

# *Up the Creek...*

## Time to banish the winter blues

As we all awake from our winter 'hibernation' its time to turn our backs on thoughts of frozen pavements and windscreens. Before we know it, the sailing season will be upon us. As I write, the annual fitting out frenzy is no doubt well underway. Dare we hope for the long-awaited reward of good weather this season?

To those of you who don't yet

know me, I am Hilary Morgan your new editor. I have now taken over from my predecessor Barry Jones who produced *Up the Creek* for several years and would like to thank him for his hard work in the past. He ensured that the flow of newsletters continued bringing you an interesting and informative read.

Barry has been very generous with his time during the hand-

over, allowing me to watch him edit last year's Autumn edition. I am not sure that I am of the same calibre and already feel daunted by the technological frustrations of Microsoft Publisher! But luckily my 19-year-old son Robbie has been on hand to help me out in that department. So thanks all round I think!

**Hilary Morgan**

## Tollesbury Marina 40 this year

40 seems to have become a special number this year. Tollesbury Marina celebrates its 40<sup>th</sup> anniversary in 2010 and the TransEurope group now has more than 40 marinas on its list. (see Julian Goldie's article on page 4.) Geoff Cooch has put together an interesting and varied cruising programme. I am sure that there are a number of events to attract any boat and any crew. Ray Apthorp has some interesting new ideas about the racing programme. If you haven't already

subscribed to the new email list, read all about it in Colin Shead's article. The website is always evolving and growing. Find out everything you want to know at [www.tollesburycc.co.uk](http://www.tollesburycc.co.uk). Join in with the discussion forum and keep up to date with current events, races and cruises. You will find past editions of *Up the Creek* as well as the current issue and will have the added bonus of being able to see any photographs in all their glory. (Unfortunately we are not able to print the news-

letter in colour.) Don't forget to send your photos to the online gallery.

And please, please keep your articles coming in. Without your contributions there would be no newsletter! If you have written something please send it to me by email [editor@tollesburycc.co.uk](mailto:editor@tollesburycc.co.uk), to the club, or come and see me on D pontoon – our boat is *Quicksilver*.

**Hilary Morgan**

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# Commodore's Corner

## Writer's Block

Writing for the spring issue of a sailing newsletter is perhaps more difficult than at other times of the year, or at least I think it is. But then I've never been a great creative writer. If, as someone said (?) 'everyone has at least one book in them' I think someone else has mine. And by the way, I'd like it back then I could write it on the boat while cruising somewhere nice, get it published, and live on the proceeds while sailing somewhere even nicer, perhaps in a bigger boat.\*

One obvious thing to do is to write about looking forward to the new season so I'll do that in a minute, but first I'll do the other obvious thing and talk about fitting out and all that goes with it...

## Do it yourself?

I'm generally one of those people who tries to do as much as possible myself, or at least with a bit of help and advice from friends. But don't get me wrong, I also believe that in many circumstances it is better to entrust work on your boat to the professionals. It might be that the work is specialised, or for safety reasons or simply lack of time and the extra resource is needed (the old 'time or money' equation). However doing it yourself has other benefits beyond being cheaper; for one thing you learn about your boat and its systems, so when it goes wrong at sea you have a better chance of fixing it.

## Crossed Wires

A few years ago one spring I decided to refurbish *Nimrod*'s steering pedestal including replacing the cable and other components. This went really well and I learnt a lot about that part of the boat. This was a good thing because when we set off for the Deben on our shakedown cruise I had more than my usual difficulty getting out of the berth. It took me until we got into Woodrolfe creek before I realised I had forgotten to cross the cable over when I reconnected it! This had the wonderful effect of reversing the steering. I turned the wheel to starboard and the boat went to port and vice versa. With my new found knowledge, once we found a suitable buoy, I was able to disconnect the cable and reconnect it the right way.

You can work out the moral of that story for yourself....

So how's my fitting out going? Suffice to say I'm on my second jobs list now or what I like to call my 'prioritised list'. The first list of jobs I start to compile towards the end of the summer season and it includes everything: the 'desperately needs to be done', the 'wouldn't it be nice' and 'if I have time' components. What's on the 'prioritised list'? Well that's the one which is based on the things I just **have** to get done before the boat is launched!

## Brightlingsea and Beyond

This brings me to the new season.... Always full of promise! This year we have plenty planned, including many of the usual favourite cruises and races, near and far, including Brightlingsea, London, Brightlingsea, Holland (?), Channel Islands (?), Brightlingsea, East Coast and of course Brightlingsea and not forgetting Bradwell. I'll not steal the Reommodore's thunder by giving too much away but you get the idea. You can get the full events list from your tide table booklet or the website [www.tollesburycc.co.uk](http://www.tollesburycc.co.uk). I or any of the committee would be only too pleased to hear from you if you have any questions or suggestions, and don't forget to come along to the season's briefing on Sunday 11<sup>th</sup> April following the Fitting Out Supper the night before and we can have a good chat about plans for the season.

