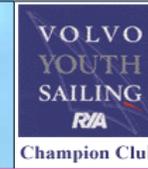


Mainsheet



Sept 2010

Challenging Beach launch and recoveries during Sailing Week 2010



NSSC—Sailing Week Special

Every year, at the beginning of August, NSSC holds its annual sailing week. This currently comprises a morning series of races for Cadet Members, 'Fun' races for adults and an afternoon series of back to back serious races for slow and fast handicap dinghies, cats, keelboats and small yachts. The week is open to visitors and on site camping is available. Each evening there is a social function held in the clubhouse.

The weather for the week, Monday to Friday, is variable year on year and last year it was largely a light wind event, however this year by comparison it was mostly quite windy resulting in a heavy surf on the Seaford beach and making launching and recovery difficult to say the least and in some cases downright unattractive.

Due to the conditions, six out of the proposed ten serious races were held. Race 1 was held in a pleasant force three westerly breeze where Rupert Smith and Carolyn Turner in their Fireball led the fleet. In second spot on the water Matt



Springall in his Laser led Laurence Venus in his Streaker with Alan Simmons following behind however Laurence and Alan finished in first and second spots respectively. Race 2, held back to back and over the same Olympic style course in a tiny bit more breeze, saw Rupert Smith take an early lead but with Matt Springall closing fast in the 14 strong fleet. At the finish Alan Simmons was just a few yards adrift but Matt took the top spot so Laurence Venus and Alan Simmons came in with 2nd and 3rd places respectively.

Tuesday's Race 3 was held in a good stiff force 4 to 5 and some boats decided not to venture out, and the fleet was reduced to ten boats. Yet again it was Rupert and Carolyn showing the way in the mono hulls with the cats having a lovely time but not in the running. Matt was going quite well for a while until he started capsizing the last of which broke his mast and ripped his sail and put him out of contention. However it was Jessica Cox in her Laser Radial that was really showing the boys the way to do it with Charlie Gribble, Laser full rig, unable to hold her off from second place.

Chris Turner, Sarah Gribble and Penny Springall, in a Squib, relishing in the stiff breeze came a creditable 4th. Race 4 was abandoned and Race 5, due on Wednesday, was cancelled due to heavy surf and strong winds and a lack of enthusiasm to go afloat by any of the shore based entrants. As a consequence race 6 went by the board as did the Club Wednesday evening racing. Thursday Race 7, with little less surf and still a good blow, did start and it was the Dart 18 sailed by Jamie Lynch who led the fleet now down to seven boats. Second home were Rupert and Carolyn in the Fireball with Charles Watson and Elena Watson in their Dart 15. Race 8 was also abandoned .

So to Friday – the final day. Race 9 over a trapezoidal course, with a loop, was started from the shore – first shore start of the week (perhaps the Race Officer was not happy to bob about in the Committee boat again). Of the 6 starters it was Rupert and Carolyn



off out ahead and with Matt, be-decked with a newly delivered sail, in hot pursuit. In fairly close contention up the first wind-ward leg however were Sarah and Penny in the Squib and Jessica in her Laser radial.

Race 10 saw the fleet down to 4 boats and Rupert was soon ahead chased by Matt with Jessica behind him. If anything the waves

were even bigger but the breeze had reduced just a smidgen. Matt won the race with Rupert in second place followed by Jessica. All managed to beach safely and ended up with huge grins on their faces, including me. The overall winners of the week were Rupert and Carolyn with Matt just a point adrift in second. The Fast fleet trophy also went to Rupert and the Slow fleet trophy went to Matt Springall.

In the cadet races there were seven youngsters competing but it was Jonty Freeman who had straight and very convincing, wins in the four races sailed. Runner up in the fleet was Ross Turner in a Laser Radial and it was Alice Smith helming her Laser II with Sasha Stonard in third position. In the Fun races, for the adults, Top spot went To Matt with Sara Gribble and Carolyn Turner (Squib) as runners up and James Clapham and Jenny Clapham (Dart 18) in third spot. All in all it is a very enjoyable week, apart from the sailing activities on the water ,there was a games tournament for the cadets, which involved chariot racing, card and board , there was also evening entertainment which consisted of a Games night ,Greek Toga Party and on the final day after the award ceremony there was a jive evening with local instructors showing club members how to Jive and then a party into the night.

