



THE JOLLY ROGER

RYE HARBOUR SAILING CLUB QUARTERLY NEWSLETTER



17th & 18th Century
Buccaneer



21st Century Buccaneers



Guilty M'Lud! By Gary Palmer



Contents

Who's who	Page 3
Message from the Commodore, Eric Zon	4
A Voyage Through the Internet by the Editor	5-8
Report on the Dinghies Fleet by John Powell OBE	9-10
Highlights from the Social Calendar by Claire Powell	11
On our Way to the Caribbean by Eric Zon	12-14
The Isle of Wight Challenge by Victoria Aldwinckle	15
Report on Rye Harbour Sailability	16-17
Along the Waterline by Florence Powell	18-19
How to become a member of the Club	20
Report from Rear-Commodore House, Mick Kirby	21
Photography Competition	22
Tales of a Cornish Trader Part 5 by Gary Palmer	24-26
Travels with a 17th and 18th Century Buccaneer	27-31
Guilty M'Lud By Gary Palmer	32-33

Who's Who

Commodore: Eric Zon	01797 224939	ericzon@lankelma.co.uk
Vice-Commodore: David Townsley	01424 882066	davidtownsley1@hotmail.co.uk
Treasurer: Richard Hopper TD	01797 222291	Richard@richardhopper.plus.com
Rear Commodore Dinghies: Simon Marsh	01233 758181	simon@hi-flight.co.uk
Rear Commodore Cruisers: David Preston	01580 754679	pda.light.tech@btinternet.com
Rear Commodore House: Mick Kirby	01424 753536	mickkirby57@gmail.com
Honorary Secretary: Andrew Powell	01892 548784	apowell@lawdisputes.co.uk
Rescue Boat Coxswain: Mark Whiteman	07785 921408	mwhiteman@hotmail.co.uk
Social Secretary: Claire Powell	01424 882385	clairealisonpowell@hotmail.com
Berthing Master: Jeremy Short	01797 270212	shorts.kent@gmail.com

Message from our Commodore, Eric Zon

A very good Rum race with 13 dinghies competing, a packed clubhouse and the top three all RHSC sailors was a great start to the year.

The challenging weather conditions have made the winter series a bit more difficult but, when possible, races have been moved to a better weather window to still be able to get them going. Even the social program has suffered because of the weather but there is a great program for the rest of the year with monthly film nights with sailing related movies as well.

I am very much looking forward to the Commodores Dinner on Saturday April 18. We will host this at the clubhouse with catering by Webbes Fish cafe from Rye. We have also found a great speaker for the evening in Will Hodshon, one of the duo that completed a non-stop and unassisted circumnavigation of the British coastline. They were the first to do so in an open sailing dinghy, a refurbished 69 year old Wayfarer. They completed the 1390 nautical mile journey in a record 18 days.

I am also very happy that Martello Marine Ltd has agreed to become a corporate sponsor of the cruising section for the race series. We will now rename the Fox marine buoy as the Martello Marine buoy. We will try to get more corporate sponsors so any ideas would be very welcome

Fair Winds

Eric Zon



A Voyage through the Internet by the Editor, Andrew Powell:

The recent stormy weather has confined many of us to our homes and has proved, for those of us who still have work to do on our boats, a challenging time. Nevertheless., it does provide an opportunity to surf the internet in the search for things nautical. Here are a few discoveries:

A trip down memory lane

A great find was a short local TV news report on our Club in 1994. This charming film of dinghy sailing at the Club on a sunny day can be found on YouTube at: www.youtube.com/watch?v=BEknNiSv11. Unfortunately, the picture quality varies but, with many of the participants clearly having a good time, it illustrates why the Club is such an enjoyable place to sail. There is an interview with a former Commodore, Gordon Moorey (shown below) and Mark Whiteman also makes a star appearance.



Instruction, Theory and just messing about in boats

The old adage that one learns from one's mistakes is particularly true in sailing but some nautical videos allow one to learn from the mistakes of others without getting one's feet wet!

A favourite I often return to is a series by a former US Navy fighter pilot, Patrick Laine. Patrick has recorded numerous solo trips from the West Coast of France including a trip around Britain via the Shetland Isles, the Outer Hebrides and Ireland. His videos are full of helpful advice on practical aspects of cruising and navigation.



A Voyage through the Internet by the Editor

An appealing aspect of Patrick's videos is a readiness to admit to and show his mistakes . There are numerous examples of his attempts to moor his boat single-handed which, for some, can turn into a ghastly experience. Our own Gary Palmer starts a new series at the end of this edition on members' accounts of when things didn't quite go according to plan!

A full list of Patrick's videos is at: www.youtube.com/channel/UCEZSvXwSH6flqA0q_EDDBQ/videos



In a similar vein are the videos of another solitary sailor, Christian Williams. The level of practical sailing tips is somewhat lower than those in Patrick Laine's videos but that is compensated for by Christian's rather quirky approach and sense of humour. Sounding rather like a Harvard Professor, Christian entertains with philosophical musings and references to the ancient texts of antiquity. A list of Christian's videos can be found at:

<https://www.youtube.com/user/cdw000/videos>



A Voyage through the Internet



For those of you who fear getting caught out in a gale en route from Eastbourne, the practical tips offered by Skip Novak in his series on storm sailing are well worth viewing. He stands by the simple tactic of heaving to although that may not be the best approach for some modern yachts. A list of his views is at: www.youtube.com/playlist?list=PL9Ch3IKZPY6LgVDLeoNik1e0DH10NP1Pm

Erik the Viking

Looking and sounding like a Viking, Erik Aanderaa, from Norway, follows in the illustrious path of his forebears. His YouTube videos are highly professional and, although there are relatively few practical tips, his videos display his considerable sailing skills: he sails a Contessa 35 alone and even manages to deploy a drone to film his escapades at the same time. See: www.youtube.com/channel/UCUH6fLsV6J7WKEmf7vJKfAw



For those who are interested in offshore cruising, there is abundant guidance and advice at **Attainable Adventure Cruising** (www.morganscloud.com). The website, recently updated, provides links to on-line books dealing with such matters as anchoring and docking. However, a modest annual fee is payable to gain access to the material.

Dinghy Sailing

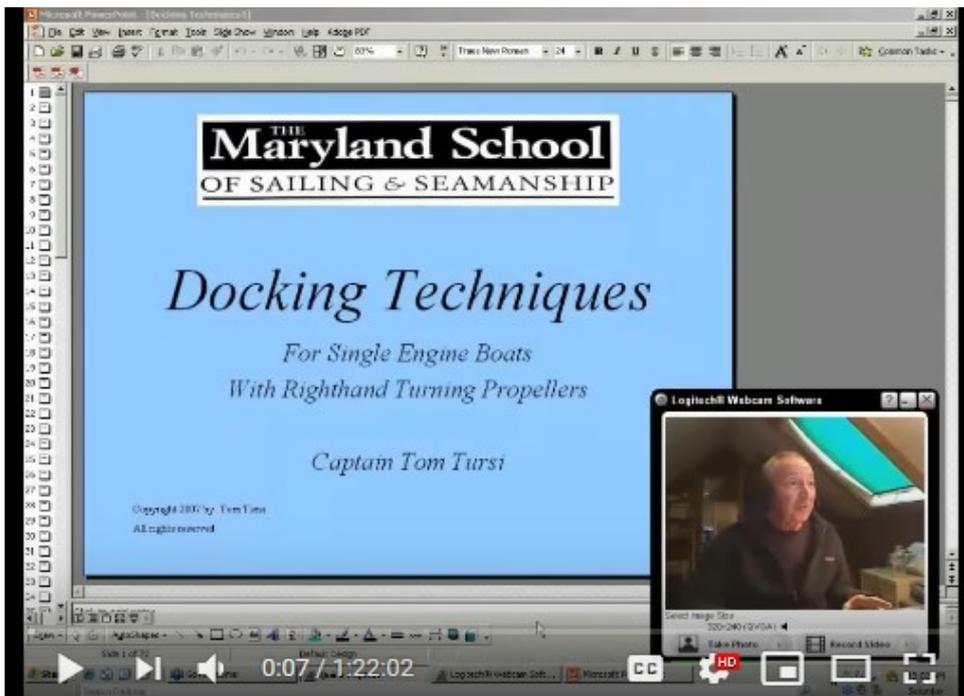
Turning to dinghy sailing, the RYA has a useful selection of training videos but they make it clear that they should be used in conjunction with an RYA Training course.

www.rya.org.uk



A Voyage through the Internet

SailboatTV have a range of training videos a list of which can be found at: www.youtube.com/channel/UCKm_baDjo5RBscjnQL7IYgQ If dinghy sailing members know of useful resources on the internet please drop a line to the editor!



