

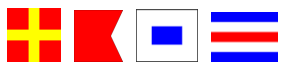
# Mainsheet

**Rollesby Broad Sailing Club Newsletter**



February 2009 Edition

**[www.rbsc.org.uk](http://www.rbsc.org.uk)**



## From the Editor

I hope that you enjoy the latest edition of Mainsheet. As your new Editor I have had the unenviable task of following Anna's brilliant last two editions. But a huge thank you to all who have contributed making my job much easier!

You will note that there are a few new events at Rollesby this year, in particular the Gorleston Beach Party. Put the date in your diary today! I also urge anyone who has recently got an email address or changed theirs to update this information with membership. This will allow you to receive an electronic, colour copy of Mainsheet! along with reminders for events and socials.

I look forward to receiving your responses to this edition and to seeing some fancy new dinghy trestles in the boat park! Remember you can send articles/letters/comments and photos to [publicity@rbsc.org.uk](mailto:publicity@rbsc.org.uk) or hand them to me in person at any time.

Happy Sailing!

**Amy Adams**

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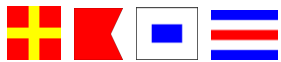
[publicity@rbsc.org.uk](mailto:publicity@rbsc.org.uk)

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Wintry Scenes at Rollesby



## From the Commodore...



The new season is approaching and for me, as the new Commodore, it is an exciting time. When I joined Rollesby all those years ago as a novice sailor, I was impressed by the friendly atmosphere and the safe sailing environment. My aim is to maintain and improve on that friendly feeling, throughout every part of the club, both racing and social sailing.

If you have any ideas for events, BBQ's, parties etc please contact me by phone, letter or best of all in person at the club and I will do my best to help it happen.

Now it is time for me to thank some of the unseen, but important members of your club. **Brian Skinners** boathouse now holds all the sails, rudders etc for the club boats. A special thank you must go to **Malcolm Potter** who has installed electricity, lights and power points. Just to remind you, your key to the clubhouse opens the padlock on the back door of the boathouse.

Thank you to the **Monday Group**, who meet during the winter months on most Mondays to carry out repairs and maintenance to the clubhouse and site. If you are interested in helping, just turn up on the day or ring me on my home number. My special thanks to **David Parsons, Paul Frederickson, Roger Ashcroft, Martin Chapman, Malcolm Potter, Barry Graver and Suzanne Thompson**. One final thank you to **David Parsons** for installing the emergency 999 phone, which is now fixed to the front of the clubhouse. Instructions on how to use the phone, in an emergency, are inside the phone box.

As far as sailing is concerned we plan to have an experienced club sailor available on each Saturday to provide help and guidance to members.

**Ian Ayres** and **Dave Salmon** will continue with the success of last season by organising novice racing, on Wednesday evenings, please come along, no previous experience of racing is required.

The Monday group will be on hand for informal sailing each Monday throughout the season, just turn up if you have a spare hour or so.

The main race day is still Sunday, but even if you do not race, come along have a social sail, join in the fun and good food is available. There will be a full racing programme through the year organised by **Ian Ayres**, (Sailing

Secretary).

As you can see, lots happening but still room for more.

Finally I am proud to represent RBSC as your Commodore, please come down to your club whenever you can, bring your friends and families and show them that you are part of a good friendly club.

Good luck for the season

**Tony Gibbs Commodore**

### RBSC 2009 Programme

#### Sat March 28<sup>th</sup> – Work day

Sun 5<sup>th</sup> April – Phantom Open & Spring Regatta  
Sat 18<sup>th</sup> April – Coaching 1  
Fri 24<sup>th</sup> April – Quiz Night

Sat 9<sup>th</sup> May – Club Open Day  
Sat 16<sup>th</sup> May – Safety Boat 1  
Sat 23<sup>rd</sup> May - Canoeing  
Mon 25<sup>th</sup> May – RBSC Beach day at GYSC

Sun 7<sup>th</sup> June – Bittern Open & Whit Regatta  
Sun 14<sup>th</sup> June – Solo and Single-handed Open –  
NO Club Racing  
Sat 27<sup>th</sup> June - Coaching 2 & BBQ