Alan Simmons

Newhaven East Quay

When red lights are showing on the signal mast, situated at the East Quay (southern end of Ferry Berth), **NO VESSEL** may leave any part of Newhaven Marina.

No 2 RoRo Berth (North End)

When red lights are showing on signal mast, situated at the North West corner of No 2 RoRo Pontoon, **NO VESSEL** may proceed South of these lights. Details of these lights will also be found at the back of the Club Sailing Programme (but note the correct Port telephone number shown above). I am going to get a supply of cards showing these details from Port Control. I also hope it will be possible to organise a small group visit to Port Control.

Since club activities do not involve members proceeding upstream of the Marina, I have not included here details of the light signals etc for Newhaven Swing Bridge itself.

Commercial Vessels – (Car Ferry, Cargo Ships, Tugs, Dredgers and Large Trawlers) Vessels of this type must be given right of way in Newhaven Harbour and its limits. Small vessels in particular must not impede or attempt to pass any commercial vessel that is underway or manoeuvring in the Harbour.

Speed Limit This is maximum 8 knots from the Breakwater end to the West Pier corner. In the Harbour area north of the West Pier corner and the River Ouse beyond, it is maximum 5 knots.

Sailing in the Harbour Port Control is not keen on sailing within the harbour limits, particularly tacking. They recognise that sailing boats proceeding under engine may have sails raised.

Debris The location/position of any floating objects/debris seen in or around the Harbour area, which may constitute a danger to safe navigation, should be reported to Newhaven Radio on VHF Ch 12.

Sound Signals made by Vessels If you have followed the port signals and radio instructions you should not find yourself on the receiving end of sound signals made by another vessel. Some of the signals you may hear in the harbour (this is not an exhaustive list) are:

- Ø One short blast – I am altering my course to starboard
- Ø Two short blasts – I am altering my course to port
- Ø Three short blasts – I am operating astern propulsion (in the incident in question 'Arco D' was making this signal)
- Ø At least five short blasts – an **emergency** signal – I am unsure of your intentions (for example, a signal made by the ferry when there are craft which should get out of her way immediately)

Do remember that some commercial vessels using the Port may proceed astern.

Making sure we all understand the basic rules of the harbour is vital for its safe operation and I hope these notes are helpful.

Do let me know if you have any questions or comments.

Ricky Smith – Rear Comm - Newhaven - August 2010

Hoot! Hoot! Hoot!
(I am operating astern propulsion)

Guidance for Club Users of Newhaven Port

We recently had a safety incident report by Newhaven Port Control when a couple of our boats were in the way of the 'Arco D' (dredger) as she was starting to leave the East quay to go up river astern. Whilst the key details of Newhaven Port Control are already on the Club website (see Port Control), this is an opportune moment to circulate further guidance, particularly for those who are only occasional users of the Port.

Port Signals and VHF Radio

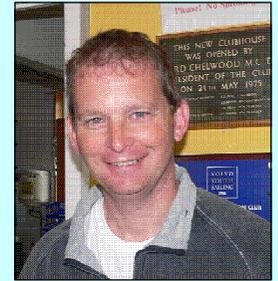
Vessel movement within the Harbour limits is controlled by Newhaven Port Authority – call sign "Newhaven Radio" on VHF channel 12 (or telephone port control on [01273] 612926). In addition to observing the light signals you should use the radio to ask permission to leave the harbour (before you leave the marina berth) and, on returning, ask permission before re-entering the harbour limits. I would suggest you also keep a listening watch on Channel 12 whilst within the harbour in case there is any change in instruction.

