



## From the Front

*Cliff Howell - Commodore*  
**USC Yearbook**

The Committee has recently been discussing the future format of our Yearbook after concerns were raised regarding data protection.

It came to my notice recently that a Member gave away his Yearbook to someone buying his boat. That someone, although expressing a wish to join the Club, has now disappeared with all our names, addresses and telephone numbers.

There is probably nothing sinister about this, but personally I do not want my details in the public domain where it is avoidable.

We have discussed at Committee issuing the Yearbook without addresses but maintaining names, telephone numbers, boat names and MMSI numbers where applicable with a reminder that Members should not disclose any of the information to non-members. Please give this some thought as we will discuss it at the AGM and your views would be welcome. In the meantime please do not give away your copy.

**Lord Kitchener Syndrome** – not a disease but **Upnor SC needs you!**

As you will all know, this year we have operated without either Cruise or Race Captains. Due to the sterling efforts of the 'Cruising Hub' we continue to operate a very successful cruise programme. Not so with the racing unfortunately.

Next year is likely to be another difficult one as both Suzy Wilkinson and Ken Smith are standing down after several years of serving as Hon. Treasurer and Mooring Master respectively. Both have done excellent work for the Club.

Whilst I have made tentative enquiries about possible replacements the time has now

come for a wider appeal for Members to fill these positions which are both vital to the continuation of the successful running of the Club. If you think you can fill one of these roles please talk to me or the present incumbent to find out more.

### **Good News**

Despite the current financial climate, or perhaps because of, we continue to receive a trickle of new applications for Membership and we have some great new people coming along.

### **More Good News**

The Thursday Club continues to do some great work for us. Just this week we have had hedge trimming and weeding, barbeque cleaning, causeway repairs and a clean-up of the pressure washer. Recently we decided to dispose of our old aluminium boat which has now been cut up ready for the scrap man with, hopefully, a little money going into the coffers.

Next week we're hoping to de-forest the car park.

Thanks to all the guys for their work.

## Midsummer Madness 20<sup>th</sup> – 21<sup>st</sup> June

*Marilyn Campbell*

We are hoping to make this a fun weekend for the children! Fishing competitions and coaching, dinghy sailing, rib testing and more.

Lunch at Lower Halstow on Sunday.

Please contact one of the Cruising Hub for more info.

*Hub Members are: - Ian & Marilyn Campbell, Mike Jenkins, John Walrond, Fiona Battersby and Travis Crossley.*

## Commodore's Cruise to Queenborough 27<sup>th</sup> – 28<sup>th</sup> June

*Marilyn Campbell*

Tying up to the lighter and having a barbeque! Always fantastic fun and this year the evening will be lighter for longer! No need to book, just turn up as the tides permit. There will be the Ladies Race back to Upnor on the Sunday for all ladies skipping Upnor boats.

## Calais Rally 20<sup>th</sup> – 25<sup>th</sup> May

*J-P*

Lady Olivia set off from Upnor on Friday morning with a crew of three, me, regular crew member



Ian and new crew member John. As John had brought his camera he was given the post of official photographer for the voyage, a task which he accepted with zeal, taking over three hundred photos!

I was hoping for a good sail with a following breeze but unfortunately the wind was not sufficient for us to make enough speed to catch the southbound tide at North Foreland, so we ended up motoring most of the way. We did sail for about an hour before the wind dropped and it ended up

being a negative westerly (unforecast easterly) once past Hook Spit.

As usual, once around the Foreland conditions were totally different with a southerly wind of about twenty knots causing choppy seas as the wind opposed the tide. I did some calculations and reckoned that we would not make Calais in one tack. Stopping at Ramsgate for the night suddenly became quite appealing, so we changed tack and headed towards an unscheduled steak and chips in the pub.

Next morning we were up at half five and had to force our keel through the mud to get out of the Marina.



***(The French flag is only 3 colours – how can anyone get it so wrong?)***

Once clear of the harbour we motored out to the Goodwin Knoll and then motor-sailed to Calais in a light easterly. It was a good crossing, without any interference from ships in the separation zone. Three miles off Calais the wind picked up to 15 knots and Lady Olivia had a bone in her mouth. My intention to sail right into the harbour was forced into abeyance by a succession of ferries coming and going and we had to heave-to off the beach and drop the sails whilst we waited.

