



# Up the Creek...

## Bring on Those Lazy Days of Summer!

### We've had enough of this cold stuff!

Well as I write, my diary tells me that Spring is upon us but my garden thermometer would say otherwise. Yet some intrepid souls have already ventured across the Blackwater on this year's Shakedown Cruise to Bradwell! I can't imagine that this was particularly enjoyable but the happy faces pictured in Heidi Seary's report on page 3 would seem to suggest that a warm welcome was to be found in the *Green Man*. In case you didn't yet know, Heidi has taken over the post of Cruising Commodore from her husband Nigel who is now the Club's Treasurer.

It was Tollesbury Cruising Club's turn to host the Wallet Ball this year and along with all the usual tasks involved with organising such a large event, it falls to the host club to present a cabaret. Ian Robinson's account of the evening brings it all to life. Read about it, relive it if you were there and giggle at the numerous photos! (page 6)

Ever tried to do one of those 'quick' jobs on the boat that turns out to be not so quick after all? Robin Kemp amuses us with his particular tale of woe. We've all been there Robin. We feel your pain. There's no such thing as an easy job is there?

Julian Goldie recently presented Nieuweport Marina with a Golden Anchors award. See their press release and photos on page 11. Many members will already be familiar with this marina on the Belgian coast and it is often included in cross Channel Club cruises.

Colin Shead has been beavering away during the winter months to bring the website up to date and hopefully make it more user-friendly and appealing. Take a look. I think you will agree that it's a big improvement. Colin introduces us to the new site on page 5. Don't forget that you will have to reregister to use the forum if you have not already done so.

No one can promise us any decent weather this coming season. We are told instead that global warming is changing the jet stream pattern high above us giving us a colder airflow in winter and a wetter one in the summer. Who knows what's going on? But one thing's for sure – Tollesbury sailors will venture out whatever the weather and we will be determined to enjoy ourselves whatever Mother Nature has to throw at us! But you will all excuse me, won't you, if I wait for that thermometer to rise just a little bit.



Will the Sun Ever Shine Again?  
Beachy Head Basking in the Summer Sun for a Brief Window Last July!

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# Commodore's Corner

Hello everybody. Well the biggest event to happen since I last reported to you has of course been the Wallet Ball. All club members who were there will already know what a great success the whole evening was. The rest of the membership can be very proud that their club put on such an efficiently run ball and as for the panty show, the whole troupe performed like real thespians. Andy Hobden's cross dressing efforts were a sight to behold though I think he may have been able to walk more easily had he not put his silver high heeled boots on the wrong foot! I'll let the photos which are liberally scattered throughout this edition speak for themselves! We had an excellent selection of raffle prizes which meant we raised over £1,000 for our nominated charities, the East Anglian Sailing Trust and the Wolverstone Project which we know better as the East Coast 50. Ian's report. I cannot praise the committee members and others who organised this event enough. Well done everybody - we've certainly set the bar high for the next club.



Commodore Peter Philpot welcomes guests to the Wallet Ball and gets the show on the road!

Photo: Nigel Seary



Wallet Ball Cabaret—Liberty Belle (Trish Noscoe) introduces 'Big Fender' - Rumour has it that Peter got stuck going through a door in costume. The particularly large rubber ring was the inner tube of a big dumper truck—though Peter would like you to know it wasn't from one of those vehicles you see on those Mega Machines TV programmes!!! (editor)

Photo: Nigel Seary

Back to the present time now and we have just had the Shakedown Cruise – well done to the two boats Diana 2 and check re Polo Moonshine who were ready and managed to get to Bradwell, despite the 40 k winds earlier in the day. As for the rest of us, I think you must have certainly been delayed due to the weather. My plans for refitting certainly have been disrupted this winter. I did note though that a couple of weekends ago a little sunshine appeared and this started to bring people out ready to

work on their boats albeit well wrapped up against the cold. Well that's me done for the moment. Make sure you all sign up for the trips we have arranged for you and if sailing in company is not your thing, then enjoy yourself however you spend your time on the water. As always any club member wanting to talk to their Commodore – I am always available on 07971 859151

**Peter Philpot**  
*Codan*  
**Commodore**

# Racing Round-up

The Frostbite Race which takes place in conjunction with the Christmas Cruise attracted a healthy entry list which, unusually, didn't have the normal last minute retirees due to adverse weather. It was cold, it was windy, it was forecast to rain..... just like summer then!..... so why no retirees? There seemed to be a resolve from the people I spoke to that, as the weather had disrupted so much of their plans through the summer, they were determined to enjoy what would be for most people the last sail of the season.

The usual fun trophies of christmas puddings for the winners were obviously highly prized by one skipper as he slightly "anticipated" the starting gun..... yes, handicap adjustments will follow for the trophy races this year!



Overcast for *Rose Tyler* .....

