



Mainsheet

Rollsby Broad Sailing Club Newsletter



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Diary Dates

- **05 Oct**
Club Autumn Regatta
- **16 Oct**
RBSC AGM
- **25 Oct**
Club Workday
- **02 Nov**
Club Open Regatta
- **21 Nov**
Club Annual Dinner and Prize giving

Clubhouse Phone Number
01493 730109

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www.rbsc.org.uk



Editorial

Welcome to the latest edition of Mainsheet. As Editor, I've thoroughly enjoyed putting together the last two editions and would like to thank everybody who've helped by contributing an interesting and broad range of articles and photographs, as well as all who've helped in the production of both Mainsheet and Jibsheets. I sincerely hope everyone has at least enjoyed a good read and managed to do the puzzles! As I plan to move to full time employment later this year, I hope someone else will be willing to take over this role for next season.

I would like to extend a big thank you to Boats and Bits and Norfolk Marine, for their valued sponsorship covering the last two editions.

Despite the lousy weather this summer, it's been great to see a continued good turnout for the Sunday race programme and regattas and it's encouraging to see the new Wednesday Pursuit Racing programme successfully introduced. Congratulations to Dave Salmon for lifting the new Pursuit Trophy. If anyone was put off by the weather, I hope, at least, you enjoyed watching Team GB's Beijing bevy of sailing medals. Hopefully in 2012 we won't need to get up at dawn to watch it; I know I'll not miss having to get up so early!

It would be great to see many more members attending this year's AGM, scheduled for 16 October 2008.

Anna Wright

Annual Dinner

Come along to the Annual Dinner at Gorleston Golf Club on Friday 21 November for an enjoyable and friendly evening. Why not bring your friends and make up a table of six or eight? Young sailors are also very welcome. There is a choice of Starter and Dessert and the main course will be a Carvery or a Vegetarian dish.

The Dining Room and Lounge will be for our sole use. The cost is only £17.00 just 50p more than last year - excellent value, as are the bar prices.

There will be a Quiz after the meal, followed by a short prize giving; dress is smart, the Golf Club Dress Code requires men to wear a collar and tie and no jeans, trainers or denim.

There is a sign-up sheet in the Clubhouse or you can email me. I will need to know if you are coming by the end of October and your definite menu choices by 11 November

Menu

Prawn Cocktail

Winter Vegetable Soup

Pate and Toast

.....

Beef and Turkey Carvery

Spinach and Tomato Cannelloni

Selection of Fresh Seasonal Vegetables

.....

Chocolate Fudge Cake

Apple and Blackberry Crumble

Lovable Lemon Lush

Biscuits and Cheese

Coffee and Mints

From The Commodore

The summer seems to have flown by with only the briefest of glimpses of the sun and I guess it's approaching the time when I should start to reflect on my year as Commodore, but I will save that for the AGM in October. I hope that as many members as possible will be able to attend and I look forward to the opportunity of welcoming some new faces onto the committee with fresh ideas which will help the club move forward. If you are interested or you would like to nominate anybody then please let me know.



Our members have been busy during the summer and much has been happening both on and off the water so this edition of the "Mainsheet" should provide a good read. Those of you who have been to the club recently will have noticed the addition our new boat shed for which we have Brian Skinner and his band of helpers to thank. This will provide much needed storage and a home for the safety boat. It was also great to see so many club members, clearly passionate about their boats, celebrating the 50th Anniversary of the Wayfarer and we have Jill Searle to thank for organising this sailing festival. Thanks also go to Jim and Val who organised the summer club BBQ which I understand was enjoyed by all who attended.

On the water we have had our successes too, with club members sailing under the RBSC flag at national and regional regattas in the Solo, Phantom, British Moth and Topper classes. Special congratulations to James Wilson for winning the National Schools Sailing Association Regatta this year in his Topper. Acting as they do as ambassadors for the club we appreciate the value our more experienced sailors provide in helping to raise the club profile and overall standard of sailing within the club. We also successfully hosted our own single handed and Phantom open meetings and our thanks go to Bernard and his team for organising the race management on the day.