**Dave Cooke**  
Commodore  
*Nimrod*

\* Sorry *Nimrod*!!

**You will be able to find a full listing of this year's cruising programme and associated races on page 5 followed by Geoff Cooch's Cruising Summary. (Editor)**

# Ray's Racing Roundup

## Ray Picks up the Baton

For those of you who do not know me, my name is Ray Apthorp and I have the formidable task of taking the reins from David Knight. As most of you that attended club events over the past few years will know, David did not only organise the racing, but also just about anything from arranging berths to booking venues for meals. We will all miss his enthusiasm and willingness to take on just about anything that was needed. I by contrast will be concentrating my efforts purely on running the various racing events throughout the year - setting courses, starting races, working out results and adjusting handicaps etc. I consider this work alone to be quite onerous in itself, so I am afraid I will just have to accept that David Knight is superhuman and do the best I can.

I have a fair amount of dinghy racing experience from some 30 years ago and more recently in cruisers. I still remain enthusiastic about this area of the sport and see a lot of fun and many benefits to be had by taking part in the racing. I hope that many of you will give it a try. I will be calling on the services of a few experienced racers to assist me throughout the year as I am unable to make all the events on the calendar. I will therefore need to hand over Race Officer duties on those occasions.

## Handicaps

Probably the hardest and most contentious part of organising racing for cruisers is making sure that people's handicaps are correct. In fact it is an impossible task as different

boats perform differently in a variety of conditions. Some boats prefer more wind, some do not perform when the sea state is rough and so on. We also have to ask ourselves how we want the system to work; do we want to share the prizes out by heavily handicapping the boats that win races? Or do we want the fastest boats and most expert crews to win most or all the races? My personal view on this is that we are primarily a cruising club, therefore the fastest and best crewed boat winning all the races would not encourage others to take part. On the other hand, if we continue to handicap the winning boats until they can no longer compete, we may as well have the prize giving at the start of the season and share out the prizes with those that did not get one last year.

My ideal would be to handicap the boats to the point where crews would have to perform above average to have a chance of winning. To this end, I would always be very interested in hearing any views from members with regards to how they would improve the system. However for now I intend to carry on with the RYA recommended performance handicap system that I inherited, with a few adjustments that I consider will make it work better with the smaller fleets in a club environment.

## Quest for a Committee Boat

As yet we do not have a regular committee boat to start the races and it would be much appreciated if there is anyone out there who

would be happy to provide that service. In the absence of a committee boat we will be starting races by VHF and recording our own times by GPS at the finish line.

## Racing Programme

We have all the usual races in the calendar for 2010. I will be trying to make the courses both interesting and demanding by including all points of sailing during the course of the race. All the details will be finalised nearer the time and hopefully passed on prior to the event and on race day by VHF. I hope that many of you will participate in the racing as it can be a lot of fun. We are not too serious and it is a great way to improve your sailing. When the wind drops or swings round on the nose, it's all too easy to start the engine and motor home. When you are racing there is a good reason for persevering to the finish line.

If anyone is interested in furthering their knowledge of racing with regards to the rules or boat handling and tuning etc, this may be something we could promote by having formal or informal discussion groups, or possibly by arranging a speaker evening if there was sufficient interest. If not, that's ok. I accept the fact that we are primarily a cruising club. Please let me know your thoughts.

## Pushing the Boundaries

For any of you that may be interested in taking racing a stage further, I would take this opportunity to let you know there is a very good race series on the Blackwater

(Continued on page 4)

# Marina News

## TRANSEUROPE MARINAS HITS 40 !

I am delighted to advise you that TransEurope Marinas has now grown to over 40 Member Marinas. This is the largest network of marinas offering the reciprocal berthing arrangements for their berth holders.

Our group currently consists of 41 members, and extends all across Northern Europe. You will have received a copy of the new TransEurope Marinas mini brochure with your Marina Newsletter, which shows the true growth of this very active mutual association.

For those of you who are unfamiliar with TransEurope,

TransEurope Marinas is a group of select European marinas offering reciprocal berthing arrangements for their berth holders. A 50% visitors' berthing discount will be given for up to five consecutive days to visiting yachts, at any member marina.

Please remember to produce your membership card on arrival. Most importantly, each marina will offer a warm welcome, and be able to help you with any problem that you encounter. We would be most grateful to receive your feedback, either during the season, or if you prefer, at the end of the season.