In certain conditions it may be difficult to see the white light on the West Pier Signal Station. I have spoken to Port Control about this and am assured it is working but they do understand it can be difficult to see. Whilst this may not be ideal, it does reinforce the point about using the radio. Full details of the vessel traffic signals for the harbour will be found in 'Notice to Mariners No.5 – 2009' on www.newhavenportauthority.co.uk – see the Port Authority section of the website and then the Local Notice to Mariners. This Notice can also be viewed on our Club web-site. I have extracted details of the traffic signals from Notice to Mariners No. 5 – 2009 as follows:

West Pier Signal Station

Colour	State	Meaning
Red Red Red	Flashing Flashing Flashing	Serious Emergency – all vessels/craft to stop or divert according to instructions issued by Newhaven Port Control VHF Ch 12.
Red Red Red	Fixed Fixed Fixed	No vessels/craft, either pleasure or commercial, shall proceed contrary to this signal
Green Green White	Fixed Fixed Fixed	Small vessels/craft may proceed. Two-way traffic
Green White Green	Fixed Fixed Fixed	A vessel may proceed ONLY when it has received specific orders, from Newhaven Port Control, to do so. All other vessels/craft must keep clear of the navigation channel.

Chris's Scribbles



As you will have already read, NSSC hosted yet another great Sailing Week this year. In summary we had strong winds most of the week, but managed to sail most days. A big thank you to John Cornish who was Race Officer for the week and provided great courses every afternoon with committee boat starts in some big seas. This was greatly appreciated by all the competitors. After injuring myself on Tuesday afternoon in squib Arf'n'Arf (totally self inflicted) I became a bit disconnected from the events on the water. However, the Cadets raced most mornings and given the wind conditions they did really well. The wind became stronger in the afternoons for the main races and made things challenging with Wednesday turning into a rest day for most people, allowing them to rejuvenate themselves for the Thursday and Friday. The Overall winner of the PM series was Rupert Smith and Carolyn Turner (yes Carolyn has temporarily taken over my place in the Fireball) with the first place in the Cadet Series going to Jonty Freeman, who is currently at the Laser Nationals in Penzance where we wish him well. The social events were equally as much fun, well organised by Gilly Jones which included a challenging quiz from Carolyn, and closed with a Jive night on Friday organised by Simon Suter. Many thanks to all those who helped with duties and as always Clive and Jane for keeping us all well fed from dusk to dawn.

The Management Committee has met on a number of occasions recently in order to agree the Clubs Key Initiatives for the next five years. We have created summary statements for the key business areas as we see them and this overview can be found later in this edition of mainsheet. We now have to spend time fleshing out how we are going to set about those tasks. If you have any feedback on specific initiatives or feel you could help out, the committee would welcome help.

We were hosts, for the third time, to the Shearwater catamaran fleet, for their National Championships. Strong winds with on the edge (occasionally over the edge) sailing was the order of the week. The event was very ably managed by Rupert Smith, who I would like to thank for making everything go like clockwork, and thanks once more to Clive and Jane for providing food throughout the days and most evenings as well.

As the summer starts to draw to a close we look forward to the planning of the winter series and the Dinner Dance which this year, as last, will be held at the Seaford Golf Club on the 27th November. I am pleased to announce that for the first time we will be having live music this year, so no disco as we will have the real thing! It will be a great night and I would encourage people to come. Finally, the sailing school's autumn training events which are now published so, if you know of someone who might like to try sailing, please introduce them to our school and get in touch with Andrew Barns.

SOCIAL NEWS

Thank you all for attending the events during sailing week and a special thank you to those who helped arrange the activities. I hope you enjoyed it as much as we did ! Also a big thank you to Jane and Clive for their wonderful efforts in the kitchen (all delicious as usual) and to Michelle for holding the fort in their absence.

Forthcoming events

Saturday Sept 25th—Spanish evening, £10 per head, 7pm onwards

Jane and Clive cook a Spanish themed meal and there will be some Spanish themed activities

Saturday Oct 23rd—Laying-up supper, £10 per head, 7pm onwards

Jane and Clive will yet again provide delicious cuisine. Halloween themed evening. Wear fancy dress if you dare !

