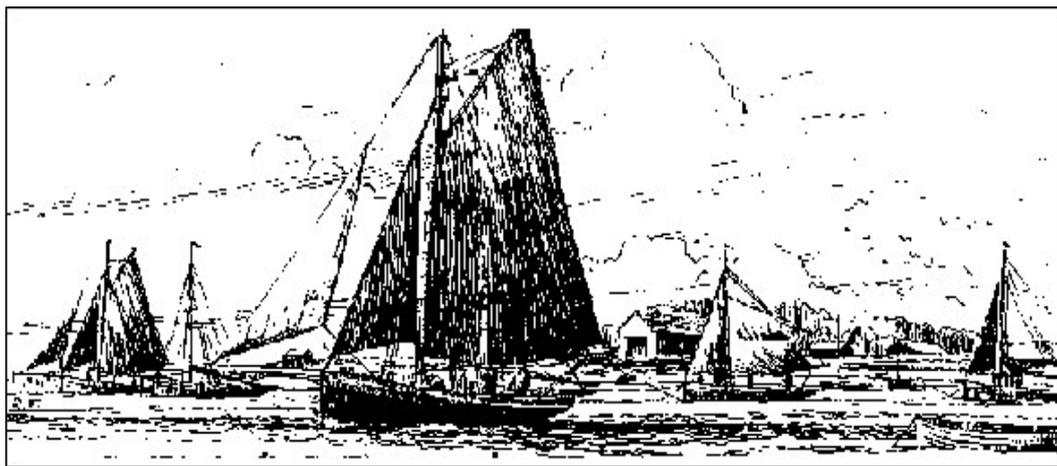


# Roach Sailing Association Newsletter - February 2026

[www.roachsailingassociation.org](http://www.roachsailingassociation.org)



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## Chairman's Report *by Shaun Hetherington*

Following the turn of the year and with the days starting to get longer, thoughts begin to turn to the plans for 2026. My boat Briar Rose has spent the winter in Ardrossan on the Clyde, to where I will be returning in the spring to continue my journey north along the west coast of Scotland. For those who have spent their time closer to home, another season beckons in our home waters.

Some recent developments that the RSA committee have been working on recently, is the issue with the moorings and river access at Paglesham. This follows the news that the company operating the boatyard have gone into administration. We have been in communication with the administrators and other interested parties and will continue to work on a solution for our members.

As with all small organisations, finding willing volunteers is always a challenge and we would welcome any member who is willing and able to contribute to the RSA. We hope to increase the number of participants in our racing and cruising programme, and social events in 2026. If you would like to participate, please see the calendar of events and keep the dates free. We would encourage members to bring friends and family to the sailing and social events as this is a great way for them to share the experience and it's a good way to meet new friends.

Our first events kick off with the AGM in March followed by the Fitting out Supper in April – this is a good opportunity to meet up and discuss plans for the coming year – we look forward to seeing as many members as possible to these events – please see calendar of events for details.



## AGM 2026

We have to thank the Wakering Yacht Club who have agreed again to host our AGM. This will be held on Sunday 22<sup>nd</sup> March starting at 19:30 You are invited to attend and we have much to discuss.

As usual our committee will stand down and will be due for re election. Our current committee are:

John Langrick	President
Shaun Hetherington	Chairman
Ivan Shanley	Deputy Chairman
Matthew Nicholas	Secretary
Mick Robinson	Treasurer
Mick Robinson	Membership Secretary
Barry Lewis	Bosun
Barry Lewis	Race Officer
Rob Ayre	Web de signer
Richard Bessey	Newsletter Editor
Graham Pelling	Committee member
Nick Turner	Committee member
Brian Browne	Committee member

If you would like to get involved with the RSA, please let Shaun know how you could contribute.

Please note if you feel that you need help at the start of any role, an existing committee member is always available to help, but you have the opportunity then to manage that role in the manner you seem fit.

We would also like you to take this opportunity to propose new ideas on how we might take our Association forwards.

We look forward to seeing you there.

## 2026 Subs

Subs for 2026 are now due. These remain £10 per year plus an additional £10 racing subs for those who wish to take part in our racing season. This additional fee covers cup engraving and insurance.