If you need to enhance your knowledge of sailing theory and navigation then one of the best resources I have found on the web is that provided by Capt. Tom Tursi and others at the Maryland School of Sailing and Seamanship. The School provides a combination of in-depth lectures and video demonstrations. One can also enrol for on-line courses for a fee.

See: www.mdschool.com

Finally, those who wish to take up cruising and need an introductory course on navigation I would recommend the series of videos provided by the Penzance Sailing Club which can be found at: www.youtube.com/channel/UCTC0YRGkw_od4TMZDgiu9zA



You don't need to be a sailor to be bemoaning the current state of the weather. At the rate we are going we will be running out letters of the alphabet; I suppose that once we get to Storm Zob (or should that be Zon) we start again at Storm Aria (the violent sort).

Despite the odds, the 2019/20 Winter Series continues in its third year in its current form. The year started off with the Rum Race in January. With predictive monotony the winds were very much on the cusp for safe sailing and sensible sailors elected to reef their sails. It was as well that there were two safety boats out since there were thirteen dinghies crewed by sixteen sailors including members of the Hastings & St Leonard's Sailing Club. After an exciting start upriver, the first turn was crowded in with strong unpredictable winds (the latter element largely caused by the wind shadow from the dock). As a result, there were plenty of capsizes and running aground on the lee shore, a foretaste of things to come. In the end six boats managed to finish the race and, pleasingly, the first three places went to club members:

1st Place Scott Wilkinson.

2nd Place Jeremy Short.

3rd Place Eric Zon.



The Rum Race forms part of the Winter Series; we have only managed one race, in early February, since the Rum Race and that was advanced by a day to beat Storm Ciara; that said the swell on the sea made for an interesting race.

Rum Race – Jostling for position (photo by Kate Wilkinson)

What is really pleasing to see is the increasing numbers of sailors who have thrown off the 'fair weather' mantra and make the effort to get out in some fairly challenging conditions. Although it is early in the year, we are also starting to see signs of more formal 'free sailing' sessions taking place (some are now scheduled into the calendar for Friday evenings through the year). This doesn't take account of those who go out by themselves when the mood takes them. If you are in the latter category, please remember two things:

- To record the activity in the 'red book' on the bar (this helps us with the club returns to the RYA).
- To use the RYA Safe TRX App on your phone if you are going out by yourself. This automatically alerts a friend and then the Coastguard if you are overdue returning to the club.



Fran Zon and Claire Powell before the start of the Rum Race (photo by Kate Wilkinson).

Storms allowing, the next dinghy race is on Sunday 15 March at 1434. Chris Baker is OOD and Phil Whiteman will be providing safety cover.



Winter Series February Race – John & Claire Powell and Martin Newman & Rose Bain rounding the marker (Photo by Simon Marsh).



The Social Committee has arranged some entertaining and interesting events throughout the year and I very much hope that members will come along to these events and support the club and also bring friends and family. Highlights include the following:

On **28th March** there will be Club supper followed by a talk about Maritime Rye given by Jo Kirkham. Some of you may have heard of Jo but, in case you haven't, she is a highly respected local historian. She was also a teacher, Mayor of Rye, local magistrate and long serving local councillor. Jo was awarded an MBE for her services to the Community. I am sure that her talk will be fascinating and so please contact me as soon as possible to reserve a place if you have not already done so.

On **18th April** we will be holding the Commodore's supper followed by a talk by Will Hodshon entitled 'Around Britain in a Wayfarer'. Readers will recall reference to Will's exploits in the previous edition of the Jolly Roger.

On **3rd May** between 1030 and 1200 a boat jumble will be held at the Clubhouse. Stalls are still available and if you wish to reserve one please contacting Eric Zon (contact details are shown on page 3).

Other dates for your diary, later in the year, will be a summer supper at the Clubhouse on 18th July and a Barn dance at Iden Farmhouse on 1st August. The prizegiving dinner will take place on 21st November and the Club's Christmas party will be on 5th December.

Claire Powell

On our way to the Caribbean By our Commodore, Eric Zon

The boat is back in the water and ready to go when we fly out to Porto on Tuesday November 5. We have delayed the trip by a couple of days due to bad weather which should about clear up this Tuesday. When we arrive the boat is in good order but the harbour is still closed for any boats going in or out due to the big seas breaking in the harbour mouth. Spectacular to look at from the local bar but glad we are not out on it. We give the coastguard a call and they are positive we can leave on the Wednesday, around 1100 is high tide and perfect for us to leave.



The crew this time is James and me from last time, and Derek, who we sailed several Three Peaks and Scottish islands Peaks with, Richard, who I sailed with in Greece on his beautiful classic boat in the summer and my son Josh, out for his first big crossing. Richard's daughter and son in law are on a surf sabbatical with their camper van and are just about to leave Porto so we all meet up in the evening and go out for a beautiful fish meal at the Taberna de Sao Pedro (no oysters allowed this time!). We just come across it while walking about and seeing the grill on the sidewalks but read the following description and you can see we couldn't go wrong:

'Fado drifts up the azulejo-clad walls, toddlers tear through the dining room, plump and oily sardines (and other fresh fish) are roasted on sidewalk grills, and you can almost smell the tart snap of vinho verde (young wine) in the air. There's much to love in this forever-packed, salt-of-the-earth local seafood house. It's located one block inland from the ferry pier'.

I must say a big difference from overhyped Padstow.....

We have done our shopping in the afternoon, this time no frozen meals but we will cook on board. We go out for a nice breakfast in the morning and the entrance is indeed opened for all traffic so we leave at 1100 high tide.

On our way to the Caribbean By Eric Zon

We are expecting North Easterlies but it is not that easy and we are greeted by a very confused sea once we are out and a South Westerly wind. I am hoping that we will get the NE further out at sea so we head out in a Westerly direction not too close to the wind to keep some speed in the wobbly sea. We have two reefs in the main and full genoa out. Several other boats that had been stuck in port have taken the opportunity to leave. They keep disappearing in the troughs of the waves, true to form we are keen to beat them all out of the harbour but don't quite manage against a 60 footer. By the evening the wind slowly turns to eventually become the NE we were expecting and hoping for. There is a good breeze, about 20 knots, so we take the main down for the night and sail on just with the Genoa. Laura doesn't let us down and really moves fast again. I had expected to do the 800 miles in about 6 to 7 days but in the end we manage to arrive in Marina Santa Cruz on the North tip of Tenerife Monday evening at 1800 so just with daylight.



On our way to the Caribbean By Eric Zon

Very unlike us the trip was rather uneventful. After a couple of days the crew all found their sea legs and greatly enjoyed the experience. With a waxing moon nearing full moon we had beautiful moonlight at night making the night watch a pleasure.