Sailing Club Dinner Dance 2010

Saturday 27th November—7pm for 7.30pm start

Tickets £25 per head, for a 3 course meal

Cadets £18.50 per head

Children's menu £10.00

This year there will be live music covering many decades throughout the evening.

Guests from other clubs along the coast and Seaford Mayor Bob Allen will be joining us.

There will, of course, be presentations of trophies won throughout the season during the course of the evening.

There will also be a raffle, any donations for this will be gratefully received.

Menus will be available on the Website in the very near future and will include a vegetarian option.

Tickets will be available shortly from me and from the club. Final numbers will be needed by the first week in November.

Further details from Gilly Jones 01323 893911 sailingsecnssc@nssc.org.uk

Match Racing at Piddinghoe

In July the sailing club held two very different events recently. Firstly an intrepid group from Seaford Round Table came to Piddinghoe to undertake some match racing. Match racing is about the same boat, a Sport 14, racing each other around a course.

On a calm but warm summers evening the three boats, which had a club instructor and two round tablers set off on their first of four races. In the light winds it made for some interesting racing, one of the boats, with Jack, Pete and Richard took an early lead and they stayed there till the race had finished and were followed in very slowly by team A containing Darren, Matt, Mark and Ben and then team B containing Will Dan and Pete. The second race followed in similar vein and the result was duplicated. As the evening wore on and the sun was lowering the wind became much lighter and the races were shortened. In race 3 team A became the winners followed by team B and C and as the course was shorter and the marks tighter there was a lot of protesting and light banter between the boats. In the final race with next to no wind Team B finally got a win with team A following closely behind and unfortunately team C hadn't started by the time team B had finished. To cap an eventful and fun evenings sailing a paddle race was held and the crews all got wet and the winner of this race was Team A. The overall result was first Team A consisting of Darren Field, Matt Commons, Mark Campbell and Ben Clear and followed in second place by team C consisting of Jack Turner, Peter Alden and Richard Alden and Team C consisting of Will Bovington, Dan and Pete.



Andrew Barnes

SIX NEW MEMBERS WITH 'POWERBOAT 2'

Congratulations to the following members who recently completed the two day RYA course 'Powerboat-2' which teaches how to handle both planing (the RIBS) and displacement (ARK) boat types safely at speed on the sea and in the confines of a marina.

Holding the certificate now qualifies them to drive the club's safety boats on the sea and at Piddinghoe, giving a welcome increase in the number of members who can carry out his valuable duty. The cost of the course to members is kept to £80, reflecting the need to maintain numbers qualified to support club events. Details of the next course can be found at www.nssc.org.uk or by contacting the Training Centre principal Andrew Barnes on 0788 190 1948 or e.mail trainingnssc@nssc.org.uk

New Power Boat -2 holders:

- Jessica Cole
- Christopher Lambert
- Daisy Lane
- Tom Roper
- Chris Rosier
- Mike Rosier

Ian Lambert, piddinghoenssc@nssc.org.uk, 07730 547349

Seaford Games Tourney

The weather was very variable resulting in a wide range of conditions. The first race got underway in a very gusty North force 3-4 winds, which dropped later on. The Fireball sailed by Rupert Smith and Carolyn Turner led the fleet with three Lasers following close behind. The rest of the fleet included a wide range of dinghies and also some catamarans and Squibs. The dropping winds on the last lap favoured the leading boats but a slight wind increase together with a shift allowed the Streaker sailed by Laurence Venus to just win on handicap against the Lasers sailed by Matt Springall and Darren Field.

The second race was delayed due to the change in wind direction necessitating an alteration to the start line and windward mark. Unfortunately the wind dropped further. The race eventually got underway but by the second leg the wind had almost disappeared so it was decided to abandon the race and to run two races after lunch.

The afternoon races took place in a force 3 sea breeze.

