

STOUR SAILING CLUB MAGAZINE

The BOWSPRIT



Makeda's Logbook: *"back in January Richard Martin asked me if we had any voyages planned for 2019. I said we were going to head towards the Arctic. He seemed rather astonished but what I meant was "turn left out of Harwich instead of right" ...* by Jerry Garner



"There were sailing races on both days of the Regatta and competition was strong across a range of boat classes in spite of the tremendous downpour and thunderstorm at the start of Saturday's races ..." **Regatta Report**

Who is who at the Sailing Club

Officers

President	Gerry Brown
Commodore	Sarah Howlett
Vice-Commodore	Russell Harvey
Rear Commodore	Caroline Cunningham
Treasurer	Colin Garnham

Other Members of the Management Committee

Communications Manager and Bowsprit Editor	Alexis Girard
Compound Manager	Will Langton
Membership Secretary	Jenny Pavey
Moorings Master	Brian Rogers
Sailing Secretary	Kelvin Howlett
Social Events Co-ordinator	Jo Galloway
Training Co-ordinator	Dave Perrott
Clubhouse Manager	Dave Warner

Non Committee Roles

Rowing Secretary	Caroline Cunningham
Racing Secretary	Ian Pavey
Club Clothing Contact	Kate Perrott & Caroline Cunningham
Webmaster	Peter Winder
IT Administrator and Data Controller	David Waters

All management committee members may be contacted through the club's website at <http://www.stoursailingclub.co.uk/contact/>



THE BOWSPRIT is published once a year by the Stour Sailing Club, 10 Quay Street, Manningtree, Essex CO11 1AU.

Telephone: 01206 393 924 (*please be aware that the club is not always manned*).

PLEASE SEND US YOUR ARTICLES AND PICTURES, WE WANT TO HEAR ABOUT YOU AND YOUR ADVENTURES AT SEA!!

Contact the editor at

bowspriteditor@gmail.com





Commodore's Corner

In my role as Commodore one constant I have come across when talking to other clubs and attending conferences is the need for clubs to diversify. There was a very interesting article in Yachting Monthly back in November 2018 where research into the state of sailing in the UK identified the drop in numbers taking up sailing and racing whilst highlighting an increase in taking up other water sports, eg kayaking, paddleboarding, etc. Reasons were varied and included cost, portability, ease of access, etc. Another aspect for the trend is 'The Millennial generation' where the emphasis is on trying new and different experiences that are quick and easily accessible.



The affects are still relevant today with clubs appreciating the need to diversify and to think outside the box to some extent in order to attract new young members. Here at SSC we are no different.

We have a tremendous amount we can offer members and we are blessed with a great location. We have sub-committees now looking at what we can offer and how easily we can make that attainable. This is a long term approach and will also need us to look at our IT systems and our communication channels. Watch this space!

David Warner, Clubhouse Manager, has rolled his sleeves up and tackled lots of different areas within the clubhouse and the surroundings to ensure we are in a safe and secure position as well as ensuring our assets are maintained in the best possible condition. This includes ensuring the fire escape is clear and the gate is repaired to having some of the chairs recovered in the parlour. Expect more improvements in 2020!

It was a first!! Yoga on the beach early morning during Regatta weekend. Although we had to cancel the Saturday session due to poor weather the Sunday one went ahead at 7.00 am with a small but hardy group of us ready to be taken through a wonderful yoga routine. The highlight, for me, was when Matt Baker chose that moment to come off his boat to make a beeline for the clubhouse. We 'encouraged' him to join the session which he bravely did – although he really didn't have a choice!



STOUR SAILING CLUB

Commodore's Corner

There are detailed reports on all of the 2019 events within this publication, not forgetting the many social events enjoyed throughout the year.

When you have read through all of the reports you will appreciate, I am sure, that nothing would function or be possible without the dedication, support and hard work of the numerous members who volunteer throughout the year. If you have not yet volunteered then do – even our Treasurer rolls his sleeves up to help with the washing up!



Dave Perrott who looks after training and the safety boat has had successful year where the club has managed to support

11 members taking and achieving a pass in their RYA VHF course

10 members being trained in defibrillator use

5 members achieving their Power Boat level 2 certificate

2 members achieving their Safety boat operators certificate

1 member achieving their first aid at sea certificate

1 member achieving their dingy instructors course

4 junior members of My Blue Pass in achieving their junior sailing course certificate

I realise I will be repeating myself but I can't emphasise enough how much your Committee continues to actively work towards ensuring the Club is an active club for all members and it is well managed and maintained. As Club members please continue to support the Committee and thereby ensure the Club moves into 2020 offering the very best for all of its members, not just the facilities, but also the events and activities programmes.