Please send your subs to our Treasurer, Mick Robinson, 12 Oakengrange Drive, Southend-on-sea, SS2 6RE

Please pay by bank transfer if possible. The RSA bank details are

Roach Sailing Association

Sort Code: 20-79-73

Account: 80751138

Reference: please include your name and "subs".

Please send an email at the same time to the Treasurer, [mwr4@btinternet.com](mailto:mwr4@btinternet.com). Alternatively, by cash to any committee member. You can, of course, still pay at the AGM.

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## Fitting Out Supper

Our fitting out supper this year will be held at 7:00pm on Saturday 18<sup>th</sup> April at the Wakering Yacht Club.

This will be a 'Fish Supper' with Fish and Chips from West Rd Fisheries at Shoebury. There are alternatives to fish such as: Battered Sausage, Vegetable spring roll, Chicken Nuggets,

Salt Pepper and Vinegar will be provided plus a selection of sauces. The sweet will be a selection of Cheesecakes and ice cream. Your servers for the evening will be the committee members! I will book for our food to be delivered at 7:30pm.

You need to pre-book your places and the cost will be £16 per head.

Tea or Coffee will be available at the bar.

Please let Mick Robinson know if you plan to attend, with your choices plus the payment of £16 per head payable to the RSA (in the same way as subs, see above), with reference your name and "supper".

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## **Bosun's Corner**

Firstly a note about our workboat Dally. Towards the end of 2024, we had to haul her out as the Paglesham yard sank her during barge manoeuvres. The staff at Sutton wharf promptly towed her to their yard and hauled her out. They kindly haul out and store dally for no cost to us.

Many members helped to fix her after this sinking, and the Paglesham yard paid the RSA for all the repairs, including volunteers time. You will see this reflected in our financial summary but in essence more than £800. Many thanks to all our helpers.

We plan a work party to prepare her for 2026 launch on 19<sup>th</sup> April. Mostly paint and antifoul. Any help would be greatly appreciated.

All is pretty quiet with the most members' boats laid up, but fitting out will start in earnest in the next couple of months. Please note that if you if you help out with launch, lay up, raising masts and generally helping other members with their boats, this is done on a voluntary basis, and at your own risk.

If you use the tea hut, you please help to keep it tidy and clean!

Halloween is sitting in a mud berth awaiting our Halloween champions fitting out for the 2026 season. All help would be greatly appreciated.

We are unsure of our future at the Paglesham yard and moorings but suggest all we can do short term is make sure our storage area and shed is tidy. To this end we have arranged a Paglesham work party on 22<sup>nd</sup> March. We would appreciate as much help as we can muster, starting at 10:00am.

Please note that there are no rubbish bins at the Paglesham yard, so we will need to remove any rubbish ourselves.

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## **Crew for Cruising and Racing**

We have a full cruising and racing season ahead, and increasingly many members do need crew. If you need crew or are interested in crewing on other members boats, please post that interest on the RSA Cruising or Racing Whatsapp groups.

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## **RSA Silverware Awards 2025**

### **Cruiser Series Races**

#### **Paglesham Pot**

The RSA's 2025 season opened with a three-boat contest for the Paglesham Pot, sailed in classic early-summer conditions – light breeze, slow tide turns, and plenty of tactical calls.

The race was delayed slightly while Orissa's crew made their way aboard, but the fleet eventually got away at 10:20 on a gentle close reach down the Roach.

After rounding the Roach buoy, the real test began. The breeze stayed patchy at best, and the last of the ebb was quickly replaced by a young but persistent flood. This turned the beat towards Burnham into a series of short tacks against the tide.

Martinique managed to break away early and maintain momentum. With a steady hand on the helm and good coordination, she reached Burnham Fairway No.5 and completed the course by 11:20, securing line honours and the trophy.

Igean and Orissa, meanwhile, fought valiantly but were eventually overcome by the current, both retiring as they began to drift back into the Roach.

As the only boat to finish, MARTINIQUE wins the Paglesham Pot!

