



Up River Yacht Club Newsletter October 2012

FLOTSAM

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Well Done Nebula



and her crew!



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Editor's note

The cover for this issue of Flotsam was easy to think up but some of you may have noticed that I cheated for the June edition and used a cover from the archives. My thanks go to Adrian for the following information.

PAST TIMES

Some members may have been intrigued by the cover of the June issue of "Flotsam". Well, it was the work of Eric Cook (his initials are in the bottom right hand corner – E. A. C.). It was drawn in the 1970s before the West extension to the Clubhouse, note the flower beds either side of the steps up to the Club and not really visible, is the foot scraper to the right of the steps – it was quite muddy in the winter!

On a more nautical note Mirror, Graduate and National 12 dinghies are in evidence, also a Caprice cruiser is being worked on in the lower West field, whilst there is a representation of a cruiser owner wearing a denim cap in the tender park – who is that?

Any rate, back to Eric. He had joined Up River with Joan (his wife) and son Roger who was keen to learn to sail a Mirror. Eric had previously sailed from Benfleet Creek in an old gaffer but at Up River his first modern boat was an Alacrity Weekender (18ft. 6in.), then after a few years he bought a Leisure 20 – at the same time as Ken Mathias and Syd Taylor, then in the 1990s Eric bought a Nicholson 27 and subsequently moved to North Fambridge to ease boarding for Joan.

Pauline and I are still in touch with Eric and Joan who live in Shenfield.

Adrian Reynolds
(Venti-Too)

Selling your boat? Looking for an outboard?

Don't forget that you can advertise free of charge
on the club web-site.

Visit www.upriver.org and use the "For Sale & Wanted"
link to contact our web-master.



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Commodore's Report

First I would like to congratulate Craig and his brother Dean for successfully sailing around Britain in their yacht "Nebula". They raised over £5,000 for Havens Hospices. Despite some stormy seas and a wet and windy summer they sailed a total of 2,200 miles in nine weeks. Well done on behalf of all at Up River.

I hope everyone is enjoying their sailing and socialising at Up River, despite the changeable weather. The dinghy racing has been quite well supported throughout the season with most races having a reasonable attendance. In contrast, the cruiser racing has been suffering a low turnout throughout the season due to racing members changing their boats and other members preferring to cruise more. Maybe next year we need to look at reducing the number of races and include more "cruise in company" events.

The annual cruise up the east coast was very interesting, which was held on a very unseasonable windy week in June. Only 4 boats braved the gusty winds, visiting Woodbridge and Ipswich and Shotley. Despite the windy conditions the weather was reasonably dry and on the whole the week was very enjoyable once we arrived at our destinations. Boats that could not make the east coast spent a few calmer days visiting the Blackwater. In hindsight this turned out to be the most sensible option.

At the end of July we spent a couple of days watching a few of our dinghy members competing in the annual Norfolk week, which was very enjoyable despite the heavy rain and fresh winds. We stayed just outside Wells-next-the-Sea which was a good base to watch the sailing at Wells from the beach in the evening. We also visited Brancaster where our dinghy sailors were based, and joined them in the local pub the Jolly Sailor. I would recommend this trip to anyone wishing to spend a few days in Norfolk viewing the great scenery, beaches and of course supporting our dinghy sailors. Please look out for next year's event in the 2013 programme.

We had excellent weather for our Regatta in September which attracted a good turnout, with all stalls experiencing a very busy time. My thanks go out to all members who worked so hard on the work party and during the regatta to make the event such a success.

The annual Dinner Dance will be held at the Chichester on Saturday 27th October at 6.15 for 6.45pm. Tickets will be £30 pp. and will be issued on a first come first served basis. For full details please see the clubhouse notice board, or contact Alex Gore who will be looking after the bookings.

Future events for your diary: Lightning Open Meeting Sunday 30th September,



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RNLI Mini-Quiz Saturday 13th October, Dinner Dance at the Chichester Saturday 27th October, Guy Fawkes Evening Saturday 3rd November and the Christmas Party Saturday 15th December. Please check the notice board for all activities.

