

Volume 11, no. 3, Autumn 2006



# Up the Creek...

## A Royal Appointment



*Julian Goldie meets HRH*



*Atop the Clubhouse*



*HRH takes a trip in 'Emma'*



*HRH inspects 'Sunbeam'*



*At the 'Granary'*

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# The Princess Royal at the TCC

**The sun shone brightly, the air was warm and the royal standard fluttered proudly above the Tollesbury Cruising Club House on Monday, the 11<sup>th</sup> of September.** The drone of a landing helicopter in the 'garden' of the Woodrolfe Farm announced the royal arrival and, within minutes, a convoy of Range Rovers had swept through a newly manicured boat park and up the 'hill' to the sea wall. The dignitaries milling around the front of the club house were presented to HRH The Princess Royal by Julian Goldie: including the Lord Lieutenant of Essex; the Chairman of the Essex County Council; the mayor of Maldon; and the local Member of Parliament.

## Coffee in the Club

Princess Anne, appropriately dressed in 'smart casual', was then ushered into the Club House to meet the members of the current committee of the TCC. Her questioning focussed on their connections with Tollesbury and the deeper issue of why anyone should choose to sail in such mud-infested waters! She, it was clear, favoured the 24 hour access

of the Lancashire base of her Rustler 36. The entire staff of the Woodrolfe Boatyard was then presented to HRH; all looking exceedingly smart in their new, monogrammed, pale blue shirts. Coffee and Alan Wells' tempting cookies followed, before Princess Anne was escorted down onto the marina pontoons by Chris Edwards, former TCC commodore and the local representative of the Royal Yachting Association, to inspect the sailing smack *Sunbeam*; handsome in her all-over dressing and fresh livery.

## A trip into history

Paul Frost had the honour of ferrying the royal visitor from *Sunbeam* to the fuel pontoon in the boatyard's freshly painted *Emma*. Princess Anne demonstrated her maritime qualifications, however, by insisting on handling the launch's painter. The 'Granary' was the next 'port of call' for the royal party: an inspection prompted by its recent appearance on the BBC's 'Village Restoration' programme.

## Onto Tollesbury Sailing Club

The Tollesbury Sailing Club was

the next destination for the visiting dignitaries. It's 70<sup>th</sup> anniversary was the initial reason for the royal visit and it, too, had been impressively spruced up for the occasion. The day of the visit also marked the official opening of Tollesbury's new heritage trail, with its four handsome new information boards, on the Hard, in the 'Square', in Station Road and out on the sea wall near Mill Creek and the site of the now derelict Tollesbury Pier.

**Footnote:** Tollesbury's place on the map of historical interest was demonstrated to the editor a few hours after the royal visit by the arrival in the car park of a couple of visitors from Cornwall who, on asking for directions to the Granary, reported that their interest in visiting had been stimulated directly by the 'Restoration Village' programme and that they had, indeed, voted for its (unfortunately unsuccessful) bid to win the BBC restoration funding.

Barry Jones  
*Zevkim*

## Cheaper Boat Show Tickets

Julian Goldie has heard that the organisers of the **London Boat Show** will be making discounted tickets available through approved, industry outlets. Standard tickets (normally £14.00) will be

available for £12.50 and there will be a group rate for £10.00 per head. Pre-view day tickets (normally £18.50) will be available for £16.50. Julian is making further enquiries to establish

whether the Marina will be able to offer such discounted tickets. Any further information about this possibility will be posted in the Marina Office.

# Commodore's Corner

**As I write the 'End of Season' cruise is being advertised on the notice board while we are enjoying an 'Indian Summer'. Where has the year gone?**

The sailing has certainly proved challenging with gales or light winds dominating and rarely the happy medium. Luckily for us, we flew out from the UK to join *Lhasa*, in Madeira, for our 2 week summer cruise, just as the UK heat wave ended. I understand that several TCC crews had to return home from their trips to Holland by ferry.

Congratulations to Bernard on *Navicula Star* who continued the great new TCC tradition by winning almost everything at the **Oostende Rally** organised by Wivenhoe SC. Bernard was also responsible for our continued success in retaining the **Buxey Ashes** against Maldon Little Ship club.

David Walkerdine's **Treasure Hunt** also proved a great success and we gained another 'new' venue at Bradwell Quay Yacht Club where we made good use of their superb barbeque facilities.