The racing was very close again with the Fireball leading followed by two Lasers and the Streaker. Unfortunately Matt Springall who was sailing the leading Laser fell out of his boat when after an over-enthusiastic tack he missed his toe straps. His boat then capsized allowing Darren Field to overtake him and the others to catch up. The Fireball continued to pull away from the rest of the fleet but wasn't quite able to beat the Streaker on handicap with Darren Field finishing in third place.

The third and final race got underway with any one of the 4 leading boats in contention. The start was full of incidents with the Squib almost colliding with the Streaker and Darren's Laser. The wind dropped a little as the race progressed and it looked as if the Lasers would take the top places however the Streaker just managed to beat them on handicap. The overall result was: - 1st Laurence Venus - Streaker, 2nd Matt Springall - Laser, 3rd Rupert Smith and Carolyn Turner, 4th on equal point to the Fireball, was Daren Field - Laser.

At the time of writing we are just over half way through the Wednesday Evening Series 2 and almost half way through the Sunday AM Series 3. In both series Lasers are dominating with Charlie Gribble in 1st place followed Matt Springall, Jessica Cox and Steve Duncan. They do enjoy the windier conditions.

Re-sail dates:

The remaining fourth race for the **Tufton Beamish Cup** will run concurrently with the first race of the Sunday AM Series race 3.6 on 12th September.

Lastly, coming up on 26th September are the Birling Gap and Cuckmere races which are probably among the best of the year. Let's hope for some good weather.

**Laurence Venus
Recorder**

A note from the Mainsheet Editors

We hope you like this new extended and changed version of Mainsheet and would like to thank all that contributed this time. Please let us have any articles, photos or other input for the next edition as soon as possible and by 6th October at the latest. Ideally these should be sent by email to squibtempo@hotmail.co.uk using word documents (plain text please no fancy layouts!) and photos as jpegs.

Bob & Julie Corbett

Shearwater National Championships

Between 15th and 20th August, NSSC hosted the Shearwater Catamaran National Championships. These are an old design of Cat, with twin trapeze and symmetrical spinnakers. The sail shape varies from boat to boat, with many opting for a distinctive square roach mainsail. On the water photo's from Monday and Wednesday will be on the web site.

After setting up camp and rigging from Friday, the practice race took place on Sunday afternoon in an offshore force 4. Some needed the practice, and the rescue crews were soon practicing righting inverted boats. Monday saw racing start in earnest, with 16 entries in moderate offshore breeze, and large courses taking them beyond the confines of the bay. With the wind increasing through the day the occasional capsize keeping everyone on their toes. Tuesday saw a sturdy west to south-westerly build through the morning. Most of the fleet braved the surf for an exciting race that had all the boats on the edge of control and only a couple flying spinnakers. Racing was limited to one race due to the deteriorating conditions, with one boat loosing its mast when a rigging pin failed and was helped ashore near the Martello Tower. The wave buoy recorded waves of over 2.1m during the race, the biggest of the week, and everyone was happy to get back ashore. The rest of the week was mainly from the south-west force 3-5, which seemed to suit them well. The Championship was won convincingly by Shaun and Clare - with six out of eight wins.

As well as sailing, the fleet made the most of their time ashore with the bar cellar needing to be replenished daily. A reception was held for them on Sunday, with Games Night on Monday, Fancy Dress on Wednesday and an excellent Prize Giving Dinner and Dance on Friday.

Thanks to everyone who helped out, both afloat and in the Bar and Galley. It was hard work, but very much appreciated by the Shearwaters (and me!). It was great to see the club used all week to its full by a group of people who really knew how to enjoy themselves both on and off the water. I'm sure they will be back again in a couple of years.

Rupert



From the back of the Fleet – 'Khamseen' 462

Squib and Small Keel-boats News

Readers who are members of the National Squib Owners Association may recall from their Journal the often hilarious accounts of meetings of the "Mid Fleet Club". Whether these are pure fiction or not is irrelevant since they strike a chord with all those who toil mid fleet and below and cross the finish line looking backwards hoping there is someone else behind (and if there is, that it is not a boat a lap ahead)!