I do hope you make as much use as possible of this truly remarkable association. We feel that it offers a real add-on benefit to your berth at Tollesbury Marina.

Many thanks, **Julian Goldie.**

**Turn to the back page for news of an innovative new filtration system recently fitted to the marina's bulk fuel storage tank.**

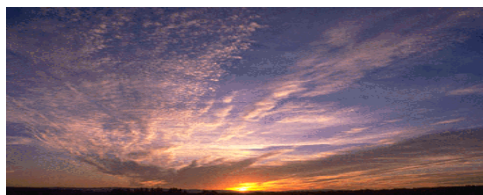
## Ray's Racing Roundup

*(Continued from page 3)*

run by the Blackwater Joint Racing Committee (BJRC) aimed at cruising boats. In fact the criteria are that all the boats should be fully equipped for cruising. There are usually at least 10-15 boats at the start line for a race that typically lasts around 4-5 hours. This is a fun series and could most be regarded as the next step up without plunging into serious race events with stripped out race boats etc. It would certainly be nice to see more Tollesbury boats competing. If you would like more details or would even like to join me and my motley crew for some of these events, please do not hesitate to contact me.

Look forward to seeing you all on the water in 2010.

**Ray Apthorp, Racing Advisor**  
*(Aloha)*



# Cruising Programme 2010

March	6th	Wallet ball
	12th	Irish Night
	14th	Mothering Sunday
April	2nd to 5th	Easter Cruise - Blackwater
	10th	Fitting Out Supper/Boat Show
	11th	New season's briefing - 11:00hrs
	17th to 18th	Cruise to Titchmarsh/Walton Backwaters
	24th to 25th	Local Cruise
May	1st to 3rd	Bank Holiday Cruise to the Orwell
	8th	Commodore's cocktail party - 18:00 to 19:30hrs
	22nd to 23rd	The Goldie Challenge - Burnham
	29th May 6th June	Spring cruise to Medway and London/Limehouse
June	12th to 13th	Hamford Water / Safari supper
	14th	Optional extra day
	19th to 20th	Steve Rix Race to Ramsgate
	26th to 27th	Dinghy and family fun weekend
July	3rd	Summer Ball
	10th to 11th	Teddy Bear Race & Howlett Trophy
	17th to 18th	Possible Buxey Ashes or Kings Head Trophy
	24th to 25th	Pursuit Race
	31st	Start of Summer Cruise - Holland/France
August	1st to 15th	Summer Cruise
	20th to 22nd	Friday night sail to Brightlingsea / The Roach
	28th to 5th Sept	Late Summer Cruise - East Coast
September	11th	Possible Buxey Ashes or Kings Head Trophy
	12th	Wallet Long Race
	25th to 26th	Teapot Trophy and Boudica Racees
October	16th to 17th	Autumn Boatshow
	30th	Laying Up supper
	31st	AGM - 11:00hrs
November	6th	Fireworks at Brightlingsea
December	4th	Christmas Cruise / Frostbite race

The Committee hope that there is something here to appeal to everyone. Obviously we will do our best to stick to the programme but sometimes the weather or other events out of our control may make it necessary to change the details and even the destination of some events. Please keep an eye on the website and notice board for any updates.

# Cruising Summary

We've put together a varied and interesting cruising calendar this year. As I sit here watching the Winter Olympics from Vancouver with their weather causing chaos on the slopes and with our winter seeming to hang on longer than ever before surely we must be in for a good summer. The last two years have been very testing but who knows?

## Home Start

Anyway, we're starting off with a cruise on home ground. We all cruise far and wide but it can be easy to forget how beautiful the Blackwater is. I'm certainly proud to be located here but how often do we get the chance to enjoy what's on our doorstep? We've put together a visit to some of the prettiest bolt holes on the Blackwater - Heybridge Basin, Pyefleet, Brightlingsea and Bradwell. With some local excursions planned and a meal in one of the quaint quayside pubs, this promises to be an enjoyable weekend without too much pressure. Later in April we have a slightly more adventurous trip to Titchmarsh, somewhere we've not been for a while, and the Walton Backwaters. This should be a peaceful weekend with a stay in a pretty Marina and the tranquillity of Hamford Water for those who prefer it that way.

May Day we've decided to try a cruise on the Orwell, maybe taking in the bright lights of Ipswich or the Butt and Oyster at Pin Mill. There's some lovely Countryside along this river and we'd like to take some time to enjoy this over a longer weekend.