### **Blue Shoal Trophy**

A gentle 6-kn breeze sent the fleet away at 10:00, Imothes immediately hoisting a goose-winged headsail to wring every last fraction of knot from the dying ebb. Margo's late departure—Ermal had to sail round from Wallasea—left her chasing hard from the back.

At Branklet Spit Imothes still held the outright lead, while Eole and Momo 3 traded second place as the wind oscillated through 20° shifts.

The turn at the Inner Crouch buoy coincided with a sharp build in pressure, peaking at 18 kn. Imothes rounded cleanly, but chose a long starboard tack across to the Crouch's north shore before hardening up for Paglesham. Eole called it perfectly with a shorter hitch, compressing the gap as the breeze funnelled into the Roach.

Back in home waters the extra hands aboard Imothes paid dividends: quick fire short tacks up the tightening channel kept her just out of reach of the two single-handers behind.

On corrected time Momo 3 has 3<sup>rd</sup> place, Imothes 2<sup>nd</sup>, and Eole wins the Blue Shoal trophy!

### **Shuttlewood Cup**

Five RSA boats took to the line for the Frank Shuttlewood Cup, under strengthening south-westerly winds and clear racing intent. Early leaders Eole and Momo 3 set the pace downriver, handling the conditions confidently as they passed Horse Shoal and turned at Inner Crouch, both marks left to port.

The wind continued to build, reaching gusts of 24 knots as the boats began the long beat home. Momo 3 rounded the final mark first, but on the return leg it was Eole and Imothes who staged the tightest battle of the day. Tacking short and often, the two boats traded the lead multiple times.

In the final approach, Eole slipped ahead to take line honours, crossing just seconds before Imothes, who limped over the line with a torn mainsail and damaged mast slide — proof of the day's demanding conditions. Momo 3 followed in third.

Results on corrected time: Imothes has 3<sup>rd</sup> place, Momo 3 2<sup>nd</sup>, and Eole wins the Shuttlewood Cup!

### **Whitaker Cup**

The Whitaker Cup race started in Quay Reach but was abandoned for lack of wind.

### **Lifeboat Cup**

Also cancelled.

### **Roach Plate**

The Roach Plate was sailed today in what could only be described as perfect conditions — a light southerly breeze of

4–5 knots building to around 10–12 knots as the morning went on, making for some of the best sailing of the year.

Two boats were on the start line at 10:00: Momo 3, with Harrison on the tiller and Barry crewing, and Igean, helmed by Dave with his brother-in-law aboard. Both boats made a clean getaway in the gentle breeze and enjoyed a lovely reach all the way down to the outer Crouch.

Momo 3 was first to round the mark, with Igean following not far behind. As the fleet turned for home, they were joined by Peter on Eole and Mark on Martinique, who crossed Branklett at 10:35 to join the fun.

The first boat home was Momo 3, crossing the finish line at 11:30 dead, followed by Igean at 11:45:06. Unfortunately, finish times for Eole and Martinique weren't recorded.

All in all, it was a cracking day on the water – warm, steady breeze, great company, and probably the best sailing day we've had all year.

On handicap MOMO 3 wins the Roach Plate!

### **Len Choppin Cup**

This cup is awarded to the boat with the most points in the Cruiser series. In each race the winner gets 4 points, second gets 3, third gets 2, any other boat gets 1 point for finishing or a half for starting.

Runners up this year are Imothes with 9 points, Eole with 8.5, and just ahead with 9 points, Momo 3 wins the Len Choppin Cup!

### **Fun races**

Two fun races were run over the Fambridge weekend in August.

### **Old Codgers Cup**

On Saturday for the new Old Codgers Cup, 2 boats took part in a race from Paglesham to Fambridge. Momo 3 went through the buoys at Pag at 10 40 taking the Ebb out to the Crouch, not such a nice day, rain in the air but still warm. Imothes had to scrub off and left later. Momo 3 had a really good run through to Nth Fambridge arriving at 1:07, an hour before being able to get into the Marina.

They we picked up a mooring and proceeded to have a clean up of the brightwork and a general tidy ready to moor up and have a well earned beer, courtesy of Peter. The wind had dropped and made access to the pontoon an easy task, as boats arrived. We had plenty of time to relax and get ourselves ready for dinner, a good evening was had by all River breeze I.

