



**RUTLAND
SAILING CLUB**



MAY 2014 NEWS UPDATE

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COMMODORE

CLUB GETS NEW F1

RNLI NIGHTSAIL 2014 – New Format

Seniors' Winter Jinks

MUSTO SKIFFS

Open Meeting **Focus Days**

JOHN VICKERS WINS A BOAT

Reminders:

- Don't forget to attach your boat foils as the boat parks will be audited in the next few weeks.
- Please note that all tender parks are being reviewed to please ensure that your tender has a current foil attached.
- Busy weekend – Eric Twiname event on 11/12 May

Club to get
new
Lifeboat

Commodore's Notes

The new 2014 sailing season will soon be upon us in earnest. A few have ventured out over the last couple of weeks, myself included - the hard core have been racing all winter!

Today, 14 April, I got a phone call from Claire in the RSC office, and after all the usual niceties from Claire, "Have you written your report for the Club rag to be published later this month?" Damn. "Well, I am working on it," was my not very convincing reply. "We need it later this week." Double damn, or rather words to that effect. So what is new?

Much has happened in the last few months, most of which I covered in my Report for the AGM that was forwarded to all. Following on from the AGM I can report that Jim Weir retired after 30 years of loyal service as President of RSC. I presented Jim with a framed Club Burgee with the inscription "Sincere thanks for 30 years of service". The following day Council proposed to award Jim Honorary Life Membership, this being the greatest honour we are able to bestow. I have written to Jim to inform him and we will ratify this award at an EGM to be held around October.

Sir Clive Loader was successfully proposed and accepted as our new President. Sir Clive, who is a very busy man, was formally Air Chief Marshal in the RAF and used to fly Harriers, and is now Police Commissioner for Leicestershire. Clive tells me he wants to take a very active role in our Club. We wish him much success in his role and hope to see him sailing. I now have to convince him to buy a Flying Fifteen!

One new suggestion proposed at the AGM was the idea of publishing a Wish List of things/projects the Club would like to do but isn't necessarily in a position to proceed with for various reasons, eg funding. The idea is that members may be in a position to offer help, by way of financial or business experience or through personal contacts.

Two new members were elected to Council. One old hand, Val Millward, is back after a few years off and I have asked if Val could be responsible on behalf of Council for catering. John Laxton, who sails a cruiser, is to oversee all our Club boats and work closely with the Boatswain.

Sailability

"Penny Wake", a new Drascombe long-boat, was donated by The Penny Wake Trust and named at the Boat Show last January by the Princess Royal. The lunch time launch at the Club was followed a reception in the John Merricks training centre, with champagne and canapés enjoyed by many local dignitaries, Sir Clive, Mike Hart (Hambleton Hall fame), the High Sheriff and the Deputy High Sheriff to mention but a few.

Sunday Pursuit Race on 6th April

A windy day! Race Officer David Wilkins ran the day's racing. The first race was a normal Club Sunday morning event, won by Chris Wright and Nikki Hooper in a Flying Fifteen, and this was followed by a pursuit race later in the day, sailed in heavy winds. The pursuit race was won by Val Millward in her Challenger, followed by Graham Hall in another Challenger and then myself and Pete Ashworth in a Flying Fifteen. Afterwards the participants were treated to Pimms and nibbles supplied by the Race Officer and prizes were awarded to many different category winners.

Protest Lecture

On Thursday 10 April after sailing, we were treated to a lecture on protest meetings by Nadina Lincoln. This was a very informative and fun lecture on how to hold and run protests and my thanks go to Nadina for taking the time to visit RSC and share her knowledge. All those present will now be able to chair protest meeting in the future. I have given your names to the office. Don't be surprised if you get a call. Thanks again.

Safety Boat

The Club has recently purchased a fairly new (second hand) Avon sport boat and 20hp outboard for times when we have a shortfall in any rescue craft. As we hold so many events and have to provide much safety cover there are occasions when extra safety boats are needed. The ribs we normally use are owned by the Club but the engines are all leased on full maintenance contracts. The new boat is fully owned by the Club and will only be used for close-to-Club work.

Enjoy your season sailing and enjoy our fantastic facilities at RSC.

Defibrillator

Martin Faigan from The Community Heart Beat Trust, came to RSC last Thursday to give a talk on how to operate the new defibrillator.

