



Mainsheet

Rollsby Broad Sailing Club Newsletter

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Editorial

Welcome to the RBSCs' latest edition of **Mainsheet**. I hope you enjoy looking through it. But firstly, on behalf of us all, let me offer our thanks to **Val Anderson** who's done a fine job as editor for a number of years and, I'm sure, is due a well earned rest from the job.

Having never done anything like this before, I've now taken over as **Mainsheet** Editor, from **Val**, for 2008. Although hesitant at first, I feel it a worthwhile challenge and hope to make a good job of it for you. I will, of course, need your support in putting together interesting, topical articles for publication so, I'll always be on the lookout for suitable material, (*please don't run off if I approach*). If you can come up with something you think members would like to read about please let me know. Also, with the huge leap forward in camera technology in recent years, most of us are able to take fantastic photographs with our digital cameras. If you attend **RBSC** events (*or other sailing related events*) and fancy submitting pictures with your article, I'd be only too pleased to make use of them and/or pass them on for publication in the Gallery on our website.



Anything you send in will be gratefully received, (see back page for my contact details).

As a result of our 2007 AGM there are some new faces on the Committee so, **welcome** to those new to the job and **welcome back** to those who have, again, generously offered their time and energy to help run the Club for another year.

As I write, (*mid Nov 2007*), it does seem strange to be hoping that you all enjoyed the recent seasonal festivities, never the less, I do! And, I hope you are all now well recovered.

I've added a youth section entitled **Jibsheet**. It's been put together by some of our younger members and I hope you'll all support and encourage its development over future editions which will, hopefully, involve more youngsters in the broader activities of the Club. After all, they are the next generation of **RBSC**.

If I haven't seen you at the Club recently, or you are a new member, please come over, say hello and have a chat.

Very best wishes
Anna Wright

2007 Annual Dinner

Around 60 people enjoyed a great evening at the **RBSC Annual Dinner & Prize-giving** held, once again, at Gorseston Golf Club. The event was marvelously well attended and organised thanks to the hard work of **Val Anderson** who took care of all logistics and successfully managed to devise a menu that accommodated everyone's tastes.

Also, once again, **Val** organised the quiz, perhaps her most challenging to date, which was hotly contested by the teams and ended in a tie break between two of them. Finally, the winning team being the one which happened to know the European Country with the shortest coastline. (*Croatia in case you were wondering!*).

Prizes and Trophies were awarded for the Spring, Whit, Sum-

mer and Eels Foot series, with the Commodores Cup being presented to two of our newest members, **Alison Hatch** and **David Salmon**, who attended the club coaching course during the summer and who have shown great progress.

Top junior, for the Chrysalis trophy, was once again awarded to **James Wilson** for his continued success at both Club and National level in his Topper.

When presenting the prizes our Commodore commented that... *a total of 70 people took part in the series, in one way or another, with 16 different classes of dinghy represented, totaling 1016 races, equating to 45,720 minutes of racing or 32 day's of continuous sailing!* ...and he congratulated everyone who took part. A great evening was had by all.

Roger Wilson
RBSC Commodore



A note from the Commodore

OK, so we may be into February already but belated Happy New Year to all our members anyway.

It's been just three months since I took over the reins from **Bob** and the time is flying by. Whilst **Bob** is now able to dedicate more time to following the fortunes of Norwich City Football Club as they climb out of the relegation zone, I now have more pressing matters to worry about, carrying out the duties of office. Or at least, that's what I thought, but no, it seems the topic of conversation in the clubhouse which pre-occupies most is how long will it take before I see sense and sell the "silly boat" (*that's what my family call my RS-300*) and join the more sensible rank and file members in the Solo fleet. I believe a book has been opened!

I'm pleased to report that the club continues to prosper with a healthy number of new members joining in 2007 and a new, enthusiastic, committee committed to the further improvement of Club facilities and the introduction of new ideas to ensure we get the very most out of our sailing.

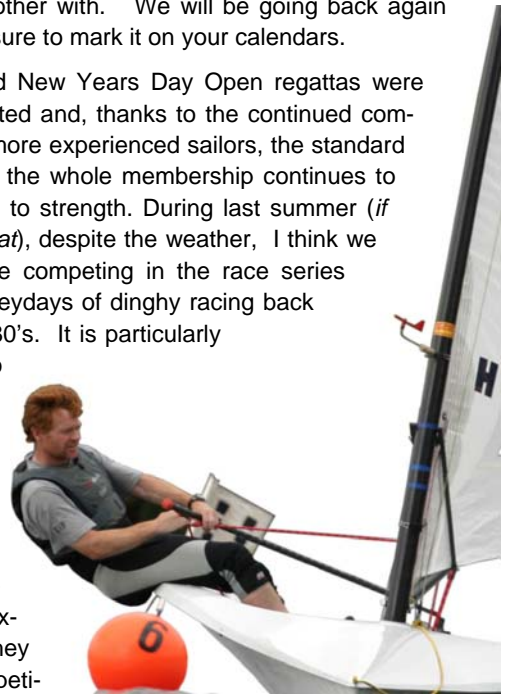
The AGM was well attended and, as always, it was great to hear ideas and suggestions from members on how they would like to see the club develop. The Committee received a clear mandate from the membership to continue investment in improving the sailing facilities, the fleet of club boats, more opportunities for training, Youth training and coaching.

Storage around the site continues to be a challenge and with this in mind we are looking to add more storage to accommodate the rescue boat and equipment. Our landlord continues to be very supportive, committed to continuing to provide access to Rollesby Broad for sailing and to maintaining the existing facilities to ensure the club will not have to incur the cost of any significant repairs. Plans submitted last year, to replace the clubhouse, are being considered in the context of longer term spending and budget considerations. The latest news we have is that nothing will likely happen now until 2010 at the earliest.

Our Annual Dinner (*see previous article*) was once again fantastic fun and a welcome opportunity to dress up and converse with friends in normal attire (*some unrecognisable*) rather than dripping wet dry-suits, wellie boots and other paraphernalia we usually

associate each other with. We will be going back again this year so, be sure to mark it on your calendars.

The Autumn and New Years Day Open regattas were very well supported and, thanks to the continued commitment by our more experienced sailors, the standard of sailing across the whole membership continues to go from strength to strength. During last summer (*if you can call it that*), despite the weather, I think we had more people competing in the race series than did in the heydays of dinghy racing back in the 70's and 80's. It is particularly encouraging to see a number of new club members starting to join in racing on Sundays and looking to extend their experience as they explore the competitive side of the sport.



One of the highlights for me thus far has been the very positive comments from visitors at a recent open meeting about the friendly and relaxed atmosphere around the club. Long may it continue.

Our youngsters remain as keen as ever and our congratulations go to **James, Jake** and **Michael** for their success with the Norfolk team at the **National Schools Regatta**, in Plymouth, last summer. We look forward to seeing more young people on the water in 2008. And, whilst on the subject of our youth members, it's really great that some have got together to produce their own newsletter (**JibSheet**). If there are other young people in the club that would like to make a contribution and/or get involved in producing **JibSheet** next time around then **Anna** would love to hear from you.

