



August 2007

www.nssc.org.uk



Commodores Comments

I'm hoping that by the time you read this, the torrential rain and general miserable weather of July will have been forgotten and a warm and sunny Sailing Week will be being enjoyed. The week was moved to the beginning of August this year to get better weather. Fingers crossed then!

Sailing Week, along with everything else the Club does, is reliant on members carrying out all the duties voluntarily as well as the behind the scenes preparation. We are all reliant on other peoples effort to enjoy the events and facilities the club provides throughout the year, and I would like to thank you for making it work so well. It is disappointing, however, that some duties that are on the rota are not being covered, or berths are left overgrown or membership fees are not paid until mid-summer. Please remember that it is a condition of membership that a few duties each year are carried out. If for any reason you cannot do your duty, it is up to YOU to arrange a swap or replacement.

I hope as many members as possible come and enjoy Sailing Week. If you can't make it for the racing, come along for the evening events. At the end of the week we have a pursuit race and the Brighton and Back for bit of variation to the racing. Cadet Week is near the end of August at Piddinghoe, while we host the Shearwater National Championships at Seaford, followed immediately by our Regatta over the Bank Holiday Weekend.

Speaking of Championships, I'd better start getting the Fireball ready.....

Rupert.



55th Anniversary Dinner

A great meal was had by all at the 55th Anniversary Dinner attended by our very own "celebrity" Mike Woollard after his cameo performance on Coastal Ways! A big thank you to the Galley who provided an absolutely excellent meal which was enjoyed by one and all.



Wonder what Penny is saying to Ralph ?



An exhausted but triumphant Galley Crew!



Dates for your Diary

Most important date of all—for lots of fun, excitement, socialising and getting exhausted:

4th—5th Aug **Seaford Games Tourney** followed by 6th—10th August: **Sailing Week**

AND: ENTRY PRICES HAVE BEEN SLASHED THIS YEAR TO ENCOURAGE ENTRY (see pages 3 and 7 for details of sailing week fun and prices)

11th August: Pursuit Race

25th August: Squib cruising

12th August: Brighton/Portobello Race

26/27th August: NSSC Regatta

20th-24th August: Cadet Week

23rd Sept: Re-scheduled ESCS Event

East Sussex Coast Sailing Federation

Annual Federation Cup Event.

This year this event has been re-scheduled for

Sunday 23rd September.

This is a team event and every sailor contributes to the results.

We need to have boats covering a range of classes and windsurfers too. This is a great event and an opportunity to sail in a race with many competitors—so please come along and support your club.

Watch out for more information on the web.

WANTED

BOATS FOR SALE

IF ANY MEMBER HAS A LASER OR ANY OTHER BOAT THAT IS FOR SALE, PLEASE LET THE MAINSHEET EDITOR KNOW SO THAT WE CAN PLACE AN ADVERT IN MAINSHEET FOR YOU.

WE HAVE NEW MEMBERS LOOKING TO BUY

Membership

The Club continues to attract sailing & non-sailing members.

I have enquires, new members & renewals still coming in each week to process.

If anyone requires a drier copy of the sailing calendar there are some on the bar at Seaford to collect, when you call in for a chat.

Welcome to our recent new members:

Greg Brinkley from Seaford
Stephen & Peta King & family from Lewes
Justine & Adrian from Selveston
Bill Brinkley from Surrey

Helen Lawley
Membership Secretary
01323 899740



Better Late than Never!

To follow the fine example made by Met and who could do better than that! - even though as he said "this is a bit late". "This" of course was his tribute to my ninetieth birthday of last December which appeared in the April Mainsheet.

This lateness was my fault, as Met's knowledge of my age only came about during some idle chat before starting at the working party at Piddinghoe in March for the forthcoming Open Day in April.

However, unbeknown to me, Met bought a birthday card and got all the lads to sign it and add their kind remarks (!) and best wishes. It duly arrived the following Monday morning much to my surprise and delight. Unfortunately, I only know half of the dozen or so signatures who I've already thanked, so to the other unknown signatures may I say thank you for your good wishes, and when and if we meet by the bar - remind me that I owe you one!

In addition I would like to say thank you to Rupert for his good wishes in the same addition of Mainsheet. It's nice to see that with the help of his wife Michele, their children are making the third generation of Smiths to sail under the flag of N.S.S.C - is this also the start of a record?