In cooperation with Sailability, RSC purchased a new waterproof defibrillator last December and this has been installed at the front of the clubhouse, by the front door. Martin was invited to give a talk on the operation of the equipment. The lounge was packed, without an empty seat, many members travelling to the Club especially for the presentation.

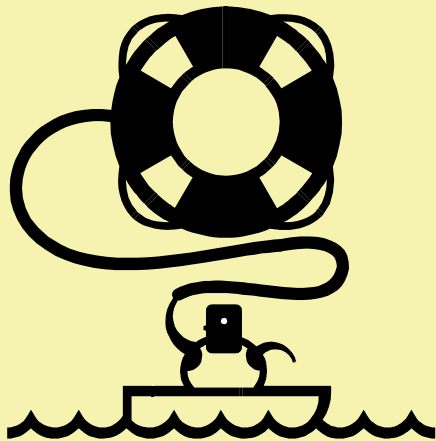
Within minutes of the start of Martin's presentation, everyone was involved in an explanation on the workings of the human heart. The information presented was gripping and all came away with the confidence to (1) recognise a heart attack (2) give CPR and (3) confidently operate the equipment. These machines are fool-proof and hold no fear. There are a number of defibrillators, positioned around the lake at Whitwell Creek, the Fishing Lodge, Egleton and in the village of Edith Weston as well as at Rutland Sailing Club.

In the event of a suspected heart attack, ring 999 and report the situation to the emergency service. They will dispatch a paramedic and they will then inform you of the location of the nearest defibrillator station, and give you the access code. Start giving CPR at a constant rate of about 100 to 120 pumps per minute pressing hard to the chest just above the bottom of the rib cage. Keep this going until paramedics arrive. Send for the defibrillator. Open the box. Attach the electric pads as instructed by the machine and follow the audio instructions.

These pads have to be attached to bare skin. Stand clear and press the button. The machine will then choose what has to be done, either shock to restart the heart or continue CPR.

A fantastic piece of kit. If you get the chance to get along to one of these lectures, please do so. I can recommend it, as it will displace any misgivings and fears. I just hope you never have to actually use the equipment.

Thanks again to Martin.



Life Boat for Rutland Water

Over the last few months and driven by Leicestershire Health and Safety Executive, Derrick Young (RLNI Midland fund-raiser) and I have been negotiating with the RNLI Small Boat Division in Poole, exploring the possibilities of basing an Atlantic 21 inshore life boat at Rutland. The Atlantic 21 is built at the Insure Lifeboat factory in East Cowes. The boat will be manned by a professional safety team of local volunteers. This is a very exciting prospect for the Club and Rutland Water.

As its name suggests, the Atlantic 21 is 21 feet long with twin 70 hp two-stroke outboard engines giving a top speed of 32 knots with a crew of three. Fully loaded she will carry 22 people. The costs are massive, to fit out and build a boat and with the added cost of a boat house/lifeboat station accessible by road.

We have looked at various sites around the water and the best place to build and house the boat is in the west creek to the south of slipway one in sheltered water. Derrick has been looking at raising funds of nearly £250,000. He will be asking members if they could donate £200 each and if anyone would like to donate £50,000 the boat could be named after them. Obviously there will be ongoing costs, crews training and maintenance etc.

I will keep you updated with future plans. Feel free to talk with Derrick.

Nick Clarke, Commodore

“Fingers Crossed” - F1 GBR 8015Y

This time last year, I received an email from a sailor who told me of his plans to retire early and to tour around Europe in his campervan. He was asking if the F1 Class Association would like to have his F1 for free. As Class Secretary I get a number of emails from people with “dreams” and usually hear no more from them, but, this one proved to be different – the owner was really hoping to give us his F1.

The cost of a marina berth on the south coast is so high that the owner had realized that the berthing in his absence would cost more than the boat.

Discussions with Ben at the Sailing School were positive; Council was supportive and so in November 2013 Mark Felton and I took a trailer down to Littlehampton and collected “Fingers Crossed” In the last 25+ years she had seen a bit of life but was in sound condition with some decent sails.

Over the winter we have received donations of spinnakers, blocks, string, an anchor plus woodwork and GRP work from members of the Cruiser Fleet and expect to have our boat antifouled and launched in April.

The boat is on loan to the Sailing School to hire out and to use to teach people to sail and race keel boats. She will race on Thursday evenings and on Sunday if there is an opportunity. We hope that “Fingers Crossed” will be well used in 2014 and in the years to come.