The Rear Commodore (Racing), aka David Knight, started the season with a fine head of dark hair, which has now gone through grey to white to nearly bald as he has gallantly tried to reschedule the racing programme to fit in races which were postponed, cancelled or abandoned due to the vagaries of the weather. As a result September has been a very active and successful month so far, with our trip to The Royal Corinthian Yacht Club making a pleasant change from the more normal visit to the Royal Burnham YC.

The Burnham visit brought back many memories. My last visit to the Royal Corinthian was in 1978

when I took my 18ft foot 'Yacht' *Fools Gold* round to Burnham for TCC's annual **Andrew Goldie Seamanship Trophy**. The event was to be followed by a formal dinner at RCYC. No such thing as Burnham Yacht Harbour then. We picked up a mooring and were ferried ashore by the club launch in all our finery. Unfortunately, *Fools Gold* was so small that the committee forgot all about us so we got missed from the competition. The Sunday trip back to Tollesbury was in gale force winds. Bits fell off *Fools Gold* on the way home, but we made it. The committee felt so guilty about missing us out that they awarded us a special prize for surviving the trip back; 'smallest boat' or something.

Now for a bit of name-dropping. At the 'Laying Up' supper that year TCC was proud to welcome **Maurice Griffiths** to present the prizes and I had the privilege of shaking the great man's hand. For some more name-dropping. **John Goode**, editor of *Sailing Today* accepted our invitation to attend this year's laying up supper. He said a few words and presented the prizes. It was a great night and early booking was advisable, as always!

## HRH at TCC

For the final name dropping, you cannot really beat **Princess Anne**. Her Royal Highness's visit to Tollesbury was a great success on a superb day. The numbers of Club members who could be invited into the clubhouse to meet her was strictly limited and Julian and Louise had a very difficult task in deciding who should be invited. I think they got the balance about right, although many were obvi-

ously disappointed and my thanks go to them and also to Alan who produced superb refreshments. It was great to meet all the local dignitaries and to be able to extol the virtues of Tollesbury.

My thanks must also go to **Frances Church** (*Carpe Diem*), Vice Commodore of the Tollesbury Sailing club, who initiated the visit. The word is that the visit was enjoyed so much that HRH's last words were: 'I will be back'.

Finally, congratulations on getting so far through my article so please be patient and read the following couple of boring bits. (Ok, even more boring!)

We now have about 30 email addresses for sending information out to members. Anyone else who wants to be included, please email me – [andy.hobden@rya-online.net](mailto:andy.hobden@rya-online.net).

This is a bit late for 2006 but please remember that your committee work hard to put together the various sailing events. It would be appreciated if everyone could indicate their intention to attend as early as possible, even if only provisionally as we do get complaints from the various caterers and harbourmasters when the number arriving for a meal or berth is suddenly double what they expected. Finally *Tongue Twister* should be staying in the water this year. We still have the **Bonfire Night Cruise** and the **Christmas Cruise** to look forward to and with luck several other weekends when the weather is kind. Please feel free to join us.

Enjoy the rest of the season.

**Andy Hobden**  
*Commodore*  
*Tongue Twister*

# Racing Report - with Dave Knight

In the last edition of **Up the Creek** I wrote about the poor start to the racing season due to the poor weather conditions. On the 22<sup>nd</sup>/23<sup>rd</sup> July, we should have held the **Teapot Trophy** and **Boudica Trophy** races as a Ladies weekend, but this time high winds were forecast and, unfortunately, we again had to postpone these events.

On the 9<sup>th</sup> September, we had the **Steve Rix Race** to Harwich Breakwater with an overnight stop at the Royal Harwich Yacht Club. Yet again the weather looked poor for the event so we decided to run the race back from Harwich to Tollesbury. The conditions were light and, as a result of a relatively early start (09.40!!), only 7 boats started and only 5 finished the shortened course. However, it was a most pleasant day to be out on the water so we should not complain. *Hiawatha* took line honours, with *Polo IV* closely following; then myself. However, *Tongue Twister* took second place on handicap.

The weekend of the 16/17<sup>th</sup> September we planned to run two events as a race weekend, with the **Goldie Challenge** to Burnham and the **Pursuit Race** home. The conditions were again too light but we all left the Nass in near perfect F2-3's. By the time we had got through the **Spit Way** the wind ceased and it turned into a drifting match. Yet again we foreshortened the course and it became almost surreal, with 5 boats all in close formation drifting at 1 knot, all with spinnakers hanging loosely. Funnily enough,

seconds before we reached the line the wind picked up and caused much confusion. The race was won by *Weekend*, the smallest boat, which had good winds all the way out then caught the new breeze all the way up the Crouch. Starting at the back of the fleet really worked to their advantage. This result demonstrates that anyone with a small boat could still be highly competitive.

