

BROAD REACH

NEWSLETTER OF HARLOW (BLACKWATER) SAILING CLUB SPRING 2012

A welcome from our First Lady

Happy New Year, welcome to the 2012 Sailing Season and my first newsletter as your new Commodore; Harlow Blackwater Sailing Club's first lady Commodore, which is quite an honour!

This year's committee has a number of new faces and before we start looking to its members and the coming season, I need to look back and say a huge thank you to the outgoing committee, particularly to those who have decided to step down this year and make more time to enjoy their sailing.

Ian Henderson, Tony Bushell, Tony Everitt and Steve Swift have all been long servants to the club. Thanks to all of you for your commitment and hard work.

A number of members have asked me what I want to achieve as Commodore. I think firstly it is to carry on the great work Ian started in growing our membership.

This can only be done through good publicity and with John Case as Publicity Officer backed up by Keith Taft (webmaster) and John Wilmott (newsletter), I don't think we can fail but put a positive spin on the club and attract new members.

The Open Day this year will be Sunday 22nd July. If you can offer any help on or before the day, please speak to John Case.

My second objective is to get more people out on the water sailing, be this by joining the various training sessions planned for this season, short course racing, main fleet racing or cruiser sailing. With the enthusiasm for racing that Terri and Richard have, the passion for getting the kids on the water that Geoff has and the keenness that Steve has for arranging the cruiser days, my objective should be easily achieved.

My third objective is to continually grow

the numbers at our social events. Sylvie and her band of helpers work hard to offer great food at good prices. With that - plus a pint at very reasonable prices thanks to John and Teresa shopping around for the best deals - it would be great to see some new faces at this year's socials. The Fitting Out Supper is on 7th April - please put your name down.

My last objective as Commodore at the moment is to ensure that everyone gets to enjoy the club safely and securely and I would ask you all take a moment to check that your boats and trailers are locked down to protect them from the weather and unwanted attention from theft.

Unfortunately in recent weeks we have had four break-ins at the club and to date we have lost tools and cabling, as well as vandalism to a number of doors.

Thanks to Malcolm Cross's vigilance, damage has been limited and all occurrences reported to the police, but it is hard to protect everything. My advice to you is do not leave anything around that you cannot secure and when visiting the club, if you see any damage, please report it to a member of the committee. We do have CCTV in operation at the club.

My last point in this newsletter would be to remind you that this year's Regatta Week starts on 29th July, so book your holiday from work now as it's a great week with lots of fun and games for all the family.

May I appeal for volunteers to help me organise and run the week as due to work commitments, I will have to miss the Monday and Tuesday.

Hope to see you all at the club in the coming weeks and months.

KAY DRISCOLL



WHISPER IT... IAN IS FIFTY

Your ex-commodore, Ian Henderson, will be 50 on the 1st May, and we have been given the committee's permission to use the clubhouse over this weekend.

So I would like to invite you all to join us to help celebrate this event on Saturday 5th May (the bank holiday weekend) from 14:30 until the last person standing closes up. Please can you let me know if you'll be attending and how many of you, so I know how many to cater for.

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COMMITTEE 2012

Commodore *Kay Driscoll*
Vice Commodore *Richard Sharman*
Rear Commodore *Ken Driscoll*
Secretary *Teresa Henderson*
Treasurer *Malcolm Carter*
Membership Secretary *Keith Patmore*
Sailing Secretary *Terri Sharman*
Cruiser Secretary *Steve Simpson*
House Secretary *Malcolm Cross*
Publicity Officer *John Case*
Social Secretary *Sylvie Batt*
Ordinary Member *Geoff Humm*
Ordinary Member *Rod Martin*
Ordinary Member *John Hockley*
Bar Manager *John Aldous*

CRUISER NEWS

Book a date with a buddy



TONY WASHES HIS HANDS OF THE JETTY

Hi everyone. I would like to start by thanking Tony Bushell for doing a great job as Rear Commodore.

Tony has finally retired from the committee. I do not blame him as he has been working on the committee for more than 20 years (silly old sod). He will be sadly missed (no more long Tony jokes, but on the bright side the committee meetings will be over quicker).

For the past couple of years Tony has been looking after the jetty (the new sign looks good). I have been working alongside Tony in helping jet-wash the jetty; it was a long, arduous task with only one jet-washer, so he brought a second one. We have been trying to clean the jetty every six weeks.