Thanks also in Ian Ayers for resurrecting the Wednesday evening sailing during the summer with the added spice of pursuit racing with personal handicaps. This has been a great success and something I hope we can continue next year.

Some of you who may have come down to the club on Saturdays recently will have noticed the clubs facilities being shared with some canoeists who have used our club to base their activities. At the request of our landlord and the Broads Authority the committee thought it expedient to show good faith and agree to this arrangement for a limited number of Saturdays and for a trial period only. To allow us to evaluate the effect of the trial and any impact on our members the committee would welcome any feedback/thoughts or concerns you may have before deciding if we should continue with this arrangement.

I guess it depends on your point of view but for those who enjoy racing, one down side of this summer has been the return of the dreaded weed. We are advised by the Nature England and the Broads Authority that this is a direct result of improvements in water quality which I guess we should all welcome. At sailing clubs all over the country weed is just another factor to

consider whilst racing. It has been something we have been fortunate not to have to contend with at Rollesby in the past but going forward, for those brief months in the height of the summer, it may be something we will need to get used to. If the experiences of our neighbours up the road at Hickling are anything to go by then it appears to be a cyclical thing and we can expect years such as this where there has been weed growth to be followed by less growth in the following years. It's something we will continue to manage the best we can.

So on the subject of weed and how it's still possible to be successful in the face of factors beyond our control, did you follow the performances of our British sailors at the Olympics? I thought the wind conditions were more akin to Rollesby at times and I couldn't help think how some of them would contend with getting around No. 4 mark in a light and shifty south westerly! It's great to see how successful Team GBR were in Qingdao and it's to the credit of clubs like ours up and down the country which provide the foundation and grass roots of sailing on which the Team GBR and the RYA can build their coaching and performance programmes and keep producing Olympic medallists. Long may it continue.

Roger Wilson

My first year at Rollesby

After a year of Mij (*my laser*) not really being used apart from the occasional trip out to blow off the cobwebs when it was blowing, I decided it was time to get back into racing...only problem was it was coming up to the end of the sailing season. Oh! Having realised not many clubs in Norfolk have a winter series and not being a local I was unsure what to do...should I put off not racing for another winter? Instead I asked around at work as to where sailed during the winter. My friend then suggested Rollesby. 'Why not join Rollesby?' he said, 'they always race EVERY Sunday! Plus the bacon rolls aren't bad'.

So that was that, I looked up the website which was brilliant and told me all of the information I needed on how to join. So I sent an email and organised a meeting. I got a phone call suggesting we met at The Fat Cat and having been used to formal meetings at previous clubs I'd been a member of, I thought that this must be a sailing club worth joining! So with all the formalities of joining over I received my membership and soon was ready to race.

Having not fleet raced properly (*although been sailing*) for a year, I knew I would be a bit rusty. This was certainly the case, catching my mainsheet all the way around the jetty on my first outing, nearly capsizing before I had even got to the start line! The winter racing was great fun, but certainly very windy! It was challenging getting back into racing whilst dealing with the ever shifty Rollesby wind and the freezing cold. However there was always people to race against and it seemed the windier it was the more people turned up! Often the familiar phrase 'we must be mad' was said but it never stopped the racing...I remember one race almost all the boats capsized and retired and I was determined not to give up even though I had been over a number of times, because I knew if I finished I'd get a good result! As the year progressed the winds became more moderate and the weather improved (*well..sort of!*). I began to get



back into the swing of racing if only I could alter the handicap of the Solos to make things easier!

The summer has unfortunately brought the weed which has been a new challenge. Having to lift the dagger board and rudder every two seconds has been quite hard work but it seems to slow down the Wayfarers, which I don't mind! I have managed to get away without being sold a British Moth as yet, though everyone keeps trying to tell me how wonderful a boat they are! It is great that there are a number of other lasers at Rollesby with at least one other than me racing every week. At times a good fleet of us are out, which is always fun. I recently did my first Eels foot race the other weekend which was great fun and a nice variation from the normal racing.