Sarah Howlett

Cruising Report 2019— By Kelvin Howlett

Shakedown Cruise to **Wolverstone Marina**. I was returning to Manningtree from the Orwell not expecting to see any vessels leaving Manningtree as conditions were pretty blustery. We then spotted Brian Rogers and Crew heading down river so we turned and followed. Six boats made it to Wolverstone and with a few travelling by car 19 of us enjoyed a meal in the Riverside Restaurant at the Marina.



A second Club Cruise saw us heading for **Titchmarsh Marina** on a overcast and wet Saturday. Again six boats attended and we had an evening meal in the Harbor Lights Restaurant. On the Sunday morning we headed for and anchored off Harwich Town Sailing Club who were providing lunch for our members. Anthony Wild and Rubin Manning kindly met us with the Safety Boat and ferried us ashore.



In May, in an attempt to mix things up a bit, I arranged a trip to the Norfolk Broads for small craft. Camping at Neatishead where there is a very good food pub called the White Horse. The launch site would be Cox's boat yard only 1.5 miles away at Barton Turf, this leads out onto Barton Broad (second largest broad). So we took the Gaff Rigged Wayfarer my Lug Rigged Dinghy, a Canadian Canoe and the Rigiflex. We sailed up the beautiful River Ant to How Hill (field study centre) on the Saturday for ice cream and a stretch of legs and Sunday we headed off in the opposite direction to The Broads Museum at Stalham. which is definitely worth a visit.

During the Summer months members undertook individual cruises with Jerry and Margaret Garner heading up to the Farne Islands on there Iroquois Catamaran, Kelvin and Ted headed for the Baltic and Copenhagen in a Moody 28 and Pete Derham with Kate and Dave Perrot on board headed off to Bolougne and Etaples on Pete's Gibsea 262. Pete had a crew change heading to Eastbourne and Rye before returning home.

A beach BBQ at Sutton saw members enjoying a picnic, cooking fish and collecting oysters on an early evening tide. Our penultimate club trip was to **Shotley Sailing Club** an overnight in the Marina and BBQ provided by the Club. **Curry Cruise** we traditionally finish our cruising programme with a trip to Ipswich Haven Marina and a trip to The Passage to India Restaurant in Fore Street. Some 6 boats attending.



Mermaids and White-Tailed Eagles (To the Baltic with Ted) by Kelvin Howlett.

I said do you fancy a two month Cruise to Copenhagen and back?. Yes said Ted I'd be up for that, so I left it a few weeks to sink in before I asked again and the answer was a definite yes. This was early autumn 2018. So a loose plan was hatched, we'd leave on the 1st June and Sarah would join us somewhere in the middle for two or three weeks, I did add that she wouldn't be a problem.

I had roughly guessed the distance to be around 600 miles each way so at an average of 25 miles a day it would take us 24 days each way. The reality was it was approximately 748 miles and took us 18 days to get there an average of 41.66 miles a day.

I remember John Minns asking how the plans were going but apart from purchasing charts and pilot guides the reality is you can only really plan a couple of days ahead. The plan was to leave from Ramsgate crossing the channel, travelling up the Belgium and Dutch coasts into the Elbe through the Keil Canal and onto Copenhagen. Ideally with stops approximately 40-50 miles apart.

So on the 1/6/19.at 0430 we locked out of Shotley catching a favourable tide for the 45 mile trip to Ramsgate arriving 1255. After a shower and meander around town we settled down to a Chilli brought from home followed by a couple of pints in Wetherspoons (the old Pavilion/Casino converted into a very successful two storey pub restaurant with a wide verander overlooking the beach).

So on the 2/6/19 we set sail for Nieuwpoort Belgium 49.5 miles.

The following days saw overnight stays at Breskens, Stellendam, and Ijmuiden. Whilst passing the Hoek of Holland Ted accidentally Gybed ending the life of a poor pigeon who fell to the deck. The forecast was worsening for the days ahead with 54 mph winds to follow so I took the decision to head inland through Amsterdam into the Markemeer and onto Lelystad

7/6/19 we left Lelystad headed for and locked into Lemmer a really attractive town where you moor up in what is effectively the high street. The following day saw the forecast come to fruition with horizontal rain and debris falling from the trees which line the Canal.

Leaving Lemmer on the 9/6/19 saw us making three more overnight stops in Holland: Leeuwarden, Zoutkamp and Delfzeil.



The Bowsprit *Spring 2020*

On leaving Delfzeil on the 11/6/19 we headed off seaward to round Borkum before heading east. A VHF call from a support vessel asked us to change course as a cable laying vessel was in our path. The weather deteriorated and persistent rain set in so we took shelter on the German Freishan Island of Nordeney 48 miles for the trip.

From Nordeney we required two more stops to Brunsbuttel and the Keil Kanal. Cuxhaven some 60 + miles away was a logical stop so an early 0620 start saw us arriving at 1810.