## London Bound

Whitsun weekend we're taking London by storm again and with us all praying for a following wind, I'm already seeing some great ideas on the Forum for trips out of the Tower. That's the advantage of the Forum, we can start gauging views, gathering ideas and forming the detail of these cruises well in advance, it's a great way to get involved.

In early June we're re-running the Hamford Water Safari supper weekend with the option of staying the extra day for a barbeque breakfast on the beach. The menu went from curry to 'trad' sausages last year and full English all round. With a Sunday morning dinghy safari to see the seals and a leisurely cruise down the Wallet, this promises to be a popular weekend again and we're looking forward to equalling the numbers of last year.

At the end of June we're trying a family fun weekend with the focus being on taking us back to our sailing roots. We have a variety of sailing dinghies lined up, (more welcome) and we're looking forward to having some fun on the water, maybe getting wet in the process - fancy it? Look out for the poster on the Notice Board.

## Flexible Destinations

Come the end of July we see the start of the Summer Cruise. This year we're leaving the destination open to allow for the weather and to take into account the members' ideas. We hope you will get on the Forum and let us know where you think we should go - France or Holland? Our Commodore David

Cooke is heading for the Channel Islands and would love some of you to join him - if you're up for it, get in touch.

We've put in a night sail in August, nothing too trying but it's a great way to experience the joys of spotting the local buoys and all those familiar touchstones in the dark. This is followed by a trip to the Roach and a chance to explore the less well known parts of the Crouch.

## Late Summer

A popular favourite, the Late Summer Cruise starts at the end of August. Our Vice Commodore Peter Philpot has made this one his own with a visit to as many of the beautiful inlets up the East Coast as can be fitted in. A popular pastime has been to get into some of the quirky cinemas in these coastal towns. Can anyone do them all?

I'm not going to mention the final two cruises, there's too much to get through and this winter's not over yet! Can I encourage you to get involved? Keep your eye on the Notice Board, join the Forum, look out for regular reminders in our very own fantastic newsletter, *Up the Creek* and above all, come and talk to your committee. We're always pleased to hear from you and your input will help to shape a great year.

Happy Cruising. Looking forward to seeing you on the water!

**Vice Commodore Cruising**  
**Geoff Cooch (*Breezer*)**

# Frostbite Cruise

If you enjoy going blue in the face  
 Sign up for next year's Frostbite race  
 The Christmas cruise is such a wheeze  
 If you like to watch your mainsail freeze

The Christmas Cruise 2009  
 Started off in weather fine  
 Slowly the rain began to fall  
 And soon it became a festive squall



Bradwell welcomed the Tollesbury fleet  
 With icy hands and frozen feet  
 Once safely in our chosen berths  
 Boats were decorated with great mirth

Stuart and Wendy hung festive balls  
 Whilst Peter found that duty calls  
 He prepared the seafood feast  
 Whilst Lhasa inflated the Rudolf beast



Ida of Brixham welcomed our happy cruise  
 With silly hats and lots of booze  
 Soon we all were making merry  
 With oysters, prawns and pints of sherry

To our boats or pub we soon did stumble  
 With arms and legs in such a jumble  
 Thus the day came to an end  
 With frozen feet and the odd new friend

By Charlotte Perrin

© Made to measure poetry



# Know What is Going On Use The Website Webmaster Colin Shead updates us

Our website is now in its third year and we estimate is accessible to more than 95% of members. Paper mail shots are very expensive and almost always out of date, so we want to maximise the use of the website facilities to make sure that you are able to stay fully informed about events, offers and other matters of interest.

**Have you found the website yet? No? Well take a look at**

**[www.tollesburycruisingclub.co.uk](http://www.tollesburycruisingclub.co.uk)**

On the website home page you will find the latest club news including events, marina offers and other information of immediate interest which we update regularly, especially during the summer when the club is really active. On other pages you can find links to the annual programme including racing and cruising events, weather and tides and lots of useful links, as well as the more routine information about who is who and contact details. If you are a keen photographer, check out the 'Gallery' page for details of how to enter the annual Photo Competition.

The 'Members Zone' contains links to the Members Directory (you can submit or change your details on-line) as well as the sometimes controversial personal handicap lists! To access the information in this area you need to use the members' login.

**Apply to the webmaster via the website to receive username and password**

## How to stay in touch?

**Just want an occasional e-mail from the club?** - easy - please subscribe to our new e-mail list service. You can find full details on the website home page or simply e-mail the webmaster ([webmaster@tollesburycc.org.uk](mailto:webmaster@tollesburycc.org.uk)) with your name (first name and surname), your e-mail address and optionally your boat name and berth number if you have one.

