

The NEWHAVEN & SEAFORD SAILING CLUB mag mainsheet



March 2014 Edition



Commodores Cloudburst

"The answer my friend is blowing in the wind"

So by now we must all be very well informed. I have seen bits of the beach I remember from years gone by. I have sat in the clubhouse thinking the windows are about to blow in and had to turn left out of the car park as the sea was coming down the road from the right. That was on Valentines night, how romantic. Thankfully Simon and Rogers building skills stood the test and the new decking and balcony structure didn't move.

I hope all your boats, trailers and anything else you left

on your berths are ok. I have met a few members checking and thanks to those who have put others boats back on trailers and secured them.

We had an interesting Valentines Quiz, our team scored 2 in one round and were filled with dread only to find out the average score for that round was 1.25. That was a pleasant surprise so Sam, Jane, Clive and I managed to come second overall, alas no prize, you needed to come first or last to be rewarded.

Piddinghoe is starting to dry out a bit, the land not the pond, but please take care it is still slippy in the mud and there are a few potholes to be avoided. We have replaced the Squire combination locks at Piddinghoe with Abus locks, the same lock combinations but you need to push the shackle in to open and scramble the numbers before closing. The new locks are marine quality not just outdoor use so will hopefully last longer.

The winter series is now over, I have to say it has seemed more autumnal than wintery. I will put the pictures from Sunday inside Mainsheet, but whilst cropping them I was reminded of a mystery>

What happened to the weather station???

If you know where the weather station went or where it is now residing please let us know, or if you are the owner of a stuffed fish that would fit in the box feel free to install it. If anyone knows the history of the station and wants to write an article for mainsheet, I will be happy to print it.

Ian Johnson
Commodore



Seaford Shoreline

Anyone living in Seaford or was around during the last two months of storms won't be surprised to have found the beach rapidly disappearing. There has been a 6ft drop between Claremont Road and Edinburgh Road, and Splash Point is looking very depleted.

Shingle has been covering the road along the front and seaweed has been washed through the railway bridge nearly to the junction of Hawth Hill. Thankfully, the beach at the club has held up pretty well. Apparently, because the storms have had some East in them, the shingle has moved westwards towards Tide Mills, instead of the usual drift towards Seaford Head.

Bulldozers have been at work for the last couple of months to try and keep the town protected from Mother Nature. They now have back up from the big dumper trucks, which are being parked on our bit of beach by the apron. It looks a bit like an advert for Tonka Toys! The jobs these machines and their drivers do are very often not appreciated as they should be, but it's due to their work that we don't have to lift the boats off the wall to the beach like we used to in the past.

So embrace the Environment Agency and hug a Dozer driver. Without them we might be washed away. (Or just give them a nod and a wave to say thanks).

At the pond, the Elford Num Bum has just finished, with a combination of warm pleasant days and downright extreme winds, but no ice or snow. Congratulations to Laurence for his first overall in the series to Alan Simmons from Lancing SC (2nd) and Roger McColl from Pevensey Bay (3rd). Jazz was first Cadet, and would have been in contention for first overall with a few more races entered. Check Alans Blog for the full reports.

The pond is as full as I have ever seen it, being level with the bank on the river side. A couple of times, with the combination of high tide and lots of rain, the river has come over the bank. Instead of flooding the fields, the water has collected in the pond and combined with the ground water it has yet to drain back to normal levels. There have been a number of overturned and flying boats around, so if you haven't checked your boat recently, go and have a look as soon as you can.

See you at the Work Parties

Rupert



Engine Sense and **WOBBLES**

Do you use Ark or the Club RIBs or have your own boat with an inboard or outboard engine? Do you get the **WOBBLES** before switching it on and starting up? **WOBBLES** is mnemonic to remind you of pre-use checks: (note that inboards and outboards have slightly difference requirements)

W is for Water. Coolant level correct and the water inlet open.

