



Mainsheet

Rollesby Broad Sailing Club

Occasional Newsletter

Edition
2006
Summer

From The Commodore

As I write this I'm sitting overlooking a beautiful bay in Pembrokeshire. Today the sun is shining, a swell is running and all types of boats from kayaks to blasting skiffs and various cruisers are out enjoying the day. I ache all over from the effort of sailing in real waves and a steady breeze while trying not to terrify the crew out on the trapeze.



It's a reminder that sailing, travelling and holidays go perfectly together. After all we go sailing for pleasure; to relax and enjoy ourselves in the company of friends and family. The holiday season is an opportunity to enjoy a different type of sailing and I know club members have been on sailing holidays in the Med, cruising in boats big and small and day sailing and pottering in creeks and bays. Some club members relax by sailing hard and have travelled to regattas and open meetings, where quite a few have performed superbly and scored some impressive results. The socialising and new friendships are an aspect of travelling with your boat that are as enjoyable and memorable as the sailing.

Without doubt, the whole diverse sailing community that is the club benefits from the experience knowledge and enthusiasm that comes back from these travels. News and information on the exploits of club members is on the new look club website which is fully functional and looking fantastic, thanks to the efforts of all involved. If you haven't visited the site please do, as well as reaching a wider audience it's intended for club members to use for news, information and a forum for exchange. For example you can read about the new clubhouse project and view the plans.

Now the sea breeze is coming in and it's time to rig the boat and head out. When I see the bows of the boat ploughing into the wave in front it's time to back off, but I know the time will probably come when the temptation to push too hard is results in a horrible wipe-out and then I'll be looking forward to sailing back at Rollesby! In the meantime enjoy the rest of the summer, sailing really can be whatever you want it to be, and see you in September.

Peter

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Dates for your Diary...

Commodore's Fun Day	Sat 16 Sep
Club Work Day	Sat 14 Oct
AGM	Thu 19 Oct
Annual Dinner, Prize Giving ...	Fri 17 Nov

Latest News...

For the very latest news visit the club website at...

<http://www.rbsc.org.uk>

Sign up to our forums, through the website, to be able to take part in online discussions

This Newsletter

Editor: **Valerie Anderson**

Your contributions are always needed and can be forwarded to Valerie, along with any images you'd like published, by email to...

valanderson@tiscali.co.uk

Home and Away

Over the summer, members have been travelling the length and breadth of England to take part in Open Regattas.

Liz Gibbs and **Anna Wright** along with *Lucy Bennett* from Hickling were chosen to sail in **2006 Skandia Cowes Week**. They beat the other four **Skandia** sponsored boats and were 7th overall in the Sonar class.



At the other end of the country, the young sailors were competing in the National Schools Sailing Regatta at Bassenthwaite, where **James Wilson** finished 9th in the Topper Event and in the Slow Handicap Event **Jake Sallis** was 9th, **Daniel Bradford** 10th and **Michael Hems** 25.



British Moths have been out and about. **Barry Graver** came 3rd overall at west Oxford. In the second race on the Saturday he was so far ahead that there was little doubt in his mind that he could win. However, he was finally placed 6th. Had he been overconfident? No, he just sailed

to the wrong mark! In light winds, **Ian Hanson** finished lower down the field. The positions were reversed in the Moth Nationals with **Ian** taking 7th place and **Barry** 21st. Nearer home, Brian Skinner took the Monosail Trophy at Beccles.

You can read more about these events on the website www.rbsc.org.uk

At Hickling, **James**, **Daniel** and **Jake** were in the top three in the events they entered, with **Daniel** beating Dad **Barry** in the Pursuit Race

to come 5th out of 40 boats.

The boys, along with **Jack Horwitz**, again were in the top three at Oulton Regatta with notably **Jake** winning both the Morning and Afternoon events in his Splash and **James** the Midday Race in his Topper. **Roger Wilson** came 4th out of 17 Lasers.

To round off, **Daren Pike**, in spite of sleepless nights, improved on his 4th place at Northampton to win the Phantom Open at Buckenham Sailing Club.

Well done everyone.