I shall be taking over looking after jetty now and will be looking for help with the cleaning – we need about four to six people – and the dates for the jetty cleaning are as follows:

April 1st, May 13th

July 1st, Aug 12th

Sept 23rd

Please call me on 07740 797554 if you could lend a hand.

SAIL TRAINING

Geoff Humm has joined the committee and will be looking after the sail training for children and adults. Sessions will be run on Saturdays and the dates will be in the 2012 programme. If you are interested in sail training or in helping out, please contact Geoff. Thanks.

KEN DRISCOLL

It's obviously a very quiet time of the cruising year for members, but it's also a time for reflection and planning – and for catching up on some good armchair sailing.

There are many good books old and new relevant to our part of the North Sea. At present I'm reading *The Magic of the Swathways* by Maurice Griffiths and what a cracking good read it is.

Although written almost 80 years ago, it still has much relevance to our chosen area of cruising.

As for planning, now is a good time to think about the trips and cruises for the coming season. I'm planning a couple of mini cruises for club members this year and would love some input from members.

I've already had "let's see if we can make it to Ipswich" suggested and personally I'd like to explore the Walton backwaters. Check the club noticeboard for more information and feel free to email me your thoughts.

A number of points regarding our part of the yard: I've noticed a few flogging boats covers and apparently abandoned trolleys. I'm worried that some of our long-term projects are threatening to out live us. I am considering a "boat buddy" scheme

where, in exchange for labour or even boat trips, we can help each other with our jobs and projects. For example: "I'll help you anti-foul if you help me raise my mast." Or even: "I'll give you a day's labour if you take me on a day's sailing."

I thought this might give some of our non-cruiser owning members a chance to get some experience of owning a cruiser. Once again, your thoughts please. Happy cruising!

STEVE SIMPSON (Steve.simpson@gmail.com)



PARTY POWER

Well, here we are in 2012. Let's hope for wind, sun and a good turnout for both sailing and socials.

Just before Christmas we had our Christmas dinner, with a good turnout of 54 people. I must thank Jenny for helping me cook the meal – thanks Jen. We've also had the New Year's Eve party. Steve Simpson did the disco, he was brilliant. Thanks Steve. Thanks also to Jayne and Steve – Jayne for trying to teach us country dancing and Steve for piping in the new year.

Now to 21012 and the Easter Saturday – the

first social will be on Fitting Out Supper.

Please put your names on the list by the galley.

Happy new year.



SYLVIA BATT



WORK IT OUT

So, you slave away all day in the office or on site, you pay your membership fees and then you are STILL expected to turn up on a winter Sunday and hump wood around, get covered in creosote and so on.

But we know you love it, so get along to the final work part on Sunday, March 4, from 9.30am. Nice hot meal and copious amounts of tea provided.

DINGHY NEWS

Five, four, ~~three~~, ~~two~~, one... it's the new starting sequence

After a lot of arm-twisting and umming and ahing, I have decided to take on the role of Sailing Secretary again. Have I really got mug plastered on my forehead, I ask?

Firstly, thanks should go to Richard for all his hard work as Sailing Secretary during the past 18 months. The club has thrived over the past year with his help and I am very keen to ensure that the sailing and racing side of things continues to prosper.

I am sure, with the support I receive from everyone, that we can make the club an even greater one to be a member of.

There are a few changes being made this year. Firstly, the starting system will be altered in line with the current RYA rules, ie. instead of 6 min, 3 min, off, it will be changed to 5 min, 4 min, 1 min, off.

Jim McLeod is kindly working hard on the new system that has to be installed in the racebox. Full instructions will be displayed in the racebox for race officers but I am hoping that many of you will come to the first two sessions of racebox training on March 14th so this can be explained in more detail.

Please e-mail me in the first instance if you would like to attend. In the meantime, should you want further information, visit:

www.rya.org.uk/racing/racingrules/Pages/the-rules.aspx

On the front page, look for the link "the RRS 2009-2012 can be downloaded from ISAF website". Then refer to Rule 26.

Also, where necessary, before racing we

will be laying a drop-down buoy as the first windward mark from the racebox in order to ensure that we can get a good beat and the starts go off as quickly as possible.