Sat 4<sup>th</sup> July - Canoeing  
Sat 18<sup>th</sup> July - Safety Boat 2  
Sat 25<sup>th</sup> July - Canoeing

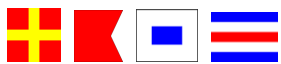
Sun 2<sup>nd</sup> Aug – Summer Regatta  
Sat 29<sup>th</sup> Aug – Evening Cruise

Sat 5<sup>th</sup> Sept - Canoeing

Sun 4<sup>th</sup> Oct – Autumn Regatta  
Thurs 15<sup>th</sup> Oct – AGM

Sun 1<sup>st</sup> Nov – Two Handers Open – No Club  
Racing  
Sat 7<sup>th</sup> Nov – Work day  
Fri 20<sup>th</sup> Nov – Annual Dinner

Sun 6<sup>th</sup> Dec – Frostbite Regatta



## Sailing Scrawl



By the time you read this it will be time to be seeking out your summer sailing kit, getting out on the water for warm evening sails or simply unwrapping the boat if it's been in hibernation this winter. ..Who am I kidding? We all remember how cold it was at Easter last year! However sailing at Rollesby doesn't stop for a bit of cold weather and we've only lost one racing day to ice - though we did abandon another half way through for snowballing instead!

The major event at this time of year, the New Year Regatta was postponed due to lack of wind. It was closely contested on the 4<sup>th</sup> January with **Phil** and **Denis Manning** taking the A fleet title and **James Wilson** the B trophy.

Few will have failed to notice **Roger** steaming round the lake in his 'new' Solo and he along with **Peter** and **Di** have dominated the A races during the Frostbite series, though racing has been very close with four other helms winning at least once - **Ian, John, Phil** and **Chris**. **James** has been the only regular in the B fleet brave enough to venture forth and has been harrying the back end of the A fleet regularly!

Numbers on the water have actually been slightly up compared to the Autumn series with over 30 helms entering at least one morning race series and nine of these counting no DNCs in their overall score, a further six boats just needed one more start to qualify in the same way.

A summary of the top results appears below; full results are on the club website [www.rbsc.org.uk](http://www.rbsc.org.uk) and appear on the clubhouse board shortly after the end of each series.

There are a couple of changes to note in the programme for the coming year based on duties - the double handed 'fleet' will be expected to cover the Solo Open/Single handed regatta in June whilst the single-handers will reciprocate with the Double Handed regatta in November.

There are also a few new events on the calendar so watch out for advertisements and requests for help on the club boards and the website.

### Autumn winners

A race 1 Ian Ayres  
A race 2 Ian Ayres  
A race 3 Roger Wilson  
B race 1 James Wilson  
B race 2 Jack Horwitz  
B race 3 No Qualifiers

### Frostbite winners

A race 1 Roger Wilson  
A race 2 Peter Dearnley & Di Holmes  
A race 3 Roger Wilson  
B races 1,2&3 James Wilson

### *Ian Ayres*

#### **Racing Events 2009**

Sun 5<sup>th</sup> April – Phantom Open & Spring Regatta

Mon 25<sup>th</sup> May – RBSC Beach day at GYSC

Sun 7<sup>th</sup> June – Bittern Open & Whit Regatta

Sun 14<sup>th</sup> June – Solo and Single-handed Open – NO Club Racing

Sun 2<sup>nd</sup> Aug – Summer Regatta

Sun 4<sup>th</sup> Oct – Autumn Regatta

Sun 1<sup>st</sup> Nov – Two Handers Open – No Club Racing

Sun 6<sup>th</sup> Dec – Frostbite Regatta

## IFDS World Blind Sailing **ROTORUA - Are we going?**

Yes we are. The rest of the many forms and fees went at the eleventh hour of the extended closing date for the British entries for the World Blind Sailing Championship to be held on Lake Rotorua, New Zealand in March 2009.