Membership of the mid fleet club is not open to those in the top tier, they are simply too good! At least if you are behind you can observe what those ahead are doing, which direction they are going, how their sails are set, which pieces of string they are pulling and so forth. This is pure education for the mid fleet club member until you cannot see what they are doing because they are too far ahead and then you have to wait to be overtaken.

Trying to be helpful to a mid fleet club member may cause consternation so shouting across something like "try pulling on your Cunningham" is likely to be met by a blank stare or maybe checking of trousers!



Anyway, for much of this season 'Khamseen' has been at the back of the fleet – apart from the helm, the main reason for this is probably a highly technical Squib condition known as "dirty bottom". She has not been out of the water since the winter of 2008/2009 and there is only so much you can do with a broom from the deck without falling in. Ralf has offered to help me lean her right over and do the job properly but then I will have to come up with another excuse for being at the back!

Here is a photo showing a typical view from the mid fleeter position – the rather close quarters impression is misleading because the shot was taken fairly soon after the start on a Wednesday evening. What you see is 'Arf & Arf' ahead of 'Khamseen' with other boats close by. I am afraid that by the end of the race 'Arf & Arf' was somewhat further ahead!

The Squib fleet is now the 'Squib and small keel boat fleet' because we have two Hunter Europas on the water – 'Cloudstone' (Ralf) and 'Artemis' (Stephen) plus a third in the dinghy park – 'Pickle' (me). The Europa is known as a 'Squib with a lid' because its fin keel version has the same underwater hull profile as the Squib but a different deck moulding to incorporate a cabin. Another significant difference is that the Europa carries a masthead rig which requires different techniques but, those of you who study the Club race results will see that 'Cloudstone' is doing well.

The current Squibs are 'Arf & Arf', 'Cirrus', 'Condor', 'Cornet' 'Khamseen', and 'Tempo'. Also 'Flashdance' (I think) in Simpson's yard which we hope to see back on the water sometime. We have recently welcomed Jonathan Bailey who has just joined the 'Cirrus' syndicate. There are Saturday cruises organised by Ralf during the season (see the sailing calendar) although 'Khamseen' has not been able to join in so far this year and more support would be great.

Recorders Notes Mid-Season Report

The weather hasn't been quite as good as earlier in season with stronger winds leading to smaller turnouts. However, most of the races have still gone ahead. The Lasers, cats and keelboats have been doing well in the windier weather.

The **Class Championship** results are: -

Lasers: 1st Charlie Gribble, 2nd Matt Springall, and 3rd Tim Cox.

Keelboats: 1st 'Cloudstone' Ralph Teubert and Stuart Little, 2nd 'Arf'n'Arf' Carolyn Turner, Penny Springall and Sarah Gribble, 3rd 'Tempo' Bob and Julie Corbett.

Development: 1st 'Objet D'Art' Dart 18 Terry Jones, 2nd Dart 15 Sprint Mike Godwin, 3rd 'Bob' Vago Rupert Smith and Hannah (in Darren's boat). Unfortunately, there were too few boats to have separate classes for the Multihulls and Menageries.

For the **Sunday AM Series 2** we had a very varied range of craft taking part with several cats and keelboats in the running. The final positions Overall were: -

1st 'Mistyblue' Streaker Laurence Venus, 2nd Arf'n'Arf Squib Penny Springall, Carolyn Turner and Sarah Gribble, 3rd 'Cloudstone' Hunter Europa Ralph Teubert and Stuart Little, 4th Dart 15 Sprint Mike Godwin.

Class result for Series 2 were:
Lasers: 1st Matt Springall, 2nd Steve Duncan, and 3rd Dave Hitchins.

Multihulls: 1st 'Objet D'Art' Dart 18 Terry Jones, 2nd Dart 15 Sprint Mike Godwin, 3rd 'Trapped Wind' Dart 18 Dave Edwards and Alan Oatway.