As my memory isn't so good these days, I am reminded yet again by the note of the 55th Anniversary Dinner, which unfortunately I was unable to attend, that something should be done about starting a book of the N.S.S.C history while there are still a few of the original members about. Should any of the original members who read these last comments have any further ideas on the subject I'm sure our new editor will be pleased to hear from you.

Jack Butler

NSSC Sailing Week & Seaford Games Tourney .

Due to bad weather the last couple of years, Sailing Week has been changed this year and the new dates for 2007 are:

SEAFORD GAMES TOURNEY: SATURDAY 4TH AND SUNDAY 5TH AUGUST

SAILING WEEK: MONDAY 5TH TO FRIDAY 8TH AUGUST PLUS SAT 11TH AUGUST THE PURSUIT RACE AND SUNDAY 12TH AUGUST THE BRIGHTON/PORTABELLO RACE.

THE REGATTA: 26TH AND 29TH AUGUST.

The prices this year have been drastically reduced—see page 7 for prices

A full social programme is being planned—the preliminary programme is as follows:

This is a great event, with lots of sailing, a busy social programme and GREAT FUN. So get organised—it will soon be upon us.

SUNDAY 5 AUG

DIY BBQ and chariot racing

MONDAY 6 AUG

Pirate Night (fancy dress) and Cocktails
Always popular but this year come dressed as a PIRATE



TUESDAY 7 AUG

DIY BBQ and Treasure Hunt

This year you will not be allowed to raid any boats!!
But still we will have lots of things for you to find and opportunity for innovative thinking.



WEDNESDAY 8 AUG

DIY BBQ and Quiz

THURSDAY 9 AUG

Film Night "Pirates of the Carribean 1 and 2"
and Fish 'n' Chips

FRIDAY 10 AUG

Prize giving and Disco Night

The ever popular South Coast Sounds will provide us with music to dance to. The highlight of the week—come along even if you have not sailed



SATURDAY 11 AUG

DIY BBQ or Curry Night and Beach Games (boules and rope quaits)

News from the Bar

Since taking over late in the season, I have tried to undertake some improvements in the bar.

The most rewarding of these being the arrival of the clubs favourite tippie – Harvey's Best Bitter on draught – YES ON DRAUGHT, at the strange white building on the seafront at Seaford. To those in the know it's the Newhaven and Seaford Sailing Club Head Quarters and Clubhouse, and it would appear to be the best kept secret on the south coast. It boasts a sea view, dedicated car parking, comfortable seating, and excellent galley and yes you can even sail from there if you are so inclined.

Seriously folks, it is a wonderful place to come and sail or even to come and sit and pass an hour or two watching the sailing and talking about your adventures and dreams for the future. Partake in one of the best pints around, or perhaps a coffee, and soak up the scenery.

Take a walk along the prom to see the Kittiwakes at splash point or along to the light at the end of the East Pier at Newhaven.

You could checkout what's on offer from Clive and Jane, who operate our Galley, serving a range of wonderful meals and tempting nibbles, and arrive back having worked up an appetite, to a meal you haven't had to slave over.

It is truly a lovely spot, and the people there are always keen to see a new face – even if you have been a member for years. So why not come and try it – you might like it!

Duties at the bar: I would like to take the opportunity of inviting anyone who might be interested in a little socialising amongst pleasant company, rather than getting wet and weary on a rib or stressed in the race box, to contact me with regards to joining an elite, trained and respected band of bodies – the bar team.

As duties go, this is a bit of a doddle. You come and open the bar, sell a few drinks, talk a lot and at the end of the session go home. Nothing to it, and the folks will love you for it.

For more information look on the club website for bar instructions or better still give me a call and come down I will show you what to do. A willing hand is so much better than one which is not interested, or one that doesn't show up.

Remember all members are supposed to carry out duties as part of their joining conditions unless they opt out and pay the applicable levy, so why not embrace the chance to make new friends and have new experiences.

I would ask that the club members allotted duties in August / September to please check the duty rota in Mainsheet or on line, and if they can not make the date shown – please arrange a swap with one of the others on the list.

P.S I trust those of you who have failed to show up to do your duty, are duly ashamed.

