
**FROM
THE
HON SEC**

**THE
2015
RENDEZVOUS**

**AUTUMN
LUNCH
SEPTEMBER**

**OUR
MEMBERS**

The Old Worcesters' Yacht Club

Newsletter



A Message from the Honorary Secretary

Firstly I would like to thank Peter Gormley, who has just stepped down as our Honorary Secretary, for all his dedicated work over the last few years. Having been voted in as his successor at the AGM in January I am starting to appreciate the extent of the work that he quietly undertook for the Club. So Peter, many thanks from all of us!

One of the things which I think we all appreciate is news of what is happening with other members and particularly their cruising memories. Having recently completed a mail out, I have received a number of communications with members illustrating that their wanderlust is still alive and strong. I would most appreciate your stories and photos on an ongoing basis so that we can include them in our new regular Newsletter which is kindly being put together by Martin Tregoning (61).

Annual Commodores Rendezvous in Milford Haven for 2015

During this year we will have two YC events. Between Tuesday 16th and Thursday 18th June will be the Rendezvous, centred around Milford Haven and hosted by our Commodore, Cmdr. Bob Lineker (68). Boats will be setting off from both the South and East coasts for the two week passage to South Wales so why not support their efforts and come along and enjoy the event. We are hoping to arrange a harbour cruise for you all on member's boats so those without boats can enjoy the natural beauty of the harbour and its surrounding. This way you will avoid the tension of listening daily for two weeks to the 0520 hrs 'Maritime Weather Forecasts' and wondering whether you should put to sea in a Force 6/7 !

Full details of the Rendezvous including the Booking Form have been sent under separate mail but any member who has not received it should contact the Hon.Sec.

Now is the time to complete your booking form! (Copy Attached)

Autumn Lunch at the Royal Southampton Yacht Club – Thursday 1st October

A date for your diaries! I am pleased to announce that we are re-instating the Club's autumn lunch which this year will be held in the RSYC in Ocean Village, Southampton. A number of you will remember that this was a regular event until it was amalgamated with the Association's ship visits to P&O and Carnival liners which have now been discontinued.

A feature of the lunch will be the Auction of a number of ship oil paintings, previously in the boardroom and offices of F.T. Everard & Sons in Greenhithe. These have been generously donated to us by John Buttolph and the proceeds will go to a marine charity. More information and the booking form will go out in June/July.

Insurance Policy for Club Events

The need for us to continue with an insurance policy to cover club events was raised at the AGM in January. This has traditionally been taken out annually at a cost of about £550.00 and really covered only the rendezvous. However it was pointed out that insurance cover was already in place with OW yacht owners (usually up to £3M), the marina companies, hosting yacht clubs, any hotels or restaurants and stately homes. Even the Churches used for our services will all have their own third party insurance policies. It will therefore be the OWYC's policy not to have an Event Insurance policy in the future.

List of Members and their Contact Details

The rules of the OWYC Constitution (Item 9.b) state that, '*An Annual List of Members shall be published following the AGM*' I would like to thank Martin Tregoning who has spent a considerable amount of time bringing this up to date so that it can be used more effectively in communication with our members. There was a time when all our communication was by post but with virtually all our members now on e-mail it has simplified and greatly cut down the administration cost of running the club.

This list is available in Excel format and is available on request from the Hon. Sec.

Those members who require a printed copy should contact the OWYC Hon. Sec.

Start the Sailing Season with a New Ensign and Burgee

With the sailing season fast approaching, now is the time to look at replacing the faded ensign and burgee as well as treating yourself to a new yachting hat. Full details of what is available can be seen by clicking on the website link which follows:

<http://www.hms-worcester.org.uk/page13.html>

Joint College Reunion in Australia

I would like to remind you all of the Conway, Worcester, Pangbourne, Reunion due to be held this year in the spectacular location of Sydney Harbour between Tuesday 20th to Thursday 22nd October. If you are planning a trip down under, why not include this event. Details and an application form are available attached.

If you have a query or want to know more about the event, contact me directly as I have volunteered to act as the organisers UK contact.

owyc-honsec@hms-worcester.org.uk

Tel: +44 (0)1223 871101

Southend Barge Match – Friday 28th to Monday 31st August



Judy Harrison, who for many years was *Katrine's* Mate and attended our 2012 Reunion in Portsmouth, has contacted me with an opportunity for four OWs to join as crew of the Sailing Barge *Reminder* for the Southend Barge Match at the end of August. During our time on board *Worcester*, many of us would have looked enviously on as the select few cadets set off on Everard's splendid white barges, *Sarah* and *Veronica* for a sail to the estuary or even a barge race.