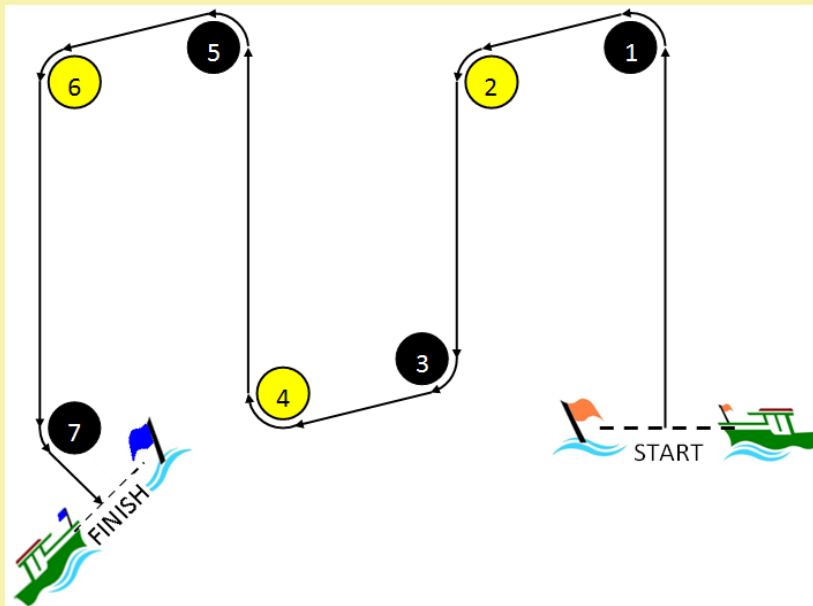
If you are interested in racing keel boats please speak to any of the F1 fleet – we always need more crews. Previous experience is not required.



Nick Bett F1 Apocalypse

The RS Sprints, 12 – 13 April 2014

The Sprint is a format of racing – invented I think by Ralph Tingle – and pioneered by Rutland Sailing Club since 2006.



Each boat sails over a fairly short course from a start committee boat to a finish committee boat passing seven marks on the way. They sail in a small group in competition with up to about 12 boats, so the struggle to get to the next buoy first is intense! The groups change so that every boat in a given class races with every other boat. By the second day, there are gold, silver and bronze groups of similar

ability sailors and the time between first and last boat at the finish is almost tighter than it was at the start!

At the RS Sprint event over the weekend of the 12 and 13 April this year, we had about 80 boats competing (RS100s, 200s, 300s, and 400s). So in each race we had to have 7 starts spaced at 3-minute intervals with up to 12 boats starting each time. (Do the maths!) The idea is that when a boat finishes, it comes round to the start boat and doesn't wait long before the next race – the course length needs to be a few minutes less than the time taken to start all the boats. The start and finish committee boats are almost continuously starting and finishing boats for the whole of the racing. The marklayer can move a mark at any time to ensure the course is optimised – he can't wait until racing stops – because it doesn't! In between rounds of racing, all the points need to be totted up to re-arrange the racers into new groups.

We had the benefit of good weather for the event this year – force 4/5 winds from a constant westerly direction and dry if not too warm. The visitors from around the country were full of praise for the Club and clearly enjoyed the racing. Most of the volunteers on the committee boats had not helped at this event before and they threw themselves in with enthusiasm (and concentration!) to ensure that racing went without a hitch. There are not many clubs that are well organised enough to run events of this complexity in such a professional way. So well done everyone!

John Fothergill

RNLI Night Sail 2014 at RSC, 21/22 June

START TIME: Noon Saturday FINISH TIME: Noon Sunday.

The basic arrangements for the RNLI Night Sail will be as previous years, with a course about 10 miles long set around the lake, similar to the “round the Lake” races.

..... The big change is that the start and finish will be at noon each day, making the event duration 24 hours.

This change does not preclude anyone from sailing the night sail exactly as in previous years. Participants may start, take breaks and change crews at any time during the 24-hour period. Boats are encouraged to come in to pontoons for comfort stops and to change crews. Cruisers are encouraged to have crews of at least four so that crew changes can take place, giving participants a rest break, and more interest for shore-based spectators.