14/6/19. 15 miles up the Elbe is Brunsbuttel where we locked into the Keil. The Keil is still Germany, I think we had assumed it was the border Between Germany and Denmark.

Approximately two thirds of the way along the Keil there is a short canal leading to the very pleasant marina and town of Rendsberg. Ted had sensed the main battery overheating so the following morning a Taxi ride to an auto supplier saw us installing a new battery.

15/6/19. We left Rendsberg locked out of the Keil and stopped at Laboe (German Baltic).

16/6/19 Today a short trip some 26.5 miles saw us landing in Denmark, Bagenkop on the island of Langeland.

The next couple of days saw us winding our way between islands stopping at Kragenaes, Kalvehaven and then Koge.

20/6/19. We left Koge for the relatively short trip of 28 miles to Copenhagen.

Copenhagen was a real delight we found a mooring in a small basin with a friendly harbor master and only a hundred yards from the little mermaid. So with obligatory photos taken we wandered into the city. Copenhagen passed all expectations it's a vibrant cosmopolitan place with people relishing the outdoor life which summer clearly brings.

All in all we had a great 5 days, Sarah flew in and joined us on day 4 and we visited the Hippie quarter then a trip to the museum specifically to see the Viking treasures, finishing the day with a trip to War Pigs a canteen in the old meat packing quarter where meat is definitely order of the day. As light faded we headed for Tivoli Gardens (a little over manicured/americanised from my point of view) but again a must for tourists.



The return trip saw us swimming in the Baltic, visiting the impressive Modern Stone Circle (entitled monument for the coming time) on the isle of Loland. An early 0430 start from Cuxhaven to Nordeney in a heavy sea saw Sarah being sick for 8hrs of the 12hr hour trip, she didn't complain but kept the thought in her head that this day would end eventually. From Nordeney we set out inside the Freishan islands following buoyed channels and withy's before arriving back in Holland at Delfzeil. Northern Holland is less populated than the south and we had the pleasure of a close sighting of two White Tailed Eagles.

The Bowsprit Spring 2020

We arrived in Amsterdam on the 9/7/19 mooring up in Sixhaven immediately behind central station but on the other side of the canal. Two free ferries run 24/7 for the short crossing.

After a stroll around the canals and a beer Sarah headed off to Schiphol Airport for a flight back to Southend.

So Ted and myself meandered through Holland making various overnight stops including visiting my daughter in laws brother Andrew in Leiden. Andrew works at the University there. We stopped at old haunts such as Brunisse, Middleberg, Vlissingen,.Nieuwpoort and Ramsgate.

On the 18/7/19 we left Ramsgate arriving in Shotley at 1645.



2019 Club Rowing

by Caroline Cunningham

2019 was our fourth year of formal Club Rowing and another amazingly busy year.

We row (and race) all year round and the rowing year started on January 4th when we took the Club Gig William Rose for a trip to Brightlingsea for a row, and ended on December 28th with a 'mince pie' row in Lt Washington over to the Pink House to meet other club members on the shore for mulled wine and mince pies.

Over the year we rowed more than one hundred times (often with more than one boat or crew) and took part in 16 race events and welcomed new rowers on to the water.

These are just some of the highlights of 2019.



February 2019 saw the last event in our third Harker's Yard Winter series, competing in the Club Gig William Rose with races for men's, women's and mixed crews over nine events. Two of the events in the series were cancelled due to strong winds.

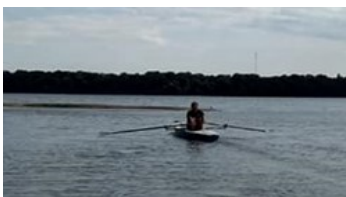
The final event was held at Stone Sailing Club and was memorable for one of the longest races in the series (42 minutes) for the women's crews – after which the course was shortened for the remaining races!

It was also memorable for our best (so far)

In April William Rose travelled to Brightlingsea on a blazing hot Easter Sunday to take part in the Tony Adams memorial race from Brightlingsea to the Hythe (around 7 miles). The racing was close and William Rose and crew came home a creditable 9th and only 5 minutes behind the winning boat. At the end of the race the crews have to row all the way back to Brightlingsea.



May saw a new addition to the Club's rowing fleet as a club member Hubert Ward kindly gifted Sarka, a sliding seat single coastal scull to the club. We are delighted to have Sarka, and it is a whole new experience for gig rowers as we have had to get used to two oars, a seat that moves and looking backwards to see where we are going!