**Want to get into some serious dialogue?** Also easy - sign up to our Discussion Forum. This is quite lively and has been in use for two years. Used mostly to organise events, it also has 'For Sale' and 'Suggestions' sections, as well as a section for General Discussion. From the website home page, click on 'Discussion Forum' and then on the link 'register using this form' and complete the on-line form to receive a personal username and password.

If you have questions, or are having difficulty, please make contact by e-mail or phone, or you can often find me (in the season) on *Toodle Pip* berth D12.

**Colin Shead 01376 514243, 07834 782258 or [webmaster@tollesburycc.co.uk](mailto:webmaster@tollesburycc.co.uk)**



## Strong winds plagued us all during the late summer. The Perrin Family cruise proved to be no exception as Charlotte Perrin reports.

### Sunday 23<sup>rd</sup> August 2009

All you need to start the perfect Summer Cruise is a strong South Easterly, radiant sunshine and Test Match Special. With that very combination Captain Rob and the girlie crew (including six teddy bears and two gnomes from next door's garden this time) set sail from Tollesbury with the Orwell as our destination.



*Liz at the helm taking us out of Tollesbury*

With the Ashes in the balance, we hardly dared breathe, let alone take any notice of minor things such as trimming the sails and avoiding the Colne Bar. Rob noticed the swirling waters and avoided the Bar thanks to his superb seamanship and commentary by Christopher Martin Jenkins. Concentration improved during tea at the Oval as we raced towards Clacton (looking positively sun drenched and even tropical). The Wind Farm to star-

board looked resplendent in the sunshine but the trip soon became a blur again as the commentary resumed. We hardly dared hope for victory. As the great John Cleese said, "I can cope with the despair, it's the hope that gets to me!" Swan took the last Australian wicket as we approached Walton. What a perfect day. Great sailing and great cricket just a day to be proud of being English I suppose.

Rob began his celebrations and was about to rename our boat *The Freddy Flintoff* when we heard a Mayday on the radio and we watched the drama unfold off Walton Pier. The life boat and helicopter were scrambled to rescue a lone sailor who had fallen overboard. After a few minutes of high drama it transpired that the splash observed had been a large fender falling off the side of the innocent vessel. We felt for the skipper of the yacht in question who must have been enjoying a lovely afternoon's sailing only to find the RNLI helicopter hovering inches from his stern!!!

He was annoyed but thankful, as we were, that the RNLI responded so quickly and with such efficiency. The kids and Rob kept waving madly in case *Seaside Rescue* were filming us for their next series.

We had a fantastic sail past Harwich in the setting sun eventually arriving at Suffolk Yacht Harbour very late on Sunday evening. The

Harbourmaster had long since left to watch the Ashes highlights so we aimed towards the Visitors' Pontoon only to find it teeming with boats. In the dying light we spotted an empty mooring on one of the pontoons, and being pirates, we stole it!

### Monday 24<sup>th</sup> August 2009

Another beautiful day dawned with *Grey Goose* lying in her stolen mooring. The Harbourmaster had not even noticed we were there! We made ourselves obvious by using all the hot water in the showers



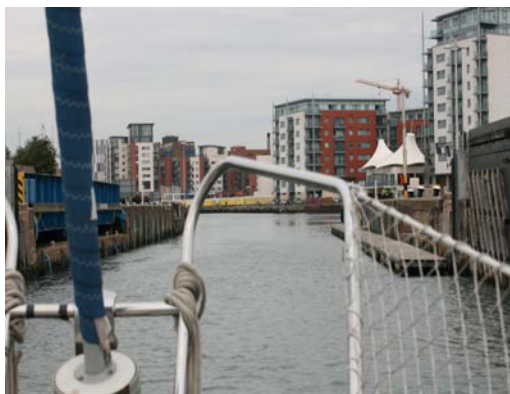
*Harwich in the setting sun*

and eating huge numbers of ice creams and we were eventually charged for our stay.

We set sail on the Orwell heading towards Ipswich Haven Marina. The sailing was gentle and the scenery majestic. We had never ventured much beyond the Orwell Bridge previously, past the rotting hulks of ancient boats. It was here that Alex was first spotted by the swans and their cygnets who stealthily started to tail us. As the lock approached I tried to calm my

nerves. It came as a wonderful surprise to find the lock was on 'free flow'. The only duty to perform was to wave at the Lock keeper in his hanging basket bedecked of-  
fice.

We could not believe that the rough industrial banks would give way to such a lovely marina. Our mooring was directly opposite the



*Joyous sight of Ipswich Lock on 'free flow'*

old Customs House which somehow melded in with the modern architecture around it. As Rob and I marvelled at the history of the building and commented like dull adults on its historical significance, Alex suddenly found herself ambushed by two swans and three very large cygnets. Before we knew it, the kids had fed our entire week's supply of bread to the clearly undernourished gigantic cygnets.