John Lawley - Bar Manager
Tel: 01323 899740



PURSUIT RACE 1400hrs on 11 Aug 07

You may have seen that there is a pursuit race scheduled for the Saturday after Sailing Week. I am the Race Officer for this and so thought that I would explain how the race is run so that you can enjoy it and have some fun. In a normal handicap race everyone starts at the same time and then the Race Officer works out who won by using the Portsmouth Yardstick Number (PY) and the time it took you to complete the course (this can be adjusted for the number of laps as well).

A pursuit race is different in that the times are worked out beforehand and everyone in different classes start at different times. So a Laser I with a PY of 1078 should take 1078 minutes to complete the same course as a RS with a PY of 1000 in 1000 minutes. And so the Laser would start 78 minutes before the RS. However, using 1000 minutes for the race would make it pretty long and the RS sailor would be pretty bored for the first hour or more waiting to start! So we choose a shorter time called the race duration, say 1 hour 15 minutes, for a specific boat (say a Laser 1) and then work out when the other classes will start before or after it. I have made the Toppers race for 90 minutes as my race duration and everyone's time is adjusted for that and everyone else should get at least or about an hours race. The exact time for your class start will be published in the Clubhouse well before the race.

Before the race everyone should know exactly what time they will start: the Race Box will show a flag one minute before your start and this will be taken down with a hooter at your start time. Your aim then is to catch up with the slower boats which started before you and to stay ahead of the faster boats which are starting after you. The first boat over the line when the race duration expires is the winner. Of course you might be half way round when the race duration runs out. So when you hear the signal you should note who is in front and behind you and then proceed around the course in that order and not change places. It is a bit more complicated on a beat but when you cross tacks whoever is ahead should remain ahead.

The race course will be a simple triangle or square (no funny inner loops etc). However, some boats may be starting as others are completing a lap so there will be two lanes laid off the Clubhouse. The inner lane is the start line and the outer lane the end of the lap. When everyone has started then the buoy at the end of the start line will be removed.

Good luck
Bill Giles

NSSC expedition to Andaman Sea (part 1)

On November 20th 2006 Julia, Tim, Beth, Jessica, Kate and Tiger(8) arrived in Phuket, Thailand, and set off in a dilapidated minibus for Jimmy's Lighthouse Restaurant in Au Chalong bay.

Here we hoped to rendezvous with Maxim our Dutch-Thai contact and take possession of a Wharram Tiki 30 catamaran.

It was stunningly hot and humid when compared with the cold wet UK we had left, and it soon became apparent that our driver, despite his earlier confident assurance that he knew intimately of Jimmy's Lighthouse Restaurant, had, in fact, no idea where he was going.

We stopped and bought a map of Phuket Island. About an hour later we had teamed up with Maxim. He turned out to be the barefooted delinquent type figure who had arrived on a Yamaha 90 with a side car built from steel reinforcing rods. His torn T shirt and sun battered appearance belied a knowledgeable and charming man who soon whisked me and Beth off on a whirlwind provisioning tour. Somehow we piled enough eggs, pineapples, UHT milk, ice etc into his "limousine" sidecar to last the first few days of the voyage.

By now darkness had fallen with Tropical abruptness and it was time to board our craft. Seven of us, bags and provisions piled into the inflatable tender and pattered out towards the familiar silhouette of a Wharram catamaran. Max left us after a beer and quick guide to the equipment. We all collapsed into assorted bunks.

After a lazy start we sailed the 7 miles or so to Koh Mai Thon, a beautiful island with a small bay sheltered from the NE monsoon winds. Here we found a mooring and a coral garden to snorkel about in. The map indicated the possibility of a settlement on the other side of the island so we set out on an expedition along a narrow path through the dense jungle foliage. Birds and monkeys screeched, and Tiger left a trail of marker twigs so we could find our way back. (A useful forethought as it turned out). After about a quarter of an hour we came across a superb Thai stilted house, and then another, and another, all completely empty. We had discovered a ghost village. Finally, in the dark, we came across an infinity swimming pool up against the sands of a beach. We all went for a refreshing swim in the fresh water. Further exploration revealed a posh restaurant and so we all sat down in our wet clothes. Out of nowhere a waiter appeared, we were both as surprised as each other! A wonderful Thai meal was procured and we set back across the island in good heart. But it was a pitch black moonless night; fortunately Julia had thought to bring a head torch. The way, however, was populated by large numbers of scuttling land crabs. Tim had to cleave a way through the mass of creatures threatening the girls' flip-flopped toes.

