



Spring is in the air

It's that time again, you know strange sounds coming from the boatyard and sheds all over the village. A little scrape scrape here, a little sand sand there, men openly scrubbing their bottoms in public (mine's looking particularly good considering its age) yes it's time to hit the water, allegedly it's going to be a long hot summer, so let's get out there and grab it by the mistrals, happy sailing everyone...

Ed

Aberdoggy



Tollesbury goes to Aberdovey Wales August 2007.

For those of you who can't bear to leave your four legged friends and jet off to Florida, the ultimate holiday is still available, pack up your dinghy (and buckets and spades) and head for the Dovey estuary in the middle of Cardigan bay.

The Dovey Y.C. overlooks the water and miles of sandy beaches and dunes, ideal for your doggy companions. Inland are pubs, restaurants, narrow gauge railways, cycle tracks, markets, golf courses, campsites, and best of all Snowdonia!

The Dovey Y.C. commissioned the GP14 as a club boat in 1948 and still has some of the original boats, its sailup week is a relaxed affair with a morn-

ing's racing for different classes, beach in the afternoon and socials in the evenings.

A group from TSC visited in 2002 and Nick and Val (Val's parents live at Machynlleth just inland) are keen to repeat this.

At present five TSC boats are planning to travel to Aberdovey, if you are interested talk to Val, Nicky, George, Roger or Chris for further information.

Aberdovey is a very attractive small town overlooking the shallow and tidal Dovey estuary.



A Day on the Fal

I had long admired the traditional cutter lines of the Falmouth working boats and longed for an opportunity to sail in one as crew. My pal Eric Peacock had told me of his experiences racing these lovely craft at Falmouth week. Eric has been crewing in this way for some years now and knows many of the people involved. This year I had arranged to spend a month in Cornwall working on my Father's old house which needed a few more mod. cons. Fortunately this coincided with Falmouth week. I spoke to Eric who said he would be there. He generously rang the skipper, Patrick Selman, who agreed to take me aboard as crew, if I could make it. I eventually managed to get over to Falmouth on the Thursday.

The winds had been light at the start of the week but on this day it was a nice blustery force five or six. This work boat, a 26 footer of 7 tons named "Moon" was fairly new and fast, boasting a thousand square feet of sail. As I discovered these open work boats are, and really nothing more than, oversized dinghies. As they are not equipped with engines, leaving and acquiring a mooring amongst other boats can be interesting! On this particular day we used the full main sail, stay sail and jib, which with the main sheet and back stays were more than enough for the six crew members to take care of whilst racing. We certainly had a moment of

excitement right at the start involving the sixteen foot bowsprit and a wayward mooring line but I think this only served to get our collective adrenalin going for the race to come.

There were only about twelve boats on the start line in this particular race but they presented an impressive picture. Our skipper hung back at the start and we crossed the line towards the back of the fleet. As the crew had been different on the previous day it surprised me how quickly we gelled into a team. I was winch man on the stay sail and after a couple of blunders soon got the hang of the job which was, I discovered, quite labour intensive when short tacking amongst other boats. The sound she made when sailing close to the wind in this fresh breeze was quite awesome, a humming noise like a well tuned violin.

The course of about ten marks was set in the mouth of the Fal which initially was a bit of a disappointment to me as I had hoped to venture out towards the Manacles, a mark I was familiar with. The reason for this, I was



told, was to do with health and safety considerations and insurance. As they are open boats and heavily ballasted it only takes ten seconds to sink, not a happy thought.

As the race progressed we steadily gained on other boats ahead of us and on a long beat toward St Maws we gained a lot more ground by tacking early before the two boats immediately ahead of us onto starboard for the final windward mark only rounding by dint of the way she carried, in a lighter boat we wouldn't have made it.

In the final analysis we hadn't won but the skipper was very happy with the performance of boat and crew but for me it was all about taking part.

By Bill Jeffery.

RYA

The Tollesbury Sailing Club is very pleased to announce, we are now RYA approved training centre.

This can only be good news for the Club, bringing in more enthusiastic sailing members, the very fabric of the Club.

We will be offering a range of courses and training under the supervision of Derek Birchall and Anniker,

this will bring in much needed funds and help the members move up a gear.

Your very own steward, Maureen is our first member to gain certification, spending two days under instruction, she now hold her power boat 2 certificate so she can now rescue you, bring you safely back to land, and open the bar for a brandy – PERFECT.

Ed

GP14 Travellers Series (round 1)

Papercourt S.C. near Woking.

The sun rose begrudgingly as we sped around the M25 at 7.30am on a cold and blustery Sunday morning in mid March, George's GP14 hopping around on its trailer (I thought for a moment what am I doing here, could be having a lay in) but no, here I was on the way to Papercourt Sailing Club.