I know some members have been asking about **Jill**. The news from the galley is that **Jill** is still not feeling 100% after her illness so, we don't expect to see her returning to duty in the foreseeable future. We wish her all the very best and hope she will be feeling better soon.

Finally, a couple of special thanks: To **Anna**, new on the committee this year, who is now bringing a fresh look and professionalism to our publicity - clearly evident by this, the first edition of **Mainsheet** under her editorship and to **Tony Gibbs** and the **Monday Club** for all their hard work in painting benches and general maintenance around the site.

Enjoy the read, thanks to all who contributed, and I look forward to seeing you all at the Winter Social.

Roger Wilson
RBSC Commodore (*and ageing RS-300 sailor!*)



Photo: Robert Sparrow



Great First Year

As my head went under and the first daggers of icy water stabbed my skin, I had to admit that **Alison's** plan for me to teach her to sail had a serious flaw...

Ali was a regular user of the Norman Centre gym where I work and in conversation, between her efforts to wear out our treadmills, it emerged that her partner, **Steve**, was, coincidentally, a student on the Lowestoft College boat-building course, of which I was at one time an instructor. He had beautifully restored a Mirror Miracle for **Ali** to learn to sail, but then found his 6'5" frame was incompatible with the boat. She was looking for a tutor.

I admitted that I could sail, had owned eight boats, had various RYA qualifications with 25 years on and off experience and, most importantly, being a skinny blighter, I should fit; I was offered the job. The fact that all my sailing had been on yachts didn't seem that relevant.

Two or three gentle sails at the end of 2006 proved that **Ali** and I got on well enough and that we could make the boat go roughly where we wanted in light winds. The Miracle, being wood, was stored over winter, re-varnished and taken back to the club in March 2007. Picking our weather allowed us to slowly build up a bit of confidence whilst trying to avoid the racing fleet and it was on one such visit that **Anna** and **Tony** welcomed us to join them on Wednesdays and they would try and help us along. Their assistance was invaluable – as was the safety aspect of having someone else on hand, because, as we spluttered back to the surface, I reflected that one of the differences between yachts and dinghies is that, on the whole, if/when you cock up a gybe, yachts don't fall over!

We have had some lovely days sailing at the club and have enjoyed the friendship of members and the organised events. **Ali** was invited to sail on **Terry's** Laser 3000 and **Vago**, and **Derek's** Stratos. I am understandably less attractive as a crew, so contented myself with trying the Club's Toppers and Lasers.

I was very lucky to be able to join **Steve** on the May Safety Boat Course due to an eleventh hour withdrawal – a long but valuable day! The summer barbecue was another good event, but it was the sail training day run by **Roger** that was the sailing highlight for **Ali** and I this year. Blessed with perfect weather, a good group, clear instruction and lots of reminders and encouragement, **Ali** and I felt we learnt a huge amount, which really fired our enthusiasm.

The icing on the cake for our year was the award of the **Commodore's Cup**, a great honour that we are sharing. That is, **Ali** has it until it needs cleaning, no doubt!!!

I have just added **Liz Gibbs'** Laser to our fleet, so watch out for us on the water in 2008. No, really. We may even enter some races, which neither of us has done before. You have been warned!

Dave Salmon and Alison Hatch



Club Boat Fleet

We have 5 Toppers, 2 Optimists, 2 Lasers and a Wayfarer for club members to use. This enables people to join the club and get into sailing before deciding which boat suits them. The club dinghies are also welcomed by families, enabling all to sail without them having to own a fleet of boats. The club is keen to encourage younger sailors and these club boats are a good starting point.

For those with double-handed boats, they are available when no crew can be found, or just for a change. We have recently equipped the Lasers with additional radial rigs to suit lighter sailors, or to use in strong winds.

There needs to be a committee member present, to agree the use of these boats, and the payment helps to cover the cost of maintenance. Optimists are **free**, Toppers **£5**, Lasers **£5** and the Wayfarer **£10** – please fill out the loan sheet in the clubhouse. Help sheets for rigging the boats are on the wall near the sails and foils.

With so many boats available, we share the maintenance, but we cannot check them all over every week, so we rely on members noting any broken or missing items on the loan sheet.

We are looking to buy a light 2-person boat, for youngsters to move onto, so we welcome suggestions of suitable boats.

Jeff Jordan and Dave Salmon



Principle Race Officers & Race Management

If you have done a duty in the last six months you will have seen a notice in the Race Box about **PRO's**. Who are they? and what do they do? The answers are (a) The Flag officers and the Sailing Secretary, and (b) Nothing if all is running smoothly on a Sunday.

So why are they there and named? We all only do a duty twice a year; so having a named person to call on can be reassuring if you are feeling rusty. If you are new to the role you may simply want some advice or help to resolve a problem.

The **PRO's** role is to support the Race Officers – Officer of the Day and Safety Boat Crew - as needed. If no help is required they will enjoy their own racing as usual. There is no rota for this so just contact any one of them if you need help.

Jill Searle

Sailing Secretary



Safety Update

Some of you may have noticed an updated version of the Club's Risk Assessment has been posted on our website, at www.rbcs.org.uk. Two items have been modified and a third added. It seemed a good opportunity to point out these changes, to the wider membership, through this edition of **Mainsheet**.

- RA Item No. 6:

Slips and Falls on Jetties and Slipways – (Amended)

No doubt all members will be pleased to learn that this addresses our ongoing efforts to reduce slips and falls on our slipways. We will soon be testing non-slip matting on one of the slipways, to see how effective it will be in giving a better foot hold, thereby reducing the possibility of slips. If it works, it will be installed on all the slipways, if not we will have to trial other materials. Regardless of the outcome, we eventually hope to have a non-slip material installed on all our slipways.

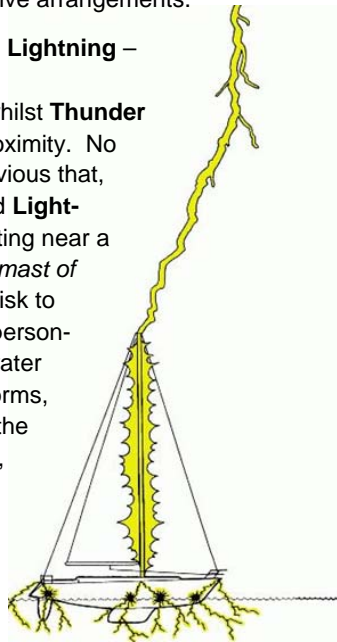
- RA Item No. 9:

Safety Boat Operations – (Amended)

Relates to the crewing of the Club's Power/Safety boats. Previously, the two required crew members had to have a minimum age of 18 years. The Committee has voted to lower the minimum age of one of the crew to 14 years thereby, opening up the opportunity for **fit** and **capable** youngsters to broaden their participation in the activities of the Club. The key words here are **fit** and **capable** which, incidentally, applies to crew members of all ages! If your name has been put down as crew for the safety boat and, for any reason, you feel you are not **fit** and **capable** to carry out the duty, please contact the Committee member responsible for our Duty Rota, or the OOD for the day in question, who will organise alternative arrangements.