The overcast skies quickly changed to blue skies and sunshine as the race progressed making it a pleasant arrival at Bradwell Marina for the Christmas Cruise festivities to get under way. Seafood and champagne were consumed with enthusiasm at the pontoon party with "best decorated boat" award going to *Mimosa* and "best decorated crew" award going to *Harmony*. First place in the race went to *Dionysus* with *Moonshine* second and *Ostara* third.

TCC will be running the usual programme of races, details of which are already on the forum in the events section. Details of each race will also be posted on the notice board in the clubhouse so feel free to enter the races either through the forum or via the notice board.

As mentioned in the last newsletter TCC will be hosting the *Wallet Shield* which will be on Saturday 17<sup>th</sup> August with a post-race party to be held at the Colne Yacht Club. Provisional arrange-



..... Blue Skies for *Dionysus* and *Ostara*

ments have already been made which should be finalised in the next few weeks in order to give plenty of notice for anyone wishing to take part. The post-race party is open to everyone not just race participants so please come along and join in.

As I type the final paragraph we have just returned from the Shakedown Cruise to Bradwell. We had to wait for winds averaging 32 knots gusting to 39 knots to decrease to be able to leave the marina (without sails as it had been too windy to bend them on). However, we did manage a very pleasant sail on the Sunday, so let's just hope the weather works winter out of it's system before Easter!

**Paul Noyland**  
*Moonshine*  
**Rear Commodore - Racing**



# Cruising Update

The definition of an optimist is a person who has a tendency to expect the best possible outcome or dwell on the most hopeful aspects of a situation. After the poor summer weather of 2012, a number of Tollesbury Cruising club members have made a unanimous decision that this summer is going to be far better. With that official declaration we have an action packed cruising schedule to look forward to.

We started the season in March with a shakedown cruise to Bradwell and had a lovely time with the group of intrepid sailors who braved the wind and cold and had a delightful evening at the Green Man pub. Although Bradwell is not far away, it was far enough to feel that we had made a bit of a journey and got a chance to test the performance of our boats.

Over the coming months we have lots of varied activities planned including:

## Up the Orwell for Easter

The next big event will be the Easter cruise. Come and join us on Good Friday for a race or a cruise to Levington and stay at Suffolk Yacht Harbour. We hope to arrange a meal at the Lightship. On Saturday we will then cruise up to Ipswich and stay in Ipswich Haven Marina. On Sunday we can stay in Ipswich or look at other options for cruising in the area.

Learn new skills at the RYA boat handling course on the 27th April. Instructors will go through general boat handling, anchoring as well as the always popular man overboard techniques.

## Early May Bank holiday in North Fambridge

We plan to cruise down the River



Intrepid Cruising Club Members gathered for a meal at Bradwell's Green Man Pub having made the journey by either sea or boat. It was good to see former Cruising Commodore Rob Perrin!

Photo: Nigel Seary

Crouch to beautiful North Fambridge and then move onto Brightlingsea.

## Late May Bank Holiday Safari Supper

We will cruise to Shotley and then go to the Walton Backwaters and Hamford Water. Come and join us for the safari supper where you can enjoy different courses and company on different boats. In addition, you can explore the Backwaters by dinghy and enjoy watching the seals.

## June family fun day at Mersea Stone- BBQ

This is a chance for young and old alike to cruise to this lovely beach and enjoy a BBQ as well as some fun and games with all the family.

I encourage you all to visit the new

forum regularly so you can check on updates to all of these events. The cruising club is always happy to welcome new faces. If you have any questions or suggestions please contact me or any of the Committee Members.

Happy cruising and I hope you finish the antifouling and winter jobs in time to join us for the Easter Cruise.

**Heidi Seary**

*Diana II*

**Rear commodore - Cruising**

Full details of this year's cruising and racing programmes can be also be found on the website. (Editor)



# Tollesbury Cruising Club

The Yacht Club set in the heart of Tollesbury Marina

## 2013 Events Calendar

More details can be found, and you can book your place on these events, on the TCC Web Site Events Forum. Go to <http://www.tollesburycc.co.uk> and click on the Forum link

