

Slaughden Sails



The Newsletter of Slaughden Sailing Club

Summer 2005

Contents

Rear Commodore's Report	1
Slaughden Cruising	4
Nautical Terms Explained	6
Ducklings Report	7
Fundraising	7
Wednesday Autumn Programme	10

Articles

Sir Francis Drake and the Golden Hinde	3
Coming Home	8
Tudor Navigation: Coastal Maps	9

A Note from Ed

Well it's August. Where has the summer gone? Many of us are well into the swing of sailing and cruising, enjoying a trip on the river or even further afield.

So what's in this addition? Well a few more articles including a very brief resume of Sir Francis Drake's circumnavigation of the globe in the Golden Hind, part one of a short series on Tudor navigation and various pieces from members. There's an update on fundraising, the Ducklings report and the programme for the Autumn Wednesday evening events.

I have been sent a very interesting logbook belonging to Bob Upson. Unfortunately this is not in computer format and requires some work before I can publish it, so accept my apologies Bob, I aim to get part one in the next newsletter.

So happy reading, happy sailing and keep the articles coming!

Rear Commodore's Report and Dinghy Park Update

by David Bizzell

A much belated hello from the Rear Commodore, this is my first contribution to the Newsletter. I hope you are all enjoying the sailing this year and making good use of the excellent facilities that we now have at the club. A big thank you to all those who clean and maintain the club and dinghy park on a regular basis.

Now that the saltings is almost complete, I would like to look to later in the year getting more of a growth on the surface using turf or seed. If any of you are thinking of digging up your lawns in the autumn (you

know it makes sense!) please let me know - any turf would be welcome. If you have any unwanted grass seed this would also be welcome.

The frontage of the saltings also needs bringing to fruition. We will need to replace the infill that has disappeared from between the posts. Once we have obtained the materials for the job a working party will be organised to install the new frontage (a good job for autumn/winter).

We have recently made some adjustments to the surface of the southeast section of the dinghy park. This area was prone to flooding in previous years. What we have done is used some earth to build up the level and on top of this some hoggin was laid. A plastic membrane was then pegged across the new level, which it is hoped will stop the wheels of trolleys/trailers making ruts in the ground. So far it has been successful in as much as the area no longer floods as much as it used to.

Boats, which have been allocated spaces on the plastic membrane, will not have stakes to secure them; more are being made and will be available shortly.

By now those of you who have dinghies or tenders (or rusty old trailers) should have taken your green sticker out of the clubhouse and put it on your boat/cover/trailer. If you haven't yet done so, please do so as soon as possible. The boat stickers are in an envelope pinned to the blackboard opposite the dinghy park plan in the clubhouse corridor. The purpose of the sticker is to show that members have paid their dinghy park fees. If you have any problems with the stickers please give me a ring.

I now have a series of gripes and moans; sorry but these do need airing. They represent some of the comments that I have picked up from other members and they affect us all.

At the beginning of the season some boats were not in the spaces allocated to them

and needed to be moved. Unfortunately some of them were not very mobile, e.g. wheels falling off, wheels rusted away, both tyres punctured etc. Please can all members make sure that their boats are on trolleys that can be moved easily if necessary. If you know your boat cannot be moved and would like some help please give me a ring.

It is important that boats and/or trailers have some means of identification on them, either the name of the boat or the person it belongs to. There are too many old wrecks lying around in the dinghy park with no identification and no means of knowing whether they should be there or not and we need to get rid of these. Again, if you know that your boat/trailer has no identification on it then please contact me so I can identify it.

It was brought to my attention that some trolleys/trailers are in a dangerous condition; in one instance a trolley was so rusted away that anyone walking past it could have been badly cut.

At the moment there is a road trailer locked underneath the south side of the clubhouse. If you are the owner of this trailer then please contact me as it needs to be moved.

There is also a Rapide launch trolley locked to a chain in the southeast section of the dinghy park and there have been some complaints about this blocking access. Again, would the owner please contact me.

If anyone has any comments or observations regarding the dinghy park please do let me know.

Finally, thank you to all those people who have helped on working parties this year and to all those who have helped me with work in the dinghy park.

David

Sir Francis Drake and the Voyage of the Golden Hind

Sir Francis Drake was the first Englishman and first captain to circumnavigate the globe.

This incredible achievement elevated Drake to hero status in England and became one of the most famous private citizens in the western World, although many today portray Drake as nothing more than a common pirate.



The treasures Drake plundered or recovered were so vast, estimated at £600,000 in 1580 (around £25 million today) that Elizabeth I's share was more than the total exchequer's receipts for a year, twice the costs of fighting the Spanish Armada in 1588 and probably accounted for why the crown was free of debt in the year after Drake's return.