We did see quite some dolphins and turtles and had some sightings of whales until close to Tenerife we have some whales passing by closely for a good look. The wind stayed up and closer to the island we had some big waves towering over us just enough to end on a high.



Now to put 4 middle aged men (and one youngster) on hire bikes to race around the Island, that is a completely different story. The young lad was ok, but we have to be glad that the oldies all stayed in one piece, ready for the next step in this adventure. Sailing the boat to Antigua will be Dick and a different crew and I hope to report on our race in the Caribbean 600 which will start on Monday 24th February.

Eric Zon





GOUDHURST & KILNDOWN
CHURCH OF ENGLAND PRIMARY SCHOOL
Parent, Teacher & Friends Association
CHARITY NUMBER: 1028911



The Isle of Wight Challenge

30th – 31st May 2020.

Rye Harbour Sailing Club members, Victoria & Graham Aldwinckle, are taking part in a unique fundraising event this summer.

On the last weekend in May, a team of parents, teachers & friends – led by Victoria & Graham – from Goudhurst & Kilndown School will be **circumnavigating the Isle of Wight** on **foot**, with **paddles** and by **sail!**

Our intrepid team will split into three: the first group will walk around the island, **covering a total of 106km**, that's **50km each day** – that is the same as doing 2 ultra-marathons back to back! The second group will **sea kayak around the island covering 90 kms and paddling for around 8 hours each day**. The final team will be in **small Laser dinghies** – the type used in the Olympics – and will be **sailing around the island**.

Which ever route is taken, this challenge will be incredibly difficult for all involved. The walkers, whilst covering lots of miles, have less weather-related challenges to contend with. Those at sea will have many significant and difficult obstacles – sea state, wind conditions, tidal eddies & gates.

The amount of training required is enormous for all, both in terms of strength training, stamina and cardio fitness. To make the hard work worthwhile, we would really love to raise a really significant amount of money for these two amazing Kent charities.

How to donate:

As with last time, the sole aim of this challenge is to raise money for **Demelza House & Goudhurst & Kilndown School** – and we really hope to beat our last sum! Please help us, in any way you can.

Either go on-line: <https://smartgiving.org.uk/event/isle-of-wight-challenge>

Or contact Victoria Aldwinckle on 07966331107 or victoria@aldwinckle.com

This challenge would not be possible without the incredible support & generosity from the following companies:



www.seapointcanoecentre.co.uk
[email:info@seapointcanoecentre.co.uk](mailto:info@seapointcanoecentre.co.uk)

Report on Rye Harbour Sailability (RHS)

Sailability is the Royal Yachting Association's (RYA's) national programme to support and encourage people with disabilities to take up sailing on a regular basis. Rye Harbour Sailability (RHS) is proud to be one of over 200 recognised RYA Sailability sites in the UK.

Sailing at Rye Harbour, RHS gives people with disabilities the chance to get out on the water in a dinghy with an experienced volunteer skipper and trained crew member whilst under the watchful eye of a Senior Instructor. We are proud to be one of a very few charities or organisations in the local area that provide sport activities solely for people with disabilities. This year our sailing events begin on Saturday 25th April and run until Saturday 3rd October when, if the weather permits, we hold Sailability sailing days with safety equipment, such as helmets and buoyancy aids etc provided. This is also a social occasion and we make available to buy, sandwiches, cakes, teas and coffees and the sailing is followed by a BBQ or hot meal which creates a welcoming atmosphere in which carers, volunteers and sailors (people with disabilities) can get to know each other. This year some of our sailing days fall on weekdays, either a Wednesday or Friday. A hard copy of our Programme of Sailing and Social Events is available – please contact Jen Tomkinson at dejlTomkinson@btinternet.com



After holding many fundraising events and being successful with applications to funding bodies, by the end of 2019 RHS raised enough funds to go ahead and order a new rescue boat from The Barnet Marine Centre Limited, Hertfordshire. The boat will be delivered on Thursday 27th February.

Report on Rye Harbour Sailability (RHS)

We are still raising funds to equip the rescue boat. David Tomkinson and Caroline Wylson were pleased to lend a hand to Mick Kirby, Hugh Redman and Richard Crooks to clear the garage which will house the new rescue boat. David Tomkinson kindly jet washed the floor of the garage as well as the door.

The rescue boat is 5 metres in length which provides additional space to make it easier for the crew should they need to deliver first aid. There is also a man overboard mat with fixings to the tubes. This may be the first step towards joint sailing with the sailing club, particularly if all specifications RHS are obliged to put in place are able to become part of the operations manual for the sailing club.

Grateful thanks go to the following funding bodies, The Rye Fund, The Little Cheyne Court Wind Farm Fund, the William Brake Trust, The Francis and Eric Ford Trust as well as local businesses such as The Coop Community Fund, Waitrose Community Matters, The George in Rye, The Mermaid Inn, The Hope Anchor and those people who have made generous personal donations. In securing funds for our rescue boat, we have had support from many other local businesses and some others as far away as London, who have donated items to our recent auctions. Grateful thanks for this support from the Sailability team. A huge thank you to the local community, RHS members and volunteers as well as sailing club members who have been wonderful in giving so generously. Thank you to everyone who has helped to make such a difference to this charity.

We are looking forward to another successful year ahead. If you would like to make a difference and come and spend a little time helping with our sailing days or lend your support to the administration of the charity, please contact carolinewylson@btinternet.com or call 01797 223112.

The Sailability Team

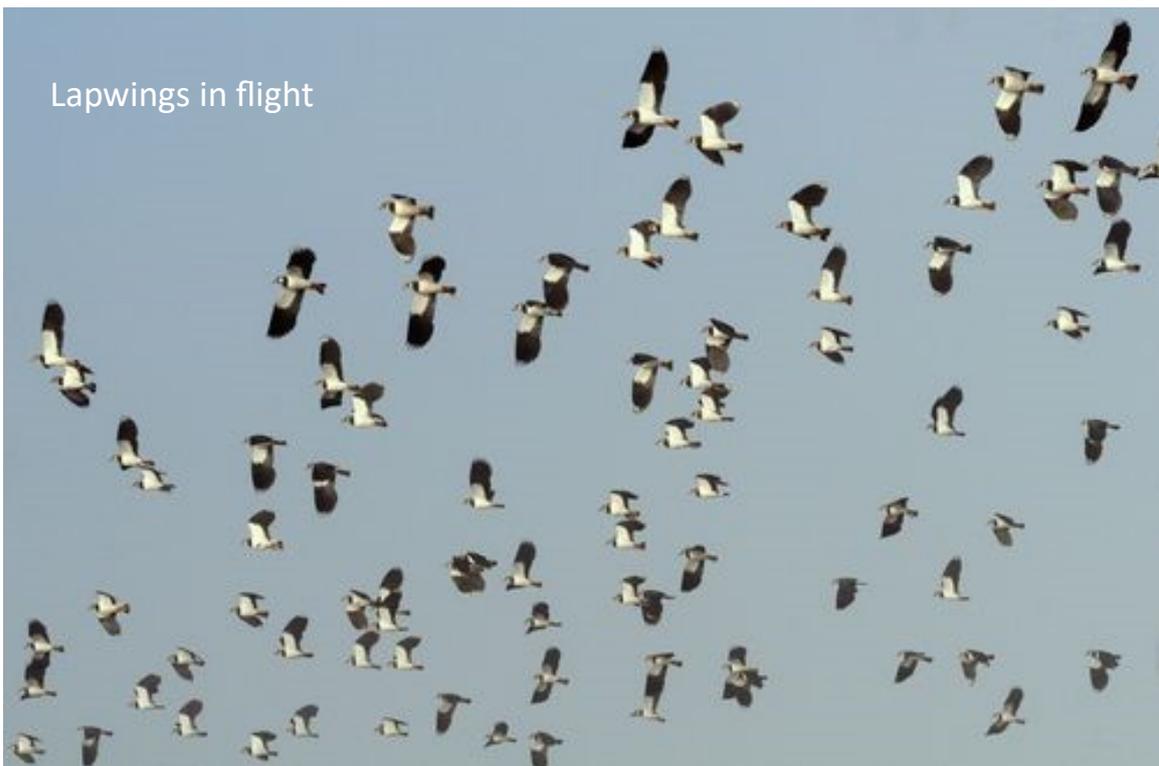


We set off on our walk at Rye harbour Nature Reserve on a blustery but bright February morning. The tide was in and the lagoon nearly overflowing. Great flocks of noisy birds flew over us creating amazing patterns in the sky. We were told by some ornithologists nearby that they were lapwings and if you listened carefully you could hear the characteristic “pee-wit” calls of the birds.

