

# BROAD REACH

NEWSLETTER OF HARLOW (BLACKWATER) SAILING CLUB    AUTUMN 2012

## Fun & Games all week long

Well, another very successful Regatta Week has come and gone. It all seems to be over so quickly after the months of work and planning to get ready.

The clubhouse was very jolly with bunting made up of national flags to reflect the Olympic Games theme of the week.

Sunday's reception with Johnny's quiz was a great ice-breaker and a good laugh was had by all, with all teams trying to wheedle more points out of Johnny. There were a lot of moans when Adrian was again on the winning team. Next year he will have to compete on his own!

Monday was an early rise as racing was booked to start at 9:00 because of the tide; the weather was good with a reasonable wind for racing. That evening's event was either bowling at Madison Heights or

a historical walk round Maldon, then at 6:30pm both groups meet up at Izumi's for an all-you-can-eat Chinese meal before returning to the club for a social evening.

Tuesday morning was again an early start, but the day started grey and windy. However, by the start of the racing the wind had reduced and racing was again in reasonable conditions.

On Tuesday afternoon there was the second round of the HBSC Decathlon on the club's lawn, followed by a barbecue.

Wednesday was the themed day, with a sports fancy dress, along with members and guests of all ages getting on to the water again, this time after a slightly longer sleep. In the evening we had the hog roast and the guest singer Diane Moore. The pig feast is always popular and several people who

couldn't do the week came down to join in. Diane is always versatile and entertaining.

Competitive racing continued on Thursday including the Cadets Trophy. There followed a lazy evening with a chicken & chips takeaway supper.

Then all too suddenly it was Friday and the last day of the week, the last race of the week and then the gala dinner and prize-giving. Big thanks must go to Steve Simpson for the disco to finish a great week – as well of course to all those who helped plan the week and then ensure its smooth running, from rescue boats to galley to making sure the little ones were never bored.

Saturday arrived faster than most of us would like and the last job of Regatta Week – a full clubhouse and grounds clean-up. And Mark's famous brunch, of course.

On the last page of this newsletter are some photos and the final word from the Regatta Committee is that we hope to see all of you next August.

**TERESA HENDERSON**

### PHOTOGRAPHY CONTEST

This was announced in the last issue and there's been a pretty dismal response so far, so please send entries before October 31 to: [johnnywilmott@btinternet.com](mailto:johnnywilmott@btinternet.com)

## MOW NO! LES CUTS OUT THE GRASS JOB



Every week members come to the club to find the lawns always looking neat and tidy. That's because, for the past 87 years (or something like that), Les Lester, our legendary bar person, has been dragging the mower out of its hidey-hole and driving it around the grass.

Les has finally decided to call it a day with the cutting and to show our thanks for his dedication over so many years, members got together to pose for a picture with the mower and a 'Thanks Les' message.

The picture was framed and presented to Les during September. He'll still be behind the bar on Sundays, we're pleased to hear.

## DINGHY RACING

# All the results from a summer of fun

I am thrilled to say that we have still been having excellent turnouts for racing and the Laser fleet has been particularly competitive. See separate report on the Laser Open we held in the summer.

With the new 5-4-1-Go starting system working well, it has tightened up the starts with everyone (mostly) being on or near the line. This had led to more general and individual recalls and lots of argy-bargy at the windward mark – very exciting!

### OPEN DAY

We held our Open Day on Sunday July 22, which was excellent. A lot of hard work by John Case, our prestigious publicity officer, ensured that there were many visitors and the weather was very kind to us.

We had some round the bay racing for all, with the marks brought in for the benefit of spectators which hopefully showed off our technical skills (or not!).

Also, we tried to get as many people out in boats sailing as we could and thanks are conveyed to John Hockley who patiently took people on endless trips round the bay in his Wayfarer and also to Talbot Dixon who took a number of people out for a sail in the Essex One Design – thank you!

### REGATTA WEEK

We had a brilliant Regatta Week from Sunday, July 29. There was competitive racing every day, with a good breeze every day dying down a little at the end of the week. It was great to have some visitors from Ardeleigh Sailing Club – Jacob sailing his Laser Radial (and he's far too good to join the Club!) and Joshua, who sailed brilliantly in a Topper. See results below.