Month	Date	Remarks
<b>March</b>	Sun 10 <sup>th</sup>	Mothering Sunday
	Sat 16 <sup>th</sup>	Shakedown event to Bradwell
	Sat 23 <sup>rd</sup> Sun 24 <sup>th</sup>	RYA event- passage planning - 11.00am - 1pm Heybridge basin BBQ with Little Ships
	Fri 29 <sup>th</sup> Sat 30 <sup>th</sup>	<b>Easter</b> Pursuit Race (Friday) and Cruise up the Orwell to Suffolk Yacht Harbour(Friday) and Ipswich (Saturday)
<b>April</b>	Sat 13 <sup>th</sup>	Howlett Trophy (around the cans) - followed by overnight in Bradwell
	Sat 20 <sup>th</sup> Sun 21 <sup>st</sup>	Fitting Out Supper Season's Briefing by flag officers 11.00 am
	Sat 27 <sup>th</sup>	RYA-Boat handling, anchoring, man overboard techniques
<b>May</b>	Sat 4 <sup>th</sup> Sun 5 <sup>th</sup>	<b>Bank Holiday</b> Up the River Crouch to North Fambridge (Sat) and then on to Brightlingsea (Sun)
	Sat 11 <sup>th</sup>	Ladies Weekend: Teapot Trophy/Boudica Trophy - overnight in Brightlingsea
	Sat 18 <sup>th</sup>	Commodores Cocktail Party
	Sat 25 <sup>th</sup> Sun 26 <sup>th</sup> Mon 27 <sup>th</sup>	<b>Spring Bank Holiday</b> RYA Active Marina's Event - Cruise to Shotley and then Hamford Water - Safari Supper on Sunday evening
<b>June</b>	Sat 8 <sup>th</sup>	Family Fun Day at Mersea Stone BBQ
	Sat 15 <sup>th</sup>	Wallet Long Race - overnight in Brightlingsea
	Sat 22 <sup>nd</sup>	RYA - Boat handling, anchoring, man overboard techniques
	Sat 29 <sup>th</sup> Sun 30 <sup>th</sup>	Goldie Challenge Dinner at Burnham Royal Yacht Club - <b>to be confirmed</b>
<b>July</b>	Sat 6 <sup>th</sup>	Summer Cruise to the Continent - share travel plans with other members this month
	Sat 27 <sup>th</sup>	King's Head Cup
<b>Aug</b>	Sat 10 <sup>th</sup>	Steve Rix Race
	Sat 17 <sup>th</sup>	Wallet Shield - Party at Colne Yacht club
	Sat 24 <sup>th</sup> Sun 25 <sup>th</sup>	<b>Summer Bank Holiday</b> Late Summer Cruise - Medway/London
<b>Sept</b>	Sat 7 <sup>th</sup> Sun 8 <sup>th</sup>	BBQ East Mersey with Little Ships club (Sat) Buxey Ashes 8.30am (Sunday)
	Sat 26 <sup>th</sup> Sun 27 <sup>th</sup>	Laying up supper AGM
<b>Nov</b>	Sat 2 <sup>nd</sup>	Fireworks/Brightlingsea
<b>Dec</b>	Sat 7 <sup>th</sup>	Christmas Cruise

# New Look Website

## Webmaster Colin Shead Reports on his Updates



forum I recommend that you subscribe to the forums of interest immediately after registration is complete and you first log in. The default is 'off' so you will not receive any notification e-mails unless you choose to subscribe. You can manage your subscriptions, once set, in your User Control Panel.

To participate you need to register. Please do so as soon as possible if you wish to take advantage of the facility. When registering you will need to complete a

During January this year I completely revamped our presence on the Internet. The web address is unchanged and is either:-

[www.tollesburycc.co.uk](http://www.tollesburycc.co.uk)

or the easy to remember

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

The design of the web site has been simplified and hopefully you will find the new site easy to navigate around. Please have a look and let me know if there is any additional information you would like me to add; your feedback is always much appreciated.

We also have a new Discussion Forum accessible from the web site. This became essential because the old forum software became obsolete

and unsupported. The opportunity was taken to mount much more modern software that gives users more facilities, as well as being faster and easy to use.

All event information and much else besides, will be on the new Forum. New facilities include the ability to upload photographs to share with other forum users, as well as control of your own preferences through an individual 'User Control Panel'. A search facility is built in to allow all posts to be quickly searched for key words etc.

There is one significant difference as compared with the old forum; you are entirely in control of subscriptions, that is whether or not you get a notification e-mail advising you of a new or updated posting, or forum. If you want to participate fully in the

simple on-line form; just click on one of the Register links you will find on the forum home page. When your application has been approved you will receive an e-mail advising you that you can log-in to post messages. There is help information available in the forum, but naturally I am happy to help anyone who has any difficulty.

Colin Shead 01376 514243 or e-mail [webmaster@tollesburycc.co.uk](mailto:webmaster@tollesburycc.co.uk) for more information.

**Colin Shead**  
**Toodle Pip**  
**Webmaster**



# Tollesbury Troupers Exceed Expectations

## Joint Effort Raises Cash for Chosen Charities in True Spirit of the Wallet Association

### **Nothing Succeeds Like Success!**

The attendance at this year's Wallet Ball held on the 2<sup>nd</sup> March was ninety five - a good number. Our contingent of 38 was the largest by a wide margin. This is just as well as we were the organising club and one of the clubs that usually is a strong supporter made up only one table this year. I am very happy to tell you that the evening was a success on all fronts. From the comments received, everyone had an enjoyable time. One of the commodores emailed me afterwards to say that our cabaret was both hugely enjoyable and in the true spirit of the Wallet Association.