Once we had arrived George promised we wouldn't spinnaker, so why were we fitting all the spinny rig in the car park?

Papercourt is a nice modern club much larger than ours, some 200 dinghies of varying classes very well equipped,

Onto the water, very windy and blustery, it wasn't looking inviting ("Just don't get me wet George" I pleaded, "We'll be OK" he said). Venturing out onto the lake was quite strange for me having only sailed on tidal waters, there were no avocets, no mud banks, no tides and no yachts to dodge, makes you appreciate the amazing sailing area

we have here at Tollesbury.

Race one, we completely blew the start, back over the line, 720, start again, now we're chasing from the back, one of the local boats capsized at the first tack,

such were the conditions (I'm going to end up very wet I thought), we were putting up a good show and with some hard sailing, deft tactics by George we grabbed 9th from 20 GPs. Race two, the wind pushes up a little more, excellent start, the lake, not that large, had lots of strange flat spots, wind blocks and one corner, very fickle would have you swimming every time if not treated with respect, we managed 7th, very pleasing, and 7th again in the third race so with a discard,



7th overall – excellent. It had turned into a very interesting and friendly event and despite my misgivings I enjoyed every moment apart from when the helm tacked without telling the crew, who ended up flailing about in the bottom of boat (very professional). We were treated to some nice hot food and very friendly banter, which we trumped everybody by dropping H.R.H.'s name here and there unashamedly.

Ed

There have been a number of thefts from the yard, members are reminded to look after their property keeping it as secure as possible.

Please help us keep the yard tidy, pick up after your jobs especially antifouling items as it's toxic to our furry friends.

Fitting-out dinner.

What a fabulous night, absolutely excellent food by Tammy and her lovely children were fantastic waiters and waitresses, Sue Palmer's first as social secretary she must be very pleased as we all were, many more to come hopefully.

Ed

Boat owners useful phone numbers...
SAMARITANS 05800-098765
DEBTLINE 05800-654321
THERAPY 05800-876987

For the next issue of Windward, possibly June, would members like to inform me of their thoughts about extending upwards on the clubhouse so as to attain a view; I'm the new boy here and this ground has probably been trod before, but it's my personal view that with the range of talents within, we must be able to achieve without breaking the bank, your views please on this and any other club items.

C. Parsons

Parsons142@btinternet.com
860385 or over the bar to the lovely Mo.

Lhasa at Salvagem Grande



The Salvagem Islands

We approached Salvagem Grande gingerly, it seemed like we were in the middle of the Atlantic but spikes of rock dotted the horizon ahead of us, the remnants of long extinct volcanoes.

Anne Hamick's Atlantic Islands pilot (IMRAY) suggests all sorts of hidden horrors, like the Baixa da Esphina and the Baixa da Joana, rocks hiding just under the surface ready to jump out and attack us. Helpfully the Pilot says that they only mention the worst dangers and that the islands did not get their names for nothing.

The pilot even suggested that the islands were not exactly where shown and requested accurate updates WGS84 GPS readings. (For your future interest the main anchorage in the centre of the bay at Salvagem Grande is 30,08,.349N, 015,52,.307W.)

We had sailed Lhasa, Chris and Carol's Oyster 435 from La Gomera to Madeira, normally a 290 mile slog to windward against the prevailing north easterlies, luckily the wind died 30 hours out so we motored the rest of the way, arriving in Madeira after 54 hours at sea,

we moored in Calheta Marina.

The original plan to sail back to La Gomera by way of Lanzarote and the other Canary Isles was ditched in preference to doing Madeira properly, so we stayed and explored for a week.

Madeira is a stunning island and well worth a visit. The engineering in their tunnels and roads is incredible, you can drive up into the mountains, around 2000 metres high, to wander above the clouds, slide down the road from Monte in

a wicker basket or walk through a volcano. It is an island of contrasts, on the south it rarely rains, on the north side only a few miles away they get over 2 metres of rain a year, yet it is only 10 miles wide.

Levada's water channels, built centuries ago to transfer water across the island now form the basis for the island's extensive network of footpaths. Our time flew by too quickly. Intending to sail straight back to La Gomera, a chance conversation with an English yachtsman working in Funchal suggested that a stop at the Salvagem Islands would be worthwhile. The Salvagem Islands are tiny, Salvagem Grande is less than a mile square and barely shows as a dot on my Atlantic chart, the islands form part of the Madeira group and belong to Portugal.

There are only three anchorages where it is allowed (and possible) to anchor and technically a permit is required to land, with the help of our new friend the permit was quickly acquired, although we later found out that Calheta Marina will arrange it as part of their service. We made an early start from Madeira hoping to arrive at the Salvagem Islands with the sun high enough to show up any submerged

Madeira above the clouds



dangers. We sailed for a while and then motored towards the islands as once again the wind died on us, our course from Calheta was 157,T the distance 169nm.