#### Series One

*Fast Handicap:*

**1st** Malcolm Cross and various crew – Fireball

**2nd** Dave Islin and Laura Davison – Fireball

**3rd** Terri Sharman and Dave Islin – Fireball

*Medium/Slow Handicap:*

**1st** Josh Elson – Topper

**2nd** Vicki Sharman – Laser Radial

**3rd** Edward Skinner – Laser Radial

#### Series Two

*Fast Handicap:*

**1st** Jim, Carly and Albert Batt – Taser

**2nd** Malcolm Cross X and various crew – Fireball

**3rd** Paul and Harriet Church – Taser



*Medium/Slow Handicap:*

**1st** Vicki Sharman – Laser Radial

**2nd** Jason Islin – Laser Radial

**3rd** Jacob Elson – Laser Radial

#### Short Course

**1st** Liz Baker – Mirror

**2nd** Holly Baker – RS Tera

**3rd** Adrian Van Roy – Open Bic

#### Cadet Trophy

**1st** Jacob Elson – Laser Radial

**2nd** Josh Elson – Topper

**3rd** Holly Baker – RS Tera

#### All in Handicap Race

**1st** Keith Gilmore – Laser Radial

**2nd** Jim Batt – Laser

**3rd** Paul and Georgina Church – Tasar

#### Family Race

**1st** Jim and Albert Batt

Well done to all !!

#### TREASURE HUNT

On Saturday, August 4, our Treasure Hunt was organised by our intrepid Rod Martin, who did a brilliant job. For those who didn't make it, you must do it next year!

From the start at the Club there were a number of clues that had to be solved before flying out on to the water to pick up coloured rings from a number of designated buoys that then had to be taken to Mundon Spit for a final clue.

The final clue then led the boats to Osea Island and there was a race back from there with individual start times. Everyone had a brilliant time.

It really does take a lot of organisation, both on the day and the days previous, and a huge vote of thanks to Rod and wife Jackie who did so much work for it and for donating some lovely prizes – thank you Rod and Jackie!

The eventual winners who tied for first place were Jim and Albert Batt in the Taser and Vicki Sharman (Laser Radial).

#### AUTUMN SERIES 1 / HANDICAP 2.3

Believe it or not, it is already the start of the Autumn Series. Unfortunately the wind was exceptionally light for the first race but picked up slightly for the second race.

The last of the races for the separate series of Fireball and Lasers were held on the same day and congratulations to Mike Bryant and Keith Taft who won the Fireball series and to Paul Church who won the Laser series.

#### LAWLING TANKARD

The Lawling Tankard was held on Sunday, August 19, with an excellent fleet of 23 boats – the best turnout of the year.

The race started in a slight breeze, with slightly more wind out in the creek, but eventually the wind died as most of the fleet approached Steeple mark and went to almost nothing as all the fleet returned to the creek. The conditions then proved very testing until the breeze picked up again to

*Continued on next page*



## DINGHY RACING

### *From previous page*

enable most of the boats to finish. The race was eventually won by Paul Church in the Laser 8.1, closely followed by Malcolm Cross and crew Heather sailing a Kestrel with Keith Fedi coming in third in the Devoti D One. For full results please see club noticeboard or website.

### **GENERAL**

q I am pleased to report that I am currently arranging for the RYA to come along to the Club (date and time to be arranged) to hold a session of instruction on the RYA Racing Rules. I am sure it will be of great benefit to a number of us! There will be a nominal charge for the session of approximately £3 per head depending on how many takers – further details to follow. Please do try to come along.

q Thank you for the continued support I receive from various people who are kind enough to do extra duties when I am short of personnel – it is much appreciated.

q The Sailing Committee are due to meet in September, so any comments or suggestions are gratefully received. If anyone has particular ideas on anything that they would like to see in next year's racing programme, do please let us know.

q A gentle reminder that we have a big cup race coming up – most importantly (though I am biased in more ways than one), the Hells Bells, to be held on Sunday, September 30, at 11.30am. Weather permitting, this race is usually a two-island race around Osea and Northey. Also for the Hells Bells weekend, we have some visiting Laser sailors coming to join us from Hertford SC so let's give them an excellent welcome and ensure that they have a great experience at HBSC.

Happy sailing!

**TERRI SHARMAN**  
Sailing Secretary

STOP PRESS: Winners of the MBSC Challenge Cup on Sept 15 were Malcolm Cross and Tony Everitt (Fireball).