Certainly, those of us taking part in the cabaret under Betty Macey's able artistic directorship enjoyed performing it. Even David Knight in his role of Shrek (Sh. Wreck) did until, that is, we asked him to eat the head of his childhood friend, Donkey. He lost the plot a bit then it must be said. The event was profitable as a ball and as a charity function. The ball made a surplus of £344. The raffle and auction raised £1,132 for our charities. We chose to support the East Anglian Sailing Trust and the Wolverstone Project whom we know better as the East Coast 50 partnership.

### **Bumpy Road Ahead**

From my perspective, the road leading to the Ball seemed long and at times bumpy from the club's decision in the autumn of 2011 to stay in the Wallet Association. For most of the time it was dominated by the "Cabaret". As vice commodore it was pre-ordained

that I would have to be the organiser. Booking the venue (Benton Hall Golf Club) and the band (Legacy) was easy and this was done before Carole and I set sail for the Baltic last May. As I sailed east from the marina I dreaded my return as I knew the 'Cabaret' would be waiting for me. Now everybody says that you don't put on a cabaret, but you do!! The expressions of false sympathy and support from the other clubs would be unbearable. I can tell you that the anticipation of having to organise the 'Cabaret' is much worse than anticipating a dental appointment!

Anyway, as summer gave way to autumn, I started begging and pleading. Slowly, and way too slowly for my peace of mind, people signed up and ideas began to ooze. One usually says that ideas flow, but I promise you ooze is a more accurate verb. We settled on Thursday evenings for planning and practice as the bar was open.



Strike up the Band! (Chris Sweeney, Frances Morris, Paul Redhead and Simon Lamb)  
Photo:Nigel Seary

### **Teamwork!**

Suddenly there was music with Frances Morris on keyboard, Chris Sweeney and Paul Redhead on guitar and Simon Lamb on drums. Kim Stephenson from the TSC kindly loaned us the use of his sound system for you cannot have a show if no one can hear you.

Lovely, we had music and sound, but what would we play? Trish Noscoe had the idea to tweak Shirley Bassey's hit 'Hey Big Spender' into 'Hey Big Fender'. Ok – so where do we find a big fender? Commodores have their uses!! Andy Hobden had the idea to modify The Pet Shop Boys' 'Go West' hit in the style of Cocker Freeman's 'Go East'. Now we had a second comedic song, but no narrative – no way to get them to hang together. Paul Redhead had the answer in 'I'm a Celebrity get me out of Here'. We will have 'Sealebrities' and give them challenges.

"Great" I thought, "the job is nearly done I just need to find one or two more 'stars' to become Sealebrities. Then as Christmas approached we developed 'writers' block'. We had the beginning and the end, but nothing in the middle – well nothing that seemed remotely funny that is. We had been toying with a marsh tucker challenge and a diary room section, but could not get them to work.

### **Keep Calm and Carry On!**

As the end of January approached panic set in. Panic can be useful - it concentrates the mind. Rehearsals



Deck Gets the Show on the Road

became more focused and extra sessions on Sunday afternoons were added. We dropped the diary room idea other than for The Swig, who of course would be mute and impassive. We changed a couple of the characters and brought in a silly dance and we were there. Apart from the performance that is.



Go East! The Tollesbury Troupers in Fine Voice

So who were the Sealebrities? Trish Noscoe became Liberty Belle and she would 'serenade' Brian Bulkhead (Commodore Peter Philpot). Nick Noscoe would be The Swig (a naval equivalent of The Stig). Wendy Gooch took on the role of Lady Muder in a conical green hat (get it?) to lead the hornpipe challenge. David

Knight was Sh. Wreck. Andy Hobden, who cannot resist a cross dressing opportunity, became Mersea Quattro (sans leathers) to act as waitress for the marsh tucker challenge. A ladies' chorus was required so Philippa Hobden, Carole Robinson, Sue Redhead and Betty Macey stepped in the gap. The 'I'm a Celebrity' show has Ant & Dec as comperes. We had to make do with Hull (Keith Macey) and Deck (me).

### Busy Behind the Scenes

Whilst all of the artistic stuff was dominating attention we had to hunt down raffle prizes if we were to raise any money for our charities. Doug and Val Hodge took on this task helped by Dave Prentis and they did a great job. In fact they did so well and the marine and other businesses approached responded so generously that we had an auction and a raffle on the night!

For a formal dinner such as the Wallet Ball, tables need to be decorated and programme cards produced. Trish and Philippa took charge of the former and Frances and Simon the latter.

### Alright on the Night?

All too quickly it was the afternoon of the event and the cast was at Benton Hall setting up the sound system and waiting in vain for the stage.

