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1886



Trent Valley Sailing Club

e-Lion

August 2009

Summer Postcard from Trent Lock



Wish you were here...

In this month's Lion -

- Notes from the Committee
- New - Members Comment
- New - First the Lion, now the Tweet
- Flood defence works by Environment Agency – works on Trent Lane
- North West Norfolk Week NI2 report
- Junior Fleet 2009
- Haynes brothers update
- Don't forget the kill-cord
- Charlie Cup nominations wanted
- Calendar and upcomings

Up Front

From the Honorable Secretary on behalf of the Committee

Sunday Teas

Over the past few weeks it has been pleasing to see a good number of people sitting down at 4pm on Sunday to enjoy afternoon tea at the Club. Sandwiches are freshly prepared by the Steward so please place your order on the list provided (generally it is to be found on the veranda) before the 3pm race. You may, of course, place your order in advance by telephone, text or email – please see Jeanette's Thursday supper notices and emails.

House Rule Reminder

A reminder that the House Rules are displayed on the notice board at the club and must be adhered to by both members and their guests. The Hon. Sec. Can supply you with a copy should you wish. The Committee would like to remind members of the two rules regarding food:

- The Steward has sole catering rights and members should not bring down their own food or use the kitchen unless the steward is not available.
- Meals ordered must be paid for, even if not taken, unless three days notice of cancellation is given.

And of the rule regarding tidiness of the boat park – unfortunately it has been a good year for the grass and some areas are now very untidy.

- All members are responsible for tying down and securing their own boats and for keeping the area around and under their boat tidy. The area should be weed free with the grass kept short.

Next Year's Committee

Two third's of the Committee's year has now passed, so it is time to think about next year. We are a small club, which has its advantages and disadvantages. One of the disadvantages is that the administration workload falls on a small number of members. We have found it increasingly difficult to fill the committee positions and so this year the workload has fallen on an even smaller group. This cannot go on indefinitely (in fact something needs to happen for next year's committee). The Committee runs the club – without a motivated, active Committee the club will eventually fail.

Please help us to run the club and improve the wonderful place that is TVSC. For more information please contact the Hon. Sec.

(Ed note: the September Lion will have a feature on the committee roles and what they involve)

Members Comment

"Variety of course" – a thought for Race Officers of the Day

The permanent bottom buoy has, in the last week, been replaced. It's recent absence though, and the acquisition of the red canister buoys, has presented Race Officers with more opportunity for creativity in setting a course for racing.

More often than not, the course is simply set using the top and bottom marks. Great if there is sufficient wind to pass the scout doldrums, not so great if the winds are light or you are a spectator at the clubhouse with little to watch.

On Sunday 9th August the winds were light and Pat – with the consensus of those sailing – set a triangular course with a top mark shy of the doldrums and another in the canal mouth.

This course gave an entertaining afternoon of competitive sailing for sailors and a spectacle for those on the bank which was warmly commented upon.

So - a small suggestion/request: to think creatively about the course, both for the conditions and for the enjoyment of all club members, not just those on the water?



Do you have a comment or suggestion that you would like to air in the Lion?

Contributions to this feature, letters, articles and pictures the editor please
richard.partridge@trentvalleysc.org

Submission deadline for next issue:
8th September

...and Coming Up

Events and Organisers

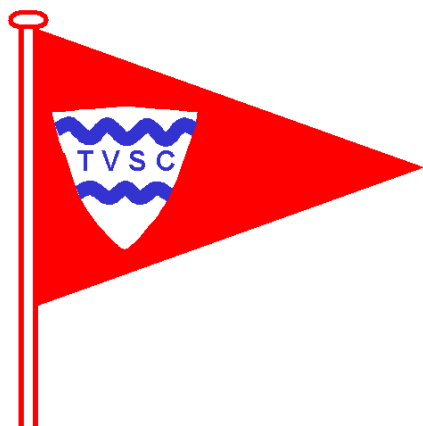
Sat 29 Aug	Late Summer Working Party (ends Mon 31 Aug) <i>See note from James below</i>	J. Clark
Fri 4 Sep	Last Friday Night Junior Sailing	
Mon 07 Sep	General Committee Meeting	R. Sloane
Sat 12 Sep	Autumn RYA training (1) **NB Revised dates**	A. Britton
Sun 13 Sep	N12 Vintage and Four Plank Open Meeting	K. Goddard
Sat 19 Sep	Laser Open Meeting	I. Richardson
Sun 20 Sep	Talk by Mike Haynes on new racing rules during High Tea (4pm approx). Mike will be outlining changes to the rules, so do come along to learn more and ask questions	
Sat 26 Sep	RYA Training (2) Revised date	
Sat 3 Oct	RYA Training (3) Revised date	R. Sloane
Mon 05 Oct	General Committee Meeting	

