.

Unfortunately some of these lay-ups are due to members having serious health or

If you have any articles or photographs you would like to have included in Flotsam, please send them by email to flotsam@upriver.org, or post to URYC, Pooles Lane, Hullbridge, Essex



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family problems. I am sure you will all join me in wishing them all the very best for a speedy return, and look forward to seeing them once more at Up River. The first drink is on me!.

I will finish my ramblings now with a final thought. To all members who have ideas that can improve this great club of ours, please come forward and tell us, take part in events and get involved. Its infectious and you may find it very enjoyable, and who knows there is plenty of space on our new Commodores Board for your name!.

Wishing you all the very best for the coming sailing season. May it be all you wish, and more.

Derek.



Flotsam is now available on the club website www.upriver.org
Adobe Reader software required. If you don't have this software it is available for free at
<http://www.adobe.com/uk/products/acrobat/readermain.html>



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PURSER'S STORES

Wear the name of URYC with pride! For Club regalia contact

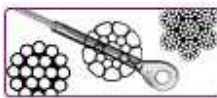
Peter Bailes - 01245 322786

pcbailes@hotmail.com



Polo Shirts	£ 9 - 00	Lapel Badges	£ 2 - 00
Sweat Shirts	£12 - 50	Club Pennants	£18 - 00
Club Ties	£ 7 - 50	Coasters	£ 0 - 25
T-Shirts (blue)	£ 6 - 00	Car Stickers	£ 0 - 25
T-Shirts (white)	£ 5 - 80	Address Books	£ 0 - 25
Blazer Badges	£ 3 - 60		

Wire Rigging Services



Examples:

Dinghy Standing Rigging

Heron / Mirror from £26

Solo / Streaker / Grad from £30

GP / Enterprise from £35

Flexible Wire Halwarde

From 2mm dia - £1.75 per metre

4mm dia - £2.50 per metre



Wire Rigging Made to Order
Standard 'Talurit' type Eyes and
Swaged Terminals to 6mm dia wire

Bob Bourne

Tel: 01702 232426

Mobile: 07887 947356



UP RIVER YACHT CLUB

PRE - REGATTA

WORK PARTY

Number 3

Sat 27th June

9.00 am start

Please come along to help tidy the grounds, put up gazebos, marquee and bunting in preparation for the Regatta.



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Listing

Carol Thompson

Dear all, I write this whilst attached to your visitors buoy and currently aground and listing at about 15 degrees. "Why?" I hear you all cry (or at least those interested). Well, I want to fit a new anode tomorrow at low water. Any way, I have a few hours to kill at present so I thought would do one of my literary classics.

During the last few days (Friday 13th to Sunday 15th Feb) I went sailing to help build miles and night hours for an RYA student. Leaving at 1500 about HW on Friday 13th we sailed out of the Crouch and continued to the Gunfleet East Cardinal Buoy a few miles off Harwich then returned on the flood to anchor at Pyefleet creek. This achieved two goals: a passage over 60m, and eight night hours sailing.

Passing the Gunfleet Sands wind farm site was interesting; all lit up in places. We passed about 1/3rd mile South but, even at this distance off, the newly placed wind generator bases appeared as dark stumps from the sea. The radar showed about 30 of these at least. With a Northerly F3-4 wind we made good progress, but had to fight the early flood tide at the East Cardinal Buoy before turning round on the North side of the Gunfleet Sands.

The wind built a bit and we had a cracking broad reach to the Colne Bar area where we altered course Northwards into the Colne. I left my client steering Safe Return with the advice to keep to the right (starboard) side of the channel, while I dropped the mainsail. A short while later my boat was flooded in white light, I turned to see a work barge off my port bow. I legged it to the wheel and quickly turned away to starboard.



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Moral? Don't assume another person knows the Col Regs! He apologised and said he knew in theory what to do, just hadn't done it!

A short while later we worked our way into Pyefleet to anchor about 0200 on the Saturday. Later, on Saturday, we sailed up to Osea Island to anchor again for the night. Leaving at 0700 on Sunday, we had light airs until clear of the Blackwater when a brisk South Westerly breeze got up. A cracking sail was enjoyed, tacking up the Outer Crouch with a fair tide helping us. Sails down, we motored the rest of the way after passing the Roach.

Now, I had intended to relate the tale of the Biscay dove, but another day. Oh okay, for all my fans, those still awake, here goes:

In early June last year, I was helping bring a 40ft ketch up from Vigo in Spain across the Bay of Biscay to Portsmouth. There were just 2 on board doing 3hr watches through the night. About Day 3 (of the 6-day passage), we were about midway and approximately 200 miles offshore. It was my watch and I was clipped on in a Force 6 with driving rain about 0200. We were grinding along with the South Westerly wind making a big beam on swell. Almost perfect sailing? (Sorry - must see my doctor. Tongue stuck in cheek again).

I was crouched against the cabin avoiding the worst of the rain. Occasionally looking round, and watching the radar inside. As you may imagine other traffic was, shall we say, a bit thin on the ground. Anyway, á la Ronnie, I digress.