Our first sight of the stage was an hour before dinner and it was not arranged as we wanted it. Andy decided to see if he could alter it and with assorted tools and expletives, he did!

At 1930 hours Peter welcomed our guests. The dinner service was good, but overran its allotted two hours,



Sh. Wreck (aka David Knight) always did have suspect table manners!

which squeezed the rest of the evening. The cast had to forego coffee to change. As an aside, it is interesting to have noted how many ladies found excuses to be in the male changing area. I fear they saw little to excite them.

With a roll of drums the (for one night only) Mud Pluckers struck up the music and the rest – as they say – is history. We made no great mistakes; we ad-libbed when necessary and the audience appeared to enjoy themselves.



Wendys Cowell and Gooch Persuade Guests to Buy Raffle tickets



Next, the band Legacy got us out of our seats dancing. Following Legacy's first session we held the raffle and auction. Earlier the club ladies had organised themselves to sell tickets to great effect. We had a lot of prizes to award and little time. Stewart Wallace is type cast as an auctioneer and with Carole drawing the tickets and Trish hustling the winners we fairly rattled through the raffle to get to the auction. Robin Kemp won the night's star prize of a handheld VHF radio. Three marinas, including our own, offered a free summer scrub. I decided that these were too attractive to be left in the raffle draw. Stewart very quickly made an extra £260 at auction. Brilliant!

**Job Done**

With the raffle and auction over we returned to the dance floor for a final session with Legacy. I have no doubt that those of us involved in organising the Ball and the cabaret left Benton Hall tired but with a sense of a job well done. Next time it will be somebody else's turn!!

**Ian Robinson**  
*Ostara*  
**Vice Commodore**

Photos by Bernie Barrett of MLSC unless stated otherwise  
 With our Thanks (Editor)



Impromptu Auctioneer Stewart Wallace  
 Raises Yet More Funds!  
 Photo:Nigel Seary



Mersea Quattro (aka Andy Hobdem) 'Makes Friends' with Raffle Prize Winner Robin Kemp!  
 Photo: Ian Robinson



Ian and Carole Robinson—Two Very Relieved Organisers!

# The Ten Minute Job

## Its Never as Easy as You Think its Going to Be Robin Kemp Finds out the Hard Way. (The Clue's in the Sub Headings!)

### **Finished by Lunchtime?**

I had been thinking about upgrading our manual bilge pump for years and the water damage to a friend's boat, caused by an undetected slow hull leak, spurred me on to doing something about it.

The replacement pump, a 12-volt unit, was capable of lifting 500 gallons per hour. The fitting instructions were straightforward. The automatic pump was connected to the fused switch panel by three wires. The switch panel then connected direct to the battery with a further two wires. Finally the pump should be connected to the transom by 3/4 inch hose. Shouldn't be too much trouble. Finished by lunch?

### **Day One**

I tackled the wiring first. In order for the wires to remain out of sight they had to be led forward out of the bilge until beneath the leg of the L shaped settee, then through the lockers to where the switch panel was to be installed in the front base of the quarter berth adjacent to the battery box. To gain access to the full length of the bilge sump, the cabin sole forward of the inspection hatch had to come up. In order for the sole to come up the table had to come out. Once this was achieved the lockers had to be cleared of boson's stores.

After this, the wiring was simple and I arrived at the battery box ready to cut the hole for the flush fitting switch panel. Unfortunately, the area was too restricted for my

jigsaw. I needed to use a pad saw which meant the engine start battery had to come out to give me room for the cut.

### **Went home for a hot bath and a sulk!**

### **Day Two**

Cut the hole, completed the wiring and dry tested the pump. All was well and things were looking up. Thought about possible routes for the hose. It could not pass directly to the transom beneath the engine because inner linings, floors and solid engine supports blocked the path. There was a possible route following the wiring through the starboard settee locker but to achieve this the fuel tank would have to come out. To get the tank out the fuel, which was up to the brim, would have to come out. With no drain facility and no access panel the fuel gauge sensor would have to come out for a suction hose to pass through. I decided on the only other alternative; following the route of the existing manual pump through the port settee lockers then beneath the galley and finally through four bulkheads to the transom.

To be able to gain access to the point where the hose exits the bilge into the locker the water tank had to come out. The tank is retained by four cross pieces that also act as supports for the settee base. These obviously had to come out first. Before one of the members could be taken out, the water filter attached

to it had to be disconnected and removed. Then I discovered the screws securing the cross members at their inboard end were behind the linear length of the teak mattress retainer. So this had to be removed as well. With this done I could now see where the existing 1" hose entered the locker and things didn't look good for plan C.

The gap between the inner moulding and the hull was just sufficient for the existing hose with no room for a second hose. Obviously it had been designed for the purpose with no additions.