Which brings me finally to the food! All my many thanks go to the fine ladies of the kitchen! No other club have I been to where your lunch is ready for you as you come off the water and there is a delicious selection of homemade cakes. The catering should certainly be given a medal!

I have really enjoyed my year so far at Rollesby. It is without doubt the friendliest sailing club I have ever been a member of. It is commendable how there is no pressure on the members to race or not to race and all abilities sail together. This is brilliant as the best way to improve your sailing is certainly to sail with those better than you. It is great how it is easy it is to ask anyone for advice and no one looks down on you if your racing isn't that great. The courses are always well set, with whoever is on duty always ready to ask for any improvements to the race course from those sailing. Thanks again to everyone I have met this year for making me feel very welcome at the club and for helping me put my mast in! Here's to lots more good racing for the rest of the year!

Amy Adams

Wayfarer 50th Birthday

This is a special year for the Wayfarer it is 50 years old this year! We invited all our Wayfarer sailors to a BBQ lunch at the club on Saturday 28th June. We kept it simple



and provided a BBQ and a starter salad bar and ask everyone to bring their own choice of food to cook and extras to add to the communal 'salad bar'

Our aim was to have as many club Wayfarers afloat as possible especially some of the less well used boats in the dinghy park!

The Wayfarer is a most versatile boat but tends to split into cruisers and racers; we wanted all to come together and offered any help that was needed in order to join us.



The morning was spent on sorting boats then we had a terrific BBQ followed by sailing together in the afternoon. A lively follow my leader exercise caused some excitement and kept us all together. At the end all owners were presented with a memento in the form of this birthday card

Jill Searle - W10001
Sailing Secretary

Why Race?

We all know what a race is and some know what it means to be first but all know what it feels like to be last! There are many sayings regarding racing, this one we really understand having enjoyed both sides of sailing, was made by Uffa Fox the Cowes legend

If you want to cruise you must first learn to race,

WHY? Simply that the discipline of racing – even at the back of the fleet- improves your boat handling skills and therefore your safety when sailing at other times!

The more you race the better you get as time afloat increases your skill level and understanding – AND other sailors are there to help and advise. Sailing alone means you cannot take risks so you must sail within your skill level for survival, therefore improvement, that requires personal experience, can take years!

The biggest danger for the inexperienced sailors is that they do not see the risks they are actually taking. We have all seen boats being launched in conditions that make us concerned for safety, but on race days someone will be there to talk to.

We encourage all to race for that reason, but with the bonus that if you enjoy it enough you have found a new pleasure if not you will be much safer afloat. Helping (*with no responsibility*) in the race box gives you an understanding of how it all works. Then following the fleet around until confidence grows is the next step. Racing helps recognise inexperience and they will happily avoid you often with a word of encouragement to help you on your way.

Similarly we enjoyed 20 years of taking inland sailors to the Solent and watching them develop new skills by 'fast cruising' in company. It was not a racing week but the desire to be the first, to roll up their genoa, at the meeting points along the way increased daily! As did their understanding of tidal waters.

Jim & Jill Searle

2008 AGM

RBSC Clubhouse
Thu **16 October 2008**
Don't Miss It!

Jibsheets

RBSC Youth Newsletter

My week at the NSSA Regatta in Derbyshire



The National Schools Sailing Association regatta was held during the last week in July at Carsington Water in Derbyshire. It was a fun and very eventful week. This year there were 15 of us aged between 12 and 16 who made up the Norfolk Team. My sister, Eleanor, and I were the only sailors from Rollesby, the other team members sail at Beccles, Hickling and Wroxham. We all camped in a field next door to the Sailing Club and food was provided in the Severn Trent Water visitors centre. This is the largest youth regatta in Europe and there were over 300 competitors from all over the country. Some the larger counties such as Plymouth, Cambridgeshire and Derbyshire (*the host county*) had over 30 people in their teams. Besides the sailing there were other activities organised in the evening such as Rock Climbing, Dragon Boat Racing, Treasure Hunts and Volley Ball matches, so there was plenty of opportunities to make new friends.