Menagerie: 1st 'Mistyblue' Streaker Laurence Venus, 2nd 'Hot Toddy' RS200 Michael and James Veale, 3rd 'Bob' Vago Darren Field and Jacob Bloss.

The keelboats did not have a separate class since only four entered the series.

Secretary's Note for the Record

The following is a summary of what is engaging the Management Committee at the moment both in our regular monthly meetings and also in email exchanges.

Seaford Club House Catering

This has taken up much time and thanks to all those who responded with comments to my email to the membership during July. Your comments were noted and have been taken onboard where possible. In essence Clive and Jane will continue to provide services for club members at club events at the same prices. When no events are being held, they are going to operate a Tea Shop from the facility on the beach side during the day for a trial period until the end of October when it will be reviewed. A Memo of Understanding (MOU), put together by the Management Committee, has been agreed with Clive and Jane and discussions with other parties, such as the Lewes District Council, have been concluded with no issues raised.

Club Strategy Review

Our last documented strategy was presented and agreed at the AGM in the year 2000. There have been a couple of reviews since but no updated strategy has been presented. A further review was carried out this year and it was nice to see that some of elements were achieved e.g. freehold of the Seaford site obtained, but not so well that there are still some things that we need to do better at. Our Commodore has inserted the draft in this issue and your comments are of course very valuable to us.

Community Amateur Sport Club (CASC)

We reviewed our Articles of Association last year to specifically allow registration for CASC which would benefit us through reduced rate bills. However, we have been notified by HM Revenue & Customs that our registration has failed due to other specific Articles not being appropriate, particularly around types of membership. Although we are open to anyone becoming a member our Articles apparently do not reflect that fully. We are allowed to apply again and will ensure that Articles are going to be accepted by them before we apply. Another EGM will therefore have to be called in the near future to agree the changes.

Seaford Club House Broadband

Members please note that wi-fi broadband has now been provided in the club house for your use during club opening times. Please ask on-site for the relevant code.

Email News

I note that not everyone is on email but it does seem to be the accepted way of communication these days. For the proposed Tea Shop I did send an email out to all the known addresses and was pleased with the responses. Andrew Barns has also been sending out emails with Training News regularly. I am looking to instigate a regular summary of the Management Meetings on email for the membership to both inform and keep everyone updated....so watch out for one after the September Meeting!

Jim Skinner, Club Secretary

We try to keep everyone updated by e-mail as the season progresses – not every week but following either a Sunday morning or Wednesday evening sail. One recent e-mail reflected an onboard conversation and was entitled 'Shall we go about? Oh no, we can't, you still have drinks in your hands!' Note how polite the helm (Petra) was (the first part a question rather than a statement) and how considerate as well (how can we possibly go about if you have drinks in your hands?). Hah - you can't carry drinks or a hamper on a Laser!

But it's not all as laid back as that. Last Wednesday evening (July 28th) from the comfort of 20 miles inland 'Khamseen' looked up Shoreham Real Time Weather and saw winds F5/6 so decided to walk to the local pub for an evening meal (a great mid fleet decision) but a few Lasers plus Ralf (Cloudstone) and Penny/Sarah (Arf & Arf) braved the elements. Subsequently I received an e-mail from Penny saying that at one stage they found each of their sons bearing down on the gybe mark at huge speed with 'Arf & Arf' in the middle and horrified that they might decapitate one or the other. Amazingly, all got round the evil gybe mark safely with Sarah constantly telling Penny what fun they were having!

And this morning (Sunday 1st August) both the wind and sea picked up as the whole fleet battled its way around the course. In the second race I was convinced that the downwind mark was dragging its anchor towards Seaford Head so, for 'Khamseen', it was more a question of overtaking it rather than rounding it! However, even from the back of the fleet one can wield power – as the yellow Laser (200?) discovered, trying to pass a Squib to leeward is a bit like being downwind of a block of flats – 15 minutes later and you still cannot make it – sorry!