The selection process is not easy and the weather at the end of last year was not helpful, a lot of wind or none at all and frozen gear. I am the mainsheet trimmer in the B1 boat. Vicki and I have both competed at World championships but not at the same time and our tactician and sighted crew are both new so there is a lot to do to get good coordination. Our tactician and the coach live on the Isle of Wight, Vicki in Brixham and Jonny in the Lake District. We hope to get three more training weekends in Cowes before flying out and some more when we get there. We will be racing Noelex 25 trailersailer (right) probably in light shifty wind and no tide-so different to sports boats at Cowes!



This will be the seventh world championship for blind sailors, the first in 1992 being hosted by the Royal New Zealand Yacht Squadron. Great Britain has been represented at all the previous regattas and enjoyed considerable success on each occasion, bringing home the Squadron Cup twice as overall winners.

The RYA has recognised our success and they have put in a RYA Olympic development coach to help train us for the above event.

At the last regatta in 2006 The British Blind Sailing Team came close to successfully defending the World title, which they won in 2002, losing out narrowly to New Zealand on the last day.

### What is Blind Sailing UK?

The charity was set up in 1999 and is a registered charity (no 1090712) established with the purpose of developing sailing opportunities for visually impaired persons who wish to develop their sailing generally and progress into racing.

As well as arranging training weekends to discover talented sailors our aim is also to send competitive teams to national and international competitions.

At present the British Team holds the European

## Championships 2009

championship and has twice won the Squadron cup (World Cup). In addition the British Team also boasts a number of individual medallists in its team.

Whilst many of the training weekends are self funded by the visually impaired sailors and the sighted helpers - the charity's aim is to raise funds to send a competitive team to the major competitions.

The visually impaired sailors race in a matched fleet of Keeled sailing dinghies usually about 23 ft long. The hosting sailing club usually through the RYA or similar organisation in the host country provides these.

On each boat there will be 4 sailors, 2 visually impaired and 2 sighted. One of the sighted crew is purely a tactician who gives instructions to the rest of the crew - he / she is not allowed to touch anything on the boat whilst a race is in progress.

The helmsman of the boat will be one of the visually impaired sailors and the remaining crew (one sighted, one visually

impaired) crew the boat and manage the sails for optimum speed.

There are then a series of races over a weeklong period to decide who wins the individual honours as well as the overall team championships.

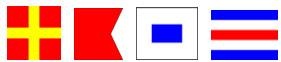
The team's race in 3 different categories depending on the crews' level of vision: -

- B1 - Totally Blind
- B2 - Some vision
- B3 - Useful vision

Whilst the World Blind Sailing Championships have been running since 1992 the Squadron cup has only been awarded since 1997 when it was kindly donated by the Royal New Zealand Yacht Squadron. The British Team at Portland won the inaugural cup, the New Zealand team in Miami won this back in 1999 before the British team regained the trophy in 2002 in Italy, the New Zealand Team then regaining this in 2006.

In addition to Britain and New Zealand teams from Ireland, USA, Japan, Norway, Finland, France, Italy, Spain and Australia regularly take part in the World Championships.

What else does Blind Sailing UK support? The Italians have



been developing a system whereby visually impaired sailors take to the water on their own for a series of races. This is facilitated by a series of "bleeps" which identify where the racing marks are and also where the other boats are.

The first event Great Britain held in this format was held at the Queen Mary reservoir near London and took place as an Anglo - Italian challenge with two boats from each country taking part in a series of match races. The Italians had been practising with the format before coming over to the UK and allowed the British Crews just a day's practise before racing started. It was a reflection on the skill of our sailors that our crews took first and fourth in the event.

For more information watch the promo video on youtube at:

<http://www.youtube.com/watch?v=xByq7WgzPSM>  
[www.youtube.com/watch?v=FikChDkp\\_gY&feature=related](http://www.youtube.com/watch?v=FikChDkp_gY&feature=related)

or visit the website

<http://www.2009worldblindsailingnz.com/>

*Dennis Manning*

## From the Safety officer...



### Safety and child protection

If any members have any concerns in relation to Safety or matters dealing with child protection please feel free to contact me at any time. Due to my work I can only be about the Club on a part time basis, I am very much reliant on Members to bring these matters to my attention. The best way to contact me is by email which I can pick up offshore, you can be sure of a reply. I will deal with all matters as quickly as possible, depending on urgency.