Now is possibly your last chance to relive the lost world of sailing barges on the S B *Reminder* on charter to Sea Change Sailing Trust specifically for the annual Barge Match. This is a real race and the crew of ten will be expected to work the vessel, raising and lowering sails, both during the race and on passage to and from Southend.. You would start on Friday 28th August, sailing from Maldon in Essex, spending three nights on board, before returning to Maldon on Monday the 31st. Judy assures me that accommodation on *Reminder* is homely and comfortable, with central heating if required. There is a large saloon with a solid fuel stove, large dining area and bunks in cabins sleeping two or three people. There are two heads and one shower and excellent galley facilities. Total cost per person for the four days on board - £415.

Judy is kindly holding these last four places for OWs for the next 10 days. If you are interested in crewing and racing in one of these iconic vessels then contact me or Judy directly.

Clive Bradbury, H/C-OWYC e-mail: owyc-honsec@hms-worcester.org.uk Tel: 01223 871101

Judy Harrison Sea-Change Sailing Trust e-mail: judy@seachangesailingtrust.org.uk or
Phone: 07885 775732



Thames Sailing Barge *Reminder*

News from Members

Michael Everton-Jones (67) and his wife Catherine, who set off in June 2008 to sail round the world on *Falbala C*, their Bowman 49, are now back at their home in Peel in the Isle of Man. They set off competing in the ARC race to the Caribbean before cruising up to Maine and down to Cuba, Cayman Islands and San Blas Islands where they spent some time before transiting the Panama Canal. Crossing the Pacific they visited the Marquesas, Tuamotus, Tahiti and the Tonga Islands before heading south to New Zealand. After a prolonged stay in NZ they sailed for Fiji where they left the boat in a cyclone pit in Vuda Marina during the cyclone season. Continuing their cruise they sailed to Vanuatu, New Caledonia and Australia ending up in Brisbane, where he has now left *Falbala c*, after being called home due to his mother's deteriorating health.

He now plans to return in September in order to spend some time touring Australia and possibly resume the passage back to the UK. However he hopes to be in Sydney in October for the Conway, Worcester, Pangbourne Reunion.

Understandably, both he and Catherine have concerns regarding security around the Horn of Africa and through the Red Sea. They therefore may well eventually opt for *Falbala C's* passage to be on the deck of a freighter direct to Rotterdam, neatly positioned for a cruise on to the Baltic!. However he has put the boat on the market so the future has many possibilities.



Michael Everton-Jones Bowman 49' at anchor in the USA

Tim Richardson (68) who joined P&O on leaving the ship before taking up a medical career as a doctor reports that he has just purchased a new boat which he will be keeping in the south of France. Tim, who retired two years ago, related that he was drawn to the new boat, a Jeaneau 53', as by an amazing coincidence it was already called JOY, his wife's name. Tim says that he has had a number of boats over the years which he has put out for private charter when not required for family cruising. Unlike most boat owner's experiences, he has never lost and often made money when it came to selling them!

There must be something magnetic for OWs about Hythe Marina Village on Southampton Water. **David Janes (55)** has just informed us that he has moved there with one of his boats *LITTLE EGRET*, a 28' Intercruiser. He joins two other OWYC members, **Ian Walker (55)** and **John Buttolph (59)** also with houses in the marina. Ian keeps his Vancouver 29, *ALCHEMELA*, on his mooring outside his house and another OW, **Alan Devine (55)** has his motor cruiser *OCTOBER STAR* in the marina, all proudly flying the Worcester Ensign. Perhaps we should consider Hythe as a future venue for a Rendezvous! David Janes also has another boat, *WHITE EGRET*, a 45' Super van Craft, which he keeps in Port-sur-Saone in the South of France.

John Odell (52) has been in contact to apologise for not being able to attend club functions for the last three years due to his wife Anni's ongoing treatment for cancer. However they believe the worst is over and hope to be able to attend future events including the proposed Southampton Lunch which he feels is a great idea. Providing Anni's improvement continues they will try and make the next rendezvous.

Stewart Willis [63] The summer of 2014 saw a number of our members venturing far, most like myself south towards the sun, but took *Pipedream* north around Skye and back. She is a steel version of a Brabant class masthead sloop, originally designed by Alan Buchanan in 1958. *Pipedream* was built at the Howden Shipyard in Goole for the yard manager using spare and apprentice labour in 1964.