On 15th November 1577 Drake, with the approval of Queen Elizabeth I, set out from Plymouth Sound with his small flotilla. This expedition was on a greater scale than any previous exploration. Drake's flagship the Pelican was armed with eighteen guns and weighed about one hundred tons. In addition there was the Elizabeth under John Winter, the Marigold, a supply ship, the Swan and the Benedict.

In all there were one hundred and sixty men including Drake's younger brother Thomas. There was also Captain Thomas Doughty of

whom there were rumours of betrayal and mutiny, although at this time unfounded.

Just days into the voyage the party had to return to Plymouth for repairs after running into a storm and they did not depart again until December 13th when they headed south to north Africa. Off the coast of Morocco some insignificant prizes were taken and fresh stocks of fruit and fowl were gathered. Drake also took fancy to a small , which he commandeered and renamed her the Christopher.

Next they sailed to the Cape Verde Islands, where more stores were gathered before the final push across the Atlantic. The voyage was shrouded with gloom and seemed ill omened. By the time they reached the River Plate superstition and mistrust were rife among the crew and it became clear that the cause of this was the dissent of Thomas Doughty.

Finally his treason came to light and Drake's fury boiled over. He ordered trial for sedition. Doughty was tried by jury, convicted of mutiny and sentenced to death. Doughty asked for communion, which he took with Drake, then they drank and dined together before Doughty was beheaded.

The flotilla lay for the next six weeks at Port St. Julian. Reorganising for the next stage of the journey and building up moral, which had been lacking up to this point.

They weighed anchor on August 17th 1578 and within three days arrived at the dreaded opening of the Magellan Straits. It was here that Drake renamed the Pelican and christened her the Golden Hind as a tribute to his friend Christopher Hatton whose crest featured a hind.

The passage was torturous. The charts were unreliable and every day was critical. They completed this hazardous journey in just sixteen days and finally Drake realised his dream and sailed into the Pacific. The door into the treasure house of Spain seemed ajar. Then a huge gale hit them and a storm raged for a fortnight, in the midst of which occurred a lunar eclipse. Finally Drake discovered that Marigold had foundered.

The other ships waited in a sheltered harbour but another storm parted them and the Elizabeth re-entered the straits and returned to England believing the others

lost. Thus Drake and the Golden Hind were all that remained.

He headed north to Valpariso and captured a large ship and haul of gold. Then Drake set sail for the Port of Lima seeking the King of Spain's greatest ships. They entered the harbour silently and relieved a number of ships lying at anchor of their spoils. There also they heard that the Lady of the Conception had recently departed - a famous ship and a worthy prize. They set out in pursuit and with surprise on their side captured it with barely a shot fired. Then they proceeded northwards in search of the mythical northwest passage. They continued seeking a safe harbour where their ship could be repaired and restocked. They finally arrived at Nova Albion, believed to be the site of Drakes bay in California. They departed from here five weeks later in the knowledge that they now had no choice but to cross the Pacific and circumnavigate the globe if they were to arrive home safely. Drake had the foresight to take a Chinese pilot with them to aid navigation and they departed on July 23rd. They did not sight land again until the Pelew islands, here they were the victims of a hostile people who stole some of their bounty. They eventually proceeded to Ternate where they met with the Sultan who treated them well, offering the position to trade their goods in competition with the Portuguese. This was a treaty of much importance for Great Britain later when the East India Company developed its trade in the Far East. Heading home from there the ship was struck by winds and grounded on a reef. Miraculously they were freed by a change in the wind and they sailed on. Moving cautiously in the treacherous reefs and shoals. Finally on 8th February they were on their way to Java. Here again they were hospitably entertained by the local Rajahs, however news of the approach of other ships caused Drake to set course for home. They rounded the Cape of Good Hope without incident and finally on 26th December 1580 sailed into Plymouth Sound. Much can be said of what happened afterwards but in brief Drake sailed the Golden Hind to London where he was Knighted and dined with the Queen aboard

the ship. He dressed his ship in great banners, some of which can still be seen at Buckland Abbey in Devon.

At 04:00 on the 28th January 1596 aboard the Defiance, Sir Francis Drake died of dysentery aged about 55. The next day he was buried at sea in a lead coffin off Puerto Bello to the sound of trumpets and cannons. A brilliant and courageous life had ended.

The Golden hind remained in Plymouth for nearly 100 years where she eventually rotted away and was broken up. Nothing remains of the ship except a chair reputed to be carved from its timbers, which can be seen in the Great Hall, Buckland Abbey, Devon.