None of the offshore underwater rocks shown on the chart were seen as the swells were not big enough to break over them. A few miles out we were joined by Atlantic spotted dolphins for a while, a little later a large amount of splashing seen towards the horizon turned into a school of much larger Bottlenose dolphins came bounding over as if to welcome us to the island.

There are two permitted anchorages on Salvagem Grande, the one on the east side is said to be okay in westerly winds but looked very exposed when viewed from the cliffs in the north easterly. The normal anchorage and probably the only safe landing is on the south side and is overlooked by the wardens hut. The only human inhabitants are the wardens' and other scientists who come to study the wildlife.

A large ship's mooring buoy has been recently placed outside the bay meant for the supply ship AKA (the Portuguese navy) visiting yachtsman are welcome to use it when vacant, safe, but a bit exposed to the swells. When we arrived there were two Norwegian yachts tied to it so we crept into the bay and anchored in about 14 metres over a rocky bottom. The anchor promptly dragged which is when we found out the windlass had seized up, we manually pulled up the anchor and tried again, fortunately successfully.

It is probably not an anchorage to spend weeks in, overnight was enough and many people would find it better to arrive early, see the island, have a swim and leave at dusk for a more comfort-

able night at sea, we were lucky in that it stayed quite calm.

The snorkelling is highly recommended, especially around the slipway, the wardens gave us a guided tour round the islands explaining the ecology and the importance of the islands as a nesting place for the Corey Shearwater. Their haunting nag nag cries like an old lady. One of the Norwegian gentlemen probably did not impress when he asked what they tasted like "as in Norway we would probably eat them", hopefully he was joking.

Corey Shearwater chick



One or two yachts a day visit the islands in the summer, none in the winter when the southerly gales cause the waves to break over the wardens' hut. There is a single freshwater spring on the island but we

were told it does not taste very nice, the rainy season is from November to March, but it might not rain for five years.

We finished off our day at the island with a superb barbeque on board as we enjoyed the sunset in probably one of the most beautiful but spooky and remote anchorages you could wish to find.

Next morning we again manually hauled up the anchor and motored across to have a look at Salvagem Pequena, the only other inhabited island. The pilot says it is only for calm weather and the wind and the swells had picked up overnight, as we approached we watched the long Atlantic swells turn into stunning turquoise breakers as they crashed onto the eastern end of the island. Pequena gets far fewer visitors due to the exposed anchorage, the wardens here apparently get lonely and welcome visitors but the anchorage looked uncomfortable and with the thought of manually pulling up the anchor again, we reluctantly turned Lhasa's bow towards La Gomera and the end of our cruise.

Andy Hobden

DAIRY DATES

SATURDAY EVENING 12th May
dinghy hosted event for everybody

SUNDAY AFTERNOON 20th May
a tea by the sea - charity event SAIL 4 CANCER

SATURDAY EARLY EVENING 16th June
new members barbeque

The Little Kingfisher

The sun came out to make it the perfect afternoon for launching a pretty little boat and sampling some free bubbly.

The Little Kingfisher, Harrison-Butler design, built in Fowey Cornwall in 1926, sloop rigged in the manor of a Falmouth quay punt, with teak planking over solid oak frames with teak decks. Before World War II she was sailed to Scandinavia and unfortunately was left behind in a fjord when the war broke out, she was semi crushed by the ice in the fjord which gave her a good shaking and slightly misshaped her.

When peace was restored an unnamed British army officer had her transported back to England in one of the army lorries. She was taken to the Isle of Wight where she was sailed for many years, around twenty years ago the present owner's brother John Birchall brought her to the area and whilst

aground in the Colne she was struck by a gravel barge causing extensive damage.

She was recovered to Tollesbury marina where John had some of the work done and indeed did a lot of work himself, sadly he died a little later and the Little Kingfisher passed to his brother Andy Birchall, Paul Drake (Cakey) took her to North Road where some extensive hull repairs were undertaken, she was later moved to T.S.L. Saltings yard where she lay for some years, picking up the baton again, her owner commissioned the final refurbishments to finally see her afloat, with new everything; rigging, engine, sails and with all the good



The Little Kingfisher

work by Cakey and Richy she looks absolutely stunning.

The owner, Mr Andy Birchall has moved to Mawansmith Cornwall which is where she will lay alongside his Rival 41. Mick the brick will be piloting her alongside the owner across the Thames to Ramsgate on the first part of her voyage, she is alongside Mick's boat until May, she's worth a look.