The **Pursuit Race** home on the Sunday started off as a very light affair again and after starting the first boat off, *Weekend*, it was decided to move the start line down the **River Crouch**, into hopefully better air. Our tireless Committee Boat *Calidris* then had to move and re-organise the shortened race. Fortunately this saved the day and even though the conditions were light, we all had a reasonable start and much was made of the conditions by *Polo IV*, who, even though she was almost last to start, sailed effortlessly through the fleet.

They then turned the corner and through the Spit Way, in an almost demonstration-like manner, leaving us all in her wake. *Tongue Twister*, *Cobweb* and myself on *Dionysus* were left to fight it out for the other position.

Saturday 23<sup>rd</sup> September was the **Kings Head Cup**; Tollesbury Cruising Club versus Tollesbury Sailing Club round Osea Island. To get to the start line by 14.00 hrs, meant that we had to go out the night before, but what a glorious night it was, swinging on a Leavings buoy under an impressively starry night sky. For

once we were blessed with good weather and winds. Most of the fleet took the clockwise route round Osea Island but this entailed getting caught up with the boats in Maldon Town's Regatta and I believe there were some close calls: Results: 1<sup>st</sup> *Tongue Twister* (TCC); 2<sup>nd</sup> *Cygnets of Arden* (TSC); 3<sup>rd</sup> *Polo IV* (TCC); 4<sup>th</sup> *Weekend* (TCC).

The reorganised **Teapot Trophy** was scheduled to be run the weekend of 7<sup>th</sup>/8<sup>th</sup> October along with the *Teddy Bear* and *Boudica Race*. The weather turned out to be brilliant, but we had many concerns and very nearly cancelled as the inshore weather forecast was predicting F8 going F9 later! However, I was convinced that this would be in the north of the region and waited to see what it would be like on the day. Fortunately all who braved it experienced excellent conditions and the course proving tactically demanding by having a good 2 knot ebb to overcome on the cross tide leg that I had planned. *Ostara*, being helmed by Wendy Wallace, put up a stunning show, only tacking once to get round Colne Bar whereas we lesser folk had to put in two or more tacks. It should be mentioned that Sue Clark at the helm of *Herald* also put in a sterling performance, tireless tacking time and time again until she finally made the mark. Results: 1<sup>st</sup> Wendy Gooch on *Ostara*, 2<sup>nd</sup> Maggs Timmins on *Mimosa* and 3<sup>rd</sup> Lindsey Savage on *Dionysus*.

For the **Boudica Trophy**, this year, we had only two entries:

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# Training News

## Marine Radio

In response to the note in the previous edition of the newsletter, we have now arranged a Short Range Certificate course for the 2<sup>nd</sup> of December which is now fully booked. There will be a second course during February or March. We will publish the dates in the next newsletter.

## Diesel Engine Maintenance

A Diesel engine course will be run in February, subject as always, to there being sufficient interest. We need a minimum of 6 and can cope with a maximum of 8. There is as much "hands on" experience included in the course as possible. Application forms will be available from the Boatyard Office as soon as the dates have been confirmed.

The cost will be £80 including the RYA booklet.

## First Aid.

Courses will be run in the New Year, again, dates and costs to be announced.

## Day Skipper and Coastal Skipper / Yachtmaster courses.

There was a good response following the last newsletter, although unfortunately not sufficient numbers to reach our break even of 8 people for each course. I must admit that we were a little late in asking the question this year, but we will take names of those interested in both Day Skipper, the basic course and coastal Skipper/Yachtmaster, the more advanced course, much earlier in the year in 2007.

***I am prepared to commit to running both courses next year (2007/2008) if you are prepared to sign on early!!***

Because of the preparation time required, it is vital that we are able to start planning very early in the year, so there will be another reminder and application forms available after the next newsletter.

As the government has now withdrawn all subsidies and support for further education centres, the cost of these courses has escalated, resulting in a serious decline in appli-

cations. We intend to hold our costs at about the £185 mark for next season (including course material)

I have been asked about the possibility of running intensive weekend courses for Day Skipper and Coastal Skipper/ Yacht Master and I have resisted, because I don't believe that there is sufficient time for the amount of work required by participants to enable them to achieve a satisfactory level of knowledge.

