



Up the Creek

HBSC Newsletter

Editorial: Edward Skinner Publicity officer

Welcome to our third edition, if you want newsletters please send me articles for future editions, don't wait to be asked just send them please (see my email address in the footer). No article is too small or trivial. If I get plenty of articles I can produce more newsletters.

Another year's sailing is almost finished, although some brave souls are participating in the MBSC winter series (too cold for me), whilst most of the cruisers are safely ashore.

Next season we will have some new members on the committee, as at the AGM some members will be standing down or changing jobs. Thanks to all of those retiring committee members for their time and effort helping to run the club. Without the committee members freely given time the club would cease to function. So **Thank You!** Please support the new committee and if you want to help in any way or have any suggestions, let the committee know.

You can spend the dark winter nights planning next year's activities and exploits. So let's have a great 2022, see you on the water!

Cruiser Section report: Rod Martin

This year only half of our boats were in use due to a mixture of Covid restrictions and isolation problems.

We intend to use the sailing season to the full so the recovery dates will be 23 October and 6 November.

During the summer both "Jessica" and "Firefly" were sold and we look forward to Meeting the new owners and seeing them on the water next year.

Mike French has decided to sell "Greygoose" and "Sandpiper" Both sound boats but require some work as they have been ashore at the club for some time. An add will appear on the web-site shortly. If you are interested contact Mike direct or through me.

The club has had an informal arrangement to match those who want to crew and those skippers looking for crew.

Unfortunately, this has not worked over the last few years. With the hope of more boats in the water next year I intend to set-up a better contact system using the club web-site. So if you want to crew or need crew contact me and I will take details then prepare a list with contact information for all to use.



The winter gives us time to do that boat job we have left and get ready for next years sailing season. Launching will commence in mid-March 2022!

For any Cruiser related matters contact me. ROD MARTIN 01371872404 or email via the club web-site.

Lower Thames Rowing Club visit 18th September

We were pleased to welcome the Lower Thames Rowing Club to our Club on Saturday 18th of September. Their plan was to use our jetty to launch then row to Maldon Quay with the tide, returning on the ebb. Barry Knights facilitated the arrangements with them, whilst Alan Serjeant greeted them on arrival and Teresa Henderson opened the club house on their return. The day appears to have been a great success and we received the following letter of thanks. As indicated in their letter this could become an annual fixture in their calendar of events and is a great way for our facilities to be used, fostering interclub relationships.

Dear Barry

On behalf of Lower Thames Rowing Club (LTRC) and myself, I would like to pass on our thanks for the fantastic day adventure row hosted by Harlow (Blackwater) Yacht Club. The weather conditions could have not been better. We made it to Maldon Quay as planned and returned complete with a suntan.

The open communications from yourself and warm hospitality received from both Alan and Teresa on the day were welcomed by all at LTRC. Your clubhouse is great.

Your tide timings for the return were spot on:
1st boat arrived back at [12.55](#)
2nd boat arrived back at [13.00](#)
3rd boat arrived back at [13.20](#) – They only just made the water – The tide was just kissing the bottom of the slipway (20mins later once we had recovered the boats onto trailers the water had dried right away from the slipway) So my initial timing of [13.45](#) return would have definitely resulted in mud wading!!!



Everyone at LTC enjoyed the new row so we will probably add this to our annual calendar outings and I will be in touch in [2022](#).

Take Care
Paul Roberts

TYC Hunters fleet sailing June 2021 4 men on Lullaby an old Gaffer: Edward Skinner

Myself and some friends from Twickemham yacht club (TYC) ventured to the Norfolk Broads this year, hiring three 1930's Gaff rigged sailing boats. These came from the Hunters fleet, based on Womack dyke at Ludham. Four of us were on the oldest of the



Issue 3: Harlow (Blackwater) sailing club, North Drive, Maylandsea

boats, Lullaby launched in 1932. The other two boats were nearly as old, but unlike our boat had recently been retro fitted with electric motors. We had to rely solely on sail or muscle power (using a quant) to propel the boat. My companions on Lullaby were Steve, James and Mike.