# Brave Laser sailors suffer from wind!

**H**BSC hosted its 2012 Laser Open on the weekend of June 23/24. The Saturday dawned with much more wind than forecast and there were extremely testing conditions for the 20 boats that had entered. The first race was kept within the creek and the lead changed hands a number of times in the standard fleet before being won by Brian Sargeant from Blackwater Sailing Club, closely followed by our own Adrian Degge.

Keith Gilmore sailed extremely well to win the first race in a very competitive Radial fleet closely followed by Jason Islin with Marcus Wallace coming in third.

The race officer set a course out in the main river for the second race with a beat up to Coopers, with several capsize on the way. Martin Tarling headed the standard fleet in impressive style but it wasn't to last as he capsized shortly after Coopers and was overtaken by several other Lasers.

After some close short tacking along the Steeple shore, with the lead regularly changing hands, the race was won again by Brian Sargeant but our own Mark Batt sailed extremely well to take second place with Paul Church coming in third.

Again in the Radial fleet, Keith Gilmore won in style, Jason Islin took second place with grand master Kenny Batt sailing brilliantly to come in third.

The wind on Sunday was again much more than forecast, force 5 to 6 + with strong gusts. Although the race was delayed significantly the wind did not abate and it was decided to hold a race within the creek. However, the strong breeze quite quickly abated and settled down to a force 3 with the sun shining. Terry Crook from Blackwater Sailing Club won the race in the standard fleet, followed by Paul Church with Jim Batt sailing well to come in third.

In the Radials it was Jason Islin who took top honours followed by Keith Gilmore (second) and Kenny Batt (third).

Victoria Sharman was our sole lady sailor and she put in a great performance in the windy conditions. Congratulations go to Ray Revell who sailed very well on the Saturday, in his first Laser Open. Great to see Mike Bryant out

on Saturday sailing a Laser for the first time in very windy conditions – well done Mike!

Full results can be seen on our club website. Glass trophies were awarded to the first Laser Standard and first Radial overall with other prizes being awarded down to fourth place. Many thanks are extended to John Crook and Paul Church for kindly donating some top prizes. It is much appreciated.

There is a considerable amount of work that goes on behind the scenes to run open meetings and my sincere thanks go to the following for making this a successful event:

First to race officer, Jim McLeod, who is extremely conscientious, putting in a great deal of work beforehand as well

as on the weekend. He was assisted by Ian Henderson and Richard Sharman. It is a huge responsibility under testing conditions and they did a great job.

Everyone who helped in the rescue boats – Dave Islin, Tony King, Will Smith and Geoff Kent (both days), John Bowers, Rod Martin and nephew Daniel, Paul Neal, John Hockley.

Anyone that helped on the jetty including Georgina, Sandra Hockley, Kenny Driscoll, to name but a few.

Georgina Church and girls for being on reception. Victoria Sharman for doing all the printing of sailing instructions, entry forms, maps of the river and for sorting out results.

All the wonderful food in the galley and for the barbecue in the evening. Thanks to Jenny, Sylvie, Marjie, Ros, Glynnis. Also thanks to Ian and Teresa for doing the bar on Saturday. And Malcolm Cross for putting out road signs!

We look forward to running an even more successful weekend next year.

**TERRI SHARMAN**

PS. I am sorry I have to end on negative note but I have had it strongly pointed out to me that there was not enough help on the jetty to bring the rescue boats in at the end of racing. Please, please, before you get changed out of your sailing gear, take the time to help get the boats in, they are there for your benefit and I do enough nagging at home! Thank you.



# CRUISING NEWS

As I write this, August is drawing to a close. September and October have us all thinking about jobs we will do on our cruisers during the winter layup. During your next sail it might be an idea to make a few notes of the jobs that you'd like to do before next season.

We all know if we don't do this we'll forget and end up trying to do them on the mooring next year.

The mooring reports are now in and I'm pretty impressed with the quality of Gary's information on each mooring. A copy of the report is on the noticeboard in the club foyer. Please ensure you read it. Remember it's your responsibility to make sure your mooring is in good shape and the mooring report is no substitute for good sense. Those that are planning to winter on their mooring would be advised to carefully check their top

ropes. Just as a footnote, please can we all repaint our buoys with the mooring number? White paint seems to show up pretty well against a dirty buoy.