Mike Horwitz  
Safety and Child Protection Officers

Home 01493 700 057  
Mobile 07941 430 697

Email: [mikedhorwitz@aol.com](mailto:mikedhorwitz@aol.com)

*Mike Horwitz*

## Trailer Park

Many road trailers, which once transported brightly painted dinghies along the highways and byways, now languish at Rollesby rusting and abandoned. Many have no identification marks to say who owns them. If no one takes pity on them by the next workday in **March**, and if no owner is identified, **all unroad worthy trailers will be disposed of.**

## Boat Care

During the recent bad weather many boat covers have given way to old age and allowed the rain and snow to fill the dinghies. If you have not seen your boat for a while now might be a good time to visit Rollesby and check your property and apply some TLC.

*Bernard O'Donnell*

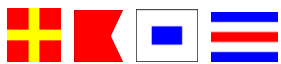


### OOD Duties

For a limited period of time there will be a list in the clubhouse. You are welcome to sign up for dates for your OOD duty.

These cannot be guaranteed but will be taken into consideration wherever possible.

This list is ONLY available in the Clubhouse



What did I like? Apart from the friendly people, of course. The dinghy park is lovely and spacious. All the trees and plenty of space look very attractive. Winter sailing of course, and being a 100% dinghy club. And I am so impressed by the organisation – but maybe not by the changing rooms, although carpet on the floor is very welcome –. Liz serving food and running a tally so that we just pay once at the end of the day and really good food, cakes and even chutney!!

I am struggling to sail my Laser to its handicap, but the boat on boat racing with the Solos and Wayfarers is very close and there is plenty of good competition, so I know that I will enjoy this winter season.

Thankyou Rollesby!

## A New Boy at Rollesby

Moving from Suffolk to Norfolk was something major in itself. Do I continue to support Ipswich Town, or transfer my affections to the “enemy”, aka Norwich City. (No contest in fact, Ipswich are comfortably above Norwich and I am not somebody who automatically loves the underdog – red face if that changes when this article reaches the members).

I have sailed for many years at Waldringfield, on the tidal River Deben, near Ipswich; in fact I learned to sail at the Deben Yacht Club at Woodbridge, with my grandparents. But I moved to the Norwich area in June last year (2008) and needed to find somewhere to sail and race. I spent the second half of the summer visiting a number of clubs; I have tried a “brown boat” and a “white boat” and sailed at Wroxham, with the Norfolk Broads YC (too big a club), at Barton Broad with the punt club (good fun, but very much a summer only club). I have visited Hickling to find a very small half-hearted group of sailors wondering whether or not to go racing, Coldham Hall (near to my home) which did not have the racing ethos which I have been used to, and Buckenham SC (there was nobody there when I went!) and Waveney and Oulton Broad which I would have considered had I not been driving to Oulton Broad every weekday and not wanting to do it at the weekend too.

And then I found Rollesby. Nobody seemed to know where Rollesby Broad was (is?). Even those who have lived in Norfolk all their lives. And I couldn't find it

myself, the first time I went looking. But then I read the directions on the web site, and found myself there one Sunday morning (boatless) to be met by a very friendly man wearing the most extraordinary multicoloured shorts.

Tony was very welcoming and various people introduced themselves and I had a membership form thrust into my hands very quickly.

PS. Last week I had the privilege of being Assistant OOD. Wow! The race box is so well kitted out. That automatic hooter is so right. I know other clubs which could learn a thing or two from Rollesby.