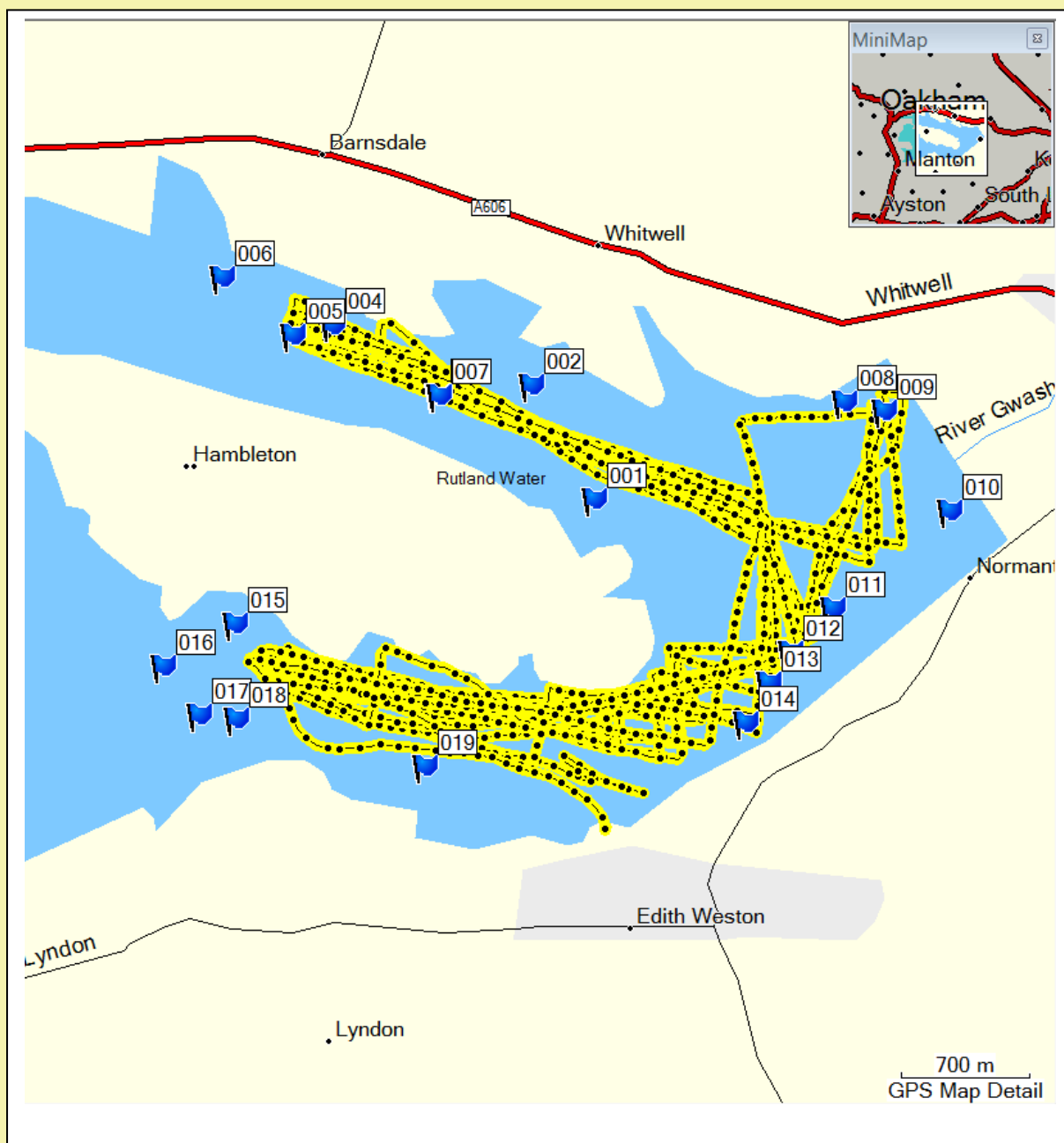
It does allow those who do not want to sail overnight to participate. They can sail Saturday afternoon to evening and/or Sunday morning. This then opens the event to any casual sailors in the Club, whatever their boat, to whom it becomes a “lake-sail in company”. Hopefully this will also increase the fundraising for the RNLI! We also hope that with more boats participating, and more sailors per boat, that this will become very much a social event at the Club. There will be monitoring of the progress of boats from the clubhouse and if there is demand, we will arrange catering throughout the 24-hour period of the event.