Day 1 Saturday 5 June

We arrived a little early, but our boat the 1932 built gaff rigged Lullaby was ready and waiting in the warm June sunshine. After loading up we were ready for the off.

The two other TYC crews for Wood Avens and Lustre arrived shortly after us. The Lustre boat had an all-girl crew, whilst Roger our resident Hunters Fleet expert skippered the Wood Avens crew.

Apparently two weeks previously Wood Avens had been launched for the season with great ceremony by Princess Ann. They could have waited for us to arrive giving us a Royal send off.

A former TYC member David who had sailed on these boats many times in the past was sadly missing, having passed away earlier in the year. To commemorate David, Roger had arranged for a commemorative picnic bench to be erected alongside the moorings. After fixing a plaque to the bench, the whole group gathered briefly to toast David.

Roger had already pre-planned suitable destinations for the weeks sailing. Given we only had the afternoon, the first overnight stay was to be at Thurn dyke, a short sail along the Thurn River. After receiving our briefing from the yard man we departed.

Our first error on Lullaby was to up turn towards Ludham Staith rather than down to the main river. Womack Dyke is narrow and tree lined, just like being back on the Thames at Twickenham, involving short tacking against the wind. Realising our error we turned around running easily back down to the main Thurn River

For us Hunter boat novices the sail to Thurn was a good introduction to Lullaby, with sunshine and a following wind we reached or ran most of the way. There was a special added bonus as it was the annual 24 hour 3 rivers race (not sure I would want to be sailing 24 hours through the night) and there was a huge variety of sailing craft, including the magnificent Thames Raters tacking along the river. Approaching Thurn Dyke we watched Roger in Wood Avens effortlessly lower sail to enter the Dyke. Forgetting our boat unlike Rogers had no electric motor, our entry was a bit more traumatic. We decided first to scarify our sail (lower the Gaff and raise the boom depowering the sail), then with Mike at the helm we began the maneuverer, only for the sheets to first knock Mikes stylish straw hat into the river, followed rapidly afterwards by his expensive glasses, rendering our helm almost blind and rather annoyed. Slowing down in the narrow dyke was an interesting and a steep learning experience. Fortunately a helpful fellow boater took our mooring lines helping us into a vacant mooring. Not before we had nearly removed the TV aerial on a big plastic motor cruiser. It would have been awful for them to miss casualty or whatever soap was showing at the time.

Mike and Steve in a brave but ultimately futile effort, borrowed Lustres little lug rigged tender, sailing back up to the dyke entrance, where Mike tried diving for his glasses. Next Edwards bed got soaked, the culprit was never quite identified, but could have been our wet blind intrepid diver Mike sitting on it. All of the crews met at the pub for a well-earned first meal and drink. As dusk turned to night the 3 rivers racing boats could still be seen gliding past the dyke into the darkness.



Please send articles to: edwardaskinner@outlook.com

Day2 Sunday 3rd June

James unfortunately being an early bird managed to wake the whole boat by 6 am, but regained some brownie points by cooking breakfast. The three rivers craft were still gliding past on the main river, the race must be a huge event and very prestigious to win. Maybe our Wayfarer sailors should take up the challenge.

Before departing from Thurn Roger took us all on a short walk to view the old Thurn church, which unusually has a thatched roof. As an extra bonus the Thurn wind mill at the dyke entrance was open. An old chap in costume gave us an interesting talk on its purpose and workings. It used to pump water into the river at various times of year to keep the land dry improving the cattle grazing.

Our day two destination was Ranworth Broad. The sails went up quicker, but we were still struggling to get a good sail shape (more on that issue latter) and we nearly lost the boom crutch, not for the last time. With a good wind and a great sail we arrived by early afternoon on Ranworth Broad. As the Staith moorings were full, we dropped the mud anchor for lunch in the middle of the Broad. Wood Avens soon arrived and similarly anchored close by.