Youth Section

Hi, I'm **James** and I am in charge of telling you about what has been going on with the youths of **Rollesby SC**. Lots of things have



been going on recently. There seems to be a lot more us around these days so it's great to have others to sail against. I represented **RBSC** at a Topper traveller open at Wroxham on the 10th of June at which I was in the top 5 and **Daniel** has also been to some open meetings in his Byte. A whole group of us also attended the Sail Training days organised by the club and we would like to give a special thanks to **Chris Sallis** who has been giving us some great sailing and racing tips and tricks so that some day we too may become a national class champion like him.

Some of us signed up to a course to do some race training at Filby as part of the NSSA (*Norfolk Schools Sailing Association*) and as I write this **Daniel**, **Jake** and **myself** are about to pack up our tents and travel up to the Lake District for the Schools National championships at Bassenthwaite Lake from the 23rd to the 29th of July. All three of us got the chance

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to go and so about ¼ of the Norfolk youths' team are **Rollesby** sailors. This is the strongest representation of **Rollesby** that has ever got to the schools championships and we are hoping for even more next year! I will let you know how we got on in the next newsletter.

Also it would be great if we could get a strong squad of **Rollesby** sailors to go to the **Broadland Youth Regatta** at Barton Broad September 2nd. My dad is co-ordinating so if you are interested in coming with us then let him know on 01493 750434 or e-mail him at roger.wilson6@btopenworld.com.

Look forward to seeing you on the water soon...Oh and you can bring your mum and dad along too if you like.....

James Wilson

Maddie and Daddie go yoting.

As **Rollesby's** youngest active member and potential youth fleet captain I feel it is important to clarify what role a new born can perform to support a yoting daddie.

My dad has been sailing his Phantom at sailing clubs around the country as part of a "travellers" circuit. These "travellers" appear be a group of plump men, who dress funny on Sundays, and smell like a nappy come the end of a racing day. Naturally since I appeared back in April I have had to fit in with weekends on the road.



Here are my five top tips to support your pop in his yot?

On long journeys co-ordinate feeding/yelling/grizzling times with a need to check the trailer. You yell, and daddy says "mummy could you see to maddie as the boat seems a bit loose on the trailer. I'm just off to check it".

When rigging up in the dinghy park ensure that you go and see all the other competitors. Smile sweetly as they rig their boats and hope, for daddies sake, that this diverts their attention from that vital shackle pin. Each diversion should result in a better position for pop.

Whilst daddie is yoting, get some sleep.

Mummy will be happy, and as we all know a happy mummy is a productive mummy. Happy mummy = more udder juice.

When daddy returns to the camper van after Saturday night training with his fat buddies (*topping up on pints of brown energy ale*) ensure that he gets two hours sleep before reminding him that you are here to support his athletic efforts. Remind him another three times during the night at varying time intervals.

When daddie finishes racing the regatta, smile a lot. He quickly forgets that for another fourth place he will not see his name in the paper, he will not get a big trophy, and nor will he get a souvenir glass. Daddie will then realise that life is great because you are here, and not many other Maddies let their daddies go yoting.

Madeline Pike

(Ghosted by Daren Pike)

Sail Training

Earlier in the season over the course of two separate weekends approximately 25 people took advantage of sail training provided by some of the other more experience club members.

We were blessed with great sailing conditions on both occasions and we even took the opportunity to light the BarBQue after one of the sessions. We spilt into two groups with **Chris Sallis** taking those looking to improve their racings skills and myself providing a refresher for those looking to improve their basic boat handling skills. We ran three separate 1hr sessions on the water setting interesting exercises intended to follow the RYA "Method" of sail training instruction with breaks in between to reinforce learning and cover some of the theory such as the basic rule and race protocol.

It was great to see all the club boats being put to good use and **Derek, John, Dennis** and **Peter** were also on hand to take those of us who are too big to fit into a Topper or a Laser out in their Laser Stratos and Wayfarers and get experience of work with spinnakers in two man boats.