*David Copp*

# ?

**Don't forget**

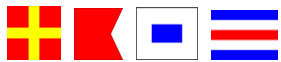
**Fri 24<sup>th</sup> April**

**Rollesby Broad Sailing Club**

**Quiz Night!**

**Put it in your Diary today!**

# ?



**MONDAY 25<sup>th</sup> MAY**

**Come along and enjoy a day of friendly racing**

**And Sea Sailing!**

**GORLESTON BEACH PARTY  
2009**

**At Great Yarmouth and Gorleston Sailing Club**

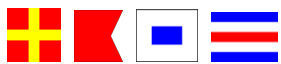
<http://www.rbsc.org.uk>

<http://www.gygsc.co.uk/>

**MORE DETAILS TO FOLLOW  
KEEP CHECKING THE WEBSITE**







## Going Solo

Given the growing interest in this class I've been asked to put together a few words based on things I've learnt about sailing them over the last decade or so.

So where to start? Well in 1956 Jack Holt designed the Solo to sail on a lake less than 2 miles from where I sailed for over 30 years – Rollesby Broad has many of the same characteristics. The Solo is about the most forgiving single-hander around, its traditional shape keeps you clear of the water, whilst the fully battened sail has enough power to drive the relatively heavy hull even on a light day – oh it also turns very easily roll tacking is a delight once mastered! The boat is easy to sail averagely and like most boats which fall into this category, the skill of the helmsman is far more important than perfect settings.

The rig is generally set fairly loose the shrouds should come tight just before the mast reaches the front of the gate when pushed forwards and the forestay the same when the mast is pushed backwards – though this does vary slightly depending on mast manufacturer. There is a wide range of masts from very stiff for heavier sailors (up around 15 stone) to the very bendy for those of us under 12 stone (at least outside the Christmas season!).

The Solo's centreboard is quite large; it is not necessary to push it right down unless the wind is very light. I will sail with the back edge vertical in light airs but when windy the board will be a quarter up even up-wind which reduces the tripping effect and helps keep the boat flat. Also when gybing it is important the board is a quarter to a half lifted so the boat neither trips or luffs violently on the new tack.

Upwind the outhaul should always be pulled tight enough that the bottom of the sail folds, any looser and the sail will be too full to get the boat to point. I try to set the outhaul so that the bottom of the sail will unfold as soon as I hit a reach then leave it alone – though once into planing conditions I do release it a little downwind and re tighten for the beat.

The cunningham is particularly powerful especially with softer rigs, pull it on to open the upper part of the sail when over powered, I like a little tension even on a light day – just to take the wrinkles out of the sail but there are plenty of 'wrinkly' Solo sailors (pun fully intended!) who would opt for no tension at all until sat out.

Unlike most single-handers the kicker is lightly used, when coming from other classes sailors almost always set it too tight, generally considered opinion it to use mainsheet tension to pull the boom down instead. It is essential that the kicker is released almost fully just before bearing away

or gybing, otherwise the boat luffs hard as the sail powers up. The only time much tension is needed is to keep the boom low on a beam reach in a blow; otherwise as it is quite heavy it holds itself down quite well. You can do a rough guide to maximum tension ashore; place your elbow on the transom, pull on the main sheet and when the boom hits your knuckles then that's as low as the boom should ever get!

The traveller is the mystical control in a Solo. Simply the more flexible your rig and the fuller your sail, the more you need to pay attention to the traveller! With a bendy rig and a full sail the traveller is never centred, moving from two inches off centre in light winds to 6 inches off in a gale this means you point lower but should go fast and flat, with a stiffer rig and flatter sail the traveller can be centred in light wind and then eased as you are over powered. As a marker the end of the boom should be above the inside corner of the side tank in light airs and steadily eased – it can be several inches outside the hull in a gale.

This is just a short guide, there are plenty of friendly Solo sailors who are always ready to talk about their craft in the boat park or check out the class website ([www.solosailing.org.uk](http://www.solosailing.org.uk)) and their excellent tuning booklet / DVD!

**A quick reminder to all: if you are the last to leave the club can you please make sure that you have turned off all lights and radiators and locked the doors.**  
Thank you

## Make your own Dinghy Trestle (prop stand).

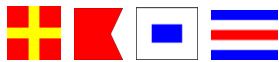
### Introduction

This is a very useful and surprisingly easy to make dinghy park accessory that can be made at home using some scrap bits of wood from the shed and a few inexpensive hand tools. It replaces that pile of old tyres propping up the front of your dinghy with a robust and stable platform that you can rely on.