O is for Oil. Oil level in the engine is correct and the same for the gearbox. If the oil is a milky colour then there is water in the oil which needs investigating. And while thinking of oil have a good look over the engine for oil leaks (and water too).

B is for Belts. The drive belts are intact, not frayed or showing signs of scorching through over-heating. Belts should be tight enough so that the middle of the longest free bit between pulleys will move about half an inch or 12mm in new money.

The second **B** is for Bilge. Keep the bilge under the engine nice and clean so any leaks of water and oil become immediately obvious. So have a look and see; the odd drip is inevitable so give the bilge a wipe around.

L is for Electrics. Have a look around the engine for loose or broken wires. Turn the battery master 'on'. **L** is also for Lines. Before starting ensure that there are no sheets or other lines hanging over the stern to wrap around the prop when the engine starts.

E is for Exhaust. When the engine starts look over the stern to ensure that there is water coming from the exhaust. Not just a glance as there is always residual water in the exhaust pipe; make sure that there is a good flow.

S is for Smoke. The apart from exhaust gasses engine exhaust contains part-burnt fuel, burnt oil and water. The colour of the exhaust smoke tells you a lot about engine health. Although there is often smoke immediately after the start once the engine warms up it should be minimal. White smoke: on a cold day some white smoke (steam really) is to be expected initially. If it remains after the engine warms up then there is an excess of water getting into the exhaust and it needs investigating. Black smoke is like that stuff you see coming from a lorry pushing hard to get up a hill. Black smoke is caused by unburned fuel in the exhaust. Marine engines do not generally work very hard so black smoke is not good, although on start-up and on hard acceleration there is sometimes excess fuel in the system which briefly causes black smoke. Blue/grey smoke indicates that there is engine oil being burned which needs to be monitored, especially if you are noticing a drop in oil level whenever you use the dipstick. So basically any smoke you see after the engine is warmed up is a warning that something is wrong and needs to be sorted out.

So when you go boating and remember to do your **WOBBLES** and you will have a healthy, happy engine.

Water, Oil, Belts, Bilges, eLectrics and Lines, Exhaust, Smoke.

Bill Giles

Preparing your boat for the 2014 Sailing Season

1. **Hull.** Strip down boat removing all ropes and any easily removed fittings, inspect, clean and order replacements items if need be. Check toes straps and fastenings.
2. Wash boat down to remove dirt and salt. Pay attention to fixed fitting such as bailers, mast step etc. With Lasers check the mast step for grit , if you have mast step wearite disc insert replace it, if you don't have one then order one.
3. Mask up scratches and indentations on decks and in cockpit. Rub down and fill with epoxy and/or gel-coat. Repeat if required.
4. Turn boat over, clean hull and repeat 3 above on hull.
5. Polish hull. This doesn't add much if anything to speed but it does protect the hull.
6. Check transom gudgeons/pintles and their fastenings
7. Check inside of dagger/centreboard case. There is often damage caused when the dagger hits something. With Laser the bottom dagger hull plate can be damaged, inspect and replace if necessary. Also replace the dagger friction pad.
8. **Foils.** Remove rudder blade from stock. Wash foils and rudder stock.
9. Inspect tiller and extension paying particular attention to the rudder downhaul and universal joint and replace if necessary. If you don't have a spare U/J then order one.
10. Repair foils as 3 above.
11. Polish rudder but you may not want to polish the daggerboard as you may regret having a slippery dagger when you capsize and are trying to right the boat.
12. **Spars.** Wash down. Polish. Replace any PVC tape on rigging eyes etc. Taping up the eyes and ferrules reduces the chance of the spar anodized surface being damaged by them. Inspect the eyes carefully to ensure the eyelets are secure. Inspect the spar fittings especially the gooseneck and fastenings especially pop rivets to ensure they are still secure. Lasers may need heel plug replacing as they are very susceptible to wear, also check the spar where it rubs against the deck. You can buy anti chafe, low friction tapes now which are ideal to protect the mast in this area.
13. **Sails.** Wash and inspect. High wear areas are the head (especially the rivets), tack and clew, also, the batten pockets. Get repaired if necessary. Replace damaged tel-tales. If you fold your sails don't, buy plastic drain pipe and roll them.
14. **Ropes.** Wash and inspect. If they are damaged near the ends you may get away with just shortening them if you can't shorten or damaged anywhere else replace them.
15. **Cover.** Inspect and get any loose stitching repaired.
16. **Trailer and Trolley.** Ensure the ball-hitch is working and well greased. Wheels on the trailers usually need de-rusting then kurust or Jelonite applied and painting. (Hamerite is good). The frame is usually galvanized and good for many years but if some rust is showing de-rust, apply Kurust then grey undercoat and topcoat. Trolley frames can be treated the same. Replace wheel washers with stainless steel ones if rusting. If you have deflated trolley wheels you can have inner tubes fitted which is better than relying in a seal between tyre and wheel.
17. Put all you fitting back on your boat and rig it to check that nothing is missing and that all is working well.
18. Don't forget the **sailing gear** you wear. Check the wetsuit especially the knees. Check your buoyancy aid, boots, knee pads and gloves. I usually replace my boots and gloves every year or two to ensure good grip.
19. Get a tool and spares box together.
20. Make sure you boat insurance is still valid.