The Bowsprit Spring 2020

June soon came and it was time for our home Rowing Festival on Sunday 16 June. Four boats and crews from Stour Sailing Club were joined by six visiting boats and crews for a race to Wrabness and back, about seven miles. The race proved to be a tough one with a strong cross wind for most of the race and rough conditions that challenged crews further down towards Bradfield and Wrabness. The race is handicapped for fixed seat coxed boats using a variant on the Great River Race handicaps so that the first boat over the line is not necessarily the winner. This year however Harker's Yard Gig Willow with men's crew from Burnham Coastal Rowing Club was the first over the line and also the fastest on handicap.



Pictures courtesy of Paul Scott

International Rowing

Following our first international adventure in Italy in 2018, in June some of our rowers teamed up with Rowhedge Coastal Rowing Club to row Valkerie (a Cornish Pilot Gig) in Brittany with another Gig from London Cornish in the inaugural Le Big Gig.



In July Keith and Maria were the only rowers selected by British Rowing to represent GB in the FISA world rowing tour in North Kerala in Finland. They rowed a total of one hundred miles in a Church Boat with a crew of fourteen rowers and a cox and have the medals to prove it.

Back on home water rowing continued through the summer, with hot rows, wet rows, windy rows and races.



The Bowsprit Spring 2020

In October the Club once again hosted the first event in the Harker's Yard Gig Association Winter Race Series. A record eighteen Gigs entered the series, and launching and retrieving all of the Gigs and running three races on a tide is a logistical challenge – but thanks to all of the club volunteers all of the boats were launched in good time for the first race start (and then retrieved quickly before the tide ran out!) Then after the racing the crews were fed and watered (including making good use of the Club bar – rowing is thirsty work!) before Gigs and Rowers wended their way home.



Pictures courtesy of Paul Scott



The picture is of the crew getting ready to leave the West Hard on 9th November for our penultimate row on in William Rose on home water until lift-in in April.

With the compound full of winter storage we can't row William Rose on home water but we still race all winter, and also row at Brightlingsea which doesn't have our limited window on the tide. We can also still row in Lt. Washington on home water when the light, tide and weather allow.

This year we also started winter indoor rowing sessions on Wednesday evenings in the Club Parlour. These have proved popular and are great fun as well as helping us all to work on technique, teamwork and fitness, all of which translate into rowing on the water. We are very lucky to have experienced fine boat rowers Angela, Keith and Maria as part of the club helping us with the technique and training.



Our last row of 2019 was on 28th December in Lt. Washington over to the Pink House to join other members of the club for mince pies and mulled wine on the shore.

Looking forward to 2020

The coming year will be even busier than last year. At the beginning of January we heard that we had been successful in our application to Sport England for funding to purchase a second Harker's Yard Gig as part of our 'Rowing on' project to help us to get more people rowing.



We have been awarded £10,000 of lottery funding from Sport England and our second Gig is under construction and will be with us in time for the start of the year long project on 1st May.



Varuna – the first 'plastic' Harker's Yard Gig

The Gigs are a one class design and are built by marine apprentices at the Pioneer Sailing Trust's Harker's Yard in Brightlingsea. The first 19 Gigs including our Club Gig William Rose (no 17) were built of cold moulded mahogany ply, beautiful but requiring significant maintenance. Our new Gig will be number 22 and only the third to have a 'plastic' moulded hull fitted out in wood, with inbuilt buoyancy. Just as pretty and able to race with the wooden Gigs but less maintenance needed.

The Bowsprit *Spring 2020*

So 2020 is a great year to start rowing, or to come back to rowing.

We welcome new rowers at any time, and this year as part of the 'Rowing On' project we will also be running a number of 'have a go' days, as well as more structured 'learn to row' activity, with sessions off as well as on the water.

We welcome social rowers just as much as those who would like to compete. Many of our rowers like to row to enjoy the company, see more of our beautiful estuary and the wildlife, and get just a bit fitter at the same time.

However, with a second Gig we will also be looking for six race crews (two each of women's, men's and mixed) and for that we need around 12 men and 12 women training and racing. So if you have a competitive streak and like something to train for let us know!

If you don't want to row but love being on the water we are also always looking for Coxes. Sailing experience is a great advantage and we will help with specifics of handling a boat with a crew and oars rather than sails!

If you would like to find out more email: rowing@stoursailingclub.co.uk or stop me for a chat!

See you on the water

Caroline

Caroline Cunningham – Rear Commodore, and Rowing Secretary

Makeda goes North

Iroquois Catamaran "Makeda"

Skipper: Jerry Garner

Mate: Margaret Garner

Back in January Richard Martin asked me if we had any voyages planned for 2019. I said we were going to head towards the Arctic. He seemed rather astonished but what I meant was "turn left out of Harwich instead of right". In 2017 I wrote a log "A Kentish Man Returns" about a voyage to the county of my birth. This was Margaret's turn; she was born in Northumberland and went to school and university in Newcastle.