We stopped at one of the hides on the reserve and, sure enough, great flocks of lapwings chatted noisily on the islands in the lagoons whilst displaying their comical little tufts on their heads.

A few black cormorants on the far away islands stood upright, holding their wings outstretched like ebony figurines.

On our way back, we stopped at the hide close to the bird observatory which is in the course of construction and were greeted by an equally noisy chorus of a large flock of golden plovers resting on one of the nearby islands. They mingled with lapwings and oystercatchers wading in the lagoon as the tide was going out.



We spotted very few flowers. The first leaves of sea cabbage were starting to emerge on the shingle and the tiny white common whitlow grass could be seen in places. The gorse was already in bloom with its characteristic



Above: Golden Plover- in summer it has a distinctive gold and black plumage but in winter this is replaced by buff and white. Golden plover, which feed on worms, beetles and insects, tend to inhabit upland moorlands in summer, including the Highlands of Scotland, but in winter move to lowland fields.

Left: Sea cabbage

Apart from Golden Plover, the Nature Reserve Information Centre also recorded sightings of widgeon, shelduck, little egrets, grey plover and meadow pipits amongst many others.



Not already a member of the Club but would like to join? - follow the simple instructions below:

1. Download an application form from our website: <http://www.rhsc.org.uk/Membership>
2. Refer to the notes on page 3 of the form and decide which category of membership is appropriate for you or your family and complete the form accordingly
3. Calculate the fee payable based on the notes on page 3 (including any berthing fee)
4. **Either:**

Send a scanned copy of the completed form by email to the Membership secretary, Richard Hopper (richard@richardhopper.plus.com) and pay the fees by bank transfer to:

Sort code: 30-90-28 Account No. 00752410 (Rye Harbour Sailing Club) quoting your surname as the reference.

Or: Send the completed form and your cheque for the fees payable to:

Richard Hopper Esq., TD,
Membership secretary
Thornhill
Playden
Rye
East Sussex
TN21 7PH

5. Should you have any queries about applying please telephone Richard Hopper on 01797 222291 or write to him by email or post.
6. Once your application has been processed Richard Hopper (and, if relevant, the Berthing Master, Jeremy Short) will contact you.

Report of the Rear-Commodore House, Mick Kirby



AUSTRALIAN NAUTICAL MUSEUM

At the time of writing, works are under way to make the old RIB garage suitable for the new Rye Harbour Sailability ("RHS") RIB with help being given by club and RHS members. There is also ongoing work in the club's old shower rooms which, at this stage, mainly involves removing rubbish and stripping out to make the space ready for conversion into a lounge area.

Being an old wooden structure, some of the shiplap cladding on the Clubhouse will need to be replaced when funds are available. We are also working on the installation of additional shelving for members' clothes and kit in our new shower rooms and also on sail and mast storage in the boat shed.

I would ask members to be vigilant in switching off room heaters after using the Clubhouse in order to help reduce our electric bills which have been on the high side. I have arranged for notices to be placed around the Clubhouse to act as reminders.

As a final note I would like to thank all those members who are giving up their valuable time to improve our club.

Mick Kirby



Christmas Card Photography Competition!

In order to enhance the profile of the Club and gain further income, the Club intends to produce a Club Christmas card for 2020 and has decided to hold a competition open to all the members to find a suitable photograph showing a Club-related theme. This could include views of the Clubhouse or boats moored on the river or other Club sailing activities, preferably with snow or a winter scene.

In order to participate, interested members should supply a high definition image they have taken personally.

Entries should be sent to the Vice-Commodore, David Townsley (davidtownsley1@hotmail.co.uk) by 30 April 2020. The winner, to be announced in due course, will be awarded an enlarged print of the winning photograph on canvas.

Wanted– articles for the Jolly Roger!

If you would like to share any sailing experiences or your expertise with our readership or simply make a comment, your articles or letters to the editor will be gratefully received and considered for inclusion in a subsequent edition of the Jolly Roger, We aim to maintain a balance between material relating to dinghy sailing and cruisers and also between articles which are informative, educational or downright comical and so please do not be offended if an article you contribute does not appear immediately. Articles or letters should be submitted to the editor (apowell@lawdisputes.co.uk) no later than 14 days before the publication date (i.e. by 16th November for the Winter edition, 14th February for the Spring edition, 17th May for the Summer edition and 17th August for the Autumn edition).

WILLIAM
THE
CONQUEROR
AT
RYE HARBOUR



WILLIAM THE CONQUEROR

- AT RYE HARBOUR -

William the Conqueror is a traditional, friendly pub, boasting real ales, hearty pub food including home-cooked Greek specialities, and a warm welcome for all.

There's a large outdoor area here too with plenty of alfresco seating on the banks of the River Rother



William the Conqueror Rye Harbour TN31 7TU 01797 223315

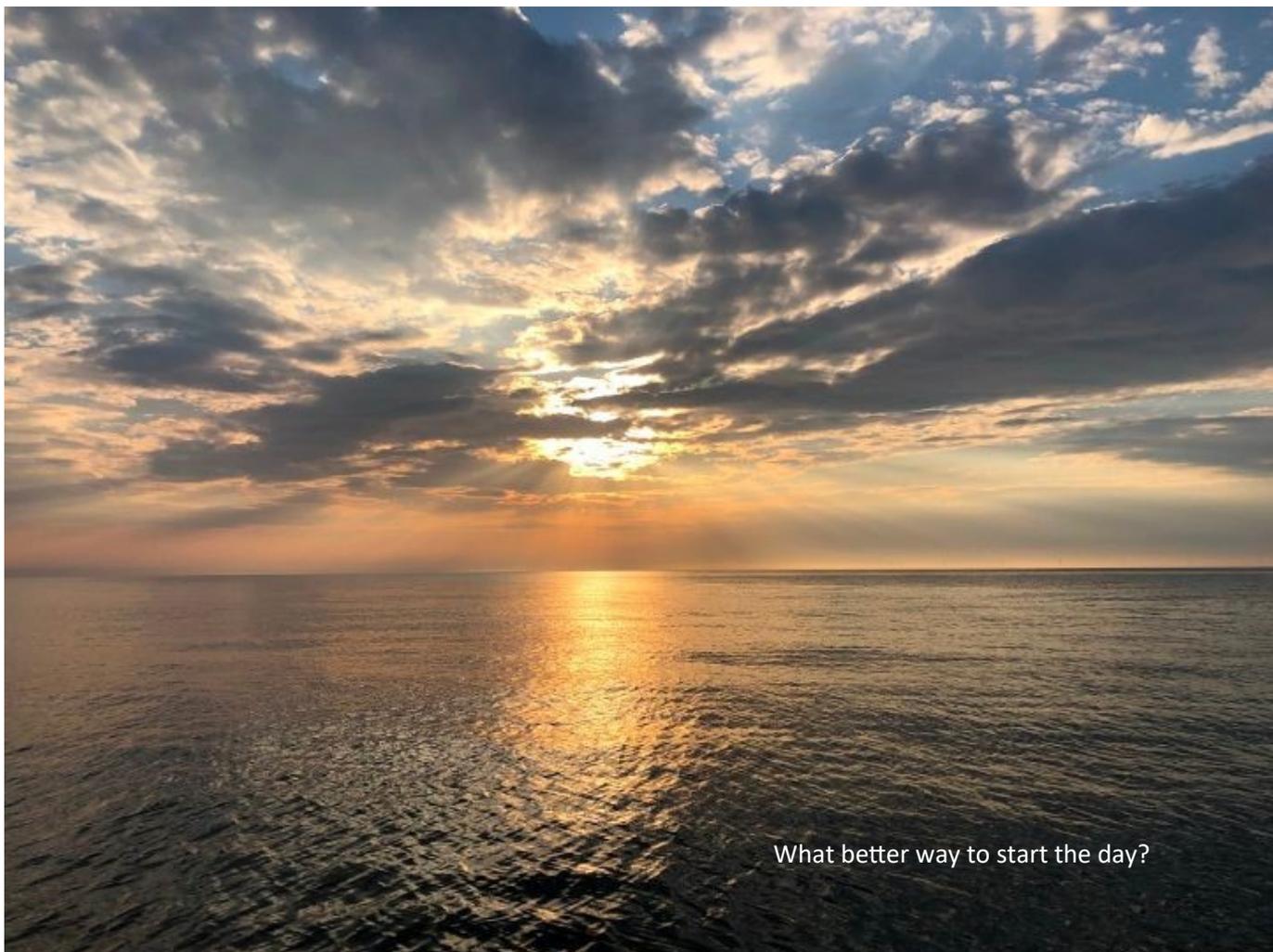
Tales of a Cornish Trader Part 5: The Continued Story of “How not to buy a boat” By Gary Palmer