- RA Item No. 12: **Thunder and Lightning** – (New Item)

Addresses the risk of sailing whilst **Thunder** and **Lightning** are in close proximity. No doubt most would see it as obvious that, during periods of **Thunder** and **Lightning**, being on open water, sitting near a potential **lightning** rod (*i.e. the mast of your boat*), could represent a risk to your health. However, I have personally witnessed sailors on the water during oncoming **lightning** storms, including children! It is not for the Committee to tell sailors when, and when not, to sail but, it is highly recommended that when **Thunder** and **Lightning** is in close proximity you come off the water, shelter in the Clubhouse, until the risk passes.



A reminder: If you have any comments or suggestion relating to Safety or Child Welfare please feel free to contact me.

Mike Horwitz

Safety & Child Welfare Officer

A Forthcoming Talk by Michael McNamara



Thu. March 13th 2008 - In the clubhouse, at 7.30pm

Here is a quick CV of our speaker: **Michael** is a Sailmaker who moved from Devon to make his home in Norfolk. He acquired the cruiser **Starlight Lady**, built to traditional RC class rules, somewhat faster than most of the RC fleet which, as a result, was a very successful race boat! Since he sold it the boat has continued to sail fast and stands out in a crowd, while the mast stays straight and upright! I believe it now has a carbon fibre mast.

He is a most interesting, lively speaker on all aspects of sailing and has talked to us before about basic rules and their application afloat. This time we have suggested **Tuning & Tactics** as his brief, but if you have a sailing topic you would like aired please let me know and I will see if it can be incorporated. There is no charge for members to come to this talk, so please note the date in your diary and come along to join the discussion, or to just listen and learn.

Oh! And, he does have some experience as far as racing is concerned! Having won 64 National, European and World titles in a wide range of dinghy classes: **Albacore**, **Bosun**, **Enterprise**, **GP14**, **Lark**, **Hornet**, **National 12** and **Wayfarer** but only 2nd places in the **Merlin Rocket** and **Scorpion**! I hope I have not missed any!

Please email me, ([to racing@rbcs.org.uk](mailto:racing@rbcs.org.uk)), if you would like to come, so we know approximately how many chairs to set out. Do include any suggestions for topics you might like **Michael** to cover during the talk.

Jill Searle

Sailing Secretary



Hello Fellow Members

We have yet to turn the corner into spring, but already my mind is on the warmer winds of summer.

For those of you were unable to attend the **AGM** last year, a point was brought up regarding some organised summer sailing during the week; so I write merely to test the water so to speak.

It is hoped that one or two people will be able to be present at the club on one or two days of the week, as on Saturdays, in case of emergencies, to man the safety boat and to place buoys out for practicing. We hope this will encourage those who may be nervous, or in need of advice, to sail with more confidence sooner. Perhaps during the lovely light months an evening is more suitable for everyone, a fine opportunity to bring younger family members too.

If you have any suggestions I'd be delighted to hear from you. Please contact me via email at secretary@rbcs.org.uk or by phone on **01493 651995** (*Home*)

See you on the water!

Martin Cornwell

RBSC Hon. Secretary



DutyMan

A Brief Refresher

DutyMan is a programme **RBSC** have helped to develop over the last 3 years to inform/remind us all of the duties we agreed to do when we signed our membership forms! The roster is updated annually by us so **You** can all see clearly when you are needed. It also makes it easy for **You** to swap to a more convenient time if you have a problem with the date allocated. For those who do not have internet access a copy of the list is displayed on the club notice Board so **You** can arrange your own swaps by phone.

Please make sure your duties are covered, **not** turning up puts lives at risk! If we all take our turn, no one needs to do more than 2 duties a year. Race duties need 2 **experienced** people and 2 **helpers** so, if you have not done it before please **do not** worry, you will not be expected to know anything but, your inexperienced help is absolutely essential. You may even find you enjoy the day!. Below are Sample FAQ's that can be found on the **DutyMan** web site

What is a duty roster?

A duty roster is a list of dates with one or more events for each date and one or more duties per event. The information in this duty roster is supplied and maintained by **Rollesby Broad Sailing Club**, and is used by **DutyMan** to send duty reminders in accordance with a schedule specified by **Rollesby Broad Sailing Club**.

Why do I need to log in?

You need to log in so that **DutyMan** knows who you are. Once **DutyMan** knows who you are it can show you information about your own duties and help you request duty swaps.

How do I log in?

You will have been sent a welcome email containing your **DutyMan** log in name and password. If you do not have this email click Forgotten your login? and follow the on-screen instructions to retrieve your log in details. To log in:

1. Go to the **DutyMan** Roster page
2. In the right hand panel type your **DutyMan** log in name, from your welcome email, into the **Name** box
3. Type your **DutyMan** password into the **Password** box
4. Click Go.

How do I find my log in details?

Click **Forgotten your login?** and follow the on-screen instructions

I seem to have been logged in automatically!

When you get to **DutyMan** via a link in an email from **DutyMan** then **DutyMan** knows who you are and logs you in automatically.

Does DutyMan display email addresses?

No! **DutyMan** does not display email addresses to the general public. If you are logged in then your own email address is displayed for updating. Only the person or persons in **Rollesby Broad Sailing Club** who are responsible for the

operation of **DutyMan** have on-line access to all email addresses. For more information on how **DutyMan** keeps email addresses confidential visit the **DutyMan** web site

Why are parts of the roster highlighted in red after logging in?

Highlighting in red indicates when you have a duty. In calendar view, if a month is highlighted it means you have a duty in that month; if a date is highlighted, then you have a duty on that date; if an event is highlighted, then you have a duty in that event.

How do I request a duty swap?

1. Log in if you have not already done so
2. Follow the Request a Duty Swap link in the right-hand panel of the roster page
3. Follow the instructions in the Request a Duty Swap panel. To find out how duty swapping works go to the **DutyMan** web site

How do I change my password? or update my email address or phone number?

1. Log in if you have not already done so
2. Choose Profile from the menu
3. Follow the on-screen instructions

I have a question but it isn't covered here. Who should I contact?

Contact **DutyMan** Support

Who should I contact about issues concerning the use of DutyMan?

Contact **Rollesby Broad Sailing Club**.

Jill Searle

Sailing Secretary

Spring Social Evening

Clubhouse ~ Fri 18th April ~ 19:30 hrs



Spring is just around the corner! To welcome in the new sailing year the Club is holding the traditional social evening on Fri 18th April.

Come along at 7.30pm and enjoy an evening of good food, even better company along with a short quiz. Please bring your own drink, as we do not have a liquor licence, then people can enjoy soft or alcoholic drink as they wish. If you haven't been before, the evening is a chance to make new friends and the quiz is a very light-hearted team event.

Put the date in your diary now. I will be in touch by e-mail nearer the time to obtain numbers for catering. The cost for the night is a very modest £3 for adults and £2 for children.

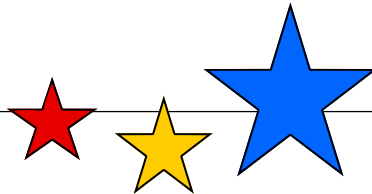
Bob Hawkins

Social Secretary

Jibsheet

RBSC Youth Newsletter

Welcome...