Remember the clubhouse is open every Friday evening and Sunday lunchtime for drinks and socialising. There are also regular eat-ins on the 2nd Friday of each month. If any member has any new ideas to improve the club please don't hesitate to speak to me or anyone of my executive. This being a members club, everyone has the opportunity to contribute to the continuing success of the club.

With the AGM fast approaching I will be putting a list on the board of names put forward for the Executive, Sailing and House positions for 2013. Members wishing to stand for any of the officers or committee positions please let myself or Steve Hatley know by the end of October.

Finally I would like to wish all members of Up River, whether on the water or just socialising an enjoyable time.

Alan Parker
Commodore





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Vice Commodore's Report

I am writing this the day after the Regatta and would like to say thank you to all the people who helped to make the day a success. I am sure that other people will also be mentioning the Regatta in their reports.

As you know this event was moved from June to September because of the Queen's Diamond Jubilee. In fact Her Majesty did us a favour as we were more fortunate with the weather than she was!

The change of date has also altered the usual pattern of Club Work Parties. There are no more planned for this year. At the pre-regatta work party many people worked really hard to cut back the rain induced growth of hedges, bushes etc. and cleared a lot of extra space. It would be a great shame to let this get out of hand again.

For this reason I am considering setting up a "grounds maintenance team". We already have members who kindly come to the club regularly to cut the grass, tend the flower beds etc. If we had a small group of willing helpers who could get together, possibly once a month, we could keep things in check. If you would like to join this team please let me know.

It is hard to believe that the Summer is just about over and talk of recovering cruisers is already beginning.

It was, once again, a pleasure to see URYC Dinghy Sailors doing very well at Norfolk Week earlier in the Summer. Although not such a large group as usual it was still a very pleasant week.

The various committees are currently working on the programme for next year. If you have any ideas or suggestions please pass them on to a committee member as soon as possible.

There are still quite a few events to go this year so please check your diaries.

Julia Hall



A plea from the grass cutters

Would cruiser members please remember to pick up their wooden blocks and other discarded items after launching.



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Rear Commodore House Report

It seems only yesterday that we were all working hard to get our craft ready for the new season and now I am planning the refit of Estelle to get her ready for next year. The year has flown by and apart from a late flurry of warmth the year has once again been remarkable for its very poor weather. My thoughts are turning now to the Christmas festivities and as usual we will be having parties for members and members children separately. Details will be published in plenty of time. Before then it has been decided to try a new venue on Saturday November 3rd (bonfire night) when we are planning to hold a bonfire/firework free evening. Not quite as silly as it sounds as we plan to watch the firework display from across the river and we will be cooking burgers and hot dogs to sell on the evening at cost price, so like the cakes they will be exceedingly good but exceedingly cheap!!!! There is a list on the wall in the clubhouse. Please come early and stay late.

Unfortunately I have a gripe to raise with you all. This year the regatta was held later than normal and although the work party was well attended (as usual), on the day very few members (approx 12) turned out to man stalls and assist with the myriad of things that have to be done. This is a situation that cannot continue as the well known saying "flogging a willing horse" comes into play and if it does not improve events will end up being cancelled, a loss to the club but most of all to you the membership!! Come on all you old and new members alike, get involved, get stuck in and put yourself forward. The work is not hard and the rewards are that your sailing will take on a new impetus and you will reap the benefits tenfold.

Moan over, I am looking forward to next year and thinking of trying out some old and new ideas. The Friday eat-ins are gaining strength and we now give you the option of three types of takeaway to your own preference. There are plans to resurrect the St Patrick's night bash with an old fashioned Irish Stew cooked on the night. Talks are underway to try to arrange family sailing days for members children/grandchildren in dinghies to encourage them into sailing. Remember they are the future club members.

I will end now by saying a great big thank you to all those who assisted me this year and look forward to seeing many more of you at the functions throughout the rest of this year and into next year.