Slaughden Cruising

The programmed cruises so far this summer have not been very well supported. I thought I would leave the one night ones with no destination, hoping skippers would suggest where they would like to go; also to encourage smaller boats or less experienced crews to sail in company with larger boats. Over spring bank holiday Galetea and Enterprise sailed to the Walton backwaters and the Deben for a very good 3 days sailing and yarning.

The weekend of 18 - 19 June saw Turnstone, Galetea and Enterprise in Landemer creek, Enterprise leaving at 5 am to get back to pick up passengers bound for the Iken picnic (12 in all).

The trip of 16 July had Galetea all alone at Ewerton on the river Stour as Enterprise was on holiday (see Leslie's story).

We had a lovely well-marked and reasonably safe area to sail in the Thames estuary with many beautiful anchorages and marinas, so why not come sailing in company, have a few beers and a bar-be-que .

If you want to taste cruising give me a call I am sure a berth can be found.

Allen Carr V C cruising



My what big teeth you've got! Enterprise's skipper?

THE HISTORY OF ENTERPRISE

Built in 1905 by Reeds at Burnham on Crouch as a Leigh Cockler

Length- 32ft; breadth 9.7ft; depth 3.6ft; Thames tonnage 9.6

Carvel built 1 1/2in pitch pine planks on 3 in oak frames: iron fastenings

Sails- cutter rig- mainsail, fore, top and jib
Home port- Shoeburyness

- 1905- Owner- David Cundy and Emma Cundy- skippered Arthur Cundy
- 1921- Owner Charles Robinson & Donald ? Ronas (Southend)
- 1923- engine installed.
- 1931- Owner- Frederick Robinson (Southend)
- 1933- Owner- Charles Hooper (Thorpe Bay)& William Clarke
- 1933-1944- registered as a trawler and for musselling & peter nets no:LO218
- 1945- Register closed as stopped fishing
- 1948-49-Registered for 2nd time from Leigh on Sea: owned by W A Ellison sail no LO495. Known to have Kelvin petrol engine in situ
- 1949- Disappeared from register: sailed out of Kings Lynn .
- 1956- sold to ? new frames and Columbian pine deck fitted
- 1967- Bought by R Partridge (Rochester)- had been in mud berth for 8yrs: owners did a lot of work- engine was a non starter- "one Sunday lunchtime a meal was on the table and one more effort was made at the handle- it spat back and the whole boat was filled with stinking fumes- but it kept running". All spars treated with raw linseed oil and were restored 'to their former glory': standing rigging was rusty but sound- brushed-aluminium paint, parcelled & served. All running rigging was discarded and replaced by 1000ft of blue polypropylene rope and blocks over hauled. Sails were new heavy canvas- staysail & jib too small and larger ones were 'scrounged'

- 1967-8- sailed and motored in the Medway for 3 yrs- 'good sea boat but made far too much leeway'
- 1970 Family holiday cruise (under Partridge) in Essex & Suffolk but 'did not live up to expectations due to her lack of keel-6in timber below planking
- 1971-74 Still owned by Partridge- major refit-200ft planking replaced:100ft frames port side amidships: approx 10cwt ballast for keel & keelson: all doubling replaced: top mast fitted: 2.2litre BMC diesel engine in situ & new Nicor gearbox fitted: cockpit rebuilt
- 1975 – Raced with OGA- note 4 tickets for supper after the race at £2.00 each
- 1978 approx – involved in an incident taking Spaniards back to Spain- found 'lost' allegedly tied to an oilrig.
- 1977-86- New owner-R Richbell of Blackheath,London.
- 1985- Took part in an East Coast race
- 1986-92- New owners-Sally Constantine & C Bradley of Rochester
- 1987- Made a Mediterranean cruise
- 1992-97- New owners- John & Terry Lepine (Rochester)- replaced some planking: mainsail re-proofed and new staysail made
- 1997- July- new owners- Allen Carr & Leslie Downing- a lot of stripping out and tidying the interior. New bunks made forward; lockers made above bunks, Galley fitted out and new oven installed. All sails gradually replaced over next few years- made of Clipper.
- 1998 -August-top mast broken by passing healing racing yacht- new one made by Wilson's yard in Aldeburgh
September- Bowsprit broken by water taxi in Brightlingsea- new one made by Cyril White of Brightlingsea
- 2000- boom broke off Harwich when sailing- converted to true Bawley rig in 2hrs!
Sailed to Brest, Brittany for the Classic Boat Festival.
- 2001- Engine rebuilt by Allen- Ford 2,500cc Transit Engine developing approximately 70 HP, marinized with PRM 3:1 reduction gear-box with indirect cooling system.
- 2002- Mast taken down – checked & re rigged- all varnish stripped off all spars and retreated with Sadolins
- 2003-04-about 700 fastenings replaced by Allen Carr- most almost completely rusted through: parts of planking replaced as necessary: all butt plates replaced. Who hull re-corked and stopped (2 ½ balls corking cotton used)
- 2005- Boom repaired & re-rigged: large portion taff rail replaced as well as the transom bulwark.