Makeda

An Iroquois Mk II catamaran. Built at Brightlingsea in 1969. 30ft long, nearly 14ft beam, twin centreboards. Engine a 9.9hp outboard. She is 50 years old this year and it was also our Golden Wedding in August so this was a double-celebration voyage!

Sunday 9 June HW Mistley 1730

A day later than planned, due to Storm Miguel, we loaded our gear and provisions at the sailing club quay and departed at 1645. One reef in due to the moderate to fresh SE breeze. Berthed in Shotley Marina at 1843. Topped up the water tanks and batteries.

Monday 10 June

Raining! Inshore waters forecast was NE (head wind) increasing 6-7 in north. We decided against starting for Lowestoft today so a second night in the marina. Spent some of the time entering waypoints and route in the GPS as far as Bridlington.

Tuesday 11 June HW Harwich 0646

At 0815 we phoned ahead to Lowestoft (Royal Norfolk & Suffolk Yacht Club) to ask for a berth but were told they were currently full due to all the yachts held up by the weather. Still there is another marina beyond the bridge, if necessary, so we locked out of Shotley at 0900. The wind was S 2-3 but very variable. We had to use a burst of engine to safely cross the approach chan-

Makeda goes North

channel ahead of an incoming ship but by 1015 we were off Wadgate Ledge with "Birdie", our autohelm, steering. We were able to run goose-winged most of the way but the variable wind meant we occasionally had to gybe. Orford Ness lighthouse was abeam at 1223 and Sizewell power station at 1410. The wind was increasing so we put a reef in the main and part-rolled the jib to give more control in the steep following sea. Southwold lighthouse abeam at 1545. As well as the waves from astern there was a big underlying swell from the NE which didn't help. At 1755 we called RN&SYC on the VHF and they had a berth for us. By 1910 we were moored on the visitor pontoon.

Wednesday 12 June

When I read other people's reports of sailing north from Lowestoft most of them seemed to break the voyage at either Wells or Grimsby. However, both these are a long way off the direct route to the Yorkshire coast. Both options still mean a passage of 20 hours or more and involve strong tides and sandbanks, plus entry to Wells is limited to the high water period. Looking at the chart I realized that the direct route from Lowestoft to Bridlington was only 20 miles further than the longest leg of the Wells/Grimsby options and avoided the problems of the Wash and Humber estuary.

The forecast suggested we would have variable 3-4 at first becoming S 4-5 later. At 0900 I paid for the marina (£32-45!) and at 1005 we cleared the harbour, motoring into the wind towards the Holm Approach buoy. We reached the buoy at 1045, set main and jib and continued close-hauled on port tack. The wind NNE3 and another grey, damp June day. Soon the wind became more shifty and dropped so, to maintain our target speed of 4 knots+, we started the engine and furled the jib. East Cross Sand buoy, our next waypoint, was reached at 1250. Our course was now 340deg, dead into the wind! NE Cross Sand buoy abeam at 1400.

The wind now freshened from NE and we sailed for nearly 2 hours before it became light and variable again. In the early evening the Norfolk coast around Happisburgh was just visible but, before dark, we were out of sight of land with just the Dudgeon wind farm visible ahead. Later we had a close encounter with a brightly lit trawler. The wind filled in about midnight and we were able to continue on a broad reach at 5-6 knots.

Thursday 13 June

Around 0400, with the first signs of dawn, we were still doing 5 knots on a course of 319deg. We were now passing through an area with several gas platforms. A huge swell from the north dwarfing the small waves from the southerly wind.

Makeda goes North

By 0700 we were crossing the entrance channel for the Humber. We passed 2 anchored ships. There were various ships heading in or out of the Humber but none near enough to trouble us.

At 0900 we reached our next waypoint 15 miles north of the Humber. We now altered course to pass inside the Smithic shoal which runs south from Flamborough Head. Mid-morning the wind increased so we reefed and part-rolled the jib.

We tried calling Bridlington Harbour on the VHF but no response so we waited until we were close to the harbour and called the mobile phone number. They asked us to wait for a quarter hour or so for more depth of tide. The 3 visitor pontoon berths were full so we were directed to a drying berth alongside the



Although not a sophisticated "yachtie" harbour, Bridlington has a special rate for yachts "on passage" of £20 for up to 3 nights (but only once per season, we had to pay the full rate on our return south).

We had a long snooze all afternoon before showering and going to look for the famous fish & chips. However everywhere seemed to be closed after 7.30pm and the weather was cold and grey so we returned aboard for supper and a glass of wine. With a rusty vertical ladder up the harbour wall we would not

Makeda goes North

Friday 14 June

We didn't get up until after 8am, the weather wet and cold. We went shopping at Tesco, in the rain. Later went for a super fish & chips lunch.