Fortunately the weekend boaters were returning home freeing spaces on the Staith. All three boats of our fleet managed to find spaces, mooring stern on without incident. Without an engine we achieved this using the quant and our mud anchor, it almost looked like we knew what we were doing! Interestingly whilst out on the Broad a boater told us about their father. He had apparently sailed on Lullaby back in the 30's. Lullaby over the years must have provided great sailing to 1000's of people and this was not to be the last time that we were told about sailing her in past decades. Roger took us on another cultural excursion, visiting Ranworth church. The church has a unique East Anglian weather vane, featuring a wild fowler and gun punt. Finally off to the pub for our second well-earned evening meal and drinks.

Day 3 Monday 4th June

James yet again was up before 6 and boiling the kettle. I was considering changing sex and signing on with the Lustre all girl crew, they seemed to keep much more civilised hours. Adding insult to injury someone managed to walk goose muck all over the boat floor and my clean white tea shirt. Using the quant and our mud anchor we left the Staith, raising the sails out on the Broad. A good breeze was filling in and we had a great run back onto the river Thurn.

With the wind against us, but the tide with us we tacked up the river towards Potter Heigham, Rogers Wood Avens leaving shortly before us. The more relaxed all-girl Lustre crew were still enjoying a leisurely breakfast. Our destination for the day was West Somerton, at the head of the river Thurn.

All was going splendidly until at the iconic St Bennet's abbey moorings, a tack was left a little late and embarrassingly we bumped into a moored cruiser on what was a Lee shore. Eventually everything was sorted, after lowering the sail we quanted back out with fortunately no damage done.

Wood Avens by this time was well gone. Several yachts coming in the opposite direction passed us messages from Roger, who was patiently waiting at Potter with a mooring for us. Our final destination that day being Hickling Broad, but we had to first pass under the iconic low stone road bridge at Potter. This requires the mast to be lowered. Roger kindly offered to tow us through using the Wood Aven electric motor. The sail into Potter Heigham is very interesting with lots of unusual riverside cottages. On arrival we moored behind Wood Avens, but before attempting the bridge James and Mike needed to fuel up on ice cream and cake in a café. Potter Heigham has an amazing and store where Mike managed to purchase some powerful reading glasses for £2.50 which apparently miraculously restored his distance

Issue 3: Harlow (Blackwater) sailing club, North Drive, Maylandsea

sight. Roger by now understandably wanted to get a move on, before the tide got too strong against us. With his help and expertise the mast on Lullaby was lowered and under tow we passed effortlessly under the bridge with two or 3 inches to spare. Quanting would definitely have proved very tricky as there was a strong cross wind at the time.

Whilst the mast was down we noticed a halliard shackled around the upper-mast. This proved to be why our sail had not been setting correctly. With Rogers help again and several raising and lowering's of the mast we got the gaff correctly rigged for the first time. The sail now set beautifully going up and down much easier. Roger by now had decided not to award the traditional bung trophies for the week; he simply could not afford the required numbers for our boat. The sail up river was great, until the narrowing river and a head wind forced us to lower sail. Roger again to the rescue, towing us up to our overnight mooring in West Somerton, thus saving us a very long quant. We all cooked on board that evening with top master chef James conjuring up with a very welcome meal on the tiny two ring cooking stove situated in the boats open cockpit. Unfortunately afterwards a good proportion of our cutlery went into the dyke along with the washing up water "another gaff". Steve stripped down and bravely tried to locate them in the neck deep water next day, but to no avail, too much mud and weed.

The evening was finished off by a stroll to the rather bland looking Lion pub, but with good beer and a cheerful young landlady. She had unfortunately only taken on the pub two months before the COVID crisis struck, but managed to keep going during lockdowns by providing takeaways for the locals. Unfortunately during the night the gremlins struck again. Rogers's wife Philippa was feeling rather poorly after phoning NHS 111 she was advised to go to the AE in Norwich for a check-up. Getting hold of a taxi at 2 am was ultimately successful, Roger and Philippa then spending most of the night in AE. They returned about 5.30 in the morning and not surprisingly had a lay in. Philippa had probably been suffering from the exertions of pulling the ropes and sunstroke.