Tiger's trail of twig pointers proved invaluable in helping us to divine the correct trail down to our little cove. As we assembled on the beach and pushed our rubber dinghy out over the coral ledge the thunder storm assembled overhead, raindrops grew in size and soon we were rowing under an inundation. A deafening clap thunder directly overhead left all of us wide-eyed, but the lightening illuminated our little catamaran and aided navigation. The storm ended after about an hour and we were soon all snoring in our bunks.

We had thunder storms every evening in fact. They're all part of the North-East Monsoon that influences Thailand from October to March.

The next day we sailed in light winds northwards about ten miles to the island of Koh Rang Yai. This was quite a low lying island with a palm tree wood and a government pearl farm. We anchored in about 4m and again found ourselves the only guests of a small restaurant. The far side of the island was easily reached after a short walk to reveal a shallow lagoon surrounded by a wonderful tangle of mangroves.

The islands of the Andaman Sea rise vertically from the ocean in unlikely columns, drenched in trees and dripping stalagmites like ancient icicles; their edges have been undercut and are riddled with caves. There is enough rainfall to ensure a virtually impenetrable jungle growth, great twisted trees grow from impossibly steep cliffs. Each island seems to have its own population of bats and vultures, and troop of small monkeys. Towards the south we saw sea eagles and frigate birds. A dark heron-like bird functioned like a cormorant and swifts were everywhere.

These islands featured in the James Bond film Gold Finger (I think) and in the south we anchored off the Phi Phi island that inspired The Beach. But tourists come out in speed boats to look at these, so we tended to go mostly to the uninhabited ones.

Deserted fishermen's huts could be occasionally found, and once we came across a well of crystal clear fresh water. We poured buckets over ourselves and replenished our drinking water supplies. Finding enough fresh water was quite a challenge; with six of us on board we were getting through over a gallon a day. There always seemed to be just enough food on board for one last meal, obviously some culinary imagination was required, and hunger helped. For a few days we were beyond the realm of even the most primitive of eateries, just us, the sea, coral sand and parrot fish. Maybe not a teenager's idea of paradise but Jules and Tim certainly relished it.

To be continued next month

Tim Julia Jessica Kate Beth and Tiger

AM Series 1

Rank	Fleet	Class	Sail No	Helm	Crew	PY	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total	Nett
1st	Slow	BYTE	2941	Darren Field		1162	4.0	(8.7 OOD)	2.0	1.0		1.0	1.0	(43.0 DNC)		60.7	9.0
2nd	Fast	FIRE-BALL	14323	Steve Duncan	Penelope Kelly	982	1.0	1.0	5.0	(43.0 DNC)		(9.3 OOD)	3.0	3.0		65.3	13.0
3rd	Squib	SQUIB	748			1154	5.0	5.0	(17.0)	8.0		(43.0 DNC)	14.0	6.0		98.0	38.0
4th	Fast	LASER	138193	Charles Humphries		1078	(43.0 DNC)	10.0	8.0	(43.0 DNC)		7.0	6.0	11.0		128.0	42.0
5th	Fast	DART 18	888	Terry Jones		798	(43.0 DNC)	12.0	13.0	10.0		(43.0 DNC)	17.0	10.0		148.0	62.0



PM Series 1

Rank	Fleet	Class	Sail No	Helm	Crew	PY	R3	R4	R5	R7	Total	Nett
1st	Slow	BYTE	2941	Darren		1162	(21.0)	4.0	3.0	1.0	29.0	8.0
2nd	Fast	BUZZ	576	Tom	Kevin	1005	6.0	5.0	(8.0)	4.0	23.0	15.0
3rd	Fast	HO-BIE 16	99787	Dave Robertson		802	7.0	10.0	(21.0 DNC)	5.0	43.0	22.0
4th	Fast	FIRE-	1462	Rupert	Chris	982	(21.0)	2.0	1.0	21.0	45.0	24.0
5th	Squib	SQUI	648			1154	3.0	(21.0)	21.0	2.0	47.0	26.0
6th	Slow	LASER RA-	158377	Jess Cox		1101	(21.0 DNC)	21.0 DNC	2.0	3.0	47.0	26.0
7th	Fast	FIRE-	1432	Steve	Penelope	982	4.0	3.0	(21.0)	21.0	49.0	28.