I should add the interesting demonstration from 'Arf & Arf' with Chris and Sarah retrieving the spinnaker from astern - if you will raise it in those conditions then something may well get caught behind the boom! Being cautious creatures, the mid fleeter will spend the entire downwind leg thinking about all the reasons why you don't raise a spinnaker in a strong F4 and leave it stowed safely in it's basket.

And finally, the garden hoe. Ralf noticed us walking down the Marina finger with all the usual kit, sailing bag, outboard motor, garden hoe..... We explained that it was to help remove some of the more stubborn growth on 'Khamseens' keel but he did not believe us – he thought it was a fiendish device to help us go about or, as he put it – 'Ready about? Lee Hoe' – oh dear.

If you would like to try a Squib or Europa just let me know.

Ricky Smith.



This Months Top Tips For Rescue Boat Crews

- Before starting the engine and leaving the Marina – flake out the boats anchor and warp ready for *immediate* use.
- Approach marks from down wind and tide.
- Only approach marks and capsizes at 'tick-over' revs.
- If the engine stops – for whatever reason – *throw out the anchor straight away* to stop you drifting.
- Watch the fleet and keep counting masts. If you are a mast short, start looking for a capsize!
- Patrol near the fleet without getting in the way – keep your wash down in light weather.
- Keep a special eye on the inexperienced crews – without crowding them
- In strong winds, stay to windward of the fleet – you can travel faster with the waves than against them

Rupert

TRAINING UP DATE

Our Spring Cadet programme has come to an end and I would like to congratulate all those cadets on passing their Stage 1 and stage 2 certificates

First Aid Course: There will be a first aid course in October (date TBA)

Powerboat and Ark introductory and refresher session: At the start of next Season an informal session for those that undertake safety boat duties will take place. A background knowledge session will take place followed by a practical session in Rib and Ark.

Sea Session: For those that are wanting to sail or start racing or just want to enjoy sailing on the sea we are holding introductory sessions with safety boat cover on Saturday 18th September and Sunday 19th September. Please email me to reserve a place

Cadets: For those that did not complete their practical and background knowledge tests in the spring we will be holding specific training sessions for those that want to get their certificates to be held in September, the dates are Sunday 12th September and Friday 17th September.

Andrew Barns

NSSC CADETS REPRESENT THE CLUB AT THE SOUTH EAST REGIONAL FINAL

Blustery conditions made the Regional Final of the Honda RYA Youth RIB Championship a major challenge for the Cadets who represented NSSC at Bewl valley SC on Saturday 21st August.

A key part of the course - the 'man overboard' challenge, which requires the helm to stop the rib completely alongside a buoy, lift a ring from the buoy over their head and then replace over the buoy before the RIB has drifted out of position is a challenge most helms would struggle with. To do this in high winds, in an unfamiliar boat, under pressure to compete against the clock and to still come away smiling is what this competition is all about.

The South East final had representation from 7 clubs this year, with a total of 5 competitors in the 8 to 12 age group and 13 in the 13 to 16 age group.

- NSSC
- Crawley Mariners
- Bewl Valley SC
- Wilsonian SC
- Medway Watersports Centre
- Surrey Docks
- Downs SC



After a closely fought contest Bewl Valley SC won the 8 to 12 and Wilsonian SC won the 13 to 16 events .

Trevor Quinnell supporting his son Dan writes: " The weather on the day was drizzly and with high winds, which was perfect for the dozens of windsurfers out on the water but it made control of the ribs difficult, particularly for the man overboard and reversing manoeuvres. Nearly all competitors suffered penalties, mainly for dropping the ring and filling the rib with water. Despite this, everyone enjoyed the event".

Our Cadets shown together below in front of the Honda RYA tow vehicle were:

8 to 12 Age Group

- Thomas Jupp



- Moss Andrew-Beale

13 to 16 Age Group

- Dan Quinnell
- Max Andrew-Beale

Well done all.

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