Derek Underwood
Rear Commodore House

VISIT OUR CLUB WEB-SITE AT WWW.UPRIVER.ORG



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Cruiser Class News

Dear Cruiser Owners:

On Sunday 16th September the Cruiser Class AGM took place after the L&R work party.

For those of you who could not attend the meeting the following changes were made.

Chris Staggs stood down as Cruiser Class Captain as did I as Cruiser Class Secretary.

Nominations were received from Graham Lazell as Cruiser Class Captain and Ron Pankhurst as Secretary. These were warmly received and voted in unanimously.

The Officers for Moorings, L&R and Tender Park all stood for re-election and these were also voted in unanimously.

For those members of L&R who had already done there work party in the spring and were not present on this second session I can report that it all went very well.

The new 'Split' working parties seem to be working well and Adrian will be checking to ensure everyone has done their required duty.

The minutes of the Cruiser Class AGM have been completed and as with last year will be printed in the 2013 Cruiser register, kindly organised by Julia Hall.

Many Thanks,

Steve Harris
Cruiser Class Secretary

FRIDAY NIGHT IS CLUB NIGHT



Come on down for a chat and a beer or for those of an athletic persuasion, a game of darts or even table tennis!

Start your weekend off with a bit of fun from around 7pm every Friday.





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Lightning Race Report Sea Championships – Weston S.C. 23 June 2012



Race One: Started in seriously big winds and waves. Many boats were in trouble before the start and the start line was depleted before the gun went. First out of the blocks was Simon Hopkins who had worked into a nice lead before a slip during a tack gave him the first test of the water temperature. This allowed John Claridge, Paul White and Penny Yarwood to slip past.

At the first mark it was John who rounded first ahead of the recovered Simon, Paul, Penny and Matt. Down the reaches Paul and Penny pulled through Simon, only for Simon to pass everyone for the lead up the next beat. It was the next leg that caused the problems. A dead run, in a Lightning, in winds gusting over 40 knots, so commenced the carnage.

Caroline who had hung on defiantly was the first to go, quickly followed by Penny who inverted and her rudder fell off. You will be glad to hear the new blades do float! Next was John as the gust progressed down the course. At one point all three were in the rescue boat together as their boats drifted around Southampton water.

Paul and Simon survived, but only just, both by their own admission being out of control as the gust passed through. Paul recovered quickest to just get



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round the leeward mark ahead of Simon, but Simon used his weight advantage to claw up above Paul to allow the tack to the line to give him the race by about a second!

Matt came across the line in a solid third and was the last boat to finish. The race officer then decided with three abandoned Lightning's out there, Penny's in the shipping channel, and one Safety boat with no steering it was time to send everyone home for the day.

So the night started early with beer, Fish and chips, then copious amounts of wine to prepare the campers for a wet and windy night.

Sunday dawned with slightly less wind, but only just! Chris, Wayne, Bryan and Caroline decided that enough was enough and that left just 7 boats to fight it out. The only agreement with the race officer being no runs please, just triangles!

Race Two: Started and it was Simon who once again used his superior upwind speed to take the lead round the first mark. Hesitation at the gybe allowed Paul through and down the next reach he used the full advantage of the new boat with stiff rig to pull out a sizeable lead. Although Simon and John caught him before the end to finished within 30 seconds of each other, the race finished in that order with Matt, Penny, Adam and Graham following home.

Race Three: Started similar to the 2nd but this time Simon's lead was sufficient that he held it for most of the race. Paul rounded the first mark down the pack, but used awesome downwind boat speed to just get ahead of Simon on





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the last reach, then sneaked round the leeward mark in the lead which he held for the short distance to the line.

Once again John was only a few seconds behind and the following order was John, Adam, Matt, Penny and Graham.

Race Four: The final race was all to play for between Simon and Paul. A win for Simon would give him the title and he started strongly rounding first well ahead of the pack. But once again Paul reeled him in down the reaches. Coming in to the final mark Paul once again appeared on Simon's transom and a swift luff told him he was not going over the top again, so what did he do? Sailed through the lee and hardened up on the beat ahead for the race win. The following order was the same as race 2, and 7 weary sailors went for a well earned shower.