There were 6 fleets, Topper, Slow Handicap, Fast Handicap, Laser, Laser Radial and a separate Rookie fleet for those sailors who had never competed at a big event like this before. Eleanor borrowed a topper and finished the week in 5th position overall in the rookie fleet which was a great result for her. I raced in the main Topper fleet which was the biggest and most competitive. During the week there was some really good sailing and a huge number of protests and requests for re-dress. I was involved in three in total, more protest hearings that week than in the rest of my sailing career put together! All three were for the same sort of incident, somebody didn't do enough laps. I lead the first protest and, after much deliberation from the protest committee, we were found to be correct and I was re-instated with my correct finishing position. The second and third hearings I was only a witness for, but still won the re-dress to gain me two first places. When you go to a big event like this (*87 Toppers alone*) you always learn something, whether it is how to sail quicker or how to win a protest. Either way, you come back knowing more than when you started the event, which is always a good thing.

Because of these protests, I ended up being able to win all of the 10 races in the series which put me firmly in the top position. This is something that I am very proud of. I also managed to win the single-hander's trophy race on Wednesday afternoon. This may well have been because of the lack of wind! To top off the week, on Friday (*my birthday*) I went up in front of several hundred people to collect my three trophies... Best birthday ever!

Next year there regatta will be held at Brightlingsea in North Yorkshire and if would be great if more young sailors from Rollesby could join the team. If anyone interested then please contact my Dad.

James Wilson
Topper 45096

Presentation by Michael Edwards

In 1994 Michael Edwards, a previous Chairman of the NSSA presented the Norfolk Half-Model, for the most significant contribution from a Norfolk Sailor, mainly focusing on the support of less experienced members of the Norfolk Team. This year, James Wilson was awarded the trophy. James won all of his races at this year's regatta, and furthermore he did it on his birthday! – Surely a talent that we will be hearing more from in the future.

James Wilson, recipient of the Yorkshire Half-Model, was the winner of the single-handed Trophy which was sailed in Topper dinghies again this year.



Classic Sailing

Over lunch in the clubhouse, Anna (*our publicity officer*) casually



asked if I would write an article on my passion for sailing classic yachts.

Well, it all started exactly a year ago when I stumbled upon a stand at the boat show run by the Classic Sailing Club. It transpired that two enthusiasts had got together three years ago to form a private classic yacht charter company based at Pin Mill on the River Orwell. Their stated aim is to build and preserve a collection of wooden classic sailing yachts and to that end they have a fleet of five boats ranging from 25' four berth to 37' six berth. All built between 1939 and 1966.

Membership costs £50. Thereafter members buy points which they exchange for days aboard. Members are invited to buy points in batches of £500 which would buy you for example, a berth on five club weekends with a skipper. If you prefer to sample a club weekend before splashing out £500, you can



buy a berth for £100 including temporary membership.

Last year I did six club weekends and they were all truly great

fun. They usually start with a rendezvous in the Butt and Oyster pub at Pin Mill on the Friday night. At such suitable time, or as and when chucked out of the bar, we drive the short distance to Woolverstone marina where we use the club motor launch to reach the yachts which are on swinging moorings in the river. It all adds to the nautical feel and means we can get away early on the Saturday. The sailing off the east coast is fantastic and varied. On the one hand you have the experience of sailing through the busy commercial ports of Felixstowe and Harwich and at the other extreme you have the beautiful and quiet rivers and creeks of Suffolk and Essex to explore. The destinations I got to included Brightlingsea, West Mersea, Aldeburgh, river Deben and the Walton Backwaters. Any weekend could have up to five boats taking part so



it's always a sociable occasion. To add to the ambience, the Club likes to find the best local pubs and restaurants for the Saturday night!