Now your ready for the season and no excuses if things go wrong.

Happy Sailing,

Laurence.

Powerboat Safety and the *Milly* Accident

Everyone will remember the horrific accident last year at Padstow in Cornwall involving a large RIB called *Milly*. Several members of a family of 6 died or were badly injured as a result of the accident. The accident report has just been issued by the Maritime Accident Investigation Bureau (MAIB). Their comprehensive report is here:

[href="http://www.maib.gov.uk/publications/investigation_reports/2014/milly.cfm">](http://www.maib.gov.uk/publications/investigation_reports/2014/milly.cfm)

It is quite a long read and some of it is very technical. Nevertheless, all powerboat users should read it and instructors should ensure that their pupils are made aware of the issues. There are three main issues although the key one was:

1. **If the driver had been wearing a kill cord the deaths and injuries would not have occurred.**

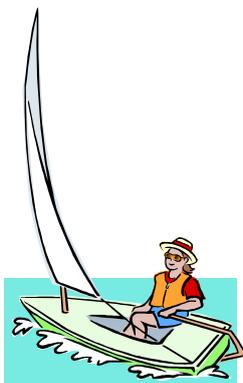
However, there remain two issues which powerboat drivers need to be aware of:

2. All passengers should be behind the driver, seated and firmly holding on. Also the driver should warn the passengers of impending manoeuvres.
3. Drivers should also be aware of the so-called 'HOOK'

The hook is where the back of the boat starts to slide away from a turn and then suddenly grips the water. The boat having previously been heeled into the turn is rapidly flipped upright. This can happen so vigorously that, as in this case, everyone is thrown out of the boat - as with the *Milly*. Sadly, the driver was not wearing a kill cord and the *Milly* continued to circle through the victims causing deaths and injuries. See para 2.5.2 of the MAIB report at the link above.)

Bill Giles

Commissioning Supper Saturday 22nd March 7.30pm



Book with Clive and Jane,
Tickets £12 a head
Please advise of any special dietary
requirements when booking.



Be ready for the commissioning race the next day 11am

Pictures by Bett Simmons, thanks Bett



3rd place Roger McCall Pevensey SC



2nd place Alan Simmons Lancing SC



1st place Laurence Venus NSSC



1st cadet Jazz Sayed NSSC

Recorders Notes

2014 Elford Trophy Nubum Sailing Report

The weather for this series has been generally windy and gusty but thankfully not as cold as we would normally expect.