Day4 Tuesday 5th June

Another lovely sunny still morning greeted us with the added bonus of a splendid Barn owl flying across the fields opposite. Mike, Steve and James decided to walk across the fields for an early morning paddle in the nearby North Sea. All before anyone had stirred on the other two boats. The sea must have been cold as Steve and James both decided to have a wash and swim in the dyke on their return.

Although Philippa was now feeling a lot better Roger took the wise decision to sail back to the Hunters yard and day sail from there for the rest of the week.

Following breakfast it was back down the Thurn River with a good following wind, starting out under jib then raising the main just past Martham broad. A great sail followed to our destination of Hickling broad. On arrival we again mud anchored for lunch and after a short afternoon sail around the broad headed for the Hickling Staith. Three Phantom dinghies out from the nearby Hickling Sailing club entertaining us as we sailed in. We managed the entry to the Staith under sail very nicely coming up into wind at the last minute, with no mishaps whatsoever. The girls in Lustre arrived shortly after us mooring alongside. A diplomatic discussion then ensued on their boat about the best way to turn it around. We found it was best to keep quiet and obey instructions and the task was eventually accomplished to everyone's satisfaction.

Due to COVID all shower blocks and facilities were still closed. Our boats had no on-board facilities apart from the miniscule toilet (or heads) in the middle of the boat. The Staith had a great 24 hour toilet block, with hot water for washing, which was therefore more than welcome. The day was rounded off by an evening in the nearby Hickling Greyhound.

Day5 Wednesday 6th June

The day started well, James allowing us a lay in till 7am. It was another glorious sunny morning, with the mirror like water surface almost perfectly reflecting the images of the moored boats. Mike and I strolled into Hickling to purchase milk from a local campsite shop. Then breakfast done a good south westerly breeze picked up, so after quanting onto the Broad the sails were raised. With a good following wind we made good time back across the Broad and down the narrow reed fringed Meadow dyke onto Horsey Broad. The sails were finally lowered for the quant up the narrow Horsey Mill dyke to our overnight mooring.

As we had made good time and it was only early afternoon there was time to walk across the fields to Horsey beach. There the three brave TYC pin up boys (signed posters could be made available for the ladies) stripped and almost plunged into the sea. James decided the man eating seals looked too ferocious so only paddled. Steve managed half in, whilst the tough Irishman Mike just dived straight in. Edward being a proper wimp sat on the sand dunes and did not even consider getting his toes wet. Back at the Staith where the water temperature was almost bearable James led Edward and Mike on a swim down the dyke. Steve's only duty was to provide James with his towel at the end of the dyke, he failed in this simple task miserably and James's batman position is now vacant! Meals and beers at the Nelson Inn finished off a disaster free day.



Day6 Thursday 7th June

James allowed us all another lay in till 7 am "much appreciated". Breakfast was followed by the water bottle incident. Being unable to locate the third water canister despite an extensive "man search" we feared it had been left somewhere on a bank. Eventually, another more thorough search located it hiding behind the rubbish bag in the back locker, where it actually belonged! Unfortunately our good fortune with the wind ran out and we had to quant back up the long Meadow dyke. Once the boat is moving you can actually make good progress quanting. Barring a couple of reed incidents and Mike slipping then ending up on top of the occupants of the cockpit, we navigated the dyke successfully. A short sail to the main river followed, but there we again faced a head wind and a strong tide flowing against us from Potter Heigham our next destination. After half an hour of short tacking we had only made about 500 yards, so tied up lowering the sails to wait for Lustre and hopefully a tow. The girl team arrived shortly after and duly obliged with a tow to Potter Heigham.

The masts came down and under tow we passed under the bridge without incident. Steve, James and Mike after lunching went shopping in the Potter Heigham store, returning proudly with a purchase of matching team shorts. The tide had now turned in our



Issue 3: Harlow (Blackwater) sailing club, North Drive, Maylandsea

favour and the sail back to the Hunters Yard at Ludham was great. Under the jib alone we sailed gently into the Staith moorings, almost like real professionals, without incident. James again displayed admirable cooking skills, producing a delicious chicken dish. Though a long debate ensued on whether Mike had been short changed on the number of chicken pieces. The consensus opinion was he probably had. James had plenty though! Everyone then strolled into Ludham to the Kings Head for drinks.