So the title went to Paul with a very impressive 3 wins on the Sunday which did not reflect how close the racing was. Simon was runner up ahead of John Claridge posting 3 thirds. Special note to Graham Lazell who is new to dinghy sailing and Lightnings who completed all three races in very challenging conditions.

Final Results: 1st Paul White – Draycotte SC. 2nd Simon Hopkins – Up River YC. 3rd John Claridge – Royal Lymington YC. 4th Matt Hopkins – Up River YC. 5th Adam Styles – Severn SC. 6th Penny Yarwood – Up River YC. 7th Graham Lazell – Up River YC. 8th Caroline Key – West Oxford SC. 9th Chris Abela – West Oxford SC. 10th Bryan Westley – Manor Park SC. 11th Wayne Jenner – Abbey SC.

Simon Hopkins
Rear Commodore, Sailing





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DINNER / DANCE & PRIZE GIVING



Date: Saturday 27th October

Venue: The Chichester

Time: 6:15 for 6.45pm

Price: £30

Dancing to
“Let’s Go Round Again”

Full details and booking forms will be sent to members by email or post.

Please complete and return your form with full payment, to:

Alex Gore, 14 The Westerings, Hockley, Essex, SS5 4NX.

01702 204578

07771697755

alexandiangore@yahoo.co.uk

(Places will be allocated on a first come first served basis!)





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UP RIVER YACHT CLUB DINNER / DANCE AND PRIZE GIVING

Saturday 27th October 6:15 for 6:45pm

£30 per person

The Chichester, (Essex Barn), Old London Road, Rawreth, SS11 8UE.

Name:

Telephone No:

Email Address:

Please reserve me.....places for the URYC Dinner and Dance.

I enclose a cheque made payable to UP RIVER YACHT CLUB for
£.....

Please list names of all people in your group:

1.....

2.....

3.....

4.....

Menu choices are to be made on the night. However, if you have any
special dietary needs please give details:

.....

.....

Please return this booking form **together with your cheque** no later
than **Friday 28th September** to:

Alex Gore, 14 The Westerings, Hockley, Essex, SS5 4NX

01702 204578

07771 697755

alexandiangore@yahoo.co.uk



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Dinner / Dance sample menu

Starters

Chef's Fresh Soup of the Day
Pate Stuffed Mushrooms (stuffed with cheese as a vegetarian option)
Chilled Melon and Peach salad
Prawn Cocktail garnished with Smoked Salmon
Smoked Mackerel with a sun-dried Tomato Chutney

Main Course

Braised Lamb Shank in a Red Wine Sauce
Roast Breast of Chicken served with Bacon and Stuffing
Poached Salmon with a Watercress and Cream Sauce
Roast Beef with Yorkshire Pudding
Braised Beef in a Red Wine and Vegetable Sauce
Vegetable Nut Wellington served with an Apple and Coriander Sauce
Seasonable Vegetable Lasagne Verdi

Sweets

Cherry Meringue Jubilee
Assorted Ice Creams
Apple Sponge with Toffee Custard
Profiteroles
Fruit Salad
Chef's Cheesecake of the Day

Coffee

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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Craig and Dean's Circumnavigation of Britain

The Last Post

(Taken from their web-site <http://nebula1234.tumblr.com/>)

PEARLS OF WISDOM (for what they're worth)

For anyone wishing to follow in our wake, please see below the mistakes we've made for you to learn from.

Never take navigational advice from a local, especially if they can't stand without leaning on the bar.

Always unplug from shore power prior to departure.

Never let out 100 metres of anchor chain in 110 metres of water.

Always tell guests of honour to refrain from flushing wet wipes down the loo and causing major sewage backups (DAN!)

At the first sign of sea sickness, prepare two buckets for front and rear emissions.

Before preparing for the man overboard procedure, check the heads (loo) for the missing person.

Avoid floating 'Christmas trees' at night, they are normally much larger vessels than you.