Amongst the worst days was the 26th January when it was raining heavily with a strong wind which was predicted to increase further. Of the 11 who signed on, 7 made it to the start and 4 managed to complete the race after several capsizes. For the next race these 4 were joined by Jazz Sayed, now sailing a Topper after breaking her Laser 4.7 in the first race. Jazz on this occasion managed to complete a lap before breaking the tiller on the Topper after a bad capsize so had to retire again.

Darren and Rupert, sailing an RS200, capsized so many times on the second lap that they took 20 mins to complete it. The others also capsized several times but managed to complete 3 laps. (we normally manage 6-7 laps per race at Piddinghoe).

However, the worst weather experienced was on the 9th February when the waves were splashing over the far bank. It wasn't really suitable to sail but Michael Veale and Mike Rosier in the RS200 were keen to go out in spite of the appalling conditions. They were joined by Charlie Gribble who, after capsizing several times sailing his Laser became too exhausted to carry on and decided to call it a day. After this, Matt decided to have a go, but after about a dozen capsizes with his Laser came back shattered. The last boat back was the RS200 which came back after lots of capsizes. All racing was abandoned.

The following weekend was a complete contrast with a gentle F2 just occasionally touching F3. It was sunny and remarkably warm. Only 13 boats took to the water and all thoroughly enjoyed themselves especially the Streakers who took 1st and 2nd places in both races.

Then on the last Sunday of the Elford series we were back to windy conditions again. 10 boats went afloat, 8 started, but only 4 finished. Again, everyone capsized several times including Jazz who nevertheless did remarkably well completing 5 laps and finishing ahead of the rest of the fleet sailing her Laser 4.7 and easily winning on handicap. All sailors showed courage and determination in very gusty conditions.

The series was eventually won by Laurence Venus NSSC sailing a Streaker with Alan Simmons (Streaker) from Lancing S. C. in 2nd place and Roger McCall (Laser) from Pevensey S.C. in 3rd place. The cadet prize was deservedly won by Jazz Sayed NSSC who has made increasingly good progress throughout the two winter series in her Laser 4.7.

If you want to read more about the individual races either go to our club's website, then links and click on 'Streaker Ramblings'. Alternatively, go to the Streaker Class Owners Association and click on 'Alan's Blog'. For details of all the results go to the NSSC website click on 'sailing' then 'club series results'.

I wish to thank all the volunteers for making the winter races so successful and Nobby for running the canteen, Alan Simmons for his weekly blogs and his wife Bett for some great photos.

Don't forget racing starts at Seaford on the 23rd March which is the earliest we have ever started the new season.

Laurence Venus.

Recorder

Road to Rio

After a brilliant 2013 Alex kicked off the new year with a trip to Rio De Janeiro to get some valuable experience on the 2016 Olympic waters and compete in a couple of test events.

After a few days training in 38 to 40 degrees of heat the 2 day De Vela Do Rio event kicked off with Alex finishing 3rd and picking up a bronze medal and his first podium of the year.

A week later a strong international field competed against each other in the Copa Brazil De Vela, after running in a podium spot for the first 3 days he eventually dropped to 5th in the strong winds, with his month long lay off and lack of race fitness in December starting to take its toll.

The next event on the calendar was the seasons first ISAF sailing World Cup event in Miami with Alex hoping to improve on his 9th position of the previous year, a disastrous first race saw him finish the first day in 38th, an 11th in the only race on day two moved him up into the top 20. With no racing on the the third day his chances of climbing up the leader board started to diminish but a decent 12knts kicked in on day four and Alex showed his potential with a race win followed by a second place, unfortunately the wind again disappeared for the remainder of the vent and he did not have a chance to climb any higher, eventually finishing in 13th position.



The latest ISAF World ranking ladder was posted a few days later with Alex maintaining his 11th position and confirming his continued status as one of the Worlds top laser sailors, next up its back to the nitty gritty of the UK World and European qualifiers at Stokes Bay, Pevensey and Highcliffe then heading out to Palma for the next ISAF World cup event in April.