Pipedream

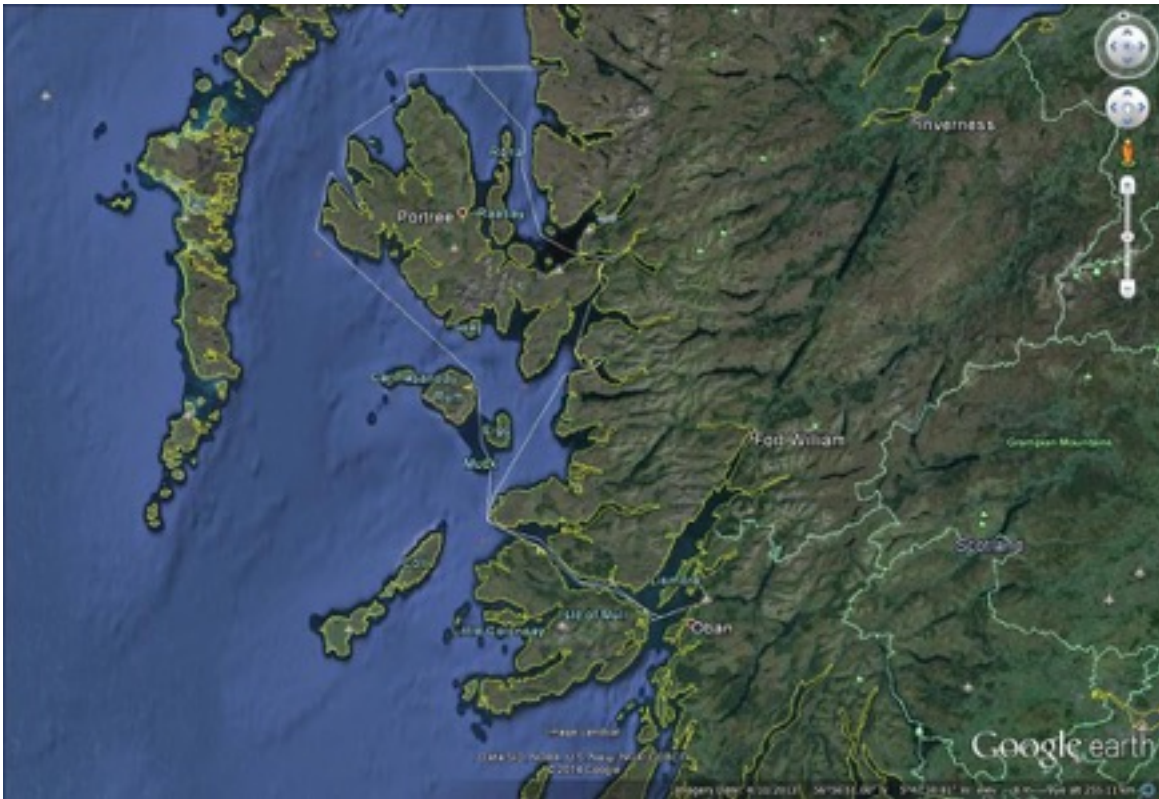
Stewart bought *Pipedream* 7 years ago as scrap she'd had an eventful life, overwintering in Portugal for much of her previous life, crossing the Atlantic twice including passages to Brazil and Guyana. Stewart's first task was to completely relaunch the bottom, then extend the coachroof followed by a full internal fit out over the next 7 years.



For 2014 Stewart planned a lengthy cruise, but before he could even begin one of Pipedream's legs broke and she ended up on her side with damage but thankfully no leaks ! The re-floating was successful but further repairs were still required.



Finally, Stewart set off on a couple of cruises which would take him and Pipedream some 300 miles through the Inner Hebrides, from Gairloch, down the Inner Sound, under the Skye Bridge and past Kyle of Lochalsh, and so on to Mallaig, Tobermoray and Dunstaffnage, returning via Loch Screesort on Rhum, Dunvegan, Duntulum and back to Gairloch.



Pipedream's 2014 cruises

The cruise lasted from May until late August enjoying many anchorages and when possible moorings in the lochs, bays and harbours that festoon the coastline. The pub at Loch Nevis has no road access, so after going ashore for a pint and asking for a meal in the empty bar, Stewart was rather surprised to be asked if he had booked! yet 10 minutes later the bar was standing room only and not a clue as to where they had all come from !



a cosy cabin to shelter from a storm

The season ended much as it had begun with just a little drama, as the tail end of hurricane Gonzales whipped across NW Scotland during the early hours of 21st October. Stewart, depending upon your point of view was aboard and so able to put a lot of theory into practice. No sail cover and three reefs lashed well down on the main and the storm jib on. The wind was from the NW the only direction from which his mooring had no protection. It seemed prudent by 0400 to have the engine running just in case as the Coastguard was reporting F10 and one 30 minute period of F11 with 64kts.



The shore was uncomfortably close astern but Pipedream's mooring held and the tender took to the air during the height of the storm twittering her extra painters into real cats cradle