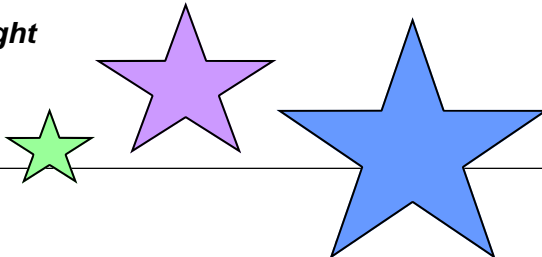


A big thank you to **James, Phoebe** and **Liz** for getting the ball rolling and contributing to this, the first edition of **Jibsheet**.

I look forward to **more** of our Youth members getting involved in producing the next edition which may well be published around the end of Summer this year.

My contact details are on the back page of **Mainsheet** and on the Club website: www.rbsc.org.uk

Anna Wright



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Topper Travels

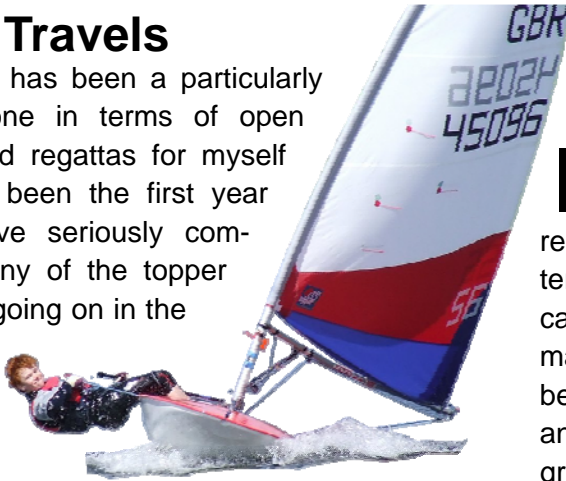
This year has been a particularly active one in terms of open meetings and regattas for myself as this has been the first year where I have seriously competed in many of the topper events now going on in the UK and in fact, even at world standard level! I started the year, after my training last winter, with a few travellers within the Eastern region. I competed in these at venues like **Norfolk Broads Yacht Club** and **Hickling Broad Sailing Club**, but even at times found myself as far away as **Cambridge!**

After about four of these, I went to the first nationwide regatta of the season. These are very big national events that take place over a series of up to six races set over one weekend. Six of these weekends make up a series throughout the year. This first one took place at **Rutland Sailing Club**, in the midlands, which turned out to be a very windy weekend! 188 competitors turned up to the event and out of the four races finished I managed to get a very respectable overall position of 88th. Very good considering my size!

Not long after this was the inland championships at **Grafham Water Sailing Club** on the 5th and 6th May. This is the equivalent of the Nationals, only on inland waters. Again it turned out to be an exceptionally windy weekend in which I struggled a bit; however, I was still surprised when I found out I had finished 70th overall!

After **Grafham** there were a few weeks of travellers events before the next Nationwide. This time it was at **Mumbles** in South Wales; this was my first regatta outside England! There was not that much wind, so much so that the racing was even postponed on Sunday to allow for more wind to fill in. This allowed me to do better than I was able at **Rutland** because I could stop the boat from capsizing as much as it had there. Here I was able to achieve a 60th place overall out of 177 entries... *More of the story next time...*

James Wilson



My First Sailing at Rollesby

By Phoebe Potter

Aged 7 and 3/4

I **crazed Daddy** for ages to take me out on the sailing boat with him and **Granddad**, but when it really happened I was scared. I didn't have any waterproof clothing, just a club life jacket. When we came back in I had a wet bottom. **Dad** said that I made a bit of a fuss and that maybe it would be better to wait till I was a bit older. But he gave in and took me out the following week again. It was great, great fun and I loved it.

Soon **Dad** let me sail a little boat tied to a rope, attached to the side. That meant he could go for a sail on his own whilst mum or **Granddad** kept an eye on me. I think the boat was called an **Oppie**. Then Mum and Dad got me a wet suit and a life jacket of my own. I was not allowed lessons yet because you have to be eight and I was only six years old. So I've just carried on sailing the **Oppie** until I'm old enough to learn on my own.

Dad took me out one day in his boat and we capsized, it was really scary at first because I hadn't done it before. But after **Dad** explained there was nothing to be scared of I was OK. In fact, I laughed a lot. **Martin** had to come and rescue me off of the kick board and I jumped from one boat to the other whilst **Martin** sailed past. That was great and what was even better was that **Mum** videoed it all. **Dad** was stuck out on the broads for ages because his mast got stuck in the mud. **Mum** was so mad with **Dad**, cause she said it was too choppy for me to go out, but I'm really glad I did.

Sailing is fantastic and I'm going to be eight in July this year, so I might get lessons for my birthday!



Tall Ship Adventures



Are you between 14 and 75 years old? Have you ever fancied sailing on a 60m square rigged Brig? Are you excited by the prospect of a marine adventure? Would you like to climb a 70 ft mast at sea? or maybe sail a 72ft ocean going yacht?

The **TSYT** (*Tall Ships Youth Trust*), in conjunction with the **RYA**, is offering discounts of **15%** off 2008 brochure prices to its members and members of **RYA** affiliated boat clubs.

The **TSYT** is also able to offer bursaries of up to **30%** to youngsters between the ages of 14 and 25 years who, for one reason or another, can not afford the full brochure price

Please see notices posted on the notice-board, in the Clubhouse, or contact **Tony** or **Liz Gibbs**, on **01603 717050**, for more details.

Liz Gibbs

NSSA

Norfolk Schools Sailing Association

The **NSSA** is voluntary organisation running a programme of sailing courses at **Filby Sailing Centre** (*just over the road from RBSC*) for children of all abilities, from Beginner to Advanced levels. The Association is an **RYA Training Center**. Boats available include **Optimists, Toppers, Splashes, Lasers, RS Visions, Leaders, and Wayfarers**. All formal sailing courses adhere to the recognised **RYA** standards and ratios. Our Instructors are qualified to appropriate **RYA** levels.

The minimum age for application to any of our youth courses is **eight** years of age. Membership is currently only **£30.00** per year and covers administration costs, regular newsletters, and allows members to attend any of our Youth courses, subject to availability. To learn more about training with the **NSSA** visit **www.nssa.co.uk**

NSSA Courses are organised as follows:

- **Youth Blocks**

Each Youth Block combines Beginner, Intermediate, and Advanced courses, suitable for 8 to 18 year olds. Each course is structured to meet the **RYA** Young Sailing Scheme from Taster and Stage 1 (*beginner*) to Stage 3 (*advanced*).

- **Youth Afloat**

This course is sailed in two-handed boats and is aimed at the **RYA** Young Sailing Scheme Stage 4. It has a minimum age of 13 years and Youth Sailing Scheme Stage 3.

- **Youth Block Racing**

This block is aimed specifically at developing racing techniques. The entry level is age 13 years and **RYA** Young Sailing Scheme Stage 3. It's a good introduction to club racing.