Check the club schedules for cruiser haul out/recovery dates. There are only a few and it's very difficult for me to schedule impromptu dates. I understand some of you like to band together and arrange a weekday recovery. I'm not against this, but I would insist at least one committee member is present (you'll need the key anyway) and someone who is experienced with the winch. I would also like to be told before you do it, although the responsibility for the session and the gear will remain with the committee member.

**STEVE SIMPSON**  
Cruiser Secretary

## NO FUEL LIKE AN OLD FUEL...

**A** FEW of us took a lovely sail to Brightlingsea on Bank Holiday Sunday. With a 7am start, we all knew it would be a long day. The plan was to get away over high tide taking the ebb down the river.

First stop was to be the ruined pier at Osea for breakfast at anchor. I was sailing single-handed and have never anchored before in anger. Realising how deep the water was and how strong the wind was, I decided to miss breakfast and continue towards Brightlingsea. With the wind almost behind me I made good progress.

The journey was event free and after a beat up the Colne, anchored with two other club boats just off the beach at Mersea Stone. Some club boats crossed the bar and anchored at the pub, supping pints and eating chips long before I got there.

It was nearly low water and the chart told me there could be as little as four feet on the bar. Although a safe depth for Sophie, knowing my luck I'd stray out of the channel and running aground in full view of the pub was not a move I planned to make. So anchor it would be.

With six metres under the keel I put out about 12 metres of chain. This dragged so I tried again. This time it held and I rewarded myself with a bacon sandwich.

While sitting in the cockpit enjoying the view and watching the foot ferry I was joined by two swimmers who decided to say hello. Little Isabel and her father asked a few questions and then swam back to the shore. I have to admit I was very impressed with the little girl's swimming skills as she didn't look much older than eight or nine.

I got underway just after the tide turned at 13.30 and sailed towards the Mersea Flats. I'd put up the main sail, having sailed all the way there under foresail alone.

Conscious that if the wind picked up I would have trouble reefing, I put two reefs in while at anchor. It was very choppy (by my standards) on the flats so I skirted around the outside with long tacks, the wind



The foot ferry at Mersea; left, little Isabel and dad



being right on the nose. I was pointing as high as I could and this I believe was to cause the problems I would encounter later.

With the benefit of hindsight I would have eased a couple of points off the wind and sailed a good two

knots faster. Along with shorter tacks I would have made it back before the wind died. Still, I was enjoying myself.

At one point I thought I might broach as a lumpy wave hit me and knocked the wind out of my sails. So using the old adage of "reef when you first think about it", I took in a few rolls in the foresail. This balanced me up a bit and I rested easier.

For five hours I tacked back and forth up that channel, the wind slowly dying away. Even under full main and fore sail I was only making about two knots over ground and most of that was tide.

I had no intention of motoring that day and I guess that's why I slogged it out for so long. However, with high tide around 20:30 at Maylandsea I was aware if I didn't do something I'd be picking up a mooring and spending the night in the main river. As I'd

not intended to motor, I didn't have a lot of fuel on board and what I did have spare in a can was two years old at least. But I had no choice; I would run what I had in the tank and if it didn't get me all the way (I was not far north of West Mersea), I would stick the old stuff in and hope it worked. I did consider mixing it with the good stuff but decided it might actually contaminate it and stop me working at all.

With an oily sea, I motored up river. I just got to Mundon Stone and the engine putted to a stop. Now what? Well, with no choice I put the old fuel in. It smelt awful but what else could I do? I still had the main up (as a safety measure) so I could attempt to sail in, but by now it was well past high tide and on a neap there's not much water about to get back on the mooring. I put the fuel in and to my surprise, the engine sprang to life again.

Finding the mooring in the pitch black river was interesting but I located the yacht Emily and knew where I was. I picked up the mooring first time and a quick look at the depth sounder told me I was a few inches away from being aground. Lady Luck was definitely on my side that day.

**STEVE SIMPSON**

*Lessons learned: see next page*



# LESSONS LEARNED...

A few lessons were certainly learned from my cruise in company (see previous page) which I am happy to pass on...

1. Always take enough fuel to motor back if you are working to time constraints. I might not be so lucky next time.
2. Sailing off the wind, although sailing a longer distance, will get you there more quickly.
3. Feel the anchor as it hits the bottom. Throwing all the chain out just bunches it up on top of the anchor and prevents it digging in. It would have also helped if I'd marked the chain at 3m increments. Remember the tide rises as well as falls so you can easily start dragging. The chain rule is three times the depth, five times for rope alone.