Day7 Friday 8th June (last day)

Unfortunately Pip in Lustre having only recently recovered from serious surgery and a long spell in hospital was feeling unwell. Her concerned sister decided the wisest thing was to get her home a day early. So after farewells were said to the Lustre crew, we were ready for our last days sail.

Our good fortune with the weather continued another sunny day and a good stiff breeze. There was some debate about reefing, but the full sail was finally raised resulting in a very fast sail to South Walsham Broad. There was lots of heeling with banging and crashing below decks. Lunch was taken at mud anchor on the Broad. As the wind was possibly even stronger we decided to reef, possibly being too cautious two reefs were put in. Even with two reefs the boat sailed well heading towards of Acle Bridge. On turning back up river for the return to Ludham, the tide was now against us and with a decreasing wind we struggled until removing the reefs. Like real pro's we entered the Hunters yard under jib, mooring up for the last time.

The crews of Wood Avens and Lullaby then walked to the Kings Head in Ludham for our final meal. Back on board the crew finished off any remaining alcohol that could be located. Before departing home in the morning we also managed a quick visit to the nearby Wherry Trust yard, where the two iconic Norfolk wherries Maud and Albion are moored.



Fortunately all week we had wonderful weather making it a great week of sailing and companionship. It could have been hell if it had rained all week though!

Club membership

The club has had a successful year with an overall increase in members. We would like to formally welcome the following new members to the club and hope they have a great time on the water at the H(B)SC.

Marcus and Debbie Wallace - family
Dave and Gaye Flower – family
Jack and Lucy Mills – family
Andrew Spry – single
Gordon and Christine Morris – family
Glenn and Carol Westerman – family
Malcolm and Jeni wilkins – family
Peter Hardie – single

Daniel and Anna Cross – family
James and Elaine Kenny – family
Michelle Quinton-Holt and Tony Holt – family
Sophie Quinton-Holt – student
Shaun Spooner - single
Darrel Patterson-Snell – single
Martin and Justine Cocker – family

Boiled Fruit cake

Ingredients: 120g unsalted butter, 170g golden caster sugar, 340g Dried fruit, 225 ml water, 1 tsp Bicarbonate of soda, half tsp mixed spice, half a tsp ground ginger (can use crystallised ginger), 2 beaten eggs, 120 g plain flour, 120 g self-raising flour,
Add butter, sugar, fruit, water, bicarb, ginger and mixed spice to a large saucepan. Bring to the boil and simmer for 1 minute. Pour into a mixing bowl and allow cool. Add the flour and eggs to the cooled mixture, mixing well. Pour into a greased baking tin and place into a pre heated oven (180 C or 160 to 170C in a

fan oven). Cook for about 50 minutes. Enjoy!

Regatta Week 2022

Week beginning 25th July

The format is likely to be similar to this year, but with more social events. We would encourage our paddleboarders and canoeists to join in the fun; it's not just a sailing week it's a club week.

If anyone has any ideas for the week or would like to help with the organisation please contact the club committee. All suggestions and help gratefully received

Historic Dengie pre-war survivor~



A classic 23 foot pre-war wooden carvel built yacht, built by the boat builder George Cardinal in 1937. His boats were built in a Steeple barn. To launch the boats were transported by farm cart to Mayland creek. This boat was originally built for a ship's captain and comes with its original documents.

This piece of Dengie yachting history is currently for sale and residing behind its owners an automotive garage in Burnham. In good condition and looking for a new dedicated owner to love and care for her.



Also in the 30's George Cardnell began building sailing yachts in nearby Steeple, hauling the completed boats by horse-drawn carts to the nearby Creek.

Should you require a printed newsletter please contact me, or send an email to the committee at HBSCcommittee@gmail.com