On entering the Marina we found that John Walrond had organized finger berths for all of the Upnor Club craft. Everyone else was made to raft up just inside the entrance. You may not be aware that the lock gates are no longer in use, as a sill has been installed over the winter. Having experienced the swell that can work its way into the marina, when the gates used to open at high water, I can imagine that the period of discomfort will be much extended by this new arrangement. It might be wise to take snubbers for your mooring lines from now on in case of inclement weather.

After a couple of beers on board we walked into town to organise 'ships stores' before returning on board with a French stick to eat with our lunch of home-made

butternut squash soup (prepared in advance by Margaret).

I had just awoken from a power nap when Julian rang to advise me that my cases of booze were unloaded at the top of the ramp. It was low tide and raining, making the carrying of boxes down the steep, slippery ramp an exercise in extreme care. We didn't want any breakages!

It was still raining when we set out for the restaurant (one of those up by the beach) but it was worth the walk. John and Ingrid, realizing that most of us are on a tight budget at the moment, had gone to great lengths to find us a good deal at a reasonable restaurant. The fixed menu showed imagination and flare and saved the usual confusion over who has ordered what.

After the meal the crew of Lady Olivia retired to the Yacht Club for our traditional after-dinner Calvados. We all had to buy a round and, as the barman was more than generous with his measures, we slept very well.

Next morning the smell of bacon and eggs was wafting across the marina, as we breakfasted heartily before making our way to the Lifeboat monument for the presentation by the Narrow Seas Club, for the trophies for most boats to make the crossing. We came a close second for the proportional representation cup. This was disappointing, especially with the forecast fair weather, I was expecting a larger USC turnout. Next was a ceremony in the Yacht Club with speeches by the Mayoress of Calais and other dignitaries after which we were rewarded for our patience with a glass of Kir.



The afternoon was spent pleasantly having drinks aboard Patanda before returning to Lady Olivia to prepare dinner for ourselves and Jerry and Fiona. With sterling help from Ian and John we put on a good spread to

celebrate Jerry's birthday, but unfortunately had to finish early so that we could clear up and get the boat ready for our 10 p.m. departure. I had managed to use nearly every pot, pan, plate and dish aboard, so returning Lady Olivia to being a sailing machine was no mean undertaking.

The bridge opened exactly on time! This usually only happens when I am not ready but this time we were all prepared and once through we hoisted the main and were about to hoist the jib when the traffic lights in the fairway turned red and we had to wait whilst two ferries departed. I like to set sail before leaving Calais even though it is hard to judge quite what you are going to get when clear of the shelter. It is always lumpy off the entrance and not a good place to be mucking about on the foredeck. It is one of the very few times that I wish I had roller reefing like everyone else. When the lights went green I put the engine into full ahead and instructed Ian and John to raise the jib quickly before we got outside the shelter of the harbour. I could see that there was an incoming ferry but presumed that he had to wait as we had been given the green light. Suddenly there was a shout from another yacht, "The ferry's coming in" which caused us a bit of a panic as we were going full tilt. Perhaps I should report it to MAIB as a near miss.

Clear of the harbour we had twelve to fifteen knots of wind on the starboard beam and I wished I had chosen the No 2 genoa rather than the jib. However, I did not want to send the crew forward to make a sail change in darkness and choppy conditions so we motor-sailed. This had advantages, we were able to use the radar, nav. lights, the fridge and all the other toys without worrying about flattening the battery, and we were making about seven knots over the ground at times.

Visibility was excellent despite the lack of a moon and we were soon busy keeping watch on a surprising amount of shipping. Fortunately they were coming at us one at a time so we were able to track them with the radar's elb and vrm (bearing and range markers). We romped up towards

North Foreland, until as usual, the tide turned and the wind dropped and we were left rolling around in the left over slop.