This will also be explained in more detail during the racebox training. It is important that as many of you as possible attend.

At the time of writing this report, the 2012 programme has been finalised and is on the website.

When you are in receipt of the programme please make a note of your duties in your diary. If you cannot make the duty that you have been assigned, then please identify a date you can do and ask to do a swap with someone and then advise me accordingly. Please ring the membership secretary for details of phone numbers or e-mails.

An important addition to the programme this year is the Bob Knights Memorial Trophy on Sunday, May 20th. I know that most of us have some wonderful memories of Bob – he is sorely missed and it will be wonderful to hold a race in his honour. It is planned to take the race around Northey Island albeit with a small twist – watch this space!

New for this season, there are three Laser and Fireball Sundays, planned on the first

race of each Spring, Summer and Autumn Points Series. The aim of these Sundays is to encourage as many boats as possible from these fleets to take part and their results for the three races will count towards prizes to be awarded to the winners in each fleet.

On the following days when we have long courses on for cup races we will consider running some short course racing for the benefit of any children or lesser experienced people who do not want to participate in a longer cup race. If there is sufficient interest these will take place on the following dates:

Holiday Monday, May 7th: Osea Cup
Holiday Tuesday, June 5th: Galley Cup
Sunday, September 30th: Hells Bells
Sunday, October 21st: Lawling Tankard

Lastly, before I took the decision to take on the position of Sailing Secretary, I made the Sailing Committee aware at our last meeting that I was concerned that I would be away for a few weeks in the spring and again in late autumn and therefore unable to fulfil my duties.

The Sailing Committee, which comprises of Rod Martin, Victoria Sharman, Dave

Islin, Keith Taft and Jim McLeod, have all assured me that they are happy to deputise in my absence and will therefore be taking on certain responsibilities on an individual basis.

The Sailing Committee will be meeting in March before I go away to sunnier climes so if you have any suggestions or comments, then I will be glad to hear from you.

Happy Sailing in 2012!

TERRI SHARMAN
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SPRING POINTS:

1st Fast: Dave Islin & Ron Suffield
2nd Fast: Mark Batt & Barry Sadler
1st Medium: Martin Tarling
2nd Medium: Marcus Wallace

GALLEY CUP: Jim McLeod

HANDICAP SERIES:

1st: Malcolm Cross & Tony Everitt
2nd: Martin Tarling
3rd: Ian Henderson

OSEA CUP: Marcus & Abbie Wallace

LAWLING TANKARD: Martin Tarling

SUMMER POINTS:

1st Fast: Keith Fedi

2011 RACE RESULTS

2nd Fast: Malcolm Cross & Tony Everitt

1st Medium: Lawrence Maudsley

2nd Medium: Martin Tarling

BBQ TROPHY: Richard Sharman

SATURDAY SERIES: Richard Sharman

AUTUMN POINTS:

1st Fast: Marcus & Abbie Wallace

2nd Fast: Malcolm Cross & Tony Everitt

1st Medium: Richard Sharman

2nd Medium: Mark Osborne

OVER 50s: Dave Islin & Laura Davison

LADIES RACE: Terri Sharman

HELMS TROPHY: Liz Baker

RNLI PENNANT: Richard Sharman

COCK O' THE RIVER:

Malcolm Cross & Tony Everitt

OPEN WEEKEND TROPHY:

Jason Islin

MARTIN SERVICES TROPHY

(most improved dinghy sailor):
Victoria Sharman

COMMODORE'S TROPHIES

(outstanding contribution):

Ernie Denington, Terri Sharman

CROATIA OR BUST (and there's truth in the bust!)

AS WELL as sailing (that's a polite description) a Wayfarer 16ft dinghy at the club, Norman Mills and I have been chartering down in the Mediterranean for the past nine years or so, ever since we came by our day skipper qualifications.

The main benefits are its cheapness, superb scenery, sun, good winds and oh, of course, hardly any nasty tides and currents to worry about.

That's a bit wimpish, I suppose, for the die-hard purists, but we don't want to die and we are not hard!

In 2010 we decide to go from our normal stamping grounds of the South of France and the Balearics and attempt the Adriatic and the Croatian islands. I'd read some excellent reports in a yachting mag and it seemed like a good idea.