The weekends were a tremendous success with some great comments like, "thanks for the sail training. I learnt a lot and I think it would be a good idea to do more training" and "I appreciated the relaxed and enjoyable way

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the day was run"

To see people progress from falling around in the bottom of a Topper with the mainsheet around their ankles and the tiller extension up their noses, to tacking to the start line in their first race is tremendously rewarding for everyone involved. Congratulations to everyone who took part. You can be sure we will be running more sail training days on Saturday's in the future so keep an eye on the website and the club notice board for further details and every club member is welcome to join us. As always any feedback concerning training is greatly appreciated.

Roger

Sailing with Andy

When **Val** said that she was looking for stories about sailing it reminded me of an old friend with whom I used to sail against and sometimes with in Javelins in the early eighties. He (Andy) had a normal IQ but had no sense of fear, pain or ability to avoid accidents and giving up was not an option. One time at Bala in North Wales we had too much wind for our crews so we used my boat. We were going deep with the spinnaker up (which nobody else did) and consequently were airborne. I was on the wire at the transom astride **Andy** when he shouted "Which mark?" I said "Bear away at the red mark." "Which is the red mark?" I replied "The one on the right." "Sorry for asking but I am colour blind". (We had been mates for thirteen years and I had no idea).

The following year after surgery to install some steel bolts in his lower spine and being in plaster from his upper thigh to his armpits and with his crew refusing to sail with him, he helmed me at sunny Gorleston in his bin bag clad plaster. There we were spinnaker up, me out on the wire aiming at the bottom mark and he decides to go under the foredeck to attend to some essential maintenance, so in passing me he sticks the tiller extension in my hand and vanishes under the foredeck until all I can see is one foot, so there I am out on the wire, spinnaker sheet in one hand, tiller in the other, the main locked in, the boat sailing like a bad tempered mare with no sense of direction and the bottom mark coming up fast. We were on our way to Denmark when he reappeared and asked why had I missed the mark?

Later that day on a crowded start line, off goes the gun, Andy goes off the transom, off I go on the wire to the first mark, main locked

in, main sheet trailing out the back with him hanging on trying to breathe ten feet behind. He manages to get back on board, but in doing so dislodges the rudder which had a lanyard attachment so we did the first beat with him lying in the bottom with his arm over the stern holding the blade and the other steering with the tiller. Guess who had the rest of the boat to play with during the tacks?

Derek Page

Beccles Amateur Sailing Club Regatta

Looking for my first chance to sail a British Moth outside the familiar and relatively safe confines of **Rollesby** Broad I had two options, the Moth Nationals or the BASC Open Regatta, I opted for the latter. In hindsight I did not know what I let myself in for. Most of you are familiar with the Waveney at Beccles; to say it is narrow would be an understatement. The starting line seemed at times to be shorter than the number of boats attempting to cross it. The starts prior to yours bearing down on you including Wavenies. Given the tides, cruisers, all rather daunting! Miraculously we managed to return home with no damaged Moths.

Jonathan, Eileen and Brian Skinner and Jack and I raced. **Sam** enjoyed his sailing whilst skilfully avoiding the racers at the same time, no easy feat. On the day prior to the Open there was a Monosail Open. This was a rather peaceful event compared to what was to come as no other dinghies were sailing apart from approximately 6 Lasers, a Solo and 2 Moths. Light winds prevailed, given the conditions there was little doubt from the start who would win ... **Brian** carried off the silverware. For the Open Regatta we had mixed results. In the end **Brian** won a glass for the best result for Monosail with the slowest handicap.

I would really like to thank the BASC for putting on such an excellent and well organized event. Their members went out of their way to make us feel most welcome. And of course beer at £1.50 / pint goes a long way to keeping all happy.

Mike Horwitz

Riding the High Seas

Thursday 6th July dawned bright and very breezy. This was the day I'd been looking for-

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ward to/dreading for the last few weeks. The RYA powerboat course! Something I had been meaning to do for years and never got around to. Helping with Waveney Sailability, the scheme that has been set up to allow disabled people to sail in specially designed boats at Oulton Broad, had pushed me into it. What to wear? Did I need my wet suit and sailing boots or would shorts and t-shirt do? Some one had mentioned wellies and a crash hat with visor at some stage. I played safe and took the lot; my car boot was full.