### **Went home for a bath and a tantrum!**

### **Day 3**

Having pondered the problem, I decided that the new pump would serve as the prime unit in the bilge sump and the original manual pump would be diverted to the area at the rear of the engine at the vulnerable point adjacent to the shaft stern gland. This plan would also have the advantage of enabling me to pull the new smaller hose through the obstructions by the original 1" hose.

I started with fresh enthusiasm. It didn't last long. The existing hose had hardened having been in place for 26 years and was very inflexible. No amount of pulling / pushing would budge it. Finally I resorted to cutting the hose where it entered the locker and by using a heat gun into both open ends, managed to soften the plastic and pull it

out with the new hose attached. Having pulled all seven metres of hose through into the locker I was now faced with a straight run under the galley through to the sail locker.

I again attached the new hose to the original with 'duck' tape and optimistically climbed down into the sail locker to pull the whole lot through. It wouldn't budge an inch! So, once again, I had to cut the hose this time where it entered the sail locker. This gave me a better grip on the pipe. I was then able to lay full length in the locker with my feet braced against the exit bulkhead and pull with all my strength. Not the slightest improvement. Nothing. Something beneath the galley unit was preventing it moving. The plinth beneath the galley would have to come out.

Before this could be done, the skirting running at right angles would have to come off. With this done I was able to disconnect the ducting from the heater, which terminated through the plinth. This enabled the plinth to be pivoted but before I could pull it completely clear, it hit against the teak moulding on the bulkhead running at 90 degrees to the plinth. It would have to pivot from the other end but the foot-pump to the galley sink was in the way. It would have to come out. In order to get at the pump the locker base would have to come out. For the base to come out the door would have to come off.

Having achieved all this I was perplexed to see no reason for the hose not shifting other than it's age and inflexibility. So I decided to take it out in pieces. Lying like a contortionist, I cut the pipe with a hacksaw blade at a point beneath the galley close to the bulkhead and once more climbed into the sail locker for another try. No joy. Still it stuck solid, but curiously, by pushing back toward the galley I got some movement. I therefore pushed the whole segment back into the galley followed by a 3/4" hose

off cut to act as a mouse to pull the new hose back. Unfortunately the taped joint between the two hoses met with an obstruction so I returned to the galley and pulled. The joint parted and I had lost my "mouse".

### **Went home for a hot bath and a weep!**

#### **Day 4**

Started out by blindly poking the new hose in the general direction of the sail locker bulkhead. Several times I thought that I had succeeded but on climbing back into the locker found nothing had emerged. The problem was that I was attempting to pass a hose, with a tendency to curve to the shape of the original coil, through two bulkheads approx. 18" apart with an inaccessible void in between them. All this from a position beneath the galley only reachable at right angles. Eventually I succeeded by taping three hacksaw blades together and probing the void until I felt it pass through the second bulkhead. I then taped the hose to the blades and gingerly pulled it through into the sail locker.

The final stage entailed cutting a new hole into the stern locker, passing the hose through and connecting to a new skin fitting in the transom. All easy enough except it meant actually getting into the locker. The problem being the locker lid is approx. 1 inch wider than my chest measurement. I have managed to squeeze successfully into the locker a few times in the past but I have this fear that one day I shall get stuck and the emergency services will have to be called out to cut the stern off the boat to get me out. I was reluctant to take the chance without Jean being in attendance to get help if the worst should happen.

I therefore spent the rest of the day reassembling the boat, which at this stage looked like a set of parts for a kit boat. In putting the galley locker door back on I dropped a screw,

which then rolled out of reach under the water pump that I had put back in five minutes before. It would either have to come out again or it would mean a walk to the chandlery for a new screw. I chose the chandlery and bought two just in case.

### **Went home to sweet-talk Jean into getting out of her sick bed (she had flu) and giving me a hand on the morrow.**

#### **Day 5**

With Jean on sentry duty, I wriggled into the locker, cut the holes and made the final connections without getting the cramp or getting stuck. Result!

"Well that didn't take long did it?", she said. "No. Told you I'd finish by lunch!", I replied

### **Went to Tollesbury Greasy Spoon to celebrate.**

**Robin Kemp**  
*Polo IV*



Out on the water where she belongs  
*Polo IV*



# Facebook Post Gives Jim Morgan the Chance of a Trip Back ‘Hame’

It was mid June and *Hoppetosse* had reached Arbroath on her round Britain trip. Andy and Philippa were looking for extra crew for the leg up to Peterhead and round to Whitehills on the North Aberdeenshire coast. Hilary spotted Andy’s post on Facebook and responded on my behalf.

As many of you know I wear the kilt at posh do’s, but you probably don’t know that I was born in Fraserburgh and my home village is St Combs, which happens to be halfway between Peterhead and Whitehills. The chance to sail around Rattray Head and Kinaird Head and past my home village was not to be missed!