I was a tad cheesed off and feeling sorry for myself when I thought I saw a bird fly past. Just a flash of grey in the poor visibility. I thought I was hallucinating when it happened again.



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Suddenly one very tired Turtle dove landed on the Pulpit rail. I looked at it; and it looked at me. I waited for 30 minutes before, apologising to the little bird, I had to move to go and use the loo. The little creature flew off.

A few minutes later, I watched it circle the yacht again, before it crash-landed on the rear cockpit seat. It stayed there for about another 20 minutes with frightened, round, little eyes looking at me. And then it was gone.

Another lesson learnt! I thought I had it hard that night. I will always remember asking whoever, if anyone, may have been watching over us, to help the little bird across the mighty sea. I wonder if it made land.

Sleep tight and warm,

Carol T.





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URYC REGATTA

Sunday 28th June 2009

While you are having a "Spring Clean" please remember that donations of the following would be greatly appreciated.



Books



Plants



Cans, Bottles, Gifts etc. for Tombolas



Sailing items



Cakes



Items for the 'White Elephant' Stall



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ESTUARY SAILING

Fambridge Yacht Haven, Church Road, North Fambridge,
Chelmsford, Essex CM3 6LR



Powerboat
Tuition

- *Mileage Building*
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- *Practical Tuition*
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Pooles Lane, Hullbridge, SS5 6PA

REGATTA

Sunday 28th June 12.00 noon

Free Admission

Dinghy and Yacht Racing

On-shore activities for all the family:

Duck Race Oriental Dancers

Plants Books Tombola

White Elephant Craft Stalls

Refreshments Children's Games



Raising funds for: Hullbridge Scouts, Hullbridge
Heartwatch, RNLI, East Anglian Sailing Trust



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House Committee and Social Matters

This report will include activities during the first half of the year.

On the 31st January, the traditional Pub Games Night was held and Frank Lowry became the latest champion. On 21st February, the Quiz Night was held, with Sheila McAvoy's table triumphing. Both events were well supported and the Club's coffers benefitted. The first Club Work Party was held on the 8th March, and I am told much endeavour took place.

By the time you are reading this, the second Club Work Party on 13th April will have taken place. Similarly, the Fitting-out Supper, scheduled for the 25th April should have taken place. As I write this report, two weeks before the event, there are 40 members and friends indicating their intentions of attending. Who knows, many more may actually attend!

By now, we are half-way through the year! The next major events are the pre-Regatta Work Party (i.e. Work Party III) on Saturday 27th June, and the Club's Regatta on Sunday 28th June. For the benefit of the newer members, and a jolt to older members, we need donations to the White Elephant, Novelty and Drinks Tombola, Plants and Book Stalls. Sometime in May, a schedule should appear in the Club's South Hall - please add your name.

Finally - have a good season, whether afloat or ashore.

Adrian Reynolds
House Committee Treasurer

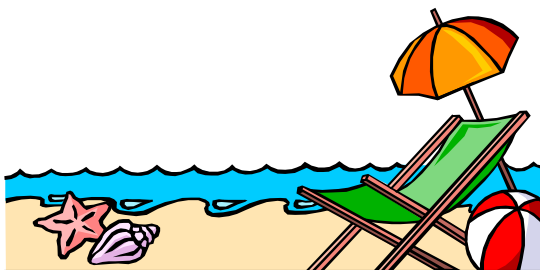


Up River Yacht Club

Cliff Reach Barbecue

18th-19th July

**Come along and enjoy
the fun!**





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Launch and Recovery Syndicate

The first Mandatory Work Party of the year was held on Sunday 15th February, and was generally well supported. The usual maintenance tasks were completed, plus the newer Fordson Major had a brake overhaul and it's rear wheel inner surfaces were brushed and coated in Zinc Phosphate primer: very smart!

For the few members not attending that Work Party, I draw their notice to the following binding Resolution: "The Launch and Recovery Committee shall organise two work parties per year. Members of the Launch and Recovery Syndicate must attend both work parties, or undertake other similar duties as prescribed by the Launch and Recovery Committee. Any active Syndicate member who does not attend both Work Parties, or undertake other similar duties as prescribed by the Launch and Recovery Committee shall be required to make an additional payment as applicable at that time".

At the time of writing this report launching of boats has taken place on 27th and 28th March, and on the 10th and 12th of April, and whilst you are reading this, there were scheduled dates for 24th, 25th and 26th April. NOTE: there were no takers for 29th March and 11th and 13th April! I want to thank, at this point, in reverse alphabetical order Malcolm York (Ferry Boat), Ken Letch and Allan Adkin (Tractors) for their help to date whilst I was supervising launching.



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So, to date, what lessons to be learnt?

1. ensure that your engine is functioning at launch;
2. know where your mooring is, and that it conforms to Club requirements in all aspects; and
3. members must be present at the appropriate prescribed start time.

Penultimately, if you do not intend to launch your boat this year i.e. before 30th April, you must inform either co-chairmen of the Syndicate who will then forward your request to the Executive Committee for their consideration.