Once we were past the Foreland and heading west I was able to get a couple of hour's sleep, after which John cooked up some bacon sandwiches which were great morale boosters. The rest of the journey was uneventful, which is quite good as I hate battling across the Swale estuary against a sou-westerly and the resultant short seas, which turn Lady Olivia into a rocking horse.

We experienced a couple of showers which were just heavy enough to persuade us that we needed our oilskins on before they disappeared and once we were on the moorings the sun came out again. Typical.

Our return journey time was almost exactly 13 hours, an hour less than average so we were happy but tired.



*Boats attending Calais were: - Lytson, Comet, Finndabar, Freewind, Lady Olivia, Patanda, Renata, Stream 2, Vellamo and White Spirit*

## Cruise to West Mersea 2<sup>nd</sup> – 4<sup>th</sup> May

*Fiona Battersby*

*The Fleet consisted of: - Patanda, Comet, Cliffy Best, Yamkat, Lytson, Ma Pin Wa, Emily Amarula Skybird, Galatea, Vellamo.*

Suddenly I found it was my turn, my cruise, and my responsibility; call it what you like it was my turn to step up to the plate. So at 7 a.m. on Saturday morning, Patanda picked up her lovely crew (Julian and Fiona Tidd) from the Upnor pontoon and we set off in the company of Ma Pin Wa and Cliffy Best. The rest of the fleet

had gone to Queenborough the night before so didn't need to rise quite so early. A lovely day dawned with sunshine but not really enough wind so we ended up motor-sailing most of the way to the Wallet Spitway. The crew on Amarula, being the purist sailors that they are hoisted a huge spinnaker and refused to use their engine – in fact dear Hubba started referring to us as the 'Upnor Motorboat Club', but our excuse was wanting to reach the Wallet at the right state of the tide and we are sticking to that story!

After a lovely sail down the River Blackwater we arrived at West Mersea where Emily, Yamkat and Lytson were already moored up between the piles. It was a case of raft next to another boat or moor raft off you, and that is what Patanda decided to do (with no drama I hasten to add). Amarula arrived under full sail but when Rob tried to put her into gear there was a slight problem with the throttle. They seemed to sort it out quickly enough which was a bit disappointing as I thought there might be a "Dropped Rollock" or a "Gotcha" coming on – till the next time!

Richard, the West Mersea launch man, arrived to pick us all up in the trot boat and ferry us ashore where a meal had been booked in the Yacht Club. The West Mersea Yacht Club always does us proud and had arranged a lovely long table by the window. There must have been about 30 of us at the meal which was a brilliant turn-out and a good time was had by all.

On the Sunday I had made a plan to have a BBQ on one of the beaches. Silly me, living in the UK I should know better than to plan BBQs because when we woke on the Sunday the weather was overcast and quite windy. Still the Upnor Sailing Club crew are a hardy bunch and after a bit of gentle persuasion they agreed to get supplies for the BBQ. There were some mutterings of "There's a lovely restaurant down there" or "They do a lovely Sunday carvery here", but these fleshpots were resisted. We found a lovely sheltered spot called Monkey

Beach and off we went. I sincerely feel that lady luck was smiling on us that afternoon as the sun soon broke through and great fun was had by all. There were fresh oysters being picked straight from the beach and eaten by some of our members and I am reliably informed they were delicious.

That evening we headed back to our boats for various nibbles and drinkies. I think Comet had a "name that tune" competition in the wee small hours, in fact when they went past us in the morning I was able to answer a couple of questions they hadn't been able to get the night before.

We set off for home on Monday with slight trepidation as the wind was forecast to be quite strong and on the nose (as usual) and although it was a pleasant sail up the Blackwater, as soon as we went through the Spitway and turned we weren't making much progress at all. Most of our fleet decided to motor-sail and it wasn't too unpleasant. Once again Amarula sailed for as long as they could, as did Cliffy Best until the table in his saloon detached itself and Richard thought he'd better start motor-sailing.

We reached Upnor in the evening and adjourned briefly to the Clubhouse bar to give the weekend a post-mortem. For my part I thoroughly enjoyed arranging the weekend. These Club cruises wouldn't be anything without the members who attend, which really makes all the organisation worthwhile.