Islands that appear instantly do not make good anchorages and are probably submarines.

Screws, bolts, nuts and other fixings found on deck of the vessel following a rough passage should be carefully labelled where found and passed on to new owner (GREG!)

Never follow a foreign vessel into a dangerous harbour entrance assuming he knows the way, he's foreign so probably knows less than you.

Before jumping for the pontoon, ensure the mooring line in your hand is attached to your vessel.

Before embarking on a trip like this, go home and reconsider over and over, then stay there.

FINAL THOUGHT

The moments which we have no way of planning for have always ended up being the highlights of our trip and will stay with us forever. Live everyday like it's your last and enjoy it!!!



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Up River Yacht Club

Saturday 13th October 2012

R N L I

Mini Quiz

&

FISH 'N' CHIP SUPPER

8pm

£5 per person

All profits to the RNLI



RNLI Christmas Cards, Calendars, Gifts etc. will also
be available to purchase

Please put your name on the list if you will be
attending



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Around The Island

Dave Knight, Colin King and myself loaded up Footloose with enough food to feed an army and left the mooring on Friday 17th at 3.30 pm to lay alongside the B.Y.C. Hammer Head at Burnham.

We then walked into town for Fish 'n chips, sat on a bench overlooking the river, and discussed the coming voyage. In the morning we left on the last of the ebb to pick up the flood at the Whitaker buoy. There was a good S/Westerly breeze so we sailed across the Thames skirting the sand banks, avoiding the shipping, sailed around the Shivering Towers and Herne Bay windmills to pass behind the Isle of Sheppy. We left Burnham before Marion and John in Permata but they still managed to pass us, unseen, to be tied up to a deep water mooring at Harty Ferry before us.

We chose a mooring close to the end of the slipway that leads up to The Ferry House Inn, knowing full well it would dry out at low water but would be less for Colin to row (thinking of the crew all the time).

Having read Joshua Slocum's SAILING ALONE AROUND THE WORLD and the trouble he had, we were a bit reluctant to go ashore, but because Dave has a little more to offer we decided to send him first to see if that would satisfy the Natives (as it happened we were all nearly eaten alive by the local Midges and spent the next few days scratching our ankles) so we had to retreat into the pub to take on more fluids. When we returned to Footloose, to enable us to get a good night's sleep, we scattered liberal amounts of tin tacks on the deck just to be safe. It worked a treat, as the area was like a scene from the film 'Deliverance', Dave and Colin spent the night harmonising to the tune 'Duelling Bandsaws'.

On Sunday, John and Marion joined us along with their inflatable to take the flood up Faversham Creek to visit the Shipwright Arms. We had to do a three point turn in a river no wider than the length of the boat, made more interesting by having two dinghies tied on the back. Marion had the sense to keep the painters tight so we didn't have two dinghy painters wrapped around the prop. Eventually we tied up alongside a barge and were well ready to top up the Bladders, sorry I mean the tanks. We asked some locals for directions to the nearest shop, and after given our marching orders, Left, Right, Left, Right, we departed. The locals are a very jovial bunch because I over-heard one of them whisper "it's a long way" and then burst into laughter. When we got back we had



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to replenish the tanks again then left on the first of the ebb to tie up alongside Permata and were treated to an on-board barbecue.

The next day found us following the flood around the back of the Island passing under the railway and road bridge to pick up a mooring at Queenbrough. We went ashore, walked around the town (we followed the signs for the town centre but we couldn't find it), so we made our way back to the nearest pub to the slipway (I feel a pattern developing here) to be entertained by Bob the local bar prop. In the morning, just before leaving, we were visited by the Harbour Masters to pick up their £10 fee, to be told, the Trust that runs the pontoon and moorings has gone bust so they don't know what will be there next year.

Permata and Footloose went their separate ways with John and Marion turning left up the Medway and us turning right to check out a new Marina at Leigh-on-Sea.