4. Remember to drink, I was acutely conscience of how little I was drinking so forced myself to drink water. Hours can go by without you even thinking about it. Dehydration and sunstroke are serious risks and can creep up on you.

5. When single-handed, keep everything close at hand. Especially the chart (even if you have a plotter) and your hat and sunglasses.

6. Don't be afraid to change your plans at the last minute. Anchoring at Osea could have been trouble as I'd not done it before. I felt happier anchoring for my first time where I knew it was safe.

SS

# Oh, muddy hell! Boots have an Achilles heel

Some of you may remember my report on the special over-boots called Mudders. These allow you to walk on mud without sinking and getting stuck.

I've used these a few times and they are very useful. However there is an Achilles heel (see what I did there?) and you will find this out in due course.

The club Open Day to my mind was an outstanding success. A couple of friends of mine drove over from Hertfordshire and very much enjoyed their day. I had dutifully volunteered to give some cruiser rides in Sophie and a few people were already signed up to don the decks and have a little sail up and down the creek.

The safety boat dropped me off at Sophie and I started the engine. Twenty seconds later the engine putted out, followed by a nice fuel slick. I quickly diagnosed that the float had somehow got stuck down leaving the float chamber to flood with fuel.

Right or wrong diagnoses, the trips in Sophie had to be cancelled. More than slightly embarrassing, to be honest, but what could I do?

Next day, with a lot of help from John Say (ever the hero), we managed to get the outboard back to the shore and I duly stripped it down. I couldn't see any reason why the float should have stuck but my diagnosis was correct and after cleaning and reassembling all was well.

The engine started in the tank and ran without hiccup. By now the tide was out and John had gone on his merry way.

I looked at my Mudders and I looked at Sophie! Could I walk the engine out? I looked around, Gary the mooring man was working on the mooring next to mine so I thought if I got in trouble he would come



and help. All went well at first. I had wrapped the motor in my old coat and rested it on my shoulder. I walked on.

I was only about 20 yards from Sophie when disaster struck.

My right foot sank just a little deeper than I expected and I lost my balance. Over I went; engine first; into the mud! I rested on the engine while I fished the Mudder out at the same time losing my boot to the black stuff.

After recovering that and the Mudder, I managed to get the muddy engine back up on to my shoulder. I took maybe 10 more steps and it all happened again.

By now I was exhausted and I had also caught the eye of Gary who walked (almost naked) over to see if he could help. I was two yards away from my goal!

Gary picked up the engine while I recovered the footwear and walked round to the stern of my (now muddy) little ship. After fitting the engine and thanking Gary I put the boots back on and walked back without mishap.

I don't think I need to describe what a state I was in!



Alternative suggestion found online by the editor

## LESSONS LEARNED, PART TWO:

1. Mudders are great but don't carry anything that would upset your balance. A rucksack with your oilies in would be about right.
2. I was right to make sure someone was about before I attempted something new.
3. The mud is only about 4 feet deep almost everywhere and Gary reports it's pretty safe. But you must strip to your underpants and wear nothing on your feet.
4. Losing a Mudder is very dangerous if your boots don't slip off easily. You must also be very fit with good leg muscles. Rigger boots work best as you can recover them by the leather straps. Tying a length of rope to the straps might also help.

STEVE SIMPSON

## REMINDERS FROM THE COMMITTEE

### CLUB VISITORS

All visitors to the club who are not members must be signed in the visitors book by a current member. This ensures that all the club's legal requirements are met (bar licence, club insurance and so on).

A person may visit the club up to three times in any year as a visitor. If a person comes to the club more than three times a year, they must become a member.

For example, my grandchildren come sailing with me once or twice a year at present. If however they become keen and want to sail more often (as I hope), they will need to become youth members or I can change my membership from a single to family one.