ROUND THE ISLAND RACE

In the sailing world the Round the Island Race is a bit like the London Marathon – a huge entry made up of professional, amateurs and those who should not be allowed near a race! So it was that Mike Woollard, Mike Beaumont, Julian Scott and I took part in the largest yacht race in the World. We entered our Ambitious Alice into the race along with 1,798 other boats and about 10,000 other sailors.



Some of our valiant crew had to work until the last minute so we left Newhaven on the Friday morning and headed west for the Isle of Wight weighed down with enough food to feed a crew of 10 for a week. We arrived near the start line some sixty miles later

having experienced winds up to F6 on the nose for several hours. We anchored in peaceful Osborne Bay near Ryde along with about 100 other yachts obviously all ready to race the next day. We enjoyed a late meal and a late night and had to get up at 5am for a 6.20am start. Despite prodding, shouting and bribing the crew we were still 10 minutes late on the start line. Do not think that that meant we had it all to ourselves, we were with the 110 strong fleet starting 10 minutes after ours (having missed the 120 strong fleet starting 5 minutes after!)

We headed off on a beat towards the Needles and made good progress in the fresh breeze. Rounding the Needles by about 9am we had gained a few places and then watched the competitors split into those who went close to the IOW and those who headed directly to St Catherines Point. We elected to go out and were rewarded with the feeling that we were overtaking those closer in. However, with the wind light the inshore boats caught up and no places changed hands. With light winds and a bit of watery sun we relaxed until St Catherines when the wind piped up to F5 and sent out spinnaker into a frenzy of shrieking sailcloth and whistling sheets. We were rapidly at Bembridge buoy (the only mark of the course) watching several boats cut inside. Then we turned West again on a close reach and kept near to the shore. Most of the others went further out into the Solent and we found out why when the depth rapidly went down to 6 inches under the keel across Ryde Sands. As we were on Port this tactic worked well as few boats were brave enough to head towards land in that depth!



The wind got stronger and stronger and swung West so that we were well reefed down and on a beat. All the other boats were spread out across the Solent and were coming together to get across the (very short) finish line. We were on Port like everyone else when someone decided to tack onto Starboard right ahead of us. We made a dive into the tiny gap between him and the Committee Boat and scraped through with no room to spare. At that point we were heading for the large steel buoy attached to the Committee boat and heading sideways in the tide towards the rivets and bolts sticking out. A quick flick of the wheel saved the day with a huge sigh of relief.

After the race we made a gentle exit to Gosport where we tied up near the old lightship which serves as restaurant and shower block. Eating early and nearly falling asleep at the table we hit the sack early(ish) for an early start the next day. We left late from Gosport! With a nice following wind we made good progress to Worthing when the Wind went SE and blew up to F7 and rained stair rods as we struggled to get into Newhaven at about 9pm.

So we arrived having not stepped foot on land for 3 days and having sailed 200 miles in winds up to F7. Tired and wet we had thoroughly enjoyed a great race (second largest entry ever). In the end we came mid-fleet which we reckoned was a good result for our first race in Alice and a determination to do better next year.

Bill Giles

LOWER THAN EVERY PRICES FOR SAILING

Piddinghoe Berths

Thank you to those berth holders who have found the time between the rain showers to strim and generally tidy up their berths. As predicted this did produce a little good natured indignation about the condition of a number of berths which are more impenetrable than Mets mower store Many of these boats (I assume they're boats) can't have seen any water , other than rain , for years.

To galvanise some action to tidy up the worst offending berths we offer the following:

The club will clear and strim a berth at a cost of £30.00-50.00. The lower charge relate to those berth holders who contact me and fund the works prior to works commencing, the higher rate of £50.00 for those that the club has to pay for initially.

The charge will then be added to their membership costs.

If you have any observations or queries please do not hesitate to contact me on 07980 563177 or email or even on the forum.

Darren Field

Seaford Games Tourney: Saturday 4th Sunday 5th August only

Per Person	Adult	Cadet
Daily Rate	£2.50	£1.00
Both Days	£4.00	£1.50

Fees for Sailing Week: Monday 6th to Friday 10th August (must be paid by Tuesday 7th to qualify)

Per Person	Adult	Cadet	None Member
<u>Daily Rate</u>	£5.50	£2.50	£10
Sailing Week	£20	£10	£35

This page has the duty rota on it—it is displayed elsewhere on the web without the phone numbers.

Phone numbers are only given on the printed version not the web version for reasons of data protection