Ed

The Rob-Pete LN177



LN177 Shrimper

A Lynne shrimper (sailing smack) built in 1923 at King's Lynne by Norfolk Bros., she worked for many years cockling and shrimping in The Wash, in the mid 40s. She was sold to the Garnet family from King's

Lynne whose sons Robert & Peter gave her the present name.

She worked on into the 80s with the fleet, being sold to two actors in London in 1989 who had her authentically restored with lots of attention lavished on her by W. Cracknell (shipwright)

Our own Steve Hall, sailmaker had acquired her in autumn 06 and hopes after some work and rigging out to enter in the T.S.C. Smack and Classic Boat Race this August.

**NORTH SEAS SAILS
STEVE HALL
BESPOKE SAILMAKER
01621 869368**

Steve Hall has been working at his own loft now for the last 7 years having previously trained on Brightlingsea and alongside the legend that is Gale Heard, carrying on the sailmaking craft, creating fabulous works of art that grace the Blackwater and beyond.

Ed





Caption competition

Think of a suitable, preferably humorous, caption for this photo and send it to the editor. The most witty or side-splittingly funny caption will receive a small prize. Entries to be in by 14th May 2007, to Chris Parsons at: parsons142@btinternet.com or left in an envelope at the bar.

Charlotte Ellen

Built in 1906 in Brightlingsea by Mr Kidgy, primarily she was used for stowboating which I'm told is anchoring in the tidal stream with large nets twice the boat's waterline, one port one starboard, with a gate device at the bow to open when shoals came in, closing behind them when nets were full.

Apparently the fishing in those days was so good they would catch so many it could overpower the boat.

Later life saw her fishing for Sole, Plaice, Roka, Oyster dredging and five fingering, which I'm told is starfish caught to put on the fields as fertiliser.

She has belonged to some

interesting people including Sutor Harris, Flexible and John Rigby, her current owner Mr James Bardrick having begun with repair is now lavishing full restoration on her, and she's coming along beautifully, Paul Drake and Rick Brady are making a fine job of her restoration.

"She's had work before but nothing like this, we've been in every crevice" said Cakey.

Painstaking work but with Cakey's shipwrighting skills she'll look dapper.

Tried to coax him into a launch date, blood from a stone comes to mind, but it would be nice if they made the T.S.C. Smack and Classic Boat Race.

Ed



Work in progress on Charlotte Ellen

The Rear's Rantings!

1 Information wanted

Can anyone help with identifying the owner or their whereabouts of a 420 dinghy currently parked in the boat park. This boat is easily recognised with large letters "A18" painted on the transom and has a grey boom over cover.

Any information would be greatly appreciated and should be passed to Ron Laurie, Rear-Commodore (tel: 01621 869406).

2 Summer boat parking fees

The summer boat parking fees become due on 1st April. The charges are:

Dinghies up to 12ft e.g. Topper, Mirror, Byte – £25.00

Over 12 ft e.g. GP14, Solo, Enterprise, Laser – £30.00

Cadets only e.g. Optimist and/or Topper – £10.00

Yachts for first 20 ft – £120.00

Plus per ft. over – £10.00

Please obtain the application form from the bar or by download from the website and return with the correct fee to the Rear-Commodore (Ron Laurie) or left at the bar.

Please help the Club's administration by paying early and avoid being chased later in the season.

3 New to sailing?

If you would like to try out sailing or racing please ask as opportunities always present themselves to get on the water. There is always someone looking for a crew and help is often required on the committee boat.

Don't be shy, the dinghy sailors are really a friendly lot (well most of them anyway!)

Go and talk to them you will be most welcome.

4 2007 Sailing programme

The sailing programme for 2007 is both interesting and varied to suit all tastes and desires.

See the details on the notice-boards in the Club which cover the cadet, cruiser and dinghy sailing throughout the season.

Please come forward and support the Club by participating in these events.

5 New course layout

Please take note that the layout of marks for cadet/dinghy racing has been amended for the new season. Large scale charts are posted in the Club and on the course board outside.

The changes made are to slight re-positioning of some marks to improve course setting and renumbering the buoys in a more logical sequence, i.e. starting from 1 in its original position and moving clockwise around the creek, back to 1.

The new layout is shown in your sailing programme on the centre pages.

6 Changing rooms

Work is progressing to improve the changing rooms with working toilets and washing facilities. Most of the 'junk' has been cleared and will be kept that way in future. Apart from the racks for storage of the cadet boat gear, no other storage will be allowed.

7 2007 Membership subscriptions

These are now overdue from quite a large number of members. Avoid having to be written to and please pay up without further delay. Subscription renewal forms are available in the Club. The Membership Secretary would be delighted to hear from you. Please play fair and join the rest of the honest paying members in the Club.