Previously, in Part 4... My crew arrive at Bangor from Scotland and Dubai, and after a couple of days sorting stores we finally set off down the Irish Coast stopping at Ardglass and Arklow.

Arklow to Kilmore Quay.

We cleared Arklow early on a fine but windless morning for the 55 mile passage to Kilmore Quay, our setting off port for crossing the Irish Sea. We soon had a gentle NE breeze and we had some productive gentle sailing in sunshine for a while. But by lunchtime the breeze died and we were just left with the sunshine, so it was on with the engine again. After a somewhat lengthy stay below, Allan gave the news that the loo was blocked. He was instantly promoted to Chief Engineer with special responsibility for plumbing, but all his, and other, attempts to clear it failed, so we hoped that some more technically-capable help would be found at Kilmore. Allan compounded his discomfort by bashing his head hard against the wooden beam above the passageway between the saloon and fore cabin – sadly for Allan this was not going to be a one-off event and the thud of timber on cranium, followed by some colourful Scottish dialect, continued to punctuate the whole of our trip.

Although we motored all the way, the passage to Kilmore was easy going with good visibility and only a very slight sea, and the afterdeck became the favoured place to be, comfortably lying with one’s back against the rolled up inflatable tender and book in hand. But as we approached Kilmore Quay the sea ahead took on a very odd and interesting pattern, caused by the tide running over St Patrick’s Bridge, a rock and shingle ridge between the mainland and Little Saltee Island. But although it n a very looked like it might cause us some bumps,



What better way to start the day?

it was mostly just a visual effect, and we were soon through between the port and starboard buoys marking the advised crossing point, then turned at the safe water mark onto the approach bearing for the harbour, and we tied up in the Kilmore marina at 17:00 after an uneventful passage – apart from the loo and Allan’s sore head that is...

We had a very friendly welcome from the harbour master and listened carefully to his summary of the forthcoming weather, especially so as he was the local lifeboat Cox’n, and he said it looked like we would be a day or two in Kilmore. However, he knew who to speak to about our plumbing problem, and shortly after the engineer (also RNLI crew) appeared and made short work of clearing our blocked loo, much to everyone’s relief (and especially Allan’s). So with the weather not looking favourable we stocked up in the local shop, visited the chandlery for the flares we couldn’t get in Northern Ireland and adjourned to the pub, where, as to be expected, there was good food, excellent Guinness, live music and lots of singing.



Ken at the helm on a lovely day

Across the Irish Sea

After two days in Kilmore the weather looked set fair and we set off with, for once, a good f4/5 breeze and found that, although Nomad is by no means a fast boat, we could make a comfortable 6kts with just jib, staysail and mizzen. But again by lunchtime the breeze died and we started motoring in what soon became an almost flat calm. However although the sea was flat and featureless, we were treated to the first of many visits by shearwaters, gannets and puffins. The shearwaters were mainly settled on the sea in large ‘rafts’ of several hundred birds, but the gannets were not engaged in their usual but always astonishing high dives for fish; these immaculate birds were gliding past us in threes and fours just inches above the flat water, but without any motion from their wings, just long, long glides which carried them for hundreds of yards, almost as if they were on their own invisible monorail system. (The gannets had clearly done the physics as we later found that they were using the ‘ground effects’ principle, where the airflow around a wing when close to a smooth surface dramatically reduces drag). But, however they did it, it was mesmerizingly beautiful to watch and added to the slightly surreal feeling as we moved in a seemingly limitless seascape where the sky and sea mirrored each other in a pale opalescent grey/blue light from horizon to horizon.

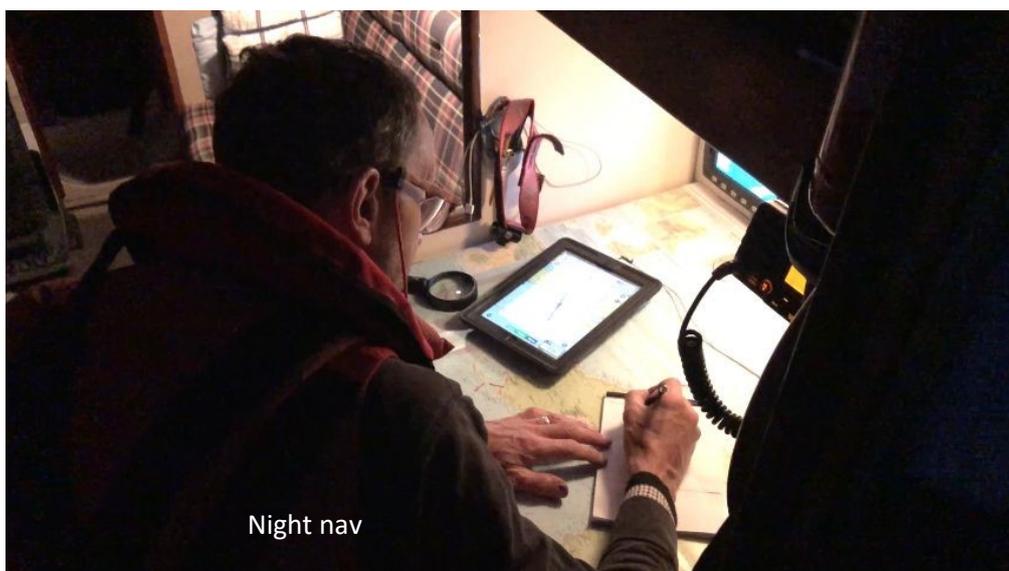
But the gannets and shearwaters were not all of the wildlife present, as a while later we saw a dolphin’s back breaking the surface some 50 yards away, then several appeared, with some jumping clear of the water. But they vanished and we thought we had seen the last of them until crewman Ken burst out of the companionway hatch saying ‘I can hear dolphin’s from inside the fore cabin!’, and of course when we took a look over the bows there they were, playing with our bow wave in the crystal clear water. Ken later said ‘One of my lasting memories of the trip was lying in the fore cabin listening to the squeaks of the dolphins amplified through the hull.’