In the afternoon I emptied our spare cans of petrol in the tank and walked to Tesco to refill

Saturday 15 June

With HW Bridlington at 1630 we either had to leave the berth in the early hours or wait until after lunch. We spent half the morning trying to get a WiFi connection as Margaret had written a poem she wanted to submit for our parish magazine. The harbour info gave a WiFi code but not a title. I tried the code on all the hubs within range with no result. The harbour office seemed to think that the code alone was enough, I don't think they're quite in the digital age yet!

At 1320 we left our berth in the harbour and by 1340 we had cleared "The Canch", a shoal that runs south from the east wall of the harbour. Now sailing with one reef in the main and

Flamborough Head



The SE wind got very rough and gusty off Flamborough Head so we put the second reef in and bore off for Filey Brigg, which we rounded at 1704. We had picked our way through a maze of lobster pot buoys all across Filey bay and these continued, at a lower density, until Scarborough.

Scarborough also had no spare visitor berths but we were helped to moor on the north wall of the harbour. A vertical ladder higher than Bridlington but in better condition

Makeda goes North



Sunday 16 June

We left Scarborough harbour at 0815. It was sunny but still windy. By 0825 we were under sail, still with 2 reefs and making 7-8 knots before the fresh S wind. Whitby was abeam at 1030, the wind tending to freshen and veer to WSW.

At 1130 we were off the small town of Staithes, about 10 miles NW of Whitby. The length of cliff north of Staithes looks almost man-made: sheer and straight with a chamfered top edge.

By 1300 we were off the Tees. A big industrial area visible and quite a lot of shipping. The weather now showery and gusty. Once we had crossed Teesmouth we called up Hartlepool marina and were advised to follow another local yacht that was going in. Very helpful as the entrance channel to the lock is very difficult to see.

We were moored in the marina at 1445. This is a modern marina within one of the huge docks. Spacious berths and enough spare room for children's sail training in Optimists etc. At the far end of the dock the old frigate Trincomalee was moored by the Naval Museum and a paddle steamer beside the Hartlepool museum. Unlike Bridlington, the marina was well organised for WiFi. They said all the metal masts in the marina caused too much interference so they had a large desk in the marina office with several swivel chairs and plug sockets. In the even-



Regatta 2020

There were sailing races on both days and competition was strong across a range of boat classes in spite of the tremendous downpour and thunderstorm the competitors experienced at the start of Saturday's races. Luckily Sunday's weather was much improved and almost balmy!

There were a number of Have A Go opportunities for members of the public to try - all for free - including paddle boarding, dinghy sailing, kayaking and wildlife and photography trips. Saturday's 7 am Yoga on the beach was cancelled due to the weather conditions but Sunday's session went ahead and was well attended.

The firework display on the Saturday night was truly spectacular and enjoyed by the whole town.

The famous mud sports was held on Sunday morning in glorious weather with a great number of children, men and women taking part, The hotly contested tug of war witnessed teams fighting it out with Rose Builders Ltd triumphing in both the men's and women's team categories.

Children's races were held on the beach and included bail the boat out as well as their own tug of war with the children beating the adults - which they enjoyed very much.

The antiques fair was held in the town on the Sunday with lots of people looking through the variety of stalls.

The Sailing Club's marquee was open for tea, coffee and cake throughout the weekend proving to be a great spot to enjoy the racing and the beach events.

Saturday Race

Alan (Hartley 12) - 1st Dinghy	Makeda
Takita - 1st Micro	Dolma
Muscle	Papa Little
Anagram of Meg	Sonic
Willow - 1st Classic	Pico
Full Circle	Gemini Cricket
Lottie	Mirror
Well Done	Circe
10	Papa Stour
Laser	Magnum
Virus	Marise
Jinge	Baloo
	Spe
	Llboud

Sunday Race

Micros

Muscle (1st Micro 18)
Anagram of Meg (1st Gem)
Well Done
Virus
Indecision
Jinge
10
Gemini Cricket

Dinghies

Byte 1381
Solution
Laser
Miracle 1786
Miracle Boris
Mirror
Pico

Cruisers

Full Circle
Sonic
Makeda
Gilliwaite
Dolma
Lively 3

Classics

Papa Stour
Papa Little

Regatta 2019

Saturday Race



Regatta 2019

Saturday Race



Regatta 2019

Sunday Games



Regatta 2019

Sunday Race



Regatta 2019

Sunday Race



Race Report, by Ian Pavey.

Honours for the 21 Mile Race went to Ian Pavey on Katla, Tony Power and Robert Gee came second on Loup de Mer with Ian Bloomfield and Steph Goodwin taking third place on Well Done.

Honours for the following go to:

Spring Series: Dave Waters on Indecision.

Summer Series: Ian Pavey on Muscle

Autumn Series: Ian Bloomfield and Steph Goodwin on Well Done.