I caught the train from Kings Cross and was at Arbroath by 1430. Andy met me at the station dressed in shorts and T shirt - the sun was shining and from what I had seen of it from the train, the sea state was calm. The initial plan had been for a 0600 departure on the following morning. As we walked down from the station to the harbour Andy expressed his concern regarding some strong winds which were forecast to come in from the east on Friday evening and suggested we should leave in the next couple of hours, while there was still enough water in the harbour entrance to allow *Hoppetosse* to get out.

At the harbour, which is small by East Coast herring fleet standards, Philippa made us a quick cup of tea and nipped into town for last minute supplies while Andy ran over the boat systems with me. By 1600 we were ready to go, glad to escape the ‘blacksmith’ on a small steel whitefish trawler who appeared to be trying to straighten the bow of the

boat with a 5lb lump hammer. I had had enough after two hours. Andy said it had been going on since 0730 in the morning!

We let go the lines and made our way out of the harbour with some young lads fishing on the sea wall shouting farewell. Or was it abuse? Difficult to tell over the noise of the ‘blacksmith’s’ hammer and the unaccustomed accent. As *Hoppetosse* left the shelter of the harbour mouth we pushed out into a small north easterly swell under engine. The wind was about 15 knots, and guess what, on the nose from the north east almost following the lie of the coast and exactly from where we were heading.

We set the sails and turned off the wind to make a long tack out into the North Sea. The next stop would be Stavanger unless we tacked back in. About a mile or so off the harbour we had our first visit by dolphins. Two adults and a calf swam under and behind the boat, in front under the bow and back again, water so clear you could see them several feet down. Boat on auto pilot, cameras out and many shots of sea with ripples of passing dolphins later, the dolphins moved off to join a larger pod which appeared to be raiding some buoyed fishing nets running parallel to the coast.

With *Hoppetosse* sailing beautifully fine on the wind with the jib sheeted hard in and the main a little looser, our course took us away from the coast and the dolphins and out into the North Sea towards Norway. Cloud continued to build over the coast and a grey mist or drizzle descended to shut off any sight of the

coast. Thin grey cloud was also building over on the north east and eastern horizon closing our world down into a featureless cocoon with the deep blue-grey sea around us and a hazy blue evening sky above. This made the appearance of some brightly coloured puffins even more brilliant in the dull evening light. They appeared to glow like little jewels, swimming steadily in front of the boat until the last minute and suddenly flying off to land close by again. We were not with them long as *Hoppetosse* was making a steady 6 knots as the wind increased gently the further offshore we went.

As Andy’s blog often says “supper on board...”, tonight it was shepherd’s pie, carrots peas and gravy with second helpings for those who could manage it. Philippa had been busy in the galley, no mean feat with the boat pushing into the swell and well heeled. As is often the case when you start supper on passage, the dolphins came back to play. They were around the boat again for about ten minutes and were gone again as suddenly and silently as they had arrived, leaving only the sound of their breath as they broke the surface.

Living in The South you forget that as you travel north in the summer, the nights are shorter and lighter. As I went off watch shortly before midnight I couldn’t help but notice it wasn’t really dark. The grey horizon had closed around us, the sea was a black green and the sky above a deep blue grey but it wasn’t dark.

I came back on deck about 0200. It was still half light, we were well out into the North Sea and the tide had

turned heading us further to the East so Andy suggested we tack. We were now heading back in towards the coast between Peterhead and Stonehaven. As Andy went off watch I settled in for mine. A look at the AIS plot showed nothing around for miles, a cluster of rig vessels off Aberdeen and a vessel on the same heading as us way down to the south. Thus began the usual routine of sitting in the shelter of the sprayhood, looking out astern, to port and starboard, getting to your feet every few minutes to look out forward to port and starboard, the occasional check of the AIS to see if anything new has popped up and back into the shelter of the sprayhood again.

By 0400 it was light. The vessel to the south had slowly closed the gap and I could just see its steaming light away in the distance. As I sat back down looking out over our wake I saw two black fins about 400 yards behind the boat. More dolphins I thought! But these fins were not moving in the typical dolphin way, they were moving parallel with the surface slowly submerging and then rising again further on. As I watched and became more alert I realised that the fins must be sticking out of the water some two to three feet and could not be dolphin fins. They disappeared again and as they reappeared again on the same course further to the east it dawned on me that they must be a pair of Killer Whales. The two fins tracked steadily to the east dipping below the surface at intervals and suddenly they were gone again. I was left with a slightly surreal feeling. Had I seen them or did I imagine them in the grey light of the early dawn, tired after little sleep? As I looked away to the east they appeared again and then were finally gone.

As the sun rose the clouds cleared away revealing blue sky and to the

north west, off the port bow, the red sand stone cliffs just north of Stonehaven. We closed to within a mile of the coast.