So – here's to the next one!

## Cruise to Holland From 8<sup>th</sup> July

*Travis Crossley*

Wednesday 8<sup>th</sup> July marks the commencement of this year's cruise to Holland – and the good news is that with a lunchtime HW at Sheerness it's not even an early start!

Afternoon sail to Ramsgate and, weather permitting, Thursday to Dunkerque. In nautical miles Dunkerque is 79 miles from Sheerness – so approximately 42 from Ramsgate giving a crossing time of +/- 7 – 8 hours.



(Monkey Beach – West Mersea)

Sailing up the continental coast we plan to stop at Nieuport or Oostende, then up to Middleburg. After Middleburg the world is your lobster!

Veere, Kortegne, Sint Annaland, Zeiriksee, Goes and Willemstadt are all in the south within a couple of days from Middleburg. Other places not too distant include Bruinse, Brouwershaven, and Scharendijke to mention but a few. In these inland waterways the sailing is good and the hospitality is great.

One thing to note for this year is ATIS – Automatic Transmitter Identification System. This system is used on inland waterways in mainland Europe and at the end of every transmission the radio sends out a unique signal which contains the user or ship's name, call sign etc. This identifies you to marine coast and inland stations. ATIS is a legal requirement on European inland waterways. The UK used to be exempted from compliance (signatories to an international agreement called RAINWAT). From this year UK vessels will be expected to comply so you'll need a DSC radio and an ATIS number, obtainable from OFCOM.

The other good news is you cannot pump out your heads in inland waterways – but then you wouldn't anyway.....

For further guidance on both these issues check out the RYA website where you can also download your Schengen Customs forms.

Despite the increasing bureaucracy Holland is still a magical destination and we hope to see you at the cruise briefing/discussion on 1<sup>st</sup> July in the Clubhouse, or meet up in Zeeland in July.

## What is she on about?!

J-P

I found the following on Elaine Bunting's Yachting World blog: 'The America's Cup is not a world championship. There wouldn't be a mass audience for anything so esoteric. It's the Hogwarts of sailing, best savoured as an epicalised battle played out vicariously in dramatic, nerdy microcosm between deadly foes.'

**A bottle of wine to anyone who can tell me what she's on about, what she's on, and where I can get some?!**

## Thank You

Jackie Smith

I would like to thank all the Club Members who so kindly sponsored me for the Race for Life in aid of Cancer Research.

Through your kindness I raised a total of £295 which is fantastic. I did the race on 31<sup>st</sup> May which was a very, very hot day, but it was well worth the effort. Thanks again to everyone.

## Next Mainsheet

Copy to Sue Lucas around the middle of July please – I'll do another Mainsheet when there's sufficient information to share with Members.

[suejucas@btinternet.com](mailto:suejucas@btinternet.com) or 01986 798000 or 3 The Street, Huntingfield, Halesworth IP19 0PU

## Famous pubs for Adnams

*Taken from 'Anglia Afloat'*

It may interest readers to know that 'The East Coast top brewer, Adnams of Southwold, has bought three scenic yachtsmen's watering holes, the world famous Butt and Oyster at Pin Mill, The Ship at Levington (both on the banks of the Orwell) and at Waldringfield on the Deben, The Maybush.'

## Bar Duties

Murray Marchant

Thank you to all those who have put their names down for Bar Duty.

17<sup>th</sup> June – Bill Howard  
 24<sup>th</sup> June – J-P  
 1<sup>st</sup> July – Jamie Cameron  
 8<sup>th</sup> July – Christine Mondera  
 12<sup>th</sup> July – Chris Medland  
 15<sup>th</sup> July – Sylvia Adshead  
 22<sup>nd</sup> July – TBA  
 19<sup>th</sup> July – Ian Wingate

When doing Bar Duty please remember to ensure all gas appliances are turned off.

Also, for all Members, when using the Clubhouse our agreed finishing time is 11 p.m. Please keep the noise down when leaving so as not to disturb neighbours.

Please volunteer for Bar Duty by emailing Murray at [murrayandchris@tiscali.co.uk](mailto:murrayandchris@tiscali.co.uk)