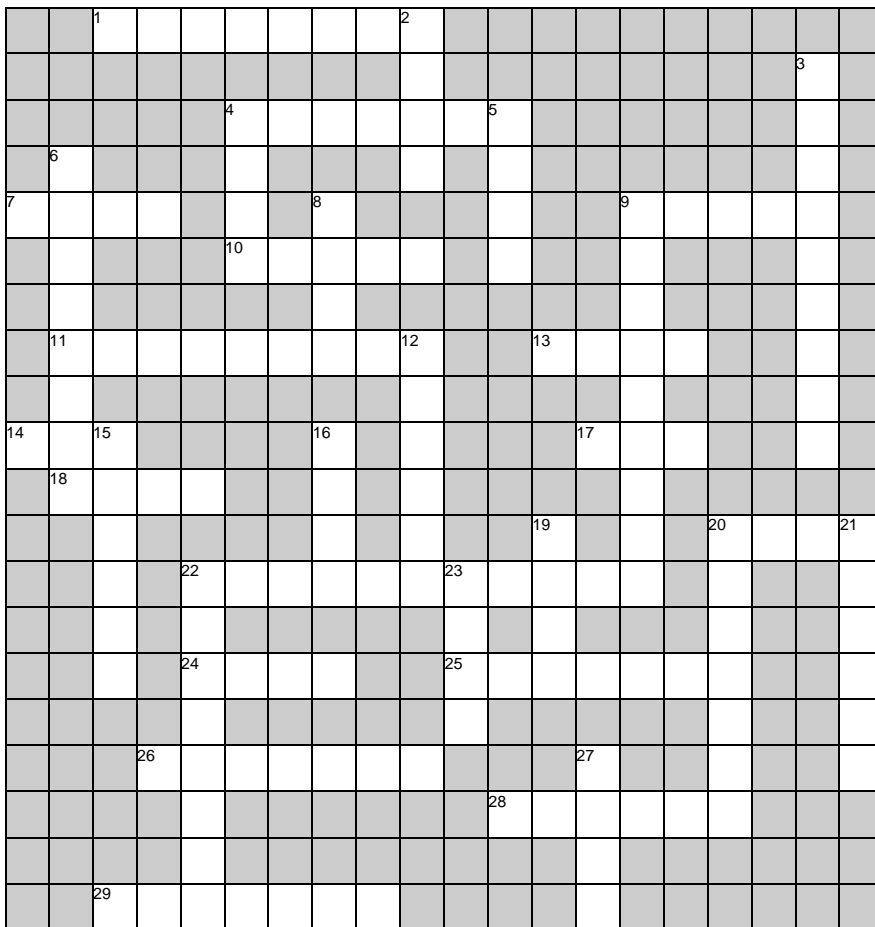


Junior Crossword

Compiled by James Wilson

Clues ACROSS

- 1) If possible approach marks on these (8)
- 4) The direction in which you are travelling (7)
- 7) A float that you race around (4)
- 9) The back of the boat (5)
- 10) The back edge of the sail (5)
- 11) High performance boats often have an asymmetric _____ (9)
- 13) Left (red) (4)
- 14) The smaller front sail on some boats boat (3)
- 17) The front of the boat (3)
- 18) The front edge of the sail (4)
- 20) You have to _____ to get upwind (4)
- 22) It is like a sail under the water (11)
- 24) Moving air (it pushes us along) (4)
- 25) Tightens the bottom edge of the sail (7)
- 26) Wires that hold up the mast (7)
- 28) Also called a block (6)
- 29) You use it to pull up the sail (7)



Clues DOWN

- 2) We would be stuck without, at least, one of these (4)
- 3) It controls the angle of the boom (9)
- 4) The tip of the boat is called _____ (4)
- 5) When the wind passes around the back of the sail (downwind) (4)
- 6) The biggest sail on ALL boats (8)
- 8) The top side of a hull (4)
- 9) Right (green) (9)
- 12) Steers the boat (6)
- 15) Shows the wind direction (normally at the top of the mast) (6)
- 16) Many people often forget to put one in!!! (4)
- 19) The main upright that holds the sail (4)
- 20) You wheel your boat on a _____ (7)
- 21) Tightens the leech (6)
- 22) Tightens the luff (8)
- 23) Hurts if you bang your head on it!!! (4)
- 27) The back corner of the sail (4)



Get Involved!

Jibsheet is put together by a number of the Clubs Youth members and is sent out along with **Mainsheet**, the Clubs Newsletter. We'd be delighted if more younger members would like to get involved and send us their material for publication; **Stories, Reports, News, Views, Pictures** and **Puzzles**.

Details on how to contact the **Editor** can be found on the back page of **Mainsheet**.

Don't forget to have a go at our **Prize, Spot the Difference, competition** which you'll also find on the **back page** of this edition of **Mainsheet**

My First Sailing Experience

My first experience at **Rollesby Sailing Club** was purely observational. **Mark** sailed with his father, **Malcolm**, and I would watch, make tea and keep an eye on the children in the sand pit etc.

As time passed, our daughter **Phoebe** also got the bug taking her first sail with **Daddy** in **Granddads** Solo, **Gino**; leaving me one child down (*not that I'm complaining about that!*) I got left with **Verity**, our two year old, but the deal hardly seemed fair. So, there it was, the old saying **If you can't beat them join them!** haunted me every Saturday for weeks.

Eventually, I plucked up the courage to go out with **Mark** in the Club Wayfarer. However, it was a very choppy day for a first timer and it was evident that husband and wife might not make a good team on a regular basis. I like to learn things at my own pace, in my own time, not in thirty seconds 'cause we are about to capsiz. Fortunately, that was not the case, we managed to get back in without a life sentence being imposed on either party.

At this point **Gill** felt it might be a good idea to recommend an ex-instructor who sails at the Club, someone who could give me a taste of what it could be like to sail at my own leisure, someone who could show me the ropes, *Ha Ha..!* So, it was settled, my first lesson took place in a Wayfarer. We started off with health and safety, how to rig the boat, how to duck, to avoid the boom, etc. It was really interesting and I couldn't wait for my next lesson. Going out with an instructor really was the best thing I could have done, it enables you to learn properly, without picking up poor habits along the way. Before long it was agreed that I should have an intensive weekend course, somewhere like **Filby**, to bring me on a stage or two more quickly. After sometime I am still waiting to take that course, but with the full intention of doing so when the time is right for me.

One comment I would like to end with: It's a fantastic family experience that really is not to be missed and, even without sails, is a wonderful day out.

Sonia Potter

Clubhouse Project 2008

We are waiting to find out from **Essex and Suffolk Water (ESW)** exactly what they propose to do with our clubhouse. They have been very busy just recently finalizing a planning application to enable them to provide Essex with enough water. Until that planning application was completed smaller projects like ours have had to wait.