This is very much an opportunity for individual sailors to set their own agendas and challenges within the event. Some perhaps would like to do a couple of laps during daylight for the RNLI. Others may want to assemble a cruiser with a second crew and plan to sail the boat through the 24 hours, and perhaps break the 100 miles barrier if there is a good wind. It is possible a cat or a fast asymmetric could sail less than 12 daylight hours and break the 100 miles while still having time at the bar in the evening! You work out your own challenge! Geekiness is cool, and those with their own GPS will be encouraged to record their tracks and keep the event control aware of their progress.

For safety, the restriction on dinghies sailing at night, and the requirements for insurance, navigation lights and VHF radio on boats sailing during the hours of darkness will be as all previous years.

We are still working on the details for the event, but if you are interested in entering, please contact Ian Hill (iah@btinternet.com), and provide your contact details, and your boat type. We will then make sure you are provided with all the right information, and RNLI sponsorship forms. Similarly, we will also need a number of people as shore helpers,

keeping track of the boats sailing, publicising the event, and collecting around the Club. This should be a good social opportunity, especially for non-sailing family of those on the water.



Ian Hill

Members' Wish List

At the recent AGM, it was proposed that members should inform Council about things that they feel could be useful for the Club.

If you have any suggestions, please email the office who will forward them to Council.

Senior Sailors Keep Very Busy During Winter

Seniors Group sailing started this year on Friday the 4 April and has had three good sailing days so far and, as members get their boats ready for the water, our numbers are growing week by week. But what do members of the Seniors Group do during the winter period?

Well, firstly we've an active cycling group who meet at the Club on Thursdays at 10.30 and do a casual but determined circuit of the lake ending up at the clubhouse for a bacon butty and a cuppa and a chat about sailing and life in general. Cycling is a great way to stay fit and keep the weight down, enabling us to more fully enjoy the rigors of the sailing season.

We've also an active volunteer group who help each other with boat repairs and general boat and trailer fettling when the size of the job requires more than one pair of hands. We also undertake work around the boat park and Club grounds in an effort to improve the looks of the area and the facilities available to us.

Over this winter, a section of the boat park was levelled using the spoil taken out from the resurfacing of the entrance to the Club and 60 tons of chippings laid down over it so that those members who berth in that area now have a flat, level and dry surface. An area adjacent to pontoon 1 has been cleared of brambles, weeds and nettles to create a leisure area and a table and chairs placed there for us to rest up and have a cuppa. Some drainage has been improved and a length of the ditch along the rear boundary has been cleared in an attempt to improve the berths in that area.

The Ferry Hut has been given a couple of coats of creosote and the hut at the Club's entrance has had a couple of coats of paint and now looks resplendent in white and green.

Pontoon 1 has had that awful black rubber skirt removed from its sides and new white D fenders and timber replaced all round; so no more ugly black marks to mar your hull when coming alongside. Pontoon 2 has had a third anchor chain attached to hold it in position better and Ben has kindly trained one of our members in the art of keeping it in the optimum position according to the water level.

Both Pontoons 1 and 2 are swept of algae and guano at least once a week to keep the mess down and one of our members has taken this on as a regular task along with the positioning of pontoon 2. However at certain times of year the guano needs sweeping more than once a week so please feel free to have a go yourselves if it looks mucky.

We're all looking forward to an exciting sailing season through this summer and hope to organise picnics in Whitwell and Barnsdale creek and a couple of round the lake cruises as well as our normal Friday jaunts. See you all on Fridays.

Robert Swetman/Bob Smith

Musto Skiff Rutland Open Meeting 22-23 March 2014

Report: Paul Molesworth

Photos: Tim Olin

After the last few weeks of spring conditions, the winds returned for the first Musto Skiff Open of the year at Rutland Sailing Club, held along with the B14 and Cherub fleets.



The fleet of 18 Mustos launched into what looked like great conditions, hoisted the kites and set off downwind to the bottom of the lake. When there and looking back upwind to the shore it was a different picture, although as said before the launch if the boats weren't built for this then they would have put smaller sails on! So, onto the racing, and a test to see who had been training over the winter.

Jamie Hilton led round the windward mark in the first race but was forced to capsize at the bottom of the run when his mainsheet came unspliced, letting Ben Schooling through for a short period before he too went in and leaving Ian Trotter to take the win, followed by Dan Trotter and Richard Stenhouse.