If you are a qualified Day Skipper you can bareboat charter anytime you like and mid-week rates are very reasonable.

If you would like further information, please visit the web site at www.classicsailingclub.com

Ian Winters

Club Series

To win a Series you have to be a regular supporter of RBSC.

They are weighted so that regular sailors have an edge, as inevitably the more races you do the more chance you have of improving, which all increases your chance of success!

They are for ALL club members and we are really pleased when the race sheet is full. For the members new to racing just remember everyone afloat had to take that first step to join in and so can you. We encourage all our club members to enjoy their sailing more by increasing skill level, confidence and ultimately their personal safety. Saturday coaching is also available see programme for details.

Personally I am always absolutely delighted when a 'tail ender' improves and bags a podium place, it means our system works & we are successfully supporting all of our members.

Jill Searle
Sailing Secretary

My First Nationals

The 1st day of the Solo Nationals being held at The Royal Torbay Yacht Club, Torquay was bright and sunny, with a brisk force 3-4. 84 boats got ready along the jetty. I waited my turn to use the slipway and then sailed out into the sea and sailed downwind toward the starting launch.



It gave me a few minutes to recall how I had got here, sailing for the first time offshore in a National fleet. After several years of sailing Wayfarers, mainly with the family, I decided in 2003 to get a single-hander to avoid having to persuade less keen family members to join me each Sunday at RBSC. After studying the options I decided on a second-hand Solo. My reasoning was based on the Solo looking like a boat and sitting in it, rather than a board and sitting on it, comfort being a higher priority as I got older, it looking ideal for my weight of around 12 stone (*although different choices of mast make the Solo suitable for a wide range of people*), and it seemed a fairly simple boat to sail. The next 12 months proved frustrating as I got used to sailing single handed for the first time and a lot of finishes in last place followed. Gradually though, results improved and in late 2005 I decided to "invest" in a nearly new Solo. Now I could no longer blame the old boat for failing to be competitive.

The new boat did handle differently with much less weight in "the ends" but the results started off similarly, mainly round mid-fleet at Rollesby, but gradually better scores began to come and even a few 1sts! I decided to enter a few Solo Eastern series races trailing the boat to Hickling, Peterborough and St. Ives to try my hand against the best regional Solo racers. Definitely no excuses now with everyone in similar boats and a fleet of identical boats are very competitive. I felt throughout that I was learning loads and while I definitely was not a threat to the prizes I wasn't finishing last.

There was lots of talk about the Inland Nationals to be held over a weekend at Rutland and I decided to go. Now this was different league. 108 starters on the "line" were just incredible. Big water like Rutland seemed a lot different to Rollesby, with waves and a definite need to dress in wet suits, even on the hottest days. The first time I entered it felt as though I was just following most of the fleet and I was happy with 77th place but in 2008 I managed 49th, top half!

I mentioned to the family that "The Nationals" were at Torquay, just a few miles from where my sister lives and a great area for a family holiday. Yes they were happy to go and let me go and play in the sea.

And so here I was, two miles offshore in definite waves waiting for the starting sequence. A long starting line was set and I concentrated on finding some space. The long beat to the first mark proved how different sailing at sea was going to be. Sailing straight up the wave was very slow as the boat crashed down the other side and stopped. I tried to put into practice the theory I had learned on "The Boat Whisperer" DVDs to sail up the wave and then sail away down the back to keep the boat moving. Then round the mark and the first reach, planing along the waves, too excited to be nervous. The whole fleet was now converging on the gibe buoy, a quick decision to go wide and keep out of trouble, down to the start, then up the beat again.

We were sailing an Olympic course, so now running and still planing in the gusts, round the mark again, and beating. A quick look at the watch, there was over an hour gone. Looking up I could see the finish line. Over the line! A lot of boats ahead of me, but some were behind.