Nautical Terms Explained

By the Ancient Mariner

Fathom

Nautical meaning - A unit of measurement, (6 ft).

Other meaning - Process of thinking out a problem

Fiddle - A bar of wood or metal fitted with a number of small sheaves, to provide leads for light running gear

Other meaning - Something that some people do when claiming expenses.

Gobstick

Nautical meaning - A light spar used as a boom for a headsail

Other meaning - A lollipop

Jury

Nautical meaning - Makeshift

Other meaning - Twelve men/women trying a Judges patience.

Marks

Nautical meaning - Graduations of the hand held lead line for taking soundings.

Other meaning - Someone who associates with Spencer

Skin

Nautical meaning - The outer planking on a

vessel

*Other meaning - Something that holds
meat in place.*

Spar

Nautical meaning - A piece of timber upon which a sail is set

*Other meaning - A shop open "From 8 'till
late"*

Taffrail

Nautical meaning - The rail round the stern of a ship; the capping of the bulwarks on the stern

Other meaning - A form of Welsh transport.

DUCKLING REPORT July 2005

Firstly a big thank you to Betty and Maurice Brown who have kindly given the club the lovely comfy chairs- there is always someone sitting on them so I know that they are really appreciated.

The galley has been busy on race nights and training nights and the Open Day brought a lot of custom. The BBQ (indoor) on May 30th was a sell-out and there were some very tired Ducklings, not to mention the people who had raced around the Island! The Splash W/E is always a busy one with a lot of young hungry people - thank you to Betty, Pauline & Sarah (Best) for holding the fort

NEXT EVENT- Dove point picnic on Aug 14th

PHOTO COMPETITION-you may remember this was mentioned before There are 2 categories, sailing & non-sailing, entry is free and any one person may enter 3 photos in each category. Please submit them by Sept 25th so that they can be displayed and judged (by one of our professional photographers I hope- I haven't asked one yet!) at the CLUBHOUSE SUPPER on OCT 1st, please come.

Lastly, if you would like a clubhouse tee or sweatshirt please ask at the galley.

Leslie & the flock

FUND RAISING.

The raffle on Open day resulted in £61 for fund raising. My thanks to David Quilter for his help.

Thanks also June Walker for the £10 raised when the shelves were sold at Friston Boot sale a few weeks ago.

FUTURE EVENTS

The next fundraiser is the Entertainment Evening on Sunday 4th Sept at 7pm. This will be an evening of music, monologues & recitations, followed by supper in the clubhouse. Tickets are £5 each from Val on 01728 833633. Please support this it will be a good evening and we need the funds.



On Sept 11th, there will be an antiques & collectables fair in Snape Village Hall, from 10am until 4pm. Here's hoping we will see a few faces here too!

Coming Home

Suddenly the tune and words of the children's song, which we had slightly corrupted, went through my head, "*Puff the magic dragon lived by the sea and frolicked in the Suffolk mist at a place called Slaughden Quay...*" I thought of the great times we had enjoyed. That first National Championship when the fleet of some thirty boats were caught in a force 8 at the first mark. They were all knocked over, well not quite all, "Puff" withstood the onslaught and made it back to shore unaided. There was Bosham when she first became a National Champion and the blustery weekend at Sheppey where she won the title for the third and last time. All these memories, of three decades ago, flashed through my mind as the as the fellow on the other end of the 'phone waited for me to speak. "I'll buy her" I said without quibble or further hesitation. Perhaps it would be better if I tell the story from the beginning.

It was February this year when, for some inexplicable reason, I suddenly thought of "Puff", my old Mirror 16. Back in the 1970's I had bought her from a chap who was working in Yorkshire. We arranged to meet in a lay-by on the A1 somewhere about halfway and I brought her to Suffolk. The Mirror 16 is slightly larger than a Wayfarer, lighter and carries about 20% more sail area. Like the Wayfarer she had been designed for either cruising/camping, or racing. There the likeness ended. The "16's" were made of thin ply using the stitch and glue technique common to all the Daily Mirror sponsored boats. The hard chine construction with a flat underwater section allowed her to plane as fast as the advanced dinghies of her era. But to come back to February, the thought came and went, then a couple of weeks later, entirely on impulse, I picked up a copy of the Yellow Suffolk Trader. Out of curiosity I skimmed through the Boats for Sale.