I followed instructions and managed to get in the car park at the Royal Norfolk and Suffolk Yacht Club without a hitch; so far so good. **David Schonhut**, our instructor, led us to the training room and explained the syllabus. There were three of us, **Hilary, Keith** and **me**. A photograph of **Jim Anderson, Bob Sparrow** and **Dave Parsons**, all in heavy weather gear caught my eye; obviously I had a hard act to follow.

Theory over, we were told to change into suitable clothing and meet at the boat. I settled for splash suit and sailing boots. We headed for the dock and a rigid inflatable boat with 2 huge 60hp Yamaha 2 stroke engines sitting on the stern. A few instructions followed and we headed for the sea. David was driving; it was more like riding a horse than sitting in a boat. Sitting, that was my first mistake! We had been warned to keep the weight on our feet and hold on tight. I was certainly holding on tight but the weight bit had slipped my mind. When **David** opened up to get over the bar and we hit the first wave my body was jarred from top to toe or from bottom to top, to be more precise. The wind was strong and the sea was very rough, wind against tide adding to the problem I was told. **Keith** had first go at the wheel; you know how it is with men, got to show the weaker sex how it's done. We travelled in a straight line to start with, just getting the feel of the boat, and then we slalomed left and right, turned in arcs, then in complete circles. We got absolutely drenched, I wished I had brought goggles, I could hardly see for the salt water stinging my eyes. Once I got the hang of standing astride the seat (*part of the trouble was that my legs are not that long and my feet hardly touched the floor*) and gauging the strength that it took to push the double throttle fully open, it became great fun.

Lunch on the terrace followed, it really was windy; the salad blew away if left on the plate

unattended. A bit more theory and then back in the boat and out to sea again. The tide had changed so it was a bit calmer, but not much. Getting close to a buoy and keeping the boat there with out actually hitting it was the next task; another play at speed then back into Lake Lothing for some more sophisticated manoeuvring. The journey to Mutford Lock was punctuated with 'coming along side' several different vessels and jetties and then a completely new experience: turning the boat using just the engines. **Keith** and **Hilary** managed quite well. I just could not get the hang of it. Every time the boat started to go somewhere I hadn't intended it to go I grabbed the wheel: not the object of the exercise! A leisurely ride back to base (*mustn't break the speed limit in the dock*) and the day was over. Well, almost. Travelling north out of Lowestoft these days is never easy at any time but at 5pm it is a complete nightmare. The salt water and the sun had made my face feel like a heavily seasoned vegetable prior to frying. However, a long soak in a hot bath and a large cold spritzer soon dissolved away all the aches and pains and it was back to normality, preparing dinner.

Friday was a completely different day weather-wise; still sunny but hardly any wind at all. **David** greeted us and we talked about weather conditions and we set a course for each of us to follow when we got to sea. He then had to go to another appointment so **Carl**, from Wroxham Sailing Club, was our instructor for the rest of the day. The work was much more Inland Water and dinghy orientated. A bit of radio work and then I took us out to sea, we followed the course that we had set and then had great fun going round in circles at speed, trying to avoid cavitation, the boat whizzing round almost on it's side at times. The conditions were very different; the only waves were the ones we were making ourselves. Time passed so quickly, lunchtime came and went and we were back in the dock doing man overboard etc. **Carl** is a big chap and getting him into the boat was no easy task, but with the help of Jacobs's ladder, a piece of equipment I'd not seen before, we managed. On to Lake Lothing again, this time with 2 boats, one carrying a dummy that was thrown into the water at intervals for us to safely retrieve. That completed, we manoeuvred backwards, forwards, sideways, doing whatever we were instructed to do. The harbour was pretty busy so lots of the manoeuvring was for real, as was the radio work.

Any questions? May I try the two-engine turn

again? Certainly. Hilary wanted to try bringing the boat in to the jetty so she and **Keith** went off in the little boat and I worked with Carl in the big boat until I mastered the 'no hands on the wheel turn'. Back to the training room and, sadly, it was all over. We were so lucky with the weather: two completely different days: giving us the opportunity to experience working in totally different conditions. I now have the piece of paper that tells me I can do it! I wonder.

Jackie Soards

Your Notes