Twelve races were planned over the six days, two each day, back to back. This usually means five hours at sea, a sail to the race area, the start, often abandoned because of a change in wind direction during the sequence, a race of at least one hour and then milling around while the course is re-set and the second race started, then another hour of intense racing followed by the sail back to port.

In the end I completed six of the twelve races. I did not compete in one race because of a gear failure on my boat, but the wind was building and I was happy to turn for home. I missed two races that started late because of mist, and although there was good sailing later, I was happy to have a rest and spend the day with the family. The next day presented huge seas and only two-thirds of the fleet sailed and I was happy to be on land. Finally, although I started the last race, with 84 boats having to get off the sea, and needing to drive home to Norfolk from Devon I decided to head for port before the end and gain a head start packing. Six non starts prevented a good record but of the six I completed I scored 65th, 52nd, 64th, 37th, 65th and 45th which gives an average of 55. Quite satisfied!

After my first sail on the sea, at a National event with a fleet of 84 boats, what have I learned?

The days are long and tiring, with long periods of boredom waiting for launch or to start the race, but great races which are always challenging and often exhilarating. Every day brought completely different seas, sometimes short, choppy waves, sometimes long rollers. There are defi-





nitely new skills to wave sailing. Finally, as always, total awe at the skills at the front of the fleet, sailing in total control in very challenging conditions. Thanks to Ian Ayres, also from RBSC, who had been to many Championships before and who was a constant source of encouragement. He was constantly just in front setting a challenge, but always too far ahead to catch!

There seemed to be three fleets, the top third doing their thing. A good start for me, particularly in lighter sailing conditions when the sea was more similar to the Broads would enable me to challenge for the second third, while a poor start would leave me in the final third. A great week! Will I be back? Who knows, but I will always be able to say I have sailed at the Torbay National Championships.

Bob Hawkins
S4641

From the Guru

Golden Rules

- Avoid being blanketed.
- Avoid the hopeless position.
- Avoid being lee - bowed.
- Start near the forward (*upwind*) end of the start line.
- Ignore the position of the windward mark when deciding where to start (provided the first leg is a beat). Keep in the front rank before the start.
- Take a transit so you know when you are on the line.
- Keep between your opponent and the next mark.
- Off wind, keep your wind clear and try to sail straight for the next mark.

To Increase Weather Helm Feel, ... (or decrease by using opposite of below)

- Move body weight forward.
- Move body weight to leeward.
- Sheet boom further to windward.
- Sheet tighter on mainsail leach.
- Ease off outhaul for fuller mainsail .
- Ease off cunningham so draft moves aft.
- Straighten mast by reducing pre-bend for fuller mainsail.
- Move centreboard forward.
- Rake rudder more aft.
- Steer a course further away from wind than the sails are trimmed for or the boat is balanced for.

Other Tips

The key to top speed is how you use your natural feel to mix these ingredients in the right combination. Once out on the race course this mix of course steered, sail trim and boat balance is the difference between being fast or slow.

Natural feel can really only be learnt by time spent sailing (*especially in small dinghies starting at an early age*). A sailor with feel will automatically make adjustments without even knowing the reasons. The late starter may have to think why a certain adjustment is necessary.

For the best results you need to combine natural feel with a good understanding of what is fast and the reasons some combinations work better than others. What is obvious is that variables - course steered, sail trim and boat balance are all completely dependent upon each other for best speed.

Light wind Boat speed 0-5 knots

Upwind: The key points are to increase weather helm and create efficient wind flow over sails. Body and helm movements must be super smooth so as not to disturb wind and water flow. It is critical to remain calm, both mentally and physically (this is not easy as you often have to remain in the same position for long periods).

Use mast pre-bend and outhaul to flatten mainsail.

Tighter rig tension will pre-bend the mast (for dinghies) or ease rig tension to power up head sail for racing keelboats.