**Ron Fry**

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## Editor's Note:

A number of courses will be run in the coming spring:

First Aid

Diesel Maintenance

VHF/DSC

More details from Ron Fry and/or the Marina Office.

*(Continued from page 4)*

## **racing again**

Wendy on *Tongue Twister* and Jo Stearn on *Zingari*. Due to the initial light conditions, *Zingari* retired allowing Wendy to pick up the Vase.

The **Teddy Bear** was yet another closely fought race and in the light conditions, the smaller boats made better way down the channel from Brightlingsea. We had to go and find shallow water to make way

against the tide but this left us with some long tacks to get back round Colne Bar. Graham Timmins on *Mimosa* also followed us but sadly he managed to get stuck on the putty for a few minutes. It was again the day for the smaller, lighter boats with *Polo IV* putting in another impressive performance, closely followed by Richard Little on *Nikita*.

So with only the **Frostbite Race** left to finish off the season, I can

happily conclude that we finally did get all the races completed, with no thanks to the weather. Hopefully, everyone who has competed in the races this year has enjoyed the events. I have tried to arrange slightly more tactically challenging courses and thus push all our abilities that step further.

**Dave Knight**

**Rear Commodore Racing**

*Dionysus*

# Santa to the Rescue — Seasonal Confessions

My wife and I purchased a rather nice Bayfield 32 Cutter in the Summer of 2003 in Charleston, South Carolina. We had meant to set off on our voyage South to the Bahamas in October but encountered several delays, eventually setting off on along the Intercoastal Waterways on 1 December. By 24<sup>th</sup> December we had travelled though Georgia and managed to reach the border with Florida.

We were trying to travel all day, every day in order to make up time and by now we were tired and rather hungry. The sun was

setting and the marina shown on our chart did not exist so we pressed on, eventually seeing another marina (not located on the chart!) ahead. We turned to port to enter the marina and promptly ran hard aground. After trying to go astern and leaning the boat over we were still hard aground. The place was deserted as it was Christmas Eve, it was getting dark and we began to wonder what to do next. Then, out of the mist appeared a small boat. Helming the boat was Father Christmas. Sitting in the navigators seat was Mrs. Christmas and behind were

two small Elves.

Father Christmas offered to take our stern line and proceeded to tow us off the mud astern whilst Mrs Christmas advised us to stay on the starboard side of the channel into the marina. The Elves looked on excitedly. We hardly had time to thank them as their boat then disappeared up the waterway back into the darkness towards, we assumed, a fancy dress party (or not?.....)

**David Morris**  
*The Brokerage*

## Laying-up with John Goode

This year's laying-up supper was a great success; much enjoyed by all present. The food by Alan Wells and his staff was, as always, outstanding. The seafood starter was, in particular, a virtual meal in its own right.

The after dinner talk was given by John Goode, the editor of *Sailing Today*. He confessed himself to be a hesitant public speaker but then proceeded to provide a varied and highly entertaining talk. He reminded those present that, apart from his editorial role, he also runs the *Southern Sailing* sailing school; a trust that recycles its 'profits' into training for deserving youngsters in southern Hampshire.

John also gave a most amusing account of his circuitous route into yachting journalism and training. Initial training 'before the mast' soon led to a career on tramp steamers. His early promotion to 3<sup>rd</sup> mate followed upon his discovery of the dead body of his predecessor. The previous 3<sup>rd</sup> mate was, apparently, much given to the cheapest of local beverages to be found in foreign ports. As his ship was leaving port one morning, John found the 3<sup>rd</sup> mate as stiff as a board. However, on hearing that the 3<sup>rd</sup> mate was dead, the skipper retorted "not while the pilot is still on board". John retreated hastily. When the pilot was safely disembarked and

the ship was now legally on the high seas, the bereavement was again reported to a more accommodating skipper, who promptly ordered the late mate's despatch over the side (with due ceremony) and the promotion of John to the now vacant position of 3<sup>rd</sup> mate.

John Goode was keen to emphasise the campaigning role of *Sailing Today* and the ever growing need for such activity in the face of rapacious marina operators (on the South Coast particularly), unhelpful harbour authorities and nanny legislators.

**Barry Jones**  
*Zevkim*