So Momo 3 wins the Old Codgers Cup!

### **Don McDowell Trophy**

Sunday was the Don MacDowell cup, well attended by Peter and his wife on Eole, Dave on his new Hunter Igean, John L with crew, Steve, on Imothes, Nick on Lucy. A busy start with Momo 3 going through the start line first, wind was on the nose through the mooring but immediately veered once passing the deep water buoy forcing all boats to tack from start right through to the Roach.

Momo took the lead closely followed by everyone, winds fluctuated between 6- 20 knots swirling from time to time – an absolutely cracking sailing day keeping you on your toes with hardly a moments rest. Dave in Igean kept threatening Momo3 but never quite got there and unfortunately had an accident with his boom, hitting his head, forcing him to slow down. Momo 3 continued to make headway, tacking through the moorings at Burnham with gusts hitting 20 knots at times, tacking up to the Branklet to arrive at 1.14pm leaving a leisurely sail back to moorings at Pag.

I think everyone would agree, that day was what we go sailing for, an exhilarating day, with good company, thanks to all who attended.

So again MOMO 3 wins the Don McDowell trophy!

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## **Dinghy series**

Regrettably there were no Dinghy races scheduled this year as no contenders came forward. Dinghy racing has been well supported in the past, and could be revived if someone steps forward to organise it! Let the committee know if you are interested.

## **Non-racing trophies**

### **Aaron Lewis Sambuca Cup**

This Challenge Cup is awarded in memory of Aaron Lewis, who lost his life in Afghanistan. This year it goes to the Halloween Champions team who have rescued and refloated this classic boat which has a long association with the RSA.

### **Seamanship Cup**

The Seamanship Cup goes to BRIAR ROSE. After a significant restoration, Shaun has sailed her on yet another challenging voyage, revisiting Ireland and now overwintering in the West of Scotland [check facts].

### **Editors Cup**

The Editors Cup goes to Rob Ayre who has produced the new RSA web site, putting in many hours of design and technical work. The new site is a great source of information for members and a great promotion for sailing and Association.

### **Bosun's Bell**

Also known as Clanger of the Year, the Bosun's Bell goes to Eole for a prolonged grounding in the Yokesfleet [check facts].

### **The Rodney**

This trophy is, coincidentally, a broken shackle off Halloween, originally awarded to owner Rodney Choppin for most embarrassing gear failure. This year it goes to PUDMUDDLE, whose propeller fell off underway from Pagleham to Sutton Wharf. Thanks to Nigel for the tow!

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## **Thoughts for RSA sailing in 2026**

### **Barry Lewis**

Happy New Year to all RSA members!

It's been a funny old year! The weather's been all over the place, everything seems great one minute and upside down the next! We've seen very upsetting losses of close friends and members, drastic changes in the clubs old school and founders. Unfortunately we are all ageing a little too quickly but my mantra is out of something bad, something good has got to come and it seems like we are lucky to have younger members who are willing to pick up the mantle and take the club into the 21<sup>st</sup> century, whilst still bringing all the best of the past with us.

Unfortunately it seems the love for the older wooden boats is declining, probably due to the high maintenance and labour costs and time needed to carry out the maintenance, which seems in short supply with the world today, the direction seems to be in a more maintenance free boat to allow for more immediate access and less preparation, to allow for more sailing, less working on, so more modern boats seem to be on the cards, if you can afford it of course.

It seems at the moment the club is in a state of flux, what with new committee members, the yard going into administration, a rocky world which is making everyone's future unpredictable, sailing seems to be put on the back burner for a lot of us, the uptake for moorings is slow and interest from youth is virtually zero, I think we all need to try and get our immediate family members on board to try and build interest, we have to start somewhere,