Finding the narrow Gut leading into Leigh is, for the first visit, a bit hit and miss but with a rising tide we managed to force our way into a silted berth. We went off to try the local watering holes and I decided to return just to check the ropes to find Footloose at a thirty degree angle. I asked a local that "if high tide is ten past four what time should we leave?" to be told to make certain of it, be away by half past four. So not much of a window.

Before we all returned to the boat we made a detailed drawing of the creek and buoyage for reference when we leave. We rose at three o'clock to a cold, dark, damp and windy morning, Colin was volunteered to go forward with the searchlight and sit on the bow. I remarked to Dave that Colin was making a excellent job of guiding us out through the tricky Ray Gut and good job we went to so much trouble the night before making our local chart, to find out that Dave was sitting in the cockpit with the drawings in his pocket. By now Colin was getting a bit cold and wet and asked if he could return to the cockpit but I insisted he stayed there till we were out of danger and in deep water (it's tough and lonely being a skipper). The sun came up and slowly warmed us, so Colin was allowed back to the cockpit to be thawed out. We had a good trip back, tacking down the Crouch, to arrive back at Hullbridge at high water (eat your heart out Craig Osler).

As Dave is my neighbour, we had to take turns at bathing for fear of blocking the drains when we got home.

John the Moorings.



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Ode to Footloose

We sailed off into the sunset, just three old men in a boat
Not sure where we were going, just glad to be afloat.
We took a dingy with us, made it possible to visit a pub
It also came in quite handy, to load up Footloose with the grub.
The skipper was well looked after, was even wine and dined
Don't know what the crew got up to, but I returned with a
Tender behind.

J.L.S.
Footloose



The Ferry House Inn at Harty Ferry

Crew member's reply

"Come and taste the S. W. Ale" is what I thought they offered
Up for a beer, I duly agreed, after looking through my coffers.
We dropped the rope and floated down, to a comfy berth that night
Fish & Chips ashore, a light ale or two, all was going right.
Next morning up at the crack of dawn and off to sea we go
A little sailing I don't mind, with a bit of the old lee'ho.
A little bit went on and on, and out of sight of land
"Where is this pub" I thought to myself, surely not on the Maplin Sand?
The navigation was quite fun, the chart plotter proved a joy,
With a third of the crew looking for girls, the others seeking buoys.
The sun was warm, the wind was kind, the bacon and eggs did fry.
"Where is this pub?", I thought to myself, beginning to get quite dry.
At last we stopped, picked up a rope, it had been a lovely sail,
T'was only then I realised I'd been invited to The Swale.



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Peter Robert Graves

I am very sorry to report that Peter recently passed away and a secular service took place at Southend Crematorium on Wednesday 8th August. Up River were represented by Jim McAvoy and myself.

Peter was already a member of Up River when Pauline and I joined in 1971 and he sailed a Robert Tucker designed Ballerina II ("Padidur") which he lovingly maintained. All that painting and varnishing every year!

Peter was quiet by nature but always ready to help and impart knowledge he had gained during his National Service and afterwards employed at the Post Office.

In the mid 1980's Peter bought a Hunter Horizon 27 ("Dandy Jack"), but by the 1990's Peter began to have failing eyesight and his sailing activities were curtailed, although he continued to attend club work parties, and so "Dandy Jack" was sold but it is still to be seen in the North Fambridge moorings.

Adrian Reynolds
Venti-Too

Purser's Stores

Wear the name of URYC with pride!

For Club regalia contact Peter Bailes
on 01245 322786
or at pcbailles@hotmail.com



Mens and Ladies Rugby Shirts	£25
Mens and Ladies Polo Shirts	£14
Mens and Ladies Fleece	£23
Unisex Tee Shirts	£8
Club Pennants	£18
Lapel Badge	£2



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Dates For Your Diary

Bonfire Night Bash 3rd November 8pm

Come along and watch the
fireworks across the river

Drinks/Burgers/Hot Dogs/Soup

EAT IN

The next Eat In will be on Friday 12th October.

It's a great way to start the weekend, so come down to the clubhouse around 7pm to order your favourite take away.