The girls were about to feed the rest of our stores to them when we persuaded them to get on their bikes and go exploring. Soon the air was filled with the screams of teenagers racing around the Marina like maniacs as we had an early afternoon G&T at the Marina Bar pretending that they weren't our children.

We had a late afternoon stroll to Pizza Express across the marina

and as we approached the end of the pontoons we saw a kilt hanging from the halyard of one of the boats. It was an unusual sight but within seconds we were hallooed by a Scotsman not wearing a kilt (but thankfully wearing shorts). It was Trevor and Lyn from *Dignity* who had moved from Tollesbury to Ipswich. They proudly showed us their new boat (*Dignity Too*)

which they had traded without paying a penny and for a Scotsman we were told that is the best deal in the world.

They of course miss the company of Tollesbury but they seem very happy and are still preparing for their round the world trip which they will do....eventually.

### **Tuesday 25<sup>th</sup> August 2009**

It's official! The Perrin girlies love Ipswich. It so deserves being described as a Haven, with every shop known to my credit card just ten minutes walk away. In addition the market was on and Rob bought the usual supply of diseased olives from the suspicious



*The 'Cygnet Brothers' discussing their next heist!*

fellow with the garlicky breath and rotting fruit from a dodgy market man. Then came the luxury that is Costa Coffee and the Captain forced himself to stop for a cap-

puccino after a rather stressful trip to Primark. The girls then went to the Cinema whilst we tried out the 'delights' of the 'Punch and Judy' labelled as a 'family pub' where your children can throw themselves into ball pits whilst you hammer your liver. Why we suffered the chorus of screaming children and their drunken parents when we didn't even have our own kids there was a mystery. Why didn't we go to a grown up pub? We were a little late coming to meet the kids but we managed to convince Ipswich Social Services to hand them back to us. We rounded off what became a rainy evening with a takeaway curry on board.

### **Wednesday 26<sup>th</sup> August 2009**

Rain....that was not in the plan! With a heavy heart the girls and I immediately made plans for a return trip to town which somehow did not seem to fill Rob with joy. The painful memories of yesterday were clearly still traumatising him. We were late again for the showers and for the second day running the male cleaner produced his no entry sign just as he saw us approaching. Liz nabbed the family shower room so Alex and I were sent by the jolly Harbourmaster on a 10 minute walk to a second set of showers "behind the Fairline factory". We paraded our dirty curry-ridden bodies past the pristine shrink-wrapped majestic boats being prepared for their new owners who clearly have more money - well more than we do. By the time we got back to the boat, the skies had cleared and Rob had made ready for us to go. All plans for a return date at the shops were quashed.

I put my lifejacket on with some nervousness as I knew I now had to face my worst fear. I suffer

from a terrible affliction called 'locko-phobia'. Every time I approach one I have flash backs to Shotley lock, 6am on a foul late October morning with a force 8 gale swirling, the boat smashing into the lock wall and the lock keeper almost pulling me into the swirling waters by my boat hook (which was lost in the debacle). It was the first lock we had encountered since that dreadful day and my knees were like jelly.

The lock at Ipswich however seemed an altogether more benign affair with a very jolly lock keeper who kept waving at us from his tower and cracking jokes over the loudspeaker, rather like Stuart Hall on 'Its A Knockout'. There was only one other boat in the lock and we had enough space to manoeuvre. I leapt off and put the line around what I thought was the correct cleat only to watch *Grey Goose's* stern drift away towards the rapidly closing lock gates. The dingy had to be hastily pulled from the jaws of the gates by a quick thinking Liz. Rob got us out of trouble and with shaking hands I tried to keep the bow in place as the waters slowly fell and the front gates opened. It was all but seconds before we were free and with a cheery "bye bye" and ten points for *Team Grey Goose* from the lock keeper we were off.

Sadly the Orwell was disgustingly gusty and our planned 'little sail' up and down this majestic river was quickly ended. The wind was just so uncontrollable and we decided to come into Woolverstone earlier than planned to take refuge. As ever the wooded banks, gentle slopes and regal riverside houses welcomed us. As soon as we had

moored the weather immediately changed into glorious sunshine and soon we were sitting on the bar terrace sipping Pimm's whilst the children went mad on their boat bikes up and down the slope until they both fell off and maimed themselves.