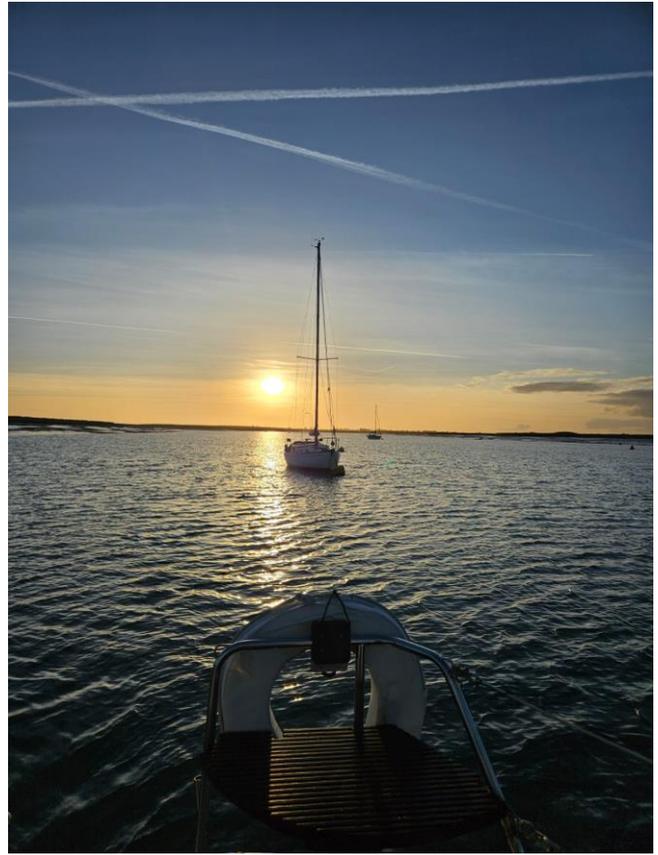
so I suggest a family day in the spring /summer giving us time to present a new face to the world; putting us out there on social media, making conscious efforts to attract young members and try and inject some young blood into the club to give it a future ,all as discussed amongst the club members.

I personally have found that by going racing , it has given me a reason to go on my boat and it has honed my sailing skills somewhat, my winning some races has been helped by John's retirement!! And others not being able to get to the race for one reason or another. So, others could benefit from racing, just come along and you'll find it's really enjoyable. It only takes a few hours out of the day and it increases your sailing skills no end We are looking at the handicap system to make it fairer on slower boats which should help as well.

Thanks to everyone for their dedication in this uncertain time but by pulling together I'm sure we can go forward in 2026 and all have a great year!

***Below are some of Barry's photos from family days out in 2025***





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## Preparing Pudmuddle for a canal journey

*Richard Bessey*

In 2025 we took our old boat Pudmuddle on a cruise from the Roach to the river Severn, by way of the London river and the Kennet and Avon canal. You can read our blog of the journey on the RSA web site (<https://roachsailingassociation.org/blog/>). This article describes the preparation we did for the canal journey. As well as the practical considerations (would the boat fit through locks, bridges and tunnels?), the boat had to comply with the Environment Agency and Canal and Rivers Trust (CRT) regulations.

### Boat Safety Certificate (BSS)

The first CRT requirement was to have the boat examined and have a current BSS certificate. It wasn't hard to find a qualified examiner (Boat Safety Scheme web site), but not so easy to interpret the rules as applied to our little boat. In the end we had to make these changes:

- To prevent an engine oil or fuel spill polluting the waterway, I added a small water-tight bulkhead between the engine well and the main bilge pumps.
- Added 2 fire extinguishers with clear labels
- Added a stop valve between the diesel tank and the filter.

As we had no heating system or fixed cooker (we use an origo spirit stove), we were not subject to the relevant regulations, such as a separate gas safety certificate. We didn't pass first time, but all we had to do was send photos of the improved labelling, to get our certificate, valid for 4 years.

### Will the boat fit?

Pudmuddle is 21 ft LOA with beam 7 ft and 2ft draught. CRT and various canal guides publish sizes of every lock, bridge etc. We were not unduly worried about length or draught (we only ran aground once – in the Roach!). However locks on some canals (such as on the Stratford on Avon canal) have shrunk over the centuries and now have a minimum width of 6'10. So we decided not to do that way. Fortunately, many other canals take 'widebeam' barges of 10-12 ft. Obviously, we were not going to get far with the mast up. But we did not want to forego the option of sailing in the

right conditions; we needed a mast that could easily be raised or lowered. So I extended an old mirror mast and we simply used a loose-footed standing lug sail (borrowed from our 12' lugger Winks). The whole rig could be easily raised and lowered. In the end we only used the sail after we reached the Severn estuary, and later in the Gloucester canal.