We had multiple visits from groups of dolphins and gannets throughout the day but as the daylight started to fade they departed and we started our night watches. But it was hard to go below as it was a beautiful moonlit night with the sea still glassy calm, and as it got fully dark we were treated to an at times dazzling phosphorescence light show as our wash disturbed the surface algae.



We disturb a raft of shearwaters

The calm sea and good visibility continued through the night watches and we had no trouble seeing ship and fishing boat lights, and we had a short conversation with one large fishing boat who wanted to be sure that we passed well clear of his trailing trawl cables, and kindly wished us a good onward passage.



Night nav

Next Time:

Arrival at Land's End, more sea creatures, Falmouth, we meet with 'Provident', and a family visit in Plymouth.

Travels with a 17th & 18th Century Buccaneer— William Dampier

William Dampier was an English explorer, pirate, and Royal Navy officer. He was the first person to complete three circumnavigations of the world. He was born in Somerset in 1651. After several voyages he joined the Royal Navy in 1673 and took part in the two battles of Schooneveld. Illness forced him to leave the service. Following his recovery, as part of his first circumnavigation, he joined the ship of a Buccaneer Bartholomew Sharpe.

Dampier achieved fame with the publication of an account of his voyage and he was later given command of a warship HMS Roebuck and was ordered to explore the coast of Australia. HMS Roebuck founder but Dampier survived although he was court-martialled for cruelty and dismissed from the Navy. He made a second circumnavigation at the time of the War of the Spanish Succession after he had been given command of a gunship, St George. After engagements with various Spanish ships, St George was abandoned and Dampier returned to England. Dampier made a third circumnavigation in a privateer. Following his return he died in London in 1715. [Editor]



“The Privateer on board which we went being now cleaned, and our Indian Guides thus satisfied and set ashore, we set sail in two days for Springer's Key, another of the *Sambaloes* Isles, and about 7 or 8 leagues from *La Sound's* Key. Here lay 8 Sail of Privateers more, viz.

English Commanders:

Capt. Coxen, 10 Guns, 100 Men.

Capt. Payne, 10 Guns, 100 Men.

Capt. Wright, a Barcolongo. 4 guns, 40 Men

Capt. Williams, a small Barcolongo.

Capt. Yankes, a Barcolongo, 4 Guns, about 60 Men, English, Dutch and French

French Commanders and men:

Capt. Archemboe, 8 Guns, 40 Men.

Capt. Tucker 6 Guns, 70 Men.

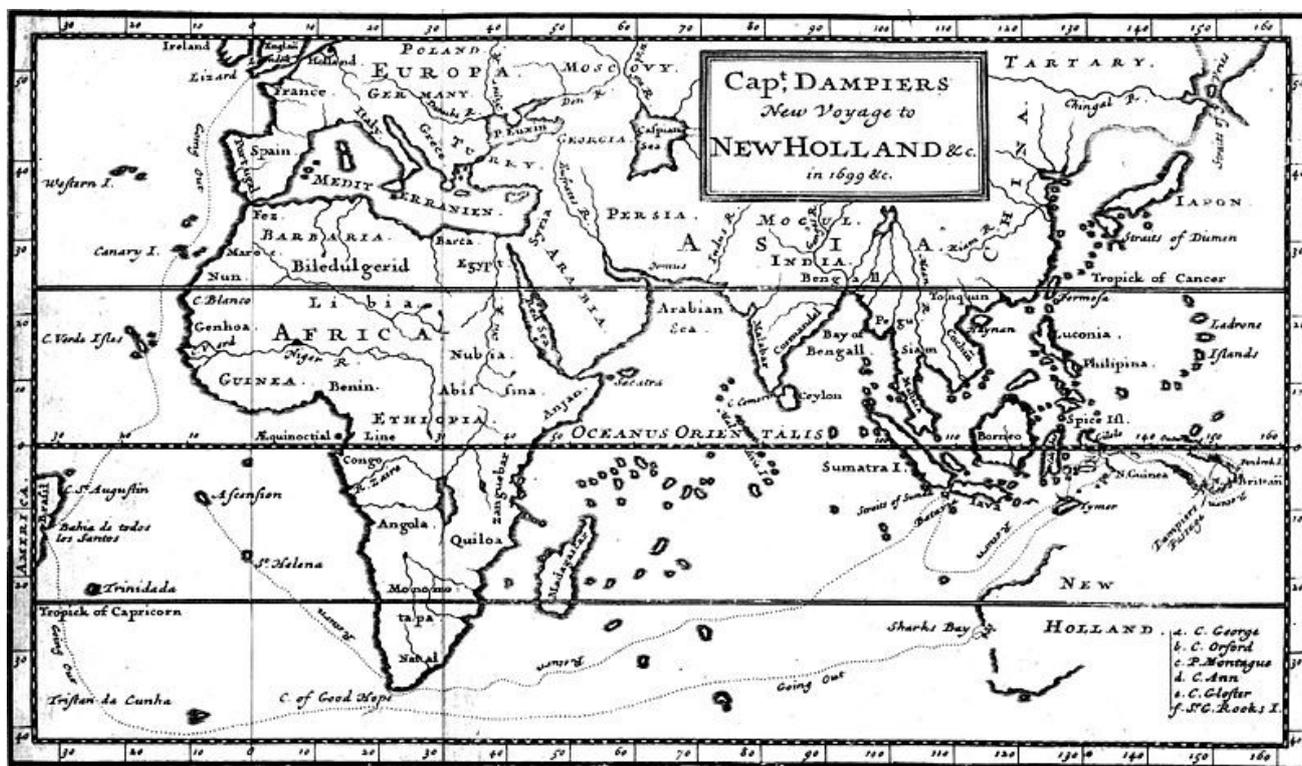
Capt. .Rose, a Barcolongo.

An Hour before we came to the Fleet, Captain *Wright*, who had been sent to *Chagra* River, arrived at Springer's Key, with a large Canoa or Periago laden with Flower, which he took there. Some of the Prisoners belonging to the Periago, came from Panama not above six Days before he took her, and told the News of our coming over land, and likewise related the Condition and Strength of Panama, which was the main thing they enquired after; for Captain *Wright* was sent thither purposely to get a Prisoner that was able to inform them of the Strength of that City because these Privateers designed to join all their Force, and by the Assistance of

Travels with a 17th & 18th Century Buccaneer– William Dampier

Indians, (who had promised to be their Guides) to march over land to *Panama*; and there is no other way of getting Prisoners for that purpose, but by absconding between *Chagra* and *Portabell*, because there are much Goods brought that way from *Panama*; especially when the *Arrnado* lyeth at *Portabell*.

All the Commanders were aboard of Captain *Wright* when we came into the Fleet; and were mighty inquisitive of the Prisoners to know the Truth of what they related concerning us. But soon as they knew we were come, they immediately came aboard of Captain *Tristian*, being all overjoyed to see us; for Captain *Coxon*, and many others, had left us in the South-Seas about 12 Months since, and had never heard what became of us since that time. They enquired of us we did there? how we lived? how far we had been? and what Discoveries we made in those Seas? After we had answered these general Questions they began to be more particular in examining us concerning our Passage through the Country from the South-Seas. We related the whole matter giving them an account of the Fatigues of our March, and the Inconveniencies we suffered by the Rains; and disheartened them quite from that design.



Then they proposed several other Places where such a party of Men were now got together might make a Voyage; but the Objections of some or other still hinder'd any proceeding: For the Privateers have an account of most Towns within 20 Leagues of the Sea, on all the Coast from *Trinidad* down to *La Vera Cruz*; and are able to give a near guess of the Strength and Riches of them: For they make it their Business to examine all Prisoners that fall into their Hands, concerning the Country, Town or City that they belong to; whether born there, or how long they have known it? how many Families, whether most Spaniards? or whether the major part are not Copper-colour'd, as Mulattoes, Mustesoos, or Indians, whether rich, and what their Riches do consist in? and what chiefest Manufactures? if fortified, how many great Guns, and what number of small Arms? whether it is possible to come undescrib'd on them? How many Look-outs or Centinels; for such the Spaniards always keep? and how the Look-outs are placed? Whether possible to avoid the Look-outs....