The Ad. that caught my eye read "Wayfarer/Mirror Sailing Dinghy..... £100". I telephoned and the fellow explained he

had a wooden boat, someone had told him it was a Wayfarer, someone else that it was a Mirror, it was about sixteen foot long and it had red sails.

"Are there any marks or numbers on it" I asked.

"Only a 64 on its sail and a 64 carved into the transom", he replied. Sixty-four was Puff's number, my old boat had turned up at Mildenhall and was begging for a home, I had to buy her.

A couple of weeks later I went with Mike T-B to collect her. She was in a sorry state having lain unprotected on a shingle drive for a year. I thought of her pristine days when she had represented the Class in the Burnham Icicle event and when she had been exhibited on the Mirror stand at the London Dinghy Exhibition. I thought of the hours of loving care I had lavished on her, painting and polishing her hull to perfection; of the gleaming varnish on her deck; of the new performance racing sails that had been bought for her. Now the varnish was peeled and showing the discoloured woodwork. The sails, worn and tatty, were crumpled in the old bag, there was no sign of the spinnaker and its launching sock. The inner floor and outer skin of the hull were holed. The space between the floor and hull was as full with water as the holes in the hull determined.

We drained her and manoeuvred her onto the trailer. The front underside of the bow collapsed as the rotten ply failed to support her weight. We nursed her to Summer Place and laid her gently in the garage. Her future now hangs in the balance, whether she lives or dies may well depend upon the skill of a boat surgeon. If she can be restored, look out for her next season once more frolicking down at Slaughden. If she can't be restored I will shed a tear, for I love her still, but console myself with having been with her at the end. At least I will have some final keepsake.

Barrie Skelcher

Tudor Navigation Part 1 Coastal Maps

The art of navigation was one of the most important skills required on board a Tudor ship.

Without someone who could use the instruments and read maps the ship could be lost for weeks on end, and end up miles from its final destination.

The ship's navigator was called the Pilot, and by working out how far North or South, and how far East and West his ship had travelled he could accurately position the ship.



The North-South measurement is called Latitude, and is measured in degrees, starting at the equator and working North and South towards the poles. The East-West measurement is called Longitude, and is also measured in degrees, though in Tudor times starting at the homeport. There were a number of instruments available to the Tudor pilot to work out latitude with some accuracy, but as yet no reliable way of determining longitude had been discovered, forcing the pilot to use dead reckoning, using information about the ship's speed and direction to work out how far it had travelled.

Maps were an essential part of the Tudor pilot's equipment, they enabled him to find his way to distant parts of the world, to find safe places to anchor and to keep track of his ship's progress across the seas. The

maps which Tudor sailors had to use were far from reliable, and often badly drawn. Much of the world was unexplored, and these unknown areas were frequently filled in with educated guesses made by the Cartographers. Cartographers rarely visited the area of which they drew maps and had to rely on information brought back by sea captains. English sea captains were often unable to explore areas owned by the Spanish, so English maps of places such as the Caribbean were often copied from stolen Spanish charts.

Coastal maps of Europe were usually much more accurate, people had been exploring them for centuries, and skilled surveyors were able to map them well from dry land. These high quality maps often had nautical features such as underwater sand banks and depth markings included to provide more information about safe routes into harbours. Most maps had a compass drawn on to give an idea as to direction, and if any depicted an area over or around a particular line of latitude this was often drawn on as well.



Slaughden Sailing Club

Wednesday Autumn Programme

Date	Topic	Presenter	Comment
Sept 7	Story Time	Mike T-B	Members tell boating story, prize for the story voted best
Sept 14	Coast Guard Flares Demonstration	Coast Guard	Talk from local coastguard including the use of flares
Sept 21	Sailing in Greece	Peter Norton	Talk about keeping and sailing a boat in Greece
Sept 28	Dinghy Cruising	Chris Best / Mike T-B	Chris's 2005 dinghy cruise
Oct 5	Colour Slides of boats	Commodore	Members to bring colour slides of different boats and to talk about them
Oct 12	History of SSC	Jack Saunders	Memoirs of a founding member.
Oct 19	Bring and buy auction	Barrie Skelcher	Members bring their unwanted gear for sale by auction.
Oct 26	Laying Up Procedures	Commodore Vice Commodores	A discussion on laying up practice for cruisers & dinghies, wood and GRP. Including engines. All members invited to contribute