### **Boat modifications**

Pudmuddle is about 55 years old, wooden construction, so a bit drippy when it rains hard. The hatch had no garage or hood over it, and there was nowhere to put a decent sized solar panel. So I added a plywood garage that lifted up aft to form a hood, with the panel on top. We found a light tarpaulin that fitted over the cabin to keep us dry in wet weather.

We wanted use the electric outboard as an auxiliary engine, so added a lifting pad on the stern. This proved a great success and we were much admired for our silent progress on the canals. The propulsion outboard is designed for a much smaller boat than Pudmuddle's 1.5 ton, but it coped perfectly well on the canals (and even upstream on the Kennet) except in strong headwinds. We could even charge the battery off the solar panel – about 3 hours charging gave 1 hour motoring in good sunlight.

We added a string of fenders on each side, as there is a lot of grinding against stonework at the locks. We needed long mooring lines (15 metre lines for the Severn sea locks). Also we needed grass anchors for mooring along the towpath. We used Rhond anchors but the bigger boats have longer stakes that are hammered in. As we often left the boat for a few days, it needed to be secure (we added a padlock on the hatch too).

### **Licensing, mooring and locks**

Most of the canal and river network is managed by CRT, and you need a licence from them when afloat on these waters. For our journey we chose a 6 month "Continuous Cruising" licence which was about £600 (bigger boats pay a lot more). This allowed us through locks and bridges, and mooring in CRT areas, which includes most of the towpath. Some areas (typically near locks and populated areas) have mooring restricted to a few hours or days, and mooring in any one place is restricted to 14 days. So you have to keep moving on.

The Thames, like some other rivers, is managed by the Environment Agency, not CRT. To cruise through London we required no permit, except for calling up the Port of London Authority (PLA) at the Thames Barrier, however there are PLA regulations and useful guidance which is well worth looking up. Above Teddington Lock we needed an EA licence, available from the lock keeper. We only needed a week to get to Reading, which was £15.

Lifting and swing bridges on the rural canals you have to operate yourself, which sometimes involves stopping traffic. Some require a Watermate Key (a yale type key which anyone can buy from CRT or some chandlers).

Another essential piece of ironmongery is the lock (and bridge) windlass. It's best to have one per crew member, and get in the habit of checking they are all accounted for before leaving each lock!

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## Halloween Champions update

John Langrick

A brief history of Halloween tells us she was built in the old black shed at Paglesham in 1950 by Frank Shuttlewood for Len Choppin. She was launched on 31<sup>st</sup> of October and hence her name. When Len passed away, ownership went to his sons Rodney and Martyn who sailed her for many years until 2018 when ownership passed to Simon Joel.



Members working on Simon's new boat 2019



Simon sailing round Potton Island 2020

She wanted a lot of work as I am sure many wooden boats of her age do, but Simon bravely took on the task, with the help of other RSA members. He spent many years replacing ribs and recaulking her but sadly Simon passed away at the beginning of 2025. By this time Halloween had been out of the water for two years and there was a fear that, in the absence of any potential buyers, she might be broken up. Following the collapse of the black shed by 2024, this would have been a significant loss to the RSA

However, a small group of RSA members thought otherwise and with the help of Simon's family, banded together to try and save Halloween and get her back in the water as soon as possible. That group has been named the "Halloween Champions".



Three salvage pumps and she is launched!



Laid up winter 2026

Halloween now sits in a mud berth at Sutton Wharf where members can visit her at any time. She is being paid for by our 'Halloween Champions' who I have to thank for their contributions of finances and time. A big thanks to all who have made her survival possible.

If there are members who would like to contribute in her maintenance and upkeep to keep a vessel very important

to the RSA and our history. This is a great opportunity to hone all boat and maintenance skills and you would be very welcome and appreciated

She is well covered for the winter but members are encouraged to visit any time/ Access can be at the rear by unfastening the covers on starboard and access the cockpit. The cabin doors are always open and if you turn on the cut out switches behind the port cabin door, a light will come on. Please always turn off both switches. I am going to fit a new main cabin light shortly as the old one is too corroded to operate.