Finally, the second and final Mandatory Work Party is scheduled for Sunday 6th September commencing at 9.00 am.

Happy Sailing.

Adrian Reynolds

Co-Chairman

Launch and Recovery Syndicate





UP RIVER YACHT CLUB



R.N.L.I.

MINI-QUIZ

And

Fish 'N' Chip Supper

3rd October 2009 8.00pm



All proceeds to the R.N.L.I.
(RNLI Christmas Cards,
Calendars etc on sale)



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A Physics Lesson

Well, it had been a very successful day. The risers on the new fore and aft mooring had been replaced during the early morning low water, followed by a short sail in the afternoon. Even securing the boat to the two buoys that were to be her new home went well as I moored facing into the ebbing tide. The boat was snugged down and the outboard motor lifted and tilted clear of the water. The inflatable dinghy was loaded with my kit bag, a brand new and unused mooring buoy and a carrier bag containing tools. I climbed into the dinghy, sat on the inflatable thwart, and drifted back with the tide until the painter held me steady.

Then came five seconds of pure slapstick. You see, the dinghy is powered by an old Seagull outboard motor, with no clutch. The instructions, beautifully printed in gold on the black fuel tank, state 'Open the throttle fully to start'. I had done this many times before with no problems. So, being an obedient sort of chap, I opened the throttle fully and pulled the starting cord. The ever-reliable Seagull burst into life - at full speed, driving me forward towards the stern of my boat. Unfortunately, this happened just as a wave passed, and the raised outboard motor on the stern of my yacht moved downwards. The tip of the outboard motor met the bow of the dinghy. Everything went into slow motion. I saw the outboard motor leg press into the port side bow of the inflatable dinghy, slowly going deeper until it cut through like a bacon slicer, leaving a four-inch gash. The air from the port tube rushed out with a whoosh.

Realising I was one second away from a soaking, I ran along the slatted floor as the last of the air was expelled, and leapt at the boarding ladder on my boat. I managed to get one foot on the ladder, and turned back to see the weight of the Seagull starting to



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capsize the dinghy as the starboard tube remained fully inflated. I grabbed the strap of the kit bag, which contained my hand-held radio, GPS, and spare lifejacket, just as the dinghy turned turtle and the Seagull spluttered to a stop. A loud pop, followed by a hiss and a rapid expansion of the kit bag, indicated that the automatic inflation mechanism on the spare lifejacket had worked perfectly. I reached down and also managed to recover the Seagull.

There then followed a wonderful example of vectors in the interaction between the easterly wind and the east-flowing ebbing tide. I was standing on my transom ladder with a kit bag in one hand and a Seagull motor in the other, when I noticed the dinghy painter slowly snaking off of the cleat. I had a fleeting thought of trying to grab the painter in my teeth, but discretion being the better part of valour, I resigned myself to letting the dinghy go.

The dinghy, weighed down by the deflated tube, and driven slightly by the wind headed off diagonally south-eastwards and eventually reached the south bank. The unused mooring buoy balanced the effects of the wind and tide perfectly. It drifted off due north until it reached the bank, and was eventually left high and dry by the ebbing tide. The inflatable thwart skimmed over the water and headed off due west.

Back on board, I hatched a cunning plan to recover as much of my gear as possible.. I waited until low water. This had the unexpected bonus of revealing the carrier bag with tools, which I had forgotten about, and had sunk immediately the dinghy capsized. I was able to recover this using my boathook. I climbed down from the boat and managed to walk to the dinghy, although the mud was soft and I began to sink alarmingly at times. This was a portent of things to come. As I began moving towards a slipway, some 100 yards away, I soon reached very soft mud that would not support my weight, and I sank to my thighs in the rank mire.



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The only way I could stop myself sinking further was to lie on the remaining inflated dinghy tube to spread my weight. I made little progress towards the slip, until I developed a frog-like kick to push the dinghy and me forward inches at a time. I could only manage four or five kicks before needing to rest. After about an hour I reached the slip, exhausted and covered from head to foot in Essex mud.

I managed to wash myself down using the outside tap of a nearby clubhouse. I walked to URYC, showered and changed my clothes. I hosed off the dinghy, and put it in the boot of my car. By now it was pitch black, but I reckoned I could still find the lost mooring buoy still marooned on the northern shore. I drove around to South Woodham Ferris, and left my car near the slip. I walked past a group of youths listening to music by their cars.

Goodness only knows what they made of someone with a manic expression, walking past them with a boathook, onto the path along the sea wall in the dead of night (Suffice to say, they weren't there when I came back!). I walked along the path until I was somewhere near the buoy. As I trudged into the sable night I realised that a torch might have been useful. However, by looking out of the corner of my eye, I could just make out its shape. I clambered down, over slimy, uneven stones and strangely luminous creatures, and managed to reach the buoy using the boathook.

At this point, I called it a draw. The only thing I never saw again was the inflatable thwart.

It's incredible what two seconds of mayhem can do to a really pleasant day!

Mudlark.