I used a simple Mitre saw set that you can pick up at any DIY store (or car boot sale) for most of the cutting; most of the other tools needed are in Picture 1.



Picture 1 – The tools you need for this project.



Materials

I sourced most of the wood for my trestle from a couple of pallets and an old double bed base; OK it was a bit scruffy and not all quite straight, but it did the job. However, for the purists amongst you, here is a full wood list:

- 1 Legs- at least 78cm long, 3cm thick and 7cm wide.
- 2 Top- at least 60cm long (mine was 70cm), 4.5cm thick and 10cm wide.
- 3 End pieces (off cuts from legs if possible)-19 cm long.
- 4 Side supports- at least 62cm long, 2cm thick and 8cm wide (mine was 12cm).
- 5 End supports- at least 39cm long, 2cm thick and 8cm wide (mine was 12cm).

Instructions

The key principle here is that all of the pieces of wood are cut at an angle of 70° i.e. the sections can only go together one way. In effect, you are making the trestle from a kit which should ensure it comes out right. The legs, top and side support sections are cut to specific sizes, with the other components cut to fit once the basic structure is assembled. The sizes of the wood used can vary a little e.g. the width of the legs; you just adjust the width of the joint socket to compensate.

1. Making the four legs

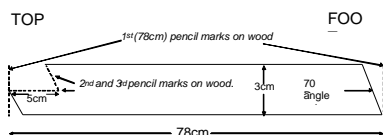


Figure Leg dimensions and cut

- 1 Measure and mark up the wood for 78cm lengths.
- 2 Cut into the leg sections using the Mitre saw set at an angle of 70°, remembering to cut on the inside of the length marks, as in Figure 1.



Picture 2-The 1st cut, note the use of clamps to hold the wood in position, there are a couple more holding the Mitre box to the workbench.

- 1 Mark the centre line of the leg at the top end and then add the 2<sup>nd</sup> (5cm) pencil line as in Figure 1.
- 2 Put the 70° cut end of another leg against the bottom end of the pencil line.

- 3 Now you can easily draw the 3<sup>rd</sup> (70° angle) pencil line as in Figure 1.
- 4 Next, clamp the two legs together on the work bench and saw down the length of the 3<sup>rd</sup> line until you reach the point where it joins the second line (Picture 3).



Picture 3 - The 2nd cut. Note the use of clamps to hold the two legs in position. Hold the side of the saw blade against the 70° angled edge of the top leg while cutting.

- 1 Clamp a leg into the workbench and use a mallet and chisel to remove the excess wood as in Picture 4.



Picture 4 - Remove the waste wood with a chisel (gently does it) cutting away a little at a time. Don't try and chop it all out in one go!

- 2 Then use a rasp file to remove the last of the surplus wood and get a tidy finish to the joint like the one in Picture 5.



Picture 5 - Removing the last of the excess wood with a rasp file, trim away the rough edges for a smooth finish!

2. Cutting out the top

There are two ways of making the top; you can either make the shorter simpler 62cm type with the legs in the four corners or, the slightly more complex 70cm version with the legs set in 4cm from the ends. It is a little more difficult to cut the leg/top joints in the inset version, due to an extra saw cut per joint. However, the extra length does allow the addition of an additional top support to strengthen the structure. Again,

the rasp file comes in handy to remove any wood that is difficult to chisel out.

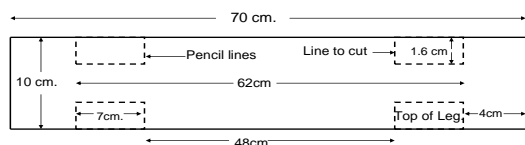


Figure 2. Top/Leg joint dimensions.

- 3 Clamp the wood into the mitre box (set at 90 degrees) and cut to the required length.
- 4 Add the pencil lines for the leg/top joints as in Figure 2.
- 5 Next you have to cut out the wedge-shaped joint where the legs will attach. Cut along the side line of each joint, 1.6cm deep at the top tapering to zero at the base (as in picture 6).