Race 2 saw a slightly depleted fleet as the cold and wind started to take their toll. Richard Stenhouse took the win followed by Ben Schooling and Ian Trotter in Third. The 3rd race again saw Richard Stenhouse followed by Ben Schooling with Kit Stenhouse taking third.

For those remaining, Race 4 saw a monster gust and the whole fleet capsize, even the mighty Sten!

Nigel Walbank held it together best with only one capsize. However, on the last leg, Richard Stenhouse and Ben Schooling managed to get through with an all or nothing approach to the run, this time paying off.

Sunday dawned with similar conditions, but after a good night's sleep and with extra layers on, all were ready.

Race 5 saw Jamie Hilton to the windward mark first and he then bore away and set off, forgetting that we were racing the outer loop. This let Sten through to take the win, while Jamie recovered to a second and Dan Trotter in third.



The last race saw Richard Stenhouse lead the fleet round, followed again by Jamie Hilton and Ian Trotter.

The final scores left Richard Stenhouse the clear winner, followed by Ben Schooling and Paul Molesworth taking third thanks to a consistent set of results.

Many thanks to Rutland Sailing Club for a well-run event and the rescue crews who were never bored. Next event in the calendar is Stokes Bay for the test event to the nationals which are to be held there later in the year.

Full Results:

Rank	Sail No	Helm	Club	R1	R2	R3	R4	R5	R6	Total	Nett	
1st	442	Richard Stenhouse	Rutland	(3)	1	1	1	1	1	8	5	
2nd	487	Ben Schooling	Datchet	(6)	2	2	2	4	5	21	15	
3rd	373	P Molesworth	Datchet	5	9	4	(19 DNC)	5	6	48	29	
4th	369	Kit Stenhouse	Rutland	7	5	3	7	10	(12)	44	32	
5th	200	Ian Trotter	Derwent	1	3	(19 DNC)	19	DNC	7	3	52	33
6th	394	Nigel Walbank	Lymington Town	9	7	5	3	(11)	9	44	33	
7th	384	Stuart Keegan	Datchet	4	6	8	6	(14)	13	51	37	
8th	456	Sergei Samus	Datchet	11	8	(19 DNC)	4	8	8	58	39	

9th 482 Matthew Holden Locks SC (13) 12 6 5 13 4 53 40
10th 444 Jamie Hilton Datchet 14 4 (19 DNC) 19 DNC 2 2 60 41
11th 169 David Annan Grafham 10 11 7 (19 DNC) 9 10 66 47
12th 168 Dan Trotter Derwent 2 (19 DNC) 19 DNC 19 DNC 3 7 69 50
13th 64 Jason Richards Datchet 12 10 (19 DNC) 19 DNC 6 19 DNF 85 66
14th 333 Tim Chapman Rutland 16 (19 DNC) 19 DNC 19 DNC 12 11 96 77
15th 409 Michael Palfreman Stokes Bay 8 (19 DNC) 19 DNC 19 DNC 19 DNC 19 DNC 103 84
16th 33 Andy McKee Rutland 15 (19 DNC) 19 DNC 19 DNC 16 19 DNC 107 88
17th 355 Nick Logan Rutland 17 (19 DNC) 19 DNC 19 DNC 15 19 DNC 108 89
18th 510 Pete Hayward Eastbourne Sovereign 18 (19 DNC) 19 DNC 19 DNC 19 DNC 19 DNC 113 94

First Musto Skiff Focus Day at Rutland

Report: Chris Wright

<https://www.flickr.com/photos/48594582@N05/sets/72157642273453203/>

The Focus day at Rutland was a big success with the help of the Rutland team helping making the day go smoothly.

With five people on the start line for the first Club race, Kit asked if we wanted some quick fire short w/l course and start practice instead. This was a better option for us so the Club racing was left to later in the day and Kit went into multitasking mode, she is now starting to master putting a whistle in her mouth as part of her starting procedure as well as getting good starts herself.

Kit did some talking to the committee boat and just like magic we had three people in a rib and two floating start mark within five minutes, we had about seven quick starts with a one lap race each time with Kit giving advice and help throughout the morning, the last start ended in a long race to the dam in a perfect force 3 wind at temperature about 15°C in sunshine and in mid March?

In the afternoon, Sten came out with us. Kit was with the young Oliver who made a great wigwam on shore and played with toy earth excavator. We did the first Club race as that was requested by most of us but it ended in the normal 100m gaps with little learned but great to be on the water at Rutland. Sten won by chance, two legs in front again - pure chance that.

