

Mainsheet

An occasional newsletter from Rollesby Broad Sailing Club

Summer 2004

From the Commodore

At the beginning of June, I thought we were in for a summer like last year, but not to be. However, members have not been put off and the turnout at weekends has been good.

Open Day was a resounding success with over fifty visitors signing in and enjoying a sail in breezy conditions. As usual, members helped in numerous ways both before and on the day so thanks to you all.

Mike Williams wrote an article about the club for Norfolk Afloat and arranged for a photographer to catch us unawares on a sunny Sunday which resulted in a two-page spread in the July/August edition. This and Open Day have been excellent PR for the club and attracted new members.

Ever mindful of safety the committee has bought a NEW dory for weekday and Saturday sailors. It can be rowed or the small engine used if required. Please familiarise yourself with it, then you will be prepared if you should need it. More information below.

Mike Horwitz is our Safety Officer and has drawn up procedures for any emergency that may arise. Details are posted on the clubhouse window and by the outside emergency phone. If you have any comments regarding safety, you can contact Mike on 01493 700057 or mikedhorwitz@aol.com

Following the success of the BYO BBQ last year, we are having another in August and again during the Commodore's weekend. Let's hope the weather is kind.

Enjoy the rest of the summer.

Valerie

Safety Boat

The new safety boat will be permanently moored against the quayheading. The oars and thwart are in the clubhouse with labelled keys to unlock the dory and the engine shed, to access the small engine. After each use, return the dory to its moorings - do not allow it to rub up against the jetties. Make sure that everything is locked at the end of the day. Please take good care of it, someone's safety may depend what you do.

For your Diary

Barbecue Saturday 14 August about 12.30 onwards

We will provide the barbecues ready to use and you bring your own food (and cook it!) Friends welcome.

Commodore's Weekend 18/19 September

Saturday will be a fun day for the family with novelty races for all sailing abilities followed by a BBQ late afternoon. A Regatta will be held on the Sunday. More details nearer the time.

Work Day Saturday 25 September

Just a reminder from Peter Martin

Annual Dinner Friday 19 November

Gorleston Golf Club

OOD Duty Rota

If you have not done your duty this year and can't remember the date, would you please check with the rota on the clubhouse noticeboard or the website. Whilst it is the responsibility of members to swap their duty if necessary, I appreciate this can be a problem for newer members and I am therefore willing to help Assistant OODs settle on a more convenient date. Additionally in this regard, it is helpful if the OOD confirms availability of his or her team by contacting them a week or so before race day.

Jim Anderson 01508 470254

A Wayfarer Races in the Finnish Lakes

The town of Savonlinna lies about a hundred or so miles north-north-west of St. Petersburg, in the centre of the Finnish lake district. It lies on an archipelago of islands at the confluence of three great lake systems, Haukivesi to the north and northwest, Purivesi to the northeast and Pihlajavesi to the south, themselves all part of the Saimaa Lake System that covers the whole of southeastern Finland. It has an ancient castle built in 1475 to guard the waterways on the borders of the Russian and Swedish empires. Throughout July the castle is the main venue for an opera festival. And to coincide with the start of the opera festival, the local sailors stage a Regatta. Having married a Finnish girl from Savonlinna in 1971, I had spent many summer holidays there. In June 2003, I had brought a Wayfarer all the way from Rollesby Broad and I was determined that it should enter the Opera Festival Regatta. There are sailors who can make a boat shift in a dead calm, and fly in light airs, who can seek out each occasional vapour and move from ripple to ripple, taking advantage of every zephyr. I am not such a sailor. It was with a sinking heart that I woke on the morning of the race, to discover a flat calm. The day before, my daughter and I had sailed Wayfarer 9029 'Boaticea' from our family cottage about six miles into the main town harbour where we moored overnight. We had sailed in a stiff southeasterly breeze in something just over an hour. My daughter was flying home the next day, so my brother-in-law Olavi (or Olli to his friends) had agreed to crew for me. When we met that morning my first question was whether the race would be cancelled. 'Certainly not' he told me. The race committee had just reduced the distance. The Class 2 and 3 boats (we were in Class 3) would now have a course of only 13 sea miles. 13 sea miles? Did I catch that correctly? I had. The course was shaped like two petals of a flower, two large loops around two different archipelagos returning each loop to sail through the main harbour. In view of the total lack of wind I decided our first task was to remove as much equipment from the boat as we could, including the plastic bucket sometimes used as a toilet. Suddenly the harbour was full of boats. There were boats of all shapes and sizes, and all of them, without exception, larger than Boaticea.

Robert Sparrow

Laser - Resurrection Part 2.

At the end of part 1, (Mainsheet Summer 2003) I had finally managed to buy a bare hull to add to my collection of laser bits and it was time to find out if my purchase at auction was a wise one. I had checked the hull on the day by looking for damage to the mast step and getting a friend to help lift it up to assess its weight. Leaky lasers tend to absorb water inside the hull and put on weight fast. This boat felt light, so hopefully there were no major leak repairs for me to do.

Phase one – Cleaning.

This started with an assault on several years worth of accumulated mud with a hosepipe and broom. I placed the hull upside down on a couple of old tyres and got stuck in. As the mud got thinner and I got wetter, the thought occurred that a pressure washer would come in useful at this stage; make a note to beg, borrow or scrounge one if I ever do this again! I followed up with a hand scrubbing brush, lots of Jif and a few more blasts from the hose. After all that scrubbing it was time to pause and have a good look at the lower hull.

It had always been obvious that this boat had a broken nose, in fact it looked like it had been crashed at speed into a brick wall!. Both upper and lower hull mouldings were badly cracked with the front few inches of the deck displaced slightly upwards. The filler between was shattered into a dozen pieces and full of plant roots. There was also a section about a foot long on the port side near the bow where the adhesive joining the two hull sections at the gunwale had split and needed replacing. After exploring that little problem, several dozen chips, scratches and cracks in the gelcoat seem barely worthy of mention.

Next the boat was turned over to get at the deck; not so much mud here so scrubbing brush and Jif was enough, but some areas of the non slip deck remained stained.

A quick inspection found a lot of chipped and cracked gelcoat, mainly on the gunwale and lots of holes where all the fittings used to be. Only the grab rails and the toe strap remained with a single gudgeon left on the transom. Oh well, at least stripping the hull before starting work would not take long!

Steve Blackman

If you want to find out how Robert and Steve got on, go to the website www.rollesbybroadsc.org or contact me on 01508 470254 for the complete articles.

Valerie