At length it was concluded to go to a Town, the Name of which I have forgot; it lies a great way in the Country, but not such a tedious march as it would be from hence to *Panama*. Our way to it lay up *Carpenter's River*,

Travels with a 17th & 18th Century Buccaneer– William Dampier

is about 60 Leagues to the Westward of *Portabell*. Our greatest Obstruction in this Design was our want of Boats: therefore it was concluded to go with all our Fleet to *St. Andreas*, a small uninhabited Island near the Isle of Providence, to the Westward of it, in 13 deg. 15 Min. Lat. and from *Portabell* N.N.W. about 70 Leagues; where we should a little way from *Carpenter's River*. And besides, at this Island we might build Canoas, it being plentifully stored with large Cedars for such a purpose and for this Reason the *Jamaica*-men come hither frequently to build Sloops; Cedar being very fit for Building, and it being to be had here free-cost; beside other Wood. *Jamaica* is well stored with Cedars of its own, chiefly among the Rocky Mountains: these also of *St. Andreas* grow in stony Ground, and are the largest that ever I knew or heard of; the Bodies alone being ordinarily 40 Or 50 Foot long, many 60 or 70 and upwards, and of a proportional Bigness. The *Bermudas* Isles are well stored with them; so is Virginia, which is generally a sandy Soil.



HMS Roebuck– survey of the New Guinea Coast

Travels with a 17th & 18th Century Buccaneer— William Dampier

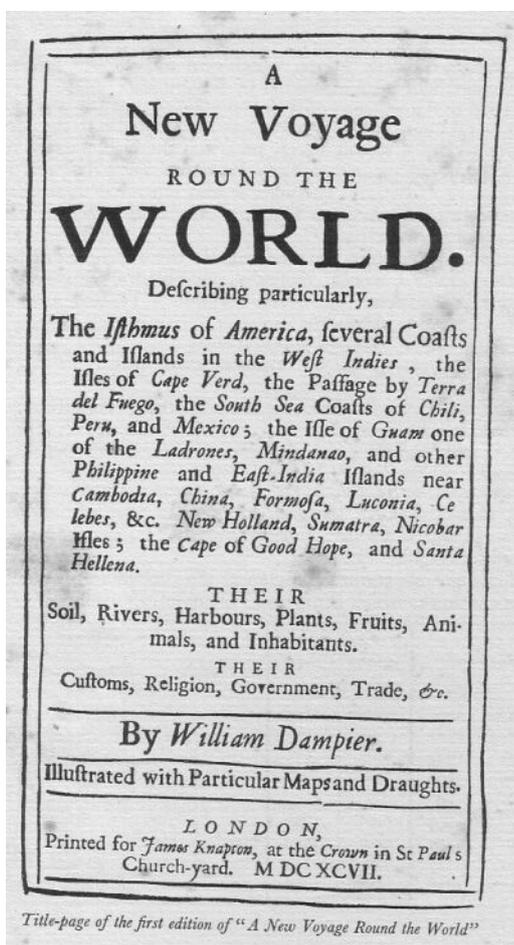
When Captain Wright saw our Resolutions, he agreed with us on Condition we should be under his Command, as one Ship's Company, to which we unanimously consented.

We staid here about 10 Days to see if any more of our Fleet would come to us; but there came no more of us to the Island but three, viz. Captain *Wright*, Captain *Archembo*, and Captain *Tucker*. Therefore we concluded the rest were bore away either for *Boccatora*, or *Bluefields* River on the Main; and we designed to seek them. We had fine Weather while we lay here, only some Tornadoes, or Thunder-shores: But in this Isle of *St. Andreas*, there being neither Fish, Fowl, nor Deer, and it being therefore but an ordinary Place for us, who had but little Provision, we sailed from hence again in quest of our scattered Fleet, directing our Course for some Islands lying near the Main, called by the Privateers the *Corn-Islands*; being in hopes to get Corn there. These Islands I take to be the same which are generally called in the Maps the *Pearl Islands*, lying about Lat. of 12 D. to 10 M. North. Here we arrived the next Day, and went ashore on one of them, but found none of the Inhabitants; for here are a few poor naked Indians that live here; who have been so often plundered by the Privateers that they have but little Provision; and when they see a Sail they hide themselves; otherwise Ships that come here would take them, and make Slaves of them; and I have seen some of them that have been Slaves.

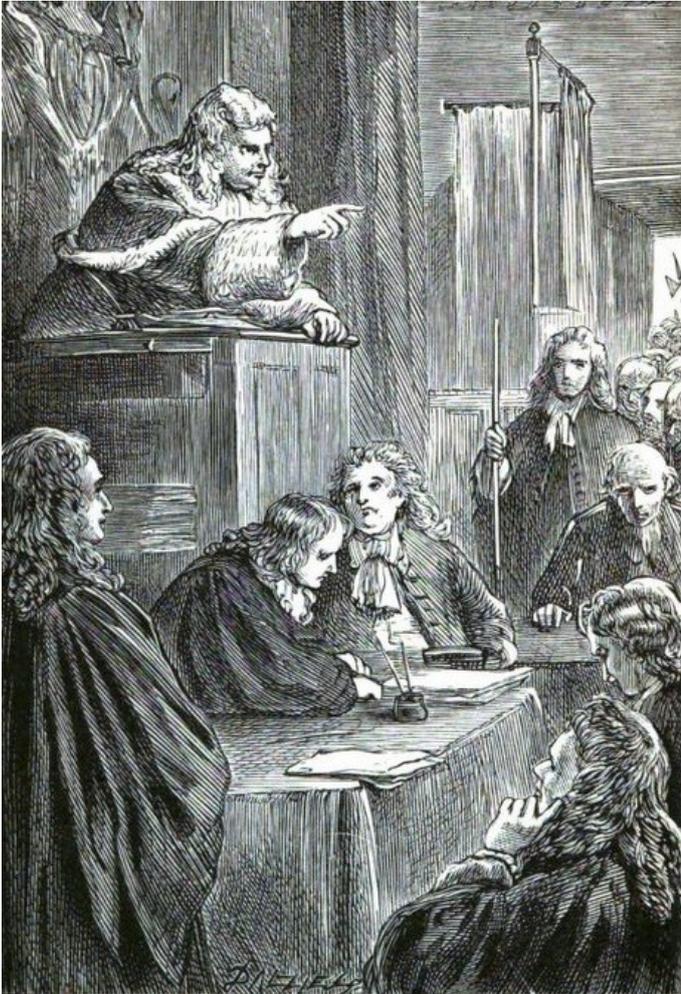
Finding no Provision here, we sailed towards Bluefield River, where we careened our Tartane; and there Captain *Archembo* and Captain *Tucker* left us, and went towards *Boccatoro*. This *Blewfield's River* comes out between the Rivers of *Nicargua* and *Veragna*. At its Mouth is a fine sandy Bay, where Barks may clean: It is deep at its Mouth, but a Shole within; so that Ships may not enter, yet Barks of 60 or 70 Tuns may. It had this Name from Captain *Blewfield*, a famous Privateer living on *Providence* Island long before Jamaica was taken. Which Island of *Providence* was settled by the English, and belonged to the Earls of Warwick.

In this River we found a Canoa coming down the Stream; and though we went with our Canoas to seek for Inhabitants, yet we found none, but saw in two or three Places signs that Indians had made on the Side of the River. The Canoa which we found was but meanly made for want of Tools, therefore we concluded these Indians have no Commerce with the Spaniards, nor with other Indians that have.....