### JETTY RULES

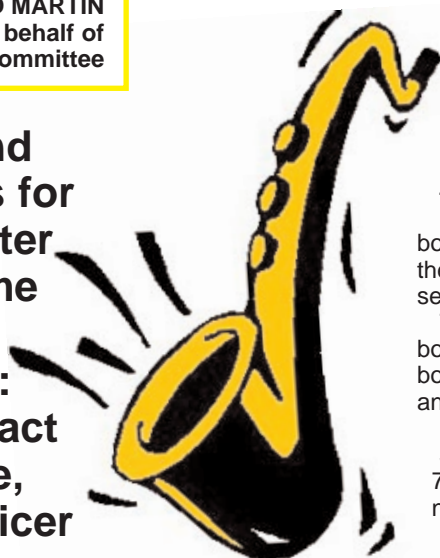
Everyone on the jetty should (must) be wearing a lifejacket (remember the club has spares, they are at the top of the racebox steps).

No swimming should take place while dinghies or safety boats are using the jetty.

I know rules are a nuisance but all we want is safe happy sailing – this was bought into focus for me recently when I learned that a schoolboy friend of mine had just lost a foot as a result of contact with an outboard engine prop.

ROD MARTIN  
On behalf of  
HBSC Committee

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



## SAILING ON THE CHEEP

Not for me the searing heat of the Mediterranean sun nor the glare of said sun off the patio doors of my gin palace. I'm more the go down the club in the quiet of mid-week for a relaxing sail interrupted by the lone call of the curlew.

Thus it was that after the Laser open on Sunday, where the creek was left in a very lumpy state by the manic wave-making of the h-n-h brigade (See end of this article for glossary of terms) and aided by the force 7 wind, I went down the club on Monday.

Leisurely row out to LELA, I secured the tender to the pick-up buoy, climbed aboard and shook out the sails.

While hoisting I noticed a little bird on the crosstrees and guano in commercial quantities plastered over the cabin top, cockpit and cover. From the look of it the gulls had recycled a vindaloo (accent on the loo).

Not to be put off I continued with my preparations, including applying the 120 turns to the centreboard jack. (Little birdy still on cross trees. Note to self: I'd be cross if I had been crapped on so comprehensively by a little birdy).

After considerable heaving and straining, I got the outboard out of the cabin and attached the five horse Mariner in the well (another note to self: I think that the five horses refers to the weight and not the power of the device).

I opened the stern locker to attach the gas tank and met Mrs Little Birdy face to face. With much wing flapping and cheeping from her and the old man, they managed to explain

to me that they were trying to feed four youngsters in these hard times and my prattling about wasn't helping and would I kindly P off! Being a naturalist at heart – or are they the ones what divest their vests? – I put

everything back the way it was and rowed quietly away.

On the way back to the jetty I did some guesstimating

*Egg laying to squeakers in the nest:*  
**2-3 weeks**

*Egg laying, say*  
*1 per day: say 5 days*  
*Nest building:*  
**say 1 week**

It would appear from the foregoing

that I took mum and her eggs for a trip round Osea last weekend, I didn't use the outboard on that trip.

I've decided to forego any sailing until they've flown the nest then I'll have to clean out the stern locker, clean up the decks, clean the cockpit, clean the seats and seats side-decks and my goodness is that the date? Got to dash, my boat's due out next week.

TONY BUSHELL

### Glossary

**h-n-h** is short for head and heels and describes the method of sailing favoured by the Lasers wherein both the head and heels are simultaneously dipped in the water when beating.

*For the horny thologists:* The birdys are pied wagtails. Habitat: nesting in banks near water. I guess as there has been a run on the banks recently then boats are the next best thing.

## Socials and all that jazz

Open Day went off really well. Lovely weather, lots of people and a few new memberships.

The cake stall was a hit again and all the cakes looked lovely. Thanks Maureen Mills for the outstanding selling job on the cakes all day and a big "Thank You" to all the people who donated cakes – we made over £60!

Jenny Say and I were kept busy in the galley. I cooked 48 burgers. It was "hot, hot, hot".

Regatta Week was good and on Monday instead of going bowling a few of us went for a walk from Madison Heights to the Promenade via the Northey Island Road, then along the sea wall. It's a nice walk.

Thank you to everyone who worked in the galley and everybody took their turn. Also a big thanks to Margie Islin who books her holiday a year ahead to come to the Regatta Week and spends a lot of time in the galley.

Here's to next year's Regatta Week starting on August 19. Just a reminder, the fabulous Jazz Nite is on the October 6, 7pm for 7:30. Either ring me on 01621 742944 or put your name on the list by the galley.

SYLVIA BATT, Social Secretary



# REGATTA WEEK IN PICTURES



**CAPTION COMPETITION:** Why won't John let Kay have the box?