After a boat clear up (in and out) Rob and I went for a stroll up the riverside to the Butt & Oyster pub - absolutely fantastic! I have never seen such a picturesque view from a pub window which was made all the more stunning by the darkness of the ancient bar area and the late evening sunlight bathing the old barges in gold. The *Dawn* which we had seen being restored during



*'Bring a Barge' party at The Butt & Oyster*

our time at Heybridge Marina was now sitting gloriously in Butterman's bay. Just wonderful. We dragged ourselves back to the boat due to the thought of starving children all alone in the world with a case load of DVDs and a cupboard full of food!

#### **Thursday 27<sup>th</sup> August 2009**

Woolverstone has such a peace which remains unbroken by the eerie almost silent passage of the huge cargo ships that slip gently by, rarely even leaving a bow wave. The distant sound of the giant horns through the early morning mist is

often all the warning you get. Some of them are no more than the rotting hulks of Eastern European ships that just seem out of place with the wealth of the boats in the Marina.

Luckily the wind seemed less gusty and having gently eased *Grey Goose* out of her mooring, we were soon zipping down the Orwell. Life was good and we were back on track with Rob's sailing hours which he needs to notch up to prevent depression setting in. However, as we approached Harwich the wind began to lash out at us. Wherever we went we found ourselves with wind on the nose. The boat lurched from one side to the other and eventually Rob decided to revert to the engine (defeat in his eyes). Soon we were at Pye End navigating our way into the Twizzle and on into Titchmarsh Marina. The wind by this time was so strong that it was screaming through every length of rope and rigging in its path. Unable to stand the screeching any more, we beat a retreat to Walton where the depressingly faded exteriors seem

to swallow me up and suck all the life out of me rather like the Death Eaters in Harry Potter. The strong winds resulted in huge waves crashing against the sea wall. Usually the scene is so benign. For the girls it is, of course, heaven with the pier and the fun fair all at close range. With promises to come back and enjoy hours of fun on the pier the next day we went for some dinner. We let the girls have a few rides on the fun fair before the cold got to us and we headed back to the Marina.

#### **Friday 28<sup>th</sup> August 2009**

After a night being whipped by the wind and woken every few hours by the cacophony that went with it,

we took advantage of a wonderfully sunny morning to all get on bikes (two of which we hired from the shop for Rob and I). Before our trip we bumped into Dave and Sue from *Iceni II* who have made their home here and seem very happy. We headed first to the Naze Tower for a bit of history. By the time we got there the wind was strong enough to almost blow Rob over and there were very few boats at sea Rob was pleased to note. After a restorative cup of tea we climbed the tower and emerged at the top to wind that left you simply unable to breathe. The view was spectacular and was assisted by the Red Arrows making an appearance for the Clacton Air Show. It was lovely of them to arrange that for us.

Back down the tower and then onto our bikes for a wonderful cy-



*A Stormy Day at Walton*

cle along the prom to the Pier. There the girls immersed themselves in the pleasures of the rides and we had a very brisk walk to the end of the pier followed by a couple of restorative drinks at the faded bar full of some of Walton's finest citizens spending their Job Seekers allowance on cheap cider. Girls barely 18 with a variety of kids obviously not fathered by the toothless men at their side ravaged by years on the drink and being weathered by the Pier winds as

they smoked outside. The girls don't see any of that. It's just bright lights, endless rides on the bumper cars and the Waltzer. After many downpours we chose our moment to escape back to the Marina where we were caught in an immense storm which felt cleansing.

### **Saturday 29<sup>th</sup> August 2009**

We showered on time for the first time this week and were ready for departure on time for once. With buttocks still aching from our cycle ride, we slipped our moorings and left Walton. As we headed to Pye End we caught the T.C.C. Late Summer Cruise heading for Hamford Water. We were green with envy as they looked relaxed after a fantastic sail to Walton. We had that same horrid package holiday feeling when happy new arrivals rush out to the pool as we sit amongst our suitcases waiting for the coach to take us to the airport. We steeled ourselves and gave a cheery wave to such luminaries as *Mimosa*, *Nikita*, *Codan*, *Dualin*, *Collette* and *Tongue Twister* to name but a few. They hurled the statutory amount of abuse as we sailed on.

It was then that the wind hit us. The joy on Rob's face was unconfined as *Grey Goose* suddenly took off and heeled to Port between 30 and 40 degrees. Don't get me wrong, it is very exciting but on *Grey Goose*, that moment is always accompanied by the sound of charts crashing off the pilot's desk, cupboards opening to spill their contents of crisps, potatoes, ketchup and pasta and the sight of glitter from a thousand pots from the kids' arts cupboard spilling all

over the floor. I spent the next six hours clearing up glittery potatoes



*I wonder if he has glittery potatoes flying around!*

and pasta covered charts whilst trying to get to the loo at an angle of 35 degrees. As I approached the girls' cabin I was pelted with teddy bears flying around from one end of the beds to the other. They seemed to be having quite a good time.