We went along to the January Boat Show at Excel and talked with a couple of yacht charter companies, as you can get a good discount by booking at the show. We ended up with a bareboat charter of a 50ft Bavaria with five double cabins, three heads and showers and a bow thruster. Not had one of those (bow thruster) before and at 50ft was the biggest we've had.

The Croatian port of Trogir, which is next to Split, was our departure point. We then had to press gang – I mean persuade – four other gullible sailors to join us to share the cost, do the donkey work, the cooking and of course take the blame etc. This we did and they even parted with their money. So gullible!

One year we even convinced Ken and Rod Driscoll to come on a charter with us out of St Raphael in the South of France. Unfortunately they never came again!



Never did find out why. Perhaps it was because we were buzzed by a French naval helicopter repeatedly as we were in the way of a naval exercise taking place. Wondered why all those destroyers and aircraft carriers were so close!

Once we had booked the yacht, we found out we needed a RYA VHF radio licence for sailing in Croatia, so we did that at Bradwell Adventure Centre, which was very good.

It covered detailed operation of the radio and we even found out the purposes of all the buttons and knobs which had mystified us on previous trips.

The yacht was booked, the flights booked, the crew pressganged and all



was well. Or so we thought. Easyjet sent us an email saying they had cancelled the return flight. Oh ****er, we thought. After some frantic phoning around, we were able to get a flight back the next day, so we just booked an extra day's sailing. What joy!

The six intrepid yachtsmen (well, most of us had seen a yacht) flew out and arrived at Split. Trogir harbour was just a short minibus ride away and we arrived at the charter office.

We were escorted to the yacht, which now seemed at least twice the size, and the excellent Kiriacoulis Charter staff took us through its operation. We only had one anchor so we asked for another, which was a good decision.

We then left the port on a shake-down familiarisation trip out into the bay and back. It was a beautiful

area. We practised man overboard and coming up to a buoy and reversing.

One of the most difficult parts of any Med trip is mooring in a marina as they are all stern-first and usually very tight. This is particularly difficult with a wind across the beam but we found the bow thruster very useful – after we realised it worked in reverse to the labels!

We also found that one of the genoa self-tailing capstans was not locking properly, but this was soon sorted by the charter staff. Moral – always check all the equipment and functions before leaving base.

We had a lovely meal in Trogir that night, then the next day, Sunday, headed off on our planned passage, which we had actually sorted out before we left Blighty. The excellent pilot we used was *Cruising Companion Croatia* by Cody Nash.

The wind was very light easterly force 2 and the sky clear blue. We stopped overnight in a secluded bay on an island called Otok Cievo and anchored up. We dropped two anchors as the bottom was hard and sandy.

We ventured ashore and found the natives friendly and they even spoke good English. When asked if there was a restaurant, an elderly gent pointed down the waters edge. It was eventually found and bearing in mind this was early October, we weren't surprised to be the only customers.

After some discussion, it was established that we didn't have a choice of menu and we would go along with whatever they had. So we came back at the appointed time in the evening and were treated with a superb fish meal.

On Monday we headed for the beautiful island of Hvar and the port of Stari Grad. We had a NW force 4 and good sailing right into the port. We were lucky as there were only a couple of stern-first berths left and we even allowed one of the crew, Big Larry, to reverse in. After much eye-clenching and various other orifices-clenching, Larry made it in between two other yachts with a few inches clearance either side. Not bad for a rookie in control of six tons and 50ft of yacht.

Stari Grad proved to be a very popular stop for the cruising fraternity and we had all nationalities present. We raided the local supermarket and superb bakeries to produce an on-board banquet.

We left early on Tuesday heading towards the Pakleni Otoki islands, which

Continued on next page

CROATIA ODYSSEY

From previous page

were 25 Nm away and are very beautiful and very low lying. The wind was force 4 on our rear quarter, so we started to gull-wing with the genoa and mainsail and were making 7 knots. The wind increased to force 6 so we dropped the mainsail, or should I say furled it into the mast, and just ran before the wind with the genoa, making a good 9 knots.

The aim was to come around the south of the Pakleni Otokis and as we did so, we unfurled the mainsail and the wind picked up to force 7, with the sea about 2.5 metres. The 50ft Bavaria took all this in her stride.