It was about 0600 as I set the boat up for a tack and headed back out to Norway. The commotion and change of heel roused Andy from his sleeping bag and after a cup of tea he decided we should take in the jib and motor sail up the coast towards Peterhead. I went off watch leaving strict instructions that they were to wake me when we reached the coast off the Bullers of Buchan, an area of sandstone cliffs with some impressive stacks and arches just south of Peterhead. I slept well on the starboard tack with the engine hammering away and the port hull providing a comfortable curve like a hammock.

Philippa woke me with a cup of tea as we came parallel with the Bullers of Buchan, the gaunt ruins of Slaines Castle dating from the 1600's perched on the cliff edge reminding me of childhood visits to the haunted castle with 'ghosties' and 'ghoulies' around every corner. Bram Stoker had apparently stayed there and had drawn inspiration from the castle while writing *Dracula* - it is that type of place.

As you approach Peterhead from the south you are faced with serried ranks of cliffs and rocks running down into the sea and a reef projects out at Buchan Ness. It is only once you are past Buchan Ness that the harbour opens out and you can see the town itself. The north-going tide which pushes round Kirktown Head kicks up an uncomfortable chop particularly with a north east wind and the last couple of miles in towards the harbour entrance were rough and uncomfortable.

Inside the breakwater Peterhead harbour is sheltered and calm but it is a

busy oil and fishing port and *Hoppe-tosse's* AIS alarm was a constant wail as we headed across the bay, taking down the main, to the small marina in the south west corner. We went through the entrance and straight into a berth the water so clear you could see the sandy bottom and the dark brown sea weed growing. The harbour master came out to welcome us and Philippa went off to sign in and pay. We were a bit exposed in the entrance to the marina with a keen north wind blowing down the companionway so Andy decided we should move to another berth, but more of that in another article! I was 'hame' as they say, only a few miles from my birthplace.

The weather on Friday was lovely - bright sunshine and reasonably warm for that part of Scotland. It was not to last. As promised the wind strengthened and moved round into the north and the weather started to close in. We went ashore and ate supper at a local hotel and then off to bed, all of us tired after an 18 hour passage. Saturday morning was 'dreech'. The cloud was down to about 200 feet and a steady rain had set in. The bad weather was here, the wind was up to a force 6 and the swell was reported as 2 metres. We would not be going any further for a few days.

With a heavy heart I took the train south from Aberdeen on the Sunday as there is no escaping work commitments and I couldn't stay a few more days hoping for a break in the weather. Maybe I will get to wave at my home village some day in the future - I look forward to it!

**Jim Morgan**  
*Quicksilver*

# Nieuwpoort Awarded Prestigious Five Gold Anchors

## Marina Issues Press Release on Receiving Coveted Accolade

**The Perfect Getaway... and just a short sail from South East England!**

Flanked by the beach town of Nieuwpoort-Bad and the city of Nieuwpoort itself, lies VVW Nieuwpoort Marina, a vibrant, lively marina offering first class facilities and an excellent water sports club.

This Flemish marina is situated on the north bank of the River Ijzer, the only Flemish river to flow into the North Sea. Being the major frontline in World War I, this small stream made great history. Beyond the locks lies the historically rich hinterland of Flanders with cities such as Veurne, Diksmuide, Leper and medieval Bruges to explore. Great fishing is to be had on the outer banks of this calm and gently meandering river where you can also explore the lovely wetlands.

Having recently undergone an inspection by The Yacht Harbour Association, it is not surprising that this marina has been awarded 5 Gold Anchors. For TYHA this is excellent news as Nieuwpoort leads the way in being the first of all Belgium marinas to be assessed under the Scheme.

Offering excellent facilities, the marina has an active water sports centre and a famous sailing school. It has a great reputation for hosting events such as the Nieuwpoort International Boat Show, Nieuwpoortweek, a famous youth event in July and various parties, cultural events, excursions and regattas. The marina is positively bustling all year round.



Julian Goldie Presents the Coveted Golden Anchors Flag to Nieuwpoort Marina

Chairman and General Manager, Steven Desloovere is a qualified CMM and with his team, including Stijn Dierinck the Marina manager they ensure the marina is well run and organised. Steven says “We are very proud to be receiving the five gold anchors for a fourth time - not only being a good inspiration for the other Flemish marinas, but also grateful for the extra advice we received during the assessment.” The staff are dedicated to their jobs, smartly dressed, very well trained and knowledgeable about the marina and its facilities.

Our TYHA assessor, Mieke Vleugels, says of this marina, “Without a doubt this is a high-quality marina that allows boaters to enjoy the Flemish coast and inland waterways to the fullest, while at the same time fulfilling a much appreciated role as a social and tourist centre for Nieuwpoort”.