Haven Combined Clubs Series:

Over fifty yachts competed in the series during 2019 – attracting competitors from the Stour, Orwell and Deben as well as the Walton Backwaters. It was rather a disastrous start for the Stour Sailing Club with both Streaker (Neil Manning) and Bushwakka (Simon Garner) being dismasted in the first race.

Rather fortuitously Katla's engine failed and they didn't make the start !

Katla: skippered by Ian Pavey was placed 3rd overall in the Points Series for the year.



MICRO CLASS CHAMPIONSHIPS OCTOBER 2019 *by Jenny Pavey*

Ten 18ft Micro class boats comprising 8 Gems and 2 Micro 18s, including Kelmar, a visiting boat from the South Coast, gathered at Manningtree's Stour Sailing Club, for this annual two-day event, known in the UK as the Micro Worlds and Gem Nationals.

Micro tonners, the Micro 18 having been designed by Stephen Jones and the Gem by Rob Humphreys, are raced regularly at Manningtree throughout the summer and the club is proud of having what we think is the largest fleet in the country. With a lifting keel and substantial rig, these boats are widely sailed in other parts of Europe and usually raced with a crew of two or three who are often competitive dinghy sailors.

The format for racing on both days was a passage race down the river Stour to Stutton followed by two 2 windward/leeward races and a passage race back up the river to Manningtree. Saturday's racing was held in a very light, patchy south-westerly accompanied by persistent drizzle and called for the sailors' full concentration. Sunday was a different day with a brisk, gusty southerly, producing some very close, exciting racing with a couple of instances of boats being laid flat on the downwind legs and competitors wishing they'd eaten more Weetabix for breakfast on the upwind ones. A tenth boat joined the nine that had raced on Saturday, but with three retirements during the racing, it was seven tired crews that completed all four of Sunday's races. There were five different race winners over the weekend and much changing of places.

The Micro Worlds result was taken from the four windward/leeward races with one discard and the winner by one point was Muscle, sailed by Ian Pavey & Chris Bannister, with Well Done sailed by Ian Bloomfield and Stef Goodwin second and, only a point behind them 21, sailed by Ed Roberts and Evie Clemance in third.

The Gem Nationals result included all the races over the two days with no discard and was won by Well Done, sailed by Ian Bloomfield & Stef Goodwin, with Virus, sailed by Rheanna Pavey and Andy Pugh in second and Anagram of Meg, sailed by Holly Pavey and Ellie Bates in third.

There was also a trophy for the winner of the passage race series, counting three of the four races, which can't be won by the winner of the Micro Worlds or Gem Nationals, and this was won by Rheanna Pavey and Andy Pugh in Virus, with Urchin, sailed by Will and Edd Harvey/Neil Manning in second.

There are photos and videos from the event on Stour Sailing Club's facebook page and more information about Micro racing at Manningtree on the club's website at <http://www.stoursailingclub.co.uk/micro-racing/>

Close racing at the Micro Worlds



Virus and Well Done
leading the fleet
downwind



Winner of Micro World day: Muscle, sailed by Ian Pavey & Chris Bannister, with Well Done, sailed by Ian Bloomfield and Stef Goodwin second.



LA RAMEUSE *by Sid Smith*

At the bow of the gig so standing,
Statuesque as bronze Poseidon
Casting his trident at Delphi;
Only the ancients brought such beauty,
But hers is immediate,
And now, ever to mind.

When the hammered silver of spring tide
Enamels all our waters here,
Scattering light everywhere,
Then the gig is launched, her slender bow
Lifts slightly, then smoothly surges,
To the caress of thole pinned sweeps
In waist swung tango rhythm.

There, watching blade dip,
The length of stride, wanting crisp catch,
She is a warrior, I know.
See the small cheekbone scar,
Hear her urging cry, or that of triumph,
Windborne to the shore
When berserking the line!

Catching a Fish in the Stour by Leo Kumai-Girard

Although spinning is the hardest and less frequent way of catching a fish in the River Stour (for good reasons probably, .), my farther, my brother Nicolas and I caught a seabass using this exact same method!

Round about tow o'clock in the afternoon, we felt a tingle on the line. All at once, we knew that it was a fish! It took us a few moments, but in the end, we managed to haul it safe and sound on the boat. I did feel quite excited until my father told me that it was too small to take home. To be honest, I was actually relieved. Catching it was one thing, taking it home and risking the car smelling fishy is another!