We were making 11 knots plus but the wind started to increase and it was a joint decision to head back to the north of the islands, which were in the lee. The wind picked up further to force 8 and we were heavily reefed. We made it into Palmizana, a well-sheltered inlet and marina, and moored up on the pontoon.

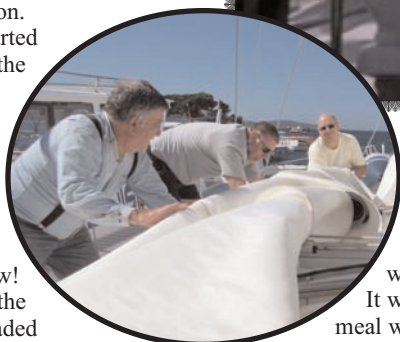
Quite a few yachts started to come to shelter from the wind and a few had sail damage. Crews were clambering up masts and taking down sails for repair and replacement. We had no such damage and felt quite smug. Little did we know!

The next day, we left the marina under power, headed into wind then started to unfurl the mainsail. We got it halfway out but found that it was jammed in the mast. It must have been the continued reefing and unreefing of the furling mainsail during the high winds the day before. Big lesson learned – keep tension on the outhaul while reefing in the mainsail and if possible avoid yachts with in-mast mainsail furling!

All sorts of strategies were tried to release the mainsail but a last over-ambitious pull on the outhaul via the cockpit capstan caused the clew plate to come adrift from the mainsail. So there we were in the middle of the Adriatic without a mainsail! We all looked at each other and thought, "That's another fine mess you've got me into". We managed to furl the mainsail into the mast and carried on sailing with just the genoa.

I phoned the Kiriacoulis base and they said to take the yacht to the island of Hvar. We part-sailed and motored there and met a Kiriacoulis boat fitter, who we helped to take down the mainsail, which at 70ft high was very big and heavy. The sail was shipped via car and ferry back to Split, where it was repaired overnight and returned the following day. Superb service!

It took only an hour to refit and we were



on our way again. This time we made it to the south side of the Pakleni Otoki islands and anchored in a superb bay with only two other yachts.

It was another great on-board meal with lots of very cheap Croatian wine.

On Friday we sailed to the island of Viz, which was Marshall Tito's private militarised island where he commanded the Yugoslavian partisan forces against the Germans in the Second World War. It has only been possible to visit there in recent times as it was restricted to the Yugoslavian military. This was about 25 Nm and we had good wind of force 4 on a beam reach with, of course, blue skies.

WE TURNED into Komiza harbour on Viz later that day. It's a beautiful port with picturesque harbour. After mooring to the harbour wall, we opened up the wine boxes, which we found were best accessed by hanging them from the boom then opening the tap straight into a glass or, to cut out the middle man, the mouth.

Viz is a magical place unspoilt by tourism and the furthest west of the Croatian islands. Next port of call west would be Italy.

We watched a regatta of high performance yachts come in to the harbour after a day's racing. One thing impressed me was that one of the yachts, a 36ft racer with everything carbon, came right into the

harbour under full sail, including spinnaker. Many yachts joined us, again with multiple nationalities, and we had a great night.

The next morning it was time to return to Trogir, about 35 Nm. It was an early start and we had a great force 5 on a beam reach. The weather was brilliant as we headed out of Viz due north. When we were about three miles out we looked behind us and the whole racing fleet were bearing down on our stern. It was great sight. We easily made the 35 Nm at about 7 to 8 knots.

Trogir came into sight after our week's adventure and we moored up again stern-first but with a stiff wind up our chuff, so it meant coming in under a lot of power to ensure we had steerage.

We approached at great speed between two large pristine 70ft+ gin palaces and the owners came rushing out, with cocktails in hand, concerned that a 50ft yacht had the temerity to wedge itself between them. But we didn't care – we had made it back after a week's glorious sailing in the Adriatic.

I would recommend Croatian sailing with Kiriacoulis via their agent Nautilus as the yacht, the people and the service were all excellent.

Stop Press: For 2012 we have booked a Bavaria 46ft, sailing from Palma, Majorca to cruise the Balearics for the week starting September 15th. We have a couple of spaces if you would like to join the motley crew. Please let me know. All requests will be treated confidentially, of course, to preserve the innocent.

JOHN CASE

**Articles and photographs are welcome from all members:
please contact John Case, Publicity Officer**