Eventually, having had a very close relationship with the wind farm, getting closer and more distant as we tacked back and forth for some six hours, I persuaded Rob to switch on the engine. In truth, he looked at my glittery ketchup stained face, caked with pasta and potato and finally took pity on me. We headed to Bradwell where we enjoyed two superb days' rest before heading back to Tollesbury, work, school and our wonderful comfortable beds!

Charlotte Perrin (*Grey Goose*)



# Confessions of a First Time Newsletter Editor

The call came as the season drew to a close. "It's Dave here. Would you consider taking over as editor of *Up the Creek*?" A long pause as I considered my fate. I had always enjoyed contributing so I guessed that this would be the logical next step. Big sigh of relief on the other end of the phone. And here I am some six months later putting the finishing touches to my first edition as editor.

I spent a day with Barry Jones (my predecessor) watching him edit last autumn's edition. I could see what he was doing at the time but when I clicked on Microsoft Publisher for the first time unaided, the task ahead of me seemed vast.

I had plenty of copy with which to fill my pages but how to arrange it and make it look good? I scribbled out lists and notes on the backs of envelopes and slowly but surely the ghostly form of a newsletter began to take shape in my addled brain. Transferring what I could see in my mind's eye into something I could see on screen was not so easy.

What does every 50-something parent call for in their hour of digital need? Right first time - the resident teenager of the house. How else would I ever download music onto my iPod or work the DVD player? Robbie came to my aid, his lightning fingers clicking keys faster than I can type and doing things to the texts I had spent ages formatting. (The problem is they can never actually explain what they have done so you can do it on your own next time when they have gone off round the world on their gap year!) So with his help, I have taken copious notes and bit by painful bit, the apprentice is learning to do it herself.

Its been a steep learning curve and I have a few requests which I hope you will take in good spirits. Its really great to receive articles and photos from contributors. (After all wouldn't it be boring if everything was written by me? Then I wouldn't be an editor would I?) It would really be helpful to me if you could send in articles and reports unformatted. Most of the time I have had to play around with lovingly produced articles to make them fit the page. This would also make it quicker and easier for the contributor in the

first place and text can be sent to me easily as an email attachment. (I am also happy to receive copy by 'snail mail' or by hand). Secondly, photos. Please keep them coming! Its great to receive them and they really do liven a piece up. There are various ways of sending photos in a compressed form so that they don't block either your 'sent items' or my 'inbox'. If in doubt as to how to do this, ask a passing teenager!

Well I've been waffling on a bit haven't I? And this is where the 'confession' bit comes in. Not being a Catholic, I seem to have missed the point. Time to 'fess up I suppose. This article is here because in trying to balance making things look right with fitting everything on the page, I needed a some extra space in order to make the newsletter have a proper back page!

Well I hope you have enjoyed my first attempt. I have enjoyed producing it in a slitty-eyed sort of way. Keep those contributions coming.

Until the next time.....

**Hilary Morgan**



Photo : Charlotte Perrin

# Water Separation Filter Fitted to Bulk Storage Tank



As a holder of the prestigious 4 Gold Anchor award, Tollesbury Marina aims to improve the standards of facilities available to all boat owners. The availability of clean 'dry' fuel is essential for all diesel engines and genera-

tors. Care must be taken to ensure all free water, microbiological growth and other contaminants found in diesel are removed prior to supply to the boat owner. So doing means that the boat owner only pays for good fuel as intended by the manufacturer. To this end, a new filter has now been fitted to our diesel tank.

Designed to remove 100% of free water from diesel storage tanks, the FBO fuel filter water separator from Racor is the ideal solution to fuel filtration and water removal. As a pleated depth filter, the FBO also removes microbiological growth and other contaminants found in bulk storage tanks. Cleaning of the fuel at this stage extends the life of the onboard filtration system and minimises the risk of fuel system failure at sea.



*Julian Goldie with the new pump in situ*

The Gold Anchor award is also concerned with environmental stewardship and so the correct disposal of used filter cartridges is a key part of the assessment procedure. The standard construction of the Racor filter contains no metal components, which allows spent cartridges to be easily crushed or incinerated to reduce disposal costs.

FBO assemblies have a flow rate of up to 284 litres per minute and can be used for the removal of water and contaminants in most hydrocarbon based fuels including: diesel, petrol and kerosene. The closure hardware consists of metal hand knobs and a slotted 'locking ring collar' for ease of maintenance and filter replacement without the need for hand tools.



*The centre drum is for the safe disposal of used filter elements*