Have both jib and main luffs eased to create a few horizontal wrinkles, allowing the draft to move aft for better light air sail shapes.

Sheet both main and jib with twist to leeward on leaches to help wind flow.

Be careful not to over sheet the boom. Use the boom well off the centre line in very light breezes and only when sure of your boat speed, attempt to sheet further inboard. Boom down for further drive.

Keep jib slot open and flowing, remember boom is further to leeward than usual.

Rake rudder aft and centreboard maximum forward to increase weather helm feel.

Position crew weight to leeward and forward to create more weather helm and reduce wetted hull surface. Crew should be careful not to disturb wind flow in the slot between the jib and mainsail.

Try to steer by watching wrinkles along the jib luff (*on monotypes, the main*) allowing them to be slightly back winding for best flow. Try to create correct weather helm feel by careful use of body movement. Don't allow the helm to go dead by flattening out leeward helm. Try to balance the boat for light airs using rudder and centreboard positioning, rather than having to use too much leeward heel to achieve the desired weather helm feel.

Reaching: The same principles apply as for upwind, i.e. best wind flow by having luff wrinkles slightly backing, combined with



good helm feel. For double handed boats the key is your use of the spinnaker and pole height combined with course steered.

You need to position the pole higher when tight reaching as this opens up the spinnaker luff allowing you to point up higher into the wind. If your course is low then your pole height must also be low in order to keep the spinnaker filling. The helmsman must then decide just how low he can afford to steer and still fill the spinnaker. Good communication with the trimmer. The helmsman must be able to subconsciously feel the weight of the spinnaker sheet. The weight decreases to the point of the spinnaker collapsing, then the helmsman must steer a slightly higher course and maintain the balance between good speed and best course to mark. Using the variations in wind speed is critical to fast reaching legs i.e. pointing down in the puffs and up in the lulls.

Running: In very light airs running utilizes the same principles as broad reaching or low course reaches, finding the right combination of boat speed versus best course to mark. As wind increases your gybing angles should become smaller, allowing you to steer more directly downwind.

Some Tuning Tips

- You can always improve your technique more than you can improve your boat.
- Have a good look at how the best boats are setup.
- Do not be afraid to ask for help or advice.
- Tune your boat for the beat.
- Mast bend controls sail shape.
- Use the cunningham only when overpowered.
- Pull on the outhaul when beating.
- Change gears as the conditions change.

Rough Tuning Table

Wind	Mainsheet	Kicker	Outhaul	Cunningham
Light	Eased	Eased	Tight	Eased
Moderate	Tight	Medium	Eased	Eased
Heavy	Eased	Very Tight	Tight	Tight

Club Boats for your use

Oppie

Great beginners boat. For children (or agile adults!) to gain their first experience on the water.



Free for your use. As with all the club boats, please sign it out and back in after use.



Topper

Once you have mastered the Oppie, why not try the Topper for size? The Club has four available for use by members. £5 per day. Suitable for children and adults alike.



Laser/ laser radial.

A fabulous boat that planes well in a good breeze. Adapt the full rig to a more modest radial for heavy winds or a lighter sailor...or not if you're after a thrilling blast! £5 a day.

Wayfarer.

The most versatile of boats. Easily mangable for children and adults alike. Whether it's novice training, improving or serious racing many club members enjoy this boat. Please join us too. £10 a day



Road Trailers

For the attention of all members who have a road trailer stored at the club, please read on...

We seem to have a lot of unidentified road trailers.

It is now time to have a tidy up in the road trailer park, what we are requesting you do is mark your road trailer, BEFORE March 2009, so it can be seen with either your name and/or your membership number .

Any road trailers not marked will be DISPOSED of You have until March 2009. YOU HAVE BEEN WARNED!

This picture of a trailer is no longer serviceable and is only fit for scrap, have YOU checked your road trailer recently.



Any queries contact **01603 744922** after 7pm or email... **berthing@rbsc.org.uk**