Racing and Race Officer Duties

Sun 23 Aug		I. Richardson
Thu 27 Aug		P. Ferguson
Sun 30 Aug	<i>NB working party may take precedent</i>	J. Clark
Thu 03 Sep	End of Twilight Series	K. Goddard
Sun 06 Sep	Junior Racing (6)	R. Britton
Sun 13 Sep	Vintage & 4 Plank National 12 Open Meeting - 1100 Start (inc Midland Area Prize giving)	M. Haynes
Sat 19 Sep	Laser Open Meeting - 1100 Start	R. Sloane
Sun 20 Sep		I. Norman
Sun 27 Sep		P. Terry

RYA Autumn Training Dates

Dates for this autumn's training have been adjusted from those published in the Calendar – see dates above. If you have friends, relatives or colleagues who have expressed an interest in your hobby then please, do encourage them to get in touch and sign up!



August Bank Holiday Weekend Working Party

29th – 31st August

As you all may know there is a work party taking place over the bank holiday weekend with the intention of removing the leaking glass roof and replacing with new glass units. Anyone wanting to help with this and other tasks, of which there are many, please email james.clark@trentvalleysc.org and let us know what time you can spare over the weekend. (all help welcome) so that we can sort the catering especially those planning on stopping over night.

Cheers

James

TVSC Junior Fleet 2009

James Clarke



Junior fleet is proving to have another successful season with 30 junior members joining in addition to existing members children. This has meant that with high turn outs before the school holidays there has been pressure on sufficient boats being available for our needs and indeed sufficient qualified instructors to meet RYA guidelines. Fortunately we have always managed to get everyone on the water. With help from not only parents but from new members Sam Lawman and Phil Lee who both have attended unstintingly throughout the season. With regular help from Pete and Guy Browne and Roger and Ali Britton all working under Angela's

guidance we have managed to keep everyone afloat!

It was clear from last year that we need more boats. At the end of last season a laser Pico was purchased and has proven to be popular especially with the Terry family. Many of the younger members are

keen to sail with others rather than alone so a suitable 2 person boat such as a Pico easily fills this role. We have recently purchased a second Pico for this reason from the old Sunsail fleet and 3 old RYA training optimists (previously seen at many junior camps) have also joined the fleet. An extra topper hull has also been acquired from Ogston

sailing club for a small donation to their favoured charity Sail 4 Cancer this was made in no small part to Lewis' love life and Angela's negotiating skills. This extra hull has enabled us to keep our now ailing topper fleet going over the season.

It has been enjoyable to see junior members progress and gain confidence throughout the season improving their skills and showing great enthusiasm for sailing. Some junior members have also made the leap to Merlin crewing on Sundays. Friday evenings have quickly become the busiest event at Trent Valley. A senior member recently visited the club on a Friday evening and remarked how busy it was, (it was actually the least attended evening of



the season as it was the first week of the school holidays). The continued success of the junior fleet can only be of benefit for the future of club.

The end of the junior season heads for a finale on Saturday 5th September with the junior fleet regatta.

(Ed note: the enormous success of these sessions was a motivating factor in the committee's decision to invest in a third safety boat over the winter. It's a sight to behold them all on the water!)



TVSC N12's on Tour: North West Norfolk Week from (nearly) the back of the fleet

Paul Turner

(Or "The week we went to Norfolk with a 40 year old wooden clinker vintage N12 to celebrate their 60th anniversary – and we didn't break anything, capsize or come last!") The usual proper" who won what" reports are at:

http://www.national12.org/events/2009/north_west_norfolk_week.shtml and

<http://www.norfolkweek.co.uk/pdf/norfolk%20week%20report%2009.pdf> (where we actually got a mention as the first (and last) vintage yot). This is the alternative report with no punches pulled!