The Abberton Scheme

Essex and Suffolk Water wants to enlarge the reservoir, near Colchester, by 60 per cent to ensure that Essex has a sustainable water supply for the 21st century and beyond. See <http://www.eswater.co.uk/1898.aspx>

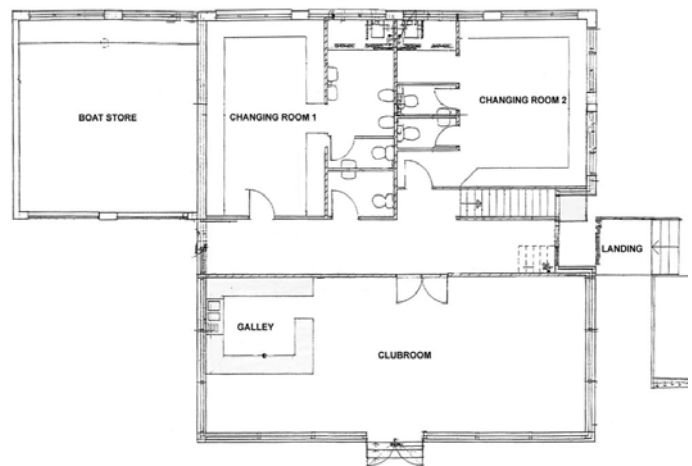
I would urge all of you to read **Robert Hawkin's** Open letter to members on the **Clubhouse Project** page on our club website as it states the position very clearly. See <http://rbsc.org.uk/default.asp?id=19&mnu=19>

These are some other facts to ponder – Our clubhouse is a **Hallam** building with a life expectancy of 20 to 25 years, it was erected in 1971. Our sole responsibility then, as a Tenant, was to keep it in good decorative order. We did that and much more maintaining, also upgrading, facilities as needed.

However major repairs became necessary in 2000 when **ESW**, our Landlords were asked for help. They responded by repairing the rotting timbers supporting the front wall of the clubhouse & replacing the windows. We then asked for the changing rooms to be upgraded to match. This was agreed but we had to wait 3 years for the money to be available through their capital budget. By that time, as the building had deteriorated further, it was realized that much more expensive work would be needed in the future.

Previously **ESW** had offered to consider funding towards a new clubhouse; now we were invited to produce plans for a rebuild, which would allow us to meet our additional obligations under a new full repairing lease. The actual lease had yet to be signed but, provided through a side letter, for the relevant repairs clause to be held in abeyance until such time as they could bring the buildings up to the standard that we could maintain.

Plans were drawn up in conjunction with our Landlords, and after making the changes required by the **Broads Authority** to the appearance of the front elevation planning permission was granted. Unfortunately when the costings were completed, by a quantity surveyor, they were higher than expected. However this figure did cover all aspects of the new build, including for example, providing temporary accommodation on site to enable our sailing activities to continue.



*Suggested floor plan
Designed jointly by RBSC and Essex and Suffolk Water*

The lease is now signed, the side letter is in place, the club has agreed to take on all the maintenance under the full repairing lease. However as stated, NOT until we are provided with Clubhouse premises in good structural condition and repair, until then our Landlords will continue to meet any significant expenditure on emergency repairs and maintenance; as for example, the £20,000+ replacement of the front wall and win-

(Continued on page 12)



(Continued from page 11)

dows in 2001.

Luckily we do not own our clubhouse otherwise we would be dealing with a far more difficult financial scenario of funding all our own repairs. Happily we are clearly in a far better position than most Clubs occupying old premises and must therefore be patient. We also have a very good relationship with our Landlords developed over many years.

Jill Searle

Latest News - We have just been told that the building programme cannot be funded before 2010

Lowestoft Race Won by Visitor

David Hannant, writing in the Eastern Daily Press on June 21st 2007 said: "The annual Lowestoft Race is one of the highlights of the racing season for the Great Yarmouth and Gorleston Sailing Club."

Having spent the year racing each Sunday on Rollesby Broad, Norfolk, **Dave Parsons** and I thought it might be a good idea to have a change and spend a summer's day on the briny. The Lowestoft Race seemed the perfect opportunity. Under the guise of racing and therefore under the protection of the Club's rescue boat we could have a pleasant Sunday cruise along the coast.

Whilst we are occasionally embarrassed at Rollesby Broad Sailing Club's annual dinner to discover we have won an occasional trophy, no one is fooled. It is just that we turn up to race more often than the others. With a combined age of just under 120 we don't think we have much to prove. Once, a younger member of the club, about half my age, and with a quarter of the years I have spent sailing, told me that I could be a good racer if only I didn't commit so many schoolboy errors. Cheeky ***!

And so on Sunday the 17th June 2007, a date now forever enshrined in our hearts, we found ourselves with Wayfarer 10213 on its launching trolley on the beach at Gorleston, already exhausted by the effort of transporting the boat from Rollesby, rigging it and getting it down onto the sand.

"The fleet contained many different classes of boats," wrote **David Hannant**, "with the asymmetric classes well represented including RS800s, RS400s, a B14 and an RS500. The catamarans including Hobie F18s and a dart single hander while the remaining boats consisted of Javelins, 505s, Fireballs, a Laser, a Contender, a Wayfarer and an Albacore" (my underlining, just in case you missed it)

"Crikey, **Dave!**" I said. "I reckon we'll be the slowest boat on the water."

"You mean we've got the highest handicap." He replied. His real love is golf.

David Hannant again: "The course stretches from a start close to the club house at Gorleston beach and continues along the coast to Lowestoft harbour. It finishes with a return leg back to the club house. The distance is approximately five miles and at this time of year a strong tide ensures that competitors have to

consider tidal as well as wind conditions in deciding the quickest course to sail."

I would like to say that **Dave** and I discussed all these things in detail. Actually, I wondered if we should take an anchor, wondered if flares some five years out of their expiry date would be any good in an emergency and **Dave**, with his usual confidence in me, went off to find his dry suit and to seal his watch and car keys in a watertight bag.

"Although the forecast predicted strong winds, only a light breeze from the south west was present in the morning. This race is traditionally timed to start at high water so that the strong tide flooding south takes the boats down to Lowestoft. On the return leg the tide then switches to ebb north back to Yarmouth. With the light wind conditions the slower boats would not have been able to complete the course unless the tide conditions were favourable."

Do you detect the note of incredulity creeping in?

The race started. We were comfortably with the last 3 boats round the first mark and set off on our course to Lowestoft. Over the years, **Dave** and I have discovered the true joy of sailing. We can talk endlessly on any topic under the sun. You name it, we'll keep going for just as long as it takes to exhaust our opinions on every aspect of the subject, and any other subjects that float past. In the course of our discussions, I remember occasionally asking **Dave** if he thought the 505 behind us was going to overtake us and then leave us in last place.

"Although the race was started 20 minutes after high water, when the fleet reached the Lowestoft mark after approximately an hour's sailing, the tide was still flooding south and it was clear that the return leg would be against the current. The majority of the faster boats opted to go offshore to pick up more wind, with the slower boats deciding to hug the shoreline back to Gorleston to get out of the tide"

Insofar as we had any further discussion of our race tactics, we noticed that several boats were heading out to sea and some were sailing so far inshore they looked as if they were in danger of grounding on the groynes. We decided that we would continue with our carefully considered strategy and just keep the front of the boat pointing towards Great Yarmouth. I did not want to commit any schoolboy errors.

"The result was a widely separated fleet for the return leg, with some boats sailing up to a mile offshore to find favourable wind."

We hoisted the spinnaker. After about thirty minutes of making apparent speed through the water, but no distance against the shoreline, we supposed that the tide was still against us. What the hell! It was a sunny day and **Dave** gave me a shortish lecture on the effect of the sea on thermals. In a long and varied life he had once been a keen glider pilot.