After the Club Race, we did two hours of five boat training with Sten, covering starting acceleration from still to full power, up and downwind wind boat handling and upwind lane holding in format. We tried boat handling downwind, including sailing slowly with only the main which was hard and ended with a few swims.

The day was great and a very good start to the focus series at Rutland. It just goes to show how someone years ago started the focus format at Rutland in some committee meeting and helped the fleets like the Laser1 and now the MPS fleet as well. Great idea.

Thanks to the people on the rib; Kit and Sten for the informal help again, Nick and Rutland Sailing Club for their hospitality. Sorry I missed Tim, who went for a sail later in the day by himself as he was unwell in the morning with a headache. The total boats on the water were seven, I think. Just myself as visitor at £15 day sailing membership.

Second Musto Skiff Focus Day

Report: Kit Stenhouse

The conditions were blustery, there was a gust of 30 knots in the morning session. We decided do some 3 boat upwind training, and long downwind blasts. Richard Stenhouse, Tim Olin and Pete Hayward were in the rib.



Looking at the downwind photo of Kit, she saw that she could lean her shoulders and upper



back further, and wire lower to drive the boat fast downwind.

Upwind, sailors were over-compensating for the gusts and lulls. Top tip from Richard - focus on the windward flat of the hull upwind, react quickly to changes in direction and strength of wind. You may only have to ease approx 2 cm of main sheet if you react fast. If you react slowly you will need to release an armful of sheet, steer and move your body weight. Staying on the windward flat of the hull is faster. This smooths out the changes because of the apparent wind.



Richard observed from the rib that Kit's sail GBR 369 was too deep and Dave's sail GBR 169 was too flat as seen in the photo above. Both made the boats more difficult to sail. Kit's sail was too powerful and the extra depth is drag, losing top speed. Dave's sail being too flat loses power and height, as there is no return on the leech. A flat sail is hard to feather as it is all or nothing. It turned out his batten tensions were too low.

Dave Annan reported that the main things he got out of the training were:

- 1) I always knew the main sheet stop should be set so that you could only just block to block, but I was underestimating the amount of effort that needs to be used to block to block. Therefore my stop needs to be shorter than I have had it previously.
- 2) Upwind, the boat needs to be sailed on the windward flat of the hull, so a tiny amount of windward heel rather than dead upright.
- 3) The best upwind VMG is achieved by alternating between height and speed every few seconds through small main sheet movements, so you effectively get both.

4) I need to be much fitter to keep up with Kit!!

I'll be trying to put it all into practice at Stokes Bay

Pete Hayward reported:

"From my point of view; a great weekend. I'd planned to be there for both Saturday and Sunday to maximise training opportunities given the trip from Eastbourne. This did mean I was able to make the most of the lighter winds on Saturday to get some useful solo practice in.

Getting the chance to see you more proficient Skiff sailors in heavier conditions on Sunday was very informative. I also picked up loads of tips and things to work on from Sten... plus driving the RIB for Tim's photos was a blast ;-)

In summary; great! Thanks for laying on the session".



Stuart Keegan reported:

"Tim's photos are cracking. Having the rib and a photographer at the weekend was like having a private coach and someone there to catch all of the good moments and bad moments. I learnt the importance of going upwind - having 3 boats to train with was ideal for speed training up wind and comparing pointing vs speed. I also learnt the importance of the correct trim going upwind to prevent the boat slipping sideways by trying to sail the boat as flat as possible while reacting to gusts and predicting what wind will be hitting you next. I always come back from a focus day with areas to improve on which means I can target the areas I need to improve. It's an hour and a half drive to Datchet for me and consequently I get limited time on the water so I must use the time I get productively. I've found training with other boats speeds the learning curve up because everybody can tell you something to try to make things a little bit easier which you don't get when sailing around by yourself."

After the training session we had lunch and joined in Rutland Sailing Club's Pursuit race.

Rutland Member Wins A Boat at the Boat Show!



John Vickers is the lucky winner of a Laser Pico offered at the RYA Dinghy Show held at Alexandra Palace in early March.

The competition was organised by Yachts and Yachting in conjunction with Laser Performance.

John has been a member of RSC for over 30 years and sails his Kinsman K38 "Belinda".

Photo shows Simon Ogden, Laser's Sales Executive, presenting the dinghy at Laser's Headquarters.