The pre-NWNW warm-up didn't go well this year. Having come second at Welland with the new Aardspars carbon mast on Perfect Kiss N3157, the fitting of the new mast ram totally bxxgxrxd up the whole rig and we were beaten into last place at TVSC by the entire handicap fleet. A day off to drive to Bristol to collect N2399 (the) Mr Jones for the "Turner Collection" of odd and classic National 12s meant I didn't have time to sort out the Microclipper so N2487 Dolly Daydream (China Doll design) was pressed into service. And then the Volvo failed its MOT on the Thursday, so instead of leaving at 13:00 on Friday we (that is Paul Turner (PT) and Christine Marshall (CM)) set out at 18:30 and finally arrived at TeamTrentValley HQ at Burnham Market (BM) at 21:00 to be greeted by David Peacock (DP) and Tricia Wood (TW) N3524 and Tim Gatti (TG) and son Seb (SB) N3227 – and a meal (with obligatory wine and beer for medicinal purposes only!)

Saturday: Hunstanton – the forecast seemed to be pretty gloomy for the week ahead but the day dawned dry and breezy. And when we saw the list of N12s it looked more like a Burton Week entry! There were the usual well organised two races in the afternoon and we followed the main fleet round in the company of TG, Dave Borrett, Dirk Bougard and Ben Harris; we lost Radical Edward in the first race with major centreboard failure but everyone else seemed to be present and correct at the end of the second. Whilst the girls cooked up the evening meal, Dave and I sloped off to the Jolly Sailor to meet Nigel Playford (NP) and daughter Hannah, to be joined by Paul Pelling.

Sunday: Hunstanton – for the first race the sea was a bit lumpy and the wind went down for the second;

same suspects at the back of the fleet after 2 general recalls. We saw Marcus Ingram, ex N12 sailor from Up River, crack the mast on his Phantom before the



second race, and we lost Dave Borrett for the remainder of the week to family commitments and gear failure. As it was DP's birthday (but not a significant one) we went to the White Horse in Brancaster for a splendid evening meal.

Monday: Kings Lynn (KL) – Having been searching all day Sunday for TW's sun cream it was found – in the freezer! Breakfast was spent comparing injuries and scars, betting on when SG would finally appear (lunchtime) and hearing all about TG's thespian career. After some serious bimbbling of TG's boat, he and NP headed off to KL, whilst the rest of us welcomed former TVSC member Anja Newman and her 2yo daughter Eleanor to TTVHQ – Anja spoke to El in German to ensure that she, like herself, would be multilingual. Despite his allergy to "brats" PT actually found El to be "quite endearing"! The lads returned after 22:00 with tales of daring do and deep horrid mud.

Tuesday: Wells – we had a lazy morning and trotted off to Wells for the evening race which was quite breezy with various casualties including Ian Gore's mast plus DP and Patrick Elcombe(PE) breaking/losing their rudders. Our battle was with the usual tail enders but it was a jolly race (nearly capsized on the gibe mark, but as the crew was up to her usual athletic standard, we didn't!) and back to TTVHQ for a veggie lasagne per Anja. We were slightly perplexed as our other house guest had disappeared without trace. The house was searched from top to bottom without success but someone remembered NP muttering about a game of Bridge at 8.00 in Oxford, or was it Cambridge?

Wednesday: Wells – up at 04:15 to a dry sunny and windless morning. We had a much better race finishing just behind the Pie Boys and PE who got us at the last mark. Discovered that we were not the only ones to have had several incidents with a grumpy blue Albxcrx who couldn't understand the port/starboard rules! The general feeling on the N12 fleet was that perhaps the

race was one lap too long, but we got value for money! It was hard work getting back into Wells against the ebb tide.

And the feedback from the first few days was that we discovered that we were the boat to beat – in that no one wanted to finish behind the only vintage N12 there! The cheery man in the other Albacore did hail us loudly to express his view “that’s what a National 12 should look like – a well preserved garden shed” – I think he was being complimentary. The day was rounded off by a jolly pleasant BBQ at Up River’s team HQ; our thanks to them for their kind hospitality and good company.

Thursday: Blakeney – another very early start. Sailing out to the start line the water was red in places with millions of ladybirds – very odd. The wind kept changing resulting in three pre-start course changes. The actual course was “interesting” and “challenging” (more like “dxmn quirky” per the crew) – a beat from the start line to the windward mark where we turned right onto a reach to the next mark, where we turned right again to reach back to the previous mark to turn right again (through the next fleet who were also turning right to go to the mark we had just come from) to head off on a run – as the wind died! Seeing PE heading off to the starboard/land side of the course and everyone else off to the port/ seaward side, we headed off after PE, arrived much later at the leeward mark with the single hander fleet, and were amazed to be in the company of Meds and Tom Stewart who got past us on the final short beat to the finish. Scored an amazing 7th with a probably unseemly cheer from our boat as we crossed the line – but hey, forgive us, we are rarely that far up the fleet! And TG was 9th!