There is tea, fresh water, cups and a small cooker for tea but no milk or sugar on board. She still has a slight leak, but her bilge pump manages this well and I start and run her engine every two weeks for as her solar panel is covered and running the engine tops up both batteries.

This year we plan to rig her sails so she can be sailed by members but please let me know if you plan to take her out. There are still jobs to do, (when isn't there, especially on a wooden boat) and plan to redeck the bow in the spring. She will also need lifting in the spring to paint her hull and antifoul. Of course any help would be appreciated as we really do not want her to be out of the water longer than a few days  
Please let me know if you would like to help in any way.

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## RSA Accounts 2025

Income / expenditure to 31 December 2025	£	£
<b>Income</b>		
Subs Membership ( inc. arrears)	£540.00	
Subs Racing	£150.00	
Bank interest	£7.56	
Fit out WYC	£375.00	
Dally damage repairs *	£1,607.70	
Laying up garons	£1,056.00	
		£3,736.26
<b>Expenditure</b>		
Fit out WYC	£335.90	
Dally ins	£130.95	
Dally river licence	£12.00	
Dally paint	£43.00	
Dally repairs **	£807.70	
Laying up garons	£1,035.34	
Cup engrave	£91.50	
Cup ins	£119.15	
RYA Affiliation	£170.00	
Website costs	£89.98	
		£2,835.52
<b>Income over expenditure</b>		<b>£900.74</b>
<b>Assets</b>		
Bank balance 31st. December	£5,030.71	
Burgees stock (22 X £20)	£440.00	
Workboat (£963 - 25% depreciation)	£722.25	
Rochford Shed	£50.00	
		£6,242.96
* Dally damage received includes £800 charged for members donated time.		
** Dally repairs this year are high due to damage paid fot by paglesham yard.		
 Mick Robinson Treasurer		

# Roach Sailing Association 2026 Event Calendar

Races start at 10:00, except where other times are given below, or otherwise announced by Race Officer.

On the Saturday evening before racing on the Sunday, Some may stay aboard overnight and if you wish to join in evening festivities, or would like to crew with one of the boats racing on the Sunday, please contact the RSA Whatsapp group

Day and Date	Event / Title	Start	Notes
Sun 22 March	Work party and litter Pick (Paglesham)	10:00	HW 14:48
Sun 22 March	AGM Wakering Yacht Club	19:30	
Sat 18 April	Fitting Out Supper at Wakering Yacht Club	19:00	
Sun 19 April	Work party - Dally	10:00	
Sun 10 May	Paglesham Pot	10:00	HW 06:32 (LW 12:33)
Sat 23 May to Mon 25 May	Cruise weekend		HW Sat 18:27 (Spring BH)
Sun 7 June	Blue Shoal Trophy	10:00	HW 05:27 (LW 11:22)
Sun 21 June	Shuttlewood Cup	10:00	HW 06:00 (LW 12:04)
Sat 20 July	Dinner afloat in Quay Reach	18:00	
Sun 21 July	Whitaker Cup - start in Quay Reach	10:00	HW 06:00 (LW 12:04)
W/CSat 11 July	East Coast cruise starting at Pyefleet		HW Sat 10:07
Sun 19 July	Gracilda Cup (Ladies race)	10:00	HW 04:48 (LW 10:57)
Sat 8 August	'Old Codgers' fun race to Fambridge	11:00	HW 20:43
Sat 8 August	Fambridge Dinner	19:00	
Sun 9 August	Don McDowell Cup (Fun race)	10:00	HW 09:45
Sat 29 August to Mon 31 August	Cruise weekend		HW Sat 14:16 (BH)
Sun 20 September	Lifeboat Cup	10:00	HW 06:42 (LW 13:03)
Sun 4 October	Roach Plate	10:00	HW 06:41 (LW 12:33)
Sun 18 October	Spare race day		HW 05:12 (LW 11:27)
Sun 18 October	Steak & Oysters Afloat	12:00	HW 17:45
TBA	Laying Up Supper	19:30	

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