Our Fleet being thus scattered, there were now no hopes of get together again; therefore every one did what they thought most conducing; to obtain their Ends. Capt. *Wright*, with whom I now was, was resolved to cruise on the Coast of *Cartagene*; and it being now almost the Westerly Wind Season, we sailed from hence, and Capt. *Yanky* with us; and consorted because Capt. *Yanky* had no Commission, and was afraid the French would take away his Bark. We past by *Scuda*, a small Island (where 'tis said Sir Francis Drake's Bowels were bury'd) and came to a small River to Westward of *Chagre*; where we took two new Canoas, and carry'd them with us into the *Sambaloes*. We had the Wind at West, with much Rain which brought us to *Point-Samballas*.



Title-page of the first edition of "A New Voyage Round the World"



Guilty M'Lud!

By Gary Palmer

I Learned about sailing from that...

One weekend in a summer many years ago, three of us, Chris, Pete and I, who had sailed together quite a bit, each chartered a yacht from Lymington, specifically to introduce a few friends to the gentle delights of being afloat in small craft. Each boat was a bit bigger than we were used to, all being over 40ft and they were a rather random collection of what the small charter company had to offer at the time; a Sigma 44, a Rival 42 and a 40ft one-off design.

My charge was the Sigma, a boat that I had not sailed on before but, as I knew, with decidedly more performance than most of the boats I had sailed on at that time. She seemed very tender when I stepped on board, the mast seemed towering, there were surely far more bits of string than it seemed necessary to have, and the briefing from the charter representative of being very ready to reef the main at the first sign of a bit of wind, was a bit surprising. After all, this was quite a bit boat. But I was to learn that this was sound advice.

Our two crews were intrigued with the novelty of our weekend floating homes and the usual questions and jokes about nautical terminology abounded (So why can't you just call the loo, the loo?). But the weather was kind to us, so after a bit of a gill around the Solent introducing our crews to safety on board (i.e. 'Don't fall off please without one of these on'), short tacking ('Is this really necessary Gary?') beating (Should we really be tipped over this much?) we set off for a gentle and uneventful reach to Poole, mackerel lines trailing, and we had convivial evening ashore with much beer and laughter.

We left early the next morning back towards the Solent with some of the crew predictably less enthusiastic to quit their bunks (in direct proportion to the beer consumption of the previous night) but a following wind and corkscrew roll eventually drove all on deck. Once back in the Solent we decided to motor up to Buckler's Hard and a quick run ashore (How much? You must be joking!!) and then made our way back to the river mouth.

We were more practised now with the gear on board and with an informal race agreed between the three boats, we had the sails up before we cleared the entrance, which is where the seemingly mandatory element of sailing – i. e. from quiet, calm and order to instant mild / moderate / severe panic (delete as appropriate) – took place. We had just about got out of the mouth of the Beaulieu River when I noticed a very large and very black cloud – definitely a squall - fast approaching from the west with, in the distance, many a mast being laid over further than looked comfortable, under its black leading edge.

Bearing in mind the words of the charter rep, I told the helmsman to round up into wind as soon as possible for reefing, briefed everyone, and winch handle in hand, took position seated on the coach roof, ready to drop some of the main, whilst others prepared to roll the genoa. We had noticed that there was a large fleet of dinghies racing to windward of us but I hadn't the wit to look and see where they might be heading for, and quite suddenly they were rounding their next mark, now quite close, and were heading straight for us en mass. Within seconds we were in the middle of the fleet and unable to manoeuvre without causing chaos or potential collisions. Several (actually quite a few) pieces of terse sailing advice came from the helmsmen in the dinghies as they flew past each side of us, whilst our helmsman's expression betrayed his thoughts of being in control of a vessel responsible for the injury (or worse) of several dingy sailors and their boats.

I called out 'Just hold a steady course, but round up as soon as you can', the last few backmarkers in the dinghy fleet clearly felt that discretion was the better part and (fortunately) gave us a wider berth, and we were nearly clear of them all but, before we could round up, the wind from the approaching squall hit us – hard.

Within seconds our over-canvased boat did what I had never experienced before, and she heeled steeply, instantly, and broached.

Instant bedlam. Multiple shouts (and one scream) of alarm, the cockpit a tangle of arms and legs as the unprepared crew slid unceremoniously but speedily to leeward, the crash of crockery and cutlery from below (and one prolonged but muffled wail), the cockpit dodger hit the water and scooped up a large amount of water into the cockpit which liberally doused and semi-floated the recumbent crew, and then tore free of its lashings, the helmsman lost his footing and narrowly missed going for a swim, and I found myself hanging on to the boom with my feet in the water, as one of the 'first-time afloat' crew shouted 'Gary, do we jump off now?'

Somehow we missed the last few of dinghies (now capsized) as we slewed at speed and out of control to windward, and then, as it is with these things, we were suddenly upright again and almost stopped in the water, sails head to wind making a deafening racket and shaking everything on the boat. The cockpit was half full of water in which the crew, recently returned en mass from the leeward rail by the boat's return to an upright state, were looking like an overdressed tag wrestling team as they fought gravity, water, ropes and each other to get upright.

Through the noise of the sails and the expletives from the 'It's a Knockout' scenes taking place in the waterlogged cockpit, I could hear some faint cheering and looked downwind to see our nearest companion boat – the Rival 42 – which, in the same gust of wind, cutter rigged and with all sails set, had heeled perhaps another 10 degrees and was unconcernedly simply sailing on as if nothing had happened.

The cheering I thought I could hear was of, course, sarcastic jeering from our chums on the Rival, accompanied by several hand signals apparently indicating our overall uselessness...

So what did I learn from this?

- Look to windward more often.
- Understand the characteristics of the boat that you are sailing on in windy conditions.
- Keep well away from racing dinghies and look for their turning marks.
- Why the old Rivals are such good sea-boats!

Gary Palmer



INTERESTED IN BECOMING A MEMBER OF THE RYA?

The Royal Yachting Association (RYA) is the national governing body for dinghy, yacht and motor cruising, all forms of sail racing, RIBs and sports boats, windsurfing and personal watercraft.

The RYA is the leading representative for those involved in boating and helps protect and advance the interests of sailors at both national and local levels. With more than 1500 affiliated clubs the RYA sets and maintains recognised standards for training for both leisure and commercial boating through a network of more than 2,400 RYA Recognised Training Centres across 58 countries. The RYA is also responsible for one of the UK's most successful Olympic medal winning sports and its coaching and development schemes actively support 800 of our country's top sailors, from talented juniors to Olympic and World champions.

Although Rye Harbour Sailing Club is an RYA affiliated club this does not mean that you are automatically a member of the RYA! The benefits of being an RYA member include access to:

specialist cruising, legal and technical boating advice from RYA in-house experts;

exclusive offers and discounts from over 80 member reward partners, from clothing, personal and boat equipment, to the latest technology, holidays and travel, insurance, magazine subscriptions and boat show tickets, helping you keep down the cost of your boating;

all the latest news and information via the RYA Magazine, website or direct to your inbox with a host of eNewsletters.

Our club is now a joining point for the RYA. If you join through us the Club will receive a financial benefit by way of commission. You can join through the Club by one of the following methods:

By completing an RYA Application form which will shortly be available at the Clubhouse and returning it to the RYA;

By Phone – by calling the RYA's Member Services team on 023 8060 4159 who will happily talk through the benefits of becoming an RYA Member. Don't forget you will need to quote the Club's Joining Point number (008101027) to ensure the Club benefits from your application.

Online at www.rya.org.uk/go/join by selecting your reason for joining as 'Joining Point' and you will then be prompted to enter the Club's joining point number.