CLUB CALENDAR



- April 18th - Fitting Out Dinner and Dance
- May 10th - Push the Boat Out (Discover Rowing/Sailing)
- May 20th - Coffee with Cops
- May 22nd - Prosecco evening (whole bar open)
- May 25th - Meal in the marquee
- June 6th - Have a Go at Rowing
- June 7th- Rowing Festival
- June 12th - Prosecco evening - whole bar open
- June 21st - Visiting Clubs
- July 4th - Fishing Competition
- July 10th - Prosecco evening (whole bar open)
- July 25th - BBQ in the marquee
- August 14th - Prosecco evening - (whole bar open)
- August 22/23rd - Regatta
- September 5th - (Macmillan Coffee Morning) in the marquee
- September 15th - Prosecco evening)whole bar open
- September 27th - Volunteers thank you BBQ lunchtime
- October 2nd - (Prosecco evening) whole bar open
- October 24th - Pie and Pudding Night
- November 7th - Bangers and Mash
- November 29th - Laying up lunch
- December 24th - Christmas Eve celebrations
- December 25th - Bar open Christmas Day lunchtime
- December 28th - Christmas walk/row/sail/motor boat to pink house - mulled wine and mince pies
- December 31st - Bar open New year's eve
- January 30th - Quiz night
- February 20th - Mussel Night

Obituaries

We regret the passing away of fellow members of the club:

Rita Waters - 11 September 2019

John Minns - 29 December 2019

Paul Scott - 19 February 2020

Jack Lucas - 21 February 2020



From the Compound

by Will Langton



The 2019 season was very satisfactory for the compound with most members being allocated the space they requested.

We are always under pressure for space, so if you do not use your craft, please consider giving up its storage space. If we are going to accommodate more sailing dinghies which, if they are going to be used, we would like to do, it may be necessary to move one or two, to access your own.

The fuel shed was broken into and safety boat outboard fuel tanks were stolen. The shed has been replaced with a half container to provide a more secure storage option.

In the spring of 2019 we were reminded by the Environmental Agency of our legal obligation and responsibilities for managing the west compound flood gate. The committee created a set of policies and procedures for the management of this flood defence.

Designated members of the committee receive flood alerts by text messages from the Environmental Agency. During periods of flood the gate will be closed and locked with a padlock designated for this purpose. This padlock is different from the one normally used. When flood alerts are predicted overnight this gate will be closed and locked from 2000-0800.

Environmental Agency staff are usually in attendance during flood alerts. Members are required to comply with any instructions they issue.

Always keep the flood gate closed when not being used for access.

Please ensure that all items stored in the compound are marked with your membership number.

Have a great season on the water in 2020.

Compound Manager

EVENTS REPORT *by Jo Galloway*

It has been a brilliant and busy year of events again with a varied programme throughout the year.



The Dinner and Dance on April 6th was very successful with over 80 people attending. Wivenhoe House proved to be a great venue with excellent food – which is why we are going there again on April 18th this year – get your tickets asap!

Dawn Wood was invited to the club on June to talk about her solo row across the Atlantic which was a fascinating evening that was held in the marquee following a delicious supper.



We had one of the most successful Regatta weekends with everyone pulling together to make sure there were lots of people on the water using kayaks, paddleboards, wildlife trips up the river, rowing and sailing. We had yoga sessions on the beach plus the mud sports and children's events were very well supported. Providing burgers for sailors taking part in the racing directly after the races ended proved a very successful new initiative and something we plan to repeat.

The regatta evening event was very well supported and the firework display was one of the most spectacular we have seen.

The Bowsprit Spring 2020

In September we held a BBQ to thank the volunteers for all of their hard work and luckily, thanks to the warm weather, we were able to hold this in the marquee. An extremely enjoyable afternoon with a very well deserved thank you from the club to all volunteers.



Christmas Eve was a brilliant night at the club as was Christmas Day lunchtime traditional session. Then on 28th December we organised a trip to the Pink House for mulled wine and mince pies which was very enjoyable – people arrived by sailing, rowing and walking.

Please see the 2020 calendar for another busy year of great events.

Pete arrives for mulled wine and mince pies!



THE EDITORS PAGE

Dear Readers,

A huge thank you to those who have contributed to this edition of Bowsprit:

- Caroline and Phil Cunningham
- Ian Pavey
- Jenny Pavey
- Jerry Garner
- Jo Galloway
- Kelvin Howlett
- Leo Kumai-Girard
- Nicolas Kumai-Girard
- Sid Smith
- Will Langton



Fair winds to all this winter!

Alexis Girard

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We need more people to man the bar at the club – particularly on a Friday evening. Training is given and support provided. Please contact Sarah on commodore@stoursailingclub.co.uk or 07701080738.



JOIN THE COMMITTEE!

Current Vacancy

Secretary – responsible for organising the club meetings and taking the minutes, maintaining club documentation, be it rates, licences, rules or health & safety etc.

This sounds more involved and time consuming than it is. Give it some thought and have a chat.

Please contact Sarah at commodore@stoursailingclub.co.uk or 07701080738.

GIVE IT A GO