New Year - New Challenge?

NSSC Training Meeting

Are you an instructor (that is assistant, dinghy, powerboat, windsurf or indeed any other sort of RYA instructor)?

Were you once an instructor and allowed your skills or qualification to lapse?

Would you like to be an instructor (dinghy or powerboat)?

Would you like to help with cadets but do not know where to start?

Then come along to the Club Training Open Evening on Thursday 6th March 2014 at Seaford Clubhouse at 7:30pm.

We can talk about:

Plans for adult training in 2014

Beginners' courses (staffing and dates) and 'Is it better to run intensive weekend courses or spread over several evenings or weekends?'

Assistant Instructor training

Cadet helpers

Instructor courses (power and dinghy) and a Senior Dinghy Instructor course

Getting back into instructing and updating and refreshing instructor qualifications

Other RYA course availability:

First Aid

Radio

Diesel Engine

Shorebased Navigation (already started)

Cadet plans for 2014

The rules for instructor expenses

If there is any other discussion point to be made about our plans for 2014 then please contact me as below. Also don't forget to do rescue boat practical training for RIB drivers on 22 March.

Bill Giles

Training Director



The Newhaven and Seaford Sailing Club Ltd.

Club House, Marine Parade, Seaford East Sussex BN25 2QR

Telephone: Seaford 01323 890077

Notice is hereby given that the Annual General Meeting of the Members of The Newhaven and Seaford Sailing Club Limited (the "Company") will be held at the Registered Office on

Saturday 12th April, 2014 at 18.30 hours

Business

Apologies for absence

Minutes of the AGM held on 13th April, 2013

Receive and adopt the Company Directors' Report and Financial Statement for Year Ending 31st December, 2013.

Election of the Company's Board of Directors and Officers of the Club

Election of Chartered Accountants

Open Forum

Dated this 27th February, 2014

Jim Skinner, Secretary

Notes

- 1 A Member entitled to attend and vote is entitled to appoint a proxy to attend and on a poll to vote in the members place. Such proxy need not be a member of the company;
- 2 Nomination Forms for any Director post are enclosed with this notice. All nominations, duly proposed and seconded by full sailing members of the company must be received by the Secretary by the 4th April and the nominations will then be displayed on the results board at the Company's Registered Office on 5th April, 2014 and left displayed until the AGM;
- 3 Proxy Forms are enclosed with this notice;
- 4 Extra copies of the proxy and nomination form will be available at both club-houses on the Notice Boards or from the Secretary;

The Open Forum is an opportunity for Members to raise matters with the Directors. Whilst we will try to give full and frank answers on the day, it would be helpful if details of questions could be given to the Secretary at least 72 hours prior to the AGM (left in the Clubhouse or by letter or email).

A company limited by guarantee and registered in England Registered No. 1290424
Affiliated to The Royal Yachting Association

The Newhaven and Seaford Sailing Club Ltd.

Club House, Marine Parade, Seaford East Sussex BN25 2QR

Telephone: Seaford 01323 890077

Nomination Form

I, _____ Membership No. _____ PROPOSE

_____ FOR THE POSITION OF _____

SECONDED BY _____ Membership No. _____

I, _____ Membership No. _____ agree to

stand for election to the above mentioned post

PROPOSER : _____ DATE : _____

SECONDER : _____ DATE : _____

NOMINEE : _____ DATE : _____

The Newhaven and Seaford Sailing Club Limited

Form of Appointment of a Proxy

I, _____ Membership No. _____ being a

Family or Single "sailing" adult member of The Newhaven and Seaford Sailing Club Limited, hereby appoint

_____ of _____
(address)

as my proxy to vote for me and on my behalf at the Annual General Meeting of the Company to be held on Saturday,
14th April, 2014 and at any adjournment thereof.

(Signature) _____ (Date)

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