At some point, the tide must have turned, because almost without noticing it we were suddenly making both speed through the water and speed against the shoreline. The big propeller that stands on Lowestoft Ness was disappearing and Yarmouth was coming towards us. In fact, we could not help notic-

(Continued on page 15)

Not Quite There Yet!

What's the mad idiot

bought now? It certainly caused a stir when I bought the **Laser Vago** down to the club in the summer. A new roto-moulded polyethylene boat with a very strange shape, interest was welcome. There was also no shortage of volunteers to try it, which is strange given my capsized record! My thanks to them all, keep coming!



I bought it because I was becoming aware of my age and my knees, and I wanted something I could sit on, not kneel in. The original intention was to buy a boat that **Elizabeth** and I could sail together and I could still play in, solo and trapezing, as in the 3000. A hard chine boat for stability and plastic for easy maintenance. The **Vago** nearly went back after that first day but now I'm glad to stick with it. When I capsized I found out how slippery the hull and centreboard are, how useless the righting lines are and how high it floats in the water. And, that was just with the small main up! I needed the rescue boat that time.

Back the next week with my new **Stealth Bomber** at the top, a mountaineering line around the bottom of the mast, the big engine up, it was time to try again. The capsized this time went much better; the float works well and there are now targets to meet. I have raced it, solo, and led the fleet; Look out now!

• What I like about my Vago

- The centreboard
- The different size mainsails
- The better jib furler
- The centre bowsprit
- The GNAV
- The masthead float
- The new, slower handicap ratings

• But, I'm not so keen on

- The bar across the back of the boat
- Not easy to get out on the wire when solo
- Slippery cockpit at the back
- Lack of sensation of speed

• Some targets for next season

- More control of the main when out on the trapeze
- Using the gennaker while on the trapeze
- Racing with a crew, any offers?



Terry Sloman

Powerboating in 2008

I have been pleased to offer training with powerboats over the past two summers and will do so next season if demand is present.

A recent decision by the Committee to reduce the age that club members can attend powerboat courses raises some interesting points. I am certainly in favour of giving tuition on powerboat handling to youngsters and the younger the better. However, we all need to be aware of the differences between the **RBSC Level 1** and **Level 2** courses and the resulting differences in responsibility for the coxswain.

The **Level 1** course consists of launching and recovery of the powerboat and basic boat handling, successful completion of the course would enable a candidate to operate the powerboat to a level commensurate with setting out a racing course with buoys.

The **Level 2** course focuses on rescuing sailors from the water and the recovery of boats, which requires the cox to take command of potentially life threatening situations. This necessarily requires a level of emotional and physical maturity as well as boat handling skills, for any candidate to be awarded a pass. Not all under-18's have this maturity. I would not deny a place on a course to a club member under the age of 18 but would of course take the above into consideration when deciding whether or not to award a pass.

Perhaps you feel that a training day should be put on especially for under 18's to take the **Level 1** course?

Courses have traditionally taken place on Saturdays, this does not have to be the case.

There are **two** ways that courses have been run:

- To run the **Level 1** followed by the **Level 2** course on the same day. This requires a prompt 09:00 start, a brisk pace and a long day for all concerned but has the advantage that those who can stand the pace are likely to be qualified to **Level 2** in one day.
- To run **Level 1** and **Level 2** on separate days. This has the advantage that the pace is slower and to some, more enjoyable. The disadvantage is that by the time the **Level 2** course is run some of the **Level 1** has been forgotten and often some of the participants from the **Level 1** are not available, so do not gain their **Level 2** that season.

I have no preference but have tended towards the former, which qualifies the greater number of power-boaters in any one season.

I will try to fit in with the wishes of the members regarding training but the greatest number of powerboat training days that can be accommodated in a summer is three.

Please decide which of the options you would prefer and then communicate this to the Committee. The dates for training days in 2008 will be advertised in the spring. **John Bailey**





Our Guru on Gusts

Have you ever noticed how it is easier to sail on a piece of water where you know the **lay of the land**, and wondered just what you should be looking out for when travelling elsewhere? If so, this could be the article for you, even if it just jogs one of those long buried memories of a lesson you learnt long ago!

Wind, waves and current all have one thing in common, they all like to travel in straight lines, the only reason they change (as we all know they do this constantly) is when reacting with an obstacle in their path, be that a building, a tree, the beach, another boat or even another gust / stream / wave. So, how do we handle these different elements of sailing?

Wind Gusts

Firstly, let's try the most important element of sailing – yes the wind, (it is possible to sail without water, but never without wind!). It's never steady in either strength or direction for long, even on a nice open piece of water gusts/puffs can

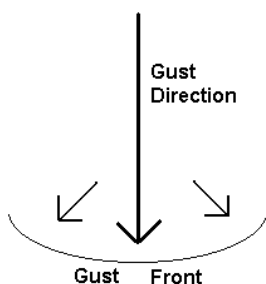


fig.1

usually be seen travelling across the surface and often in a significantly different direction to that of the prevailing wind. In a gust which has had a good chance to settle on a steady path, the front edge will form into a flattened U-shape, in the centre of the gust the wind is travelling in the same direction as the gust itself, whilst at the edges the wind (*higher pressure air*) in the gust is trying to escape sideways, which it can achieve as the gust overtakes the slower moving air around it. The wind is thus pointing in a different direction on either side of the gust, so it is possible that two sailors on opposite tacks can both get a lift from the same gust by being on opposite sides of it! (fig.1) This said however, by far the most important thing to look out for in gusty conditions, is the direction they are coming from, the thing you want to exploit most is the extra strength of the wind inside main part of the gust itself.

The reverse side of obstructions creating a gust is of course that they are likely to create a wind shadow too. On an open piece of water this is not usually a major problem, races tend to take place away from the shore! But on an enclosed lake, particularly when the trees are full of leaves and the prevailing wind is light it is the shadows which play the more significant role.

It's obvious to everyone who has ever sheltered from a storm by ducking into the lee of a tree or a building just how much wind these obstacles can stop, so in general (if possible) you should stay out of the flat patch of water on their downwind side (of course on a really windy day

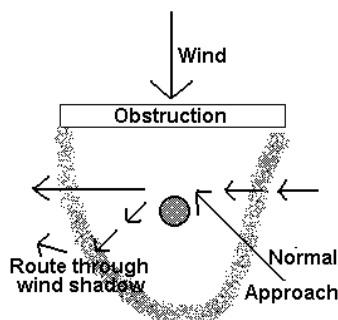


fig.2

this may be just where you want to go to execute that gybe!). If you have a calm patch which you can just not avoid, for example it's often where the buoys are put, then the aim is to enter and leave it as soon as possible. Try to arrive at a calm spot with as much speed as possible, use your momentum to drift through it and hopefully reach the other side without coming to a complete halt. Often this will mean thinking about your approach further away than you would normally, and almost certainly you will want to adjust your angle of approach so that you do not have to point too high once in the calm patch itself. (fig.2)

Finally on the subject of wind, don't forget it can move in three dimensions, the odd vertical gust is almost impossible to predict, but don't forget there can be a wind shadow on the windward side of dense obstructions, where the moving air has already started to deviate round it.