Picture 6 – Cut with either the mitre saw or a Tenon saw like the one shown amongst the tools in Picture 1. The cut is 1.6cm deep on the top edge.

- 6 Use the mallet and chisel to remove as much of the excess wood as possible.
- 7 Use a rasp file to remove the last of the surplus wood and get a smooth finish to the joint like the one in Picture 7.



Picture 7 - Removing the last of the excess wood with a rasp file.

### 3. Side supports and final assembly

- 1 Cut the rectangular side supports to size (62cm long) with the mitre saw set to 90°.
- 2 Next, draw a line across the outside face of each leg 25cm from the foot; this marks where the bottom edge of the side supports will fit.
- 3 Attach each leg with a couple of 5cm nails as in Picture 8 (drill 3mm wide pilot holes for all nails to stop the wood splitting) these will hold the legs in

place but still allow a little adjustment. Once assembly is complete, add a couple of 7.5cm nails to lock the legs in to place.

- 4 Attach the side supports, aligning the ends with the outside of the legs and the bottom edge with the pencil line. This should ensure the legs are “true”.
- 5 Stand up the trestle and check alignment; all four feet should be flat on the floor, adjust by sitting (carefully) on the trestle and wriggling a bit – honestly it works!
- 6 Hold the wood for the end supports in position and mark for length; you should end up with two 70° cuts to make.
- 7 Cut the end supports to size and attach with 5cm nails as before.



Picture 8 – Attach the legs with a couple of 5 cm nails.

- 1 Finally, for the longer model option, hold the wood for the top supports in position and mark for length; you should end up with two 70° cuts to make.
- 2 Cut to size and secure with a couple of 7.5cm nails.
- 3 That’s it; job done, it should now look just like the one in Picture 9.



Picture 9 – Here is one I made earlier. Make sure you soak yours in preservative every year to make it last.

Steve

**Safety boat training days:**

Sat 16<sup>th</sup> May – Safety Boat 1

Sat 18<sup>th</sup> July - Safety Boat 2

## Hypothermia and winter sailing



The weather this winter has certainly been cold, with racing being affected by snow and ice. In these kinds of conditions it is important to make sure that you are dressed correctly and understand the dangers of hypothermia. This can become a real problem in dinghy sailing, especially single handers where the boats are closer to the waterline and crews in double handers where they move around less.

'One of the biggest dangers to sailors is the cold. Only if you wear the correct clothing will you maintain body temperature. If you become too cold, or if you are immersed in water colder than 20°C (68°F), your body will lose heat until you become unconscious and finally die. How long this process takes depends on a number of factors – physical condition, age and bodyweight. The remedy for hypothermia is to get the person out of any wet clothing, and wrap him in insulating layers of clothing and blankets. (A space blanket is ideal and will keep the heat in even if wet.) Give him a sweet warm drink.'

Taken from *The Handbook of Sailing* Bob Bond 1992 (pg 332)

So remember in the winter make sure you wrap up warm and if you feel you are getting too cold, there are always hot cups of tea available in the clubhouse!



## Changes to Racing Rules 2009

### Section C – At Marks and Obstructions

The words are substantially different, but their meaning is substantially the same.

Rule 18 used to cover both marks and obstructions. These are now dealt with by separate rules:

- Rule 18, Mark Room, which has a substantial tactical element, and
- Rule 19, Room to Pass an Obstruction, which is primarily for convenience and safety, and therefore simpler
- The 'Room to Tack at an Obstruction' rule moves from being rule 19 to rule 20, and rules 20, 21 and 22 become 21, 22 and 23
- ***The 'zone' at a mark moves from two to three hull lengths***, although sailing instructions can change this to two or four hull lengths (subject to conditions)

Taken from:

**RACING RULES OF SAILING 2009–2012: GUIDANCE FROM THE RYA MAIN CHANGES THAT AFFECT COMPETITORS AND PROTEST COMMITTEES**

<http://www.rya.org.uk/KnowledgeBase/racingrules/Pages/Guidetothenewracingrules20092012.aspx>

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