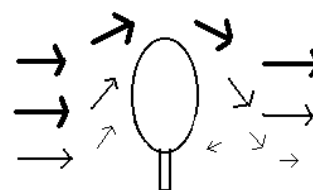


fig.3

There is also the possibility of eddies setting up in the lee and actually causing the wind to flow backward! (fig.3)

Next Edition: Advice from our Guru on dealing with Current and Tide

Help Needed With Sunday Catering



As you may be aware, **Gill**, our Sunday Caterer, is off ill at the moment and is not expected to return in the near future. This has left **Janet** with the full time job every Sunday to provide for us. **Janet** has expressed a wish to have, at least for the time being, someone to share the task with as it has been some months for her without a Sunday off - We are very appreciative of your very valued service **Janet**, Thank you. Anyone interested should talk to **Janet** directly regarding arrangements. Her phone number is **01493 731270**. Our best wishes are sent to **Gill**.

Anna Wright

Your Story Here?

No doubt many members are planning an action packed season of dinghy sailing activities for 2008: Club racing, Pottering around the broads, Regattas at other Clubs, Sailing holidays abroad, Coastal Cruising, Regional and National Regattas, some may even be planning adventures on larger yachts! Whatever it is your planning to do, I'd be delighted to publish stories about your activities and adventures in the next edition of **Mainsheet**. So, maybe, you might like to make a few **notes**, and take a few **pictures**, 'as you go', so you have some material to hand when I get around to putting together the next edition of **Mainsheet**, later in the Summer. Just a thought!

Diary Dates



(Continued from page 12)

Mar 2008

13th - Tuning and Tactics by **Michael McNamara**

30th - Spring Regatta (Start Spring Series)

Apr 2008

18th - Spring Social

Jun 2008

01st - Whit Regatta (Start Whit Series)

14th - OPEN DAY - All Welcome

29th - Single Hander Open Regatta

Aug 2008

03rd - Summer Regatta (Start Summer Series)

Oct 2008

16th - **AGM** - Please attend, it's your Club!

Useful contacts

Commodore: **Roger Wilson**

Vice Commodore: **Tony Gibbs**

Rear Commodore: **Stuart Highfield**

Secretary:

Martin Cornwell
23 White Clover Rd
Bradwell
NR31 8ST

Tel: **01493 651995**

secretary@rbsc.org.uk

Sailing Secretary: **Jill Searle**

racing@rbsc.org.uk

For the **complete, definitive** details of our 2008 programme, members should refer to their **Programme Cards**, a copy of which will be available on our website at

www.rbsc.org.uk

Clubhouse Phone Number
01493 730109

General Enquiries to
enquiries@rbsc.org.uk

ing that the boats that had gone out to sea and those that had hugged the shoreline were all converging with us as the finish line approached.

"Bl**dy hell..." was as much as we dared say.

The Eastern Daily Press summed it up: "*Ultimately it was one of those rare days that favoured the slower boats and for the first time in many years the race was not won by a club sailor*"

After struggling to get the boat out of the sea, and onto the promenade, we discovered that all the regular members of the Great Yarmouth and Gorleston Sailing Club had secured all seats at the tables outside the Clubhouse for lunch.

Dave Parsons and *I* had to make do with the foredeck of W10213 on its trolley as a table for our pie and peas. It was while we were eating that we were approached and told we had won and handed a handsome engraved tankard. (I understand that we did not get the trophy itself as being only guests we could not be trusted to return it.)

And so, we returned to Rollesby Broad. It seemed that the news got there sooner than we did. So much for schoolboy errors!

Little more than a month later, I was returning to Norwich from Amsterdam on the KLM Cityhopper flight. At 16,000 feet, from my window, I could see Great Yarmouth and stretching southward into the distance the sunlit coast all the way to the big wind turbine at Ness Point. "Look," I said to my wife, "the whole scene of my great triumph." She rolled her eyes and returned to her newspaper. What is it with wives ?

Robert Sparrow and **David Parsons**

Offshore Champions

*Note: **Dennis Manning** and **John Saddington** also took part in the race, managing second place sailing their Albacore. Well done chaps!*



Astutely Observed

I've often wondered why it is so much windier at **Rollesby** than over here, in **Norwich**. Often, when there's no wind in **Norwich**, I find quite a lively breeze on reaching **Rollesby**. And, if it's breezy in **Norwich**, I know the wind will often be too strong to sail by the time I get to the broad.

Then, one day, sitting outside the clubhouse, with a strong wind blowing, I noticed the huge wind turbine rotating swiftly, whilst it hardly seems to turn at all on calm days! Clearly, it's these blades which are driving our wind. I don't know which company runs the wind turbine for us but, they must have a hell of an electricity bill!

Ffej Danjor

Resident Fillosoffer

*My thanks to **Ian Winters** who kindly sent in an Article about his love of cruising, in **Classic Yachts**, off our East Coast. Due to a shortage of space in this edition of Mainsheet, I'll hold the story over until our next one.*



Spot the Difference Competition



There are **17** differences between the two pictures you see to the left. To enter, print out this page, find and circle **ALL 17** of the differences on the bottom of the two pictures, fill in your **FULL NAME** and **phone number**, then **POST** (*details below*), or hand, to **Anna Wright**, the Mainsheet Editor

All correct answers will be **placed into a draw** to determine the final Prize-Winner

All entries **MUST** be with Anna Wright by **Sun 13 Apr 2008**.

The draw will be held on **Fri 18 Apr 2008**, during the Club's Spring Social evening, with the lucky winner receiving an **RBSC** Sweatshirt in the colour and size of their choice

DO NOT email your entry, only **printed** copies clearly marked in pen will be accepted

* Competition open to **Club members** only. **One entry** per member

The adjudicator will be the Mainsheet Editor. Any decision by the adjudicator shall be final

* Your Full Name:

Phone Number:

By the way: If the above images don't print clearly, or you want any extra copies, you can view and download them from our website at www.rbcs.org.uk

A big **Thank You** to all who have contributed to this edition of **Mainsheet**; **Roger, Jill, Ali, Dave, Jeff, Mike, Martin, Sonia, Ian, Bob, Robert, Terry, John**, our Sailing **Guru** and our resident **Fillossoffer!**

Contacting Your Editor

I'm always delighted to receive articles, images and information from people for publication in the Clubs' Newsletter, Mainsheet. You can contact me, **Anna Wright**, as follows:

- By phone on **01603 618264**
- By email to **publicity@rbcs.org.uk**
- Or, by snail mail, to my home address

Anna Wright
13 Hudson Avenue
Trowse
Norwich
NR14 8GB

Of course, if all else fails, you could just hand over your copy to me in the Clubhouse one weekend

Please supply **ALL** copy in **electronic form**. Preferably as an **MS Word** document, or even as simple text using **Notepad**. Please don't spend time applying fancy formatting to your document as it will **not** be carried through to the Newsletter. Straight text will do just fine

If you'd like to include images, or diagrams, as well, please pass them on with your document as **SEPARATE** files, in high resolution, un-cropped and uncorrected for color and/or balance (*I'll do this bit*)

I sincerely hope you've all enjoyed this edition of **Mainsheet**

Anna Wright