Thursday: Burnham Overy Staithe - The stalwarts sailed the Jenny Lee race that evening (a bit too late and cold for us!) with a splendid reception and prize giving at the race officer’s house afterwards. The full report is at:

<http://www.Overystaithesc.org.uk/results09.php#jlee>

but there is no mention of Vince Phillips; I am sure that he was there with Fiona sailing their vintage Whisper?



Burnham, photo ©Clare Hunter

Friday: Snettisham – early morning call at 05:00 and DP wasn’t going to sail; he will deny this vigorously! However, when he realised the rest of us were keen and raring to go, he ventured outside to check the wind and had a re-think. It was hissing it down as we left BM but the rain relented, the wind got up, and we had two jolly fine races (despite another general recall in the second). We couldn’t wait to feed that evening, so we called in at the Jolly Sailor for a quick meal before off to Snett for the final evenings’ entertainment. Two live bands and excellent fireworks rounded off one of the best NWNWs for many years. Incidentally, the second band was asked to play something suitable just before the fireworks – so they played “Smoke on the Water”! And the teenagers were seen to be suitably embarrassed by the over 42’s “rocking on” to the Stones, Lynyrd Skynyrd, Deep Purple etc.

And here’s dedication (or insanity) for you! TG disappeared at 11:15 Friday morning to drive to Bradford to drop off his Baggy, then to Yeadon to collect N341 (a ribbed N12), drove back to BM arriving at 00:50 Saturday morning for a quick zizz and then set off that morning for Wroxham for the Vintage N12 weekend but only after one of the neighbours had reversed into TG’s pride and joy! The boat cover and the car came off worst – they knew how to build boats in them days!

Observations:

1. Many would have liked the prize-givings to be held much sooner after the races but it transpired that David Baddeley was having various problems with the results software – so he was forgiven especially as he had worked so hard before and during the week.
2. Perhaps next year’s opening briefing should include a reminder that the sailing is for fun and enjoyment, which can be spoiled by bad

manners on the water – and the rules are there for everyone’s safety! We witnessed, or were innocently involved in, several blatant incidents where penalties should have been taken, but sadly weren’t. Yes, we could (and perhaps should) have protested, but it is a holiday sailing week.

The great thing about NWNW is the catching up with old sailing friends; most of the regulars were there and various N12 peeps appeared during the week including Suzy Sallis, Ann Peebles and John Holtum, plus we may just have tempted Hugh and Alison Ambery back into vintage N12s with the promise to loan them N2020 (the original Starfish) for the TVSC Vintage Open on 13th September!

And on a lighter note, for entertainment value, TTVHQ has decided to inaugurate **The SCHNULLER AWARD for N12s** – “dummy” in German (suggested by Anja & Eleanor Newman with grateful thanks to them for raising the cultural diversity at TTVHQ at BM 2009). Nominations so far are:

1. **Tim Gatti** – asking Seb to jump out to hold boat at KL not realising that the water was over 5 feet deep; crew disappeared briefly! TG then jumped out his side and slipped under the boat in the mud.
2. **David Peacock** – over-cooking the roll tacking at Wells after the race and capsizing in zero wind; had to be rescued.

Please forward any other nominations for all those incidents that carry the “DER” factor to me at paul@alverbanksails.co.uk for consideration. The presentation of the award will not be announced, but sprung on the unsuspecting winner/victim at a suitability embarrassingly large N12 event!

AND FINALLY – many thanks to all the **NWNSA** team and to the **Clubs** involved for all the hard work that so many people put in to make the 60th Anniversary a huge success – and we will be back next year!

Paul Turner N2487 Dolly Daydream (crewed by Christine Marshall) Trent Valley

TVSC and web 2.0..!



Do you tweet? Do your friends? If so, be sure to follow

TVSC_sailing

http://twitter.com/TVSC_sailing

TVSC is also on
facebook

Search for ‘Trent Valley Sailing Club’ and become a ‘fan’ or go direct to

<http://www.facebook.com/home.php?#/pages/Trent-Valley-Sailing-Club/158520645872?ref=nf>

What do you think?

Thoughts to The Lion please

TVSC youth fleet: Ben and Joshua Haynes update

Earlier in the year we reported on the boys progress and their plans to sail in the Dutch Easter Open Invitation Optimist International. They didn't do anything that remarkable at this event but they did have a great time and enjoyed their first taste of international sailing. Dad Mike had to sort complicated logistics to get them both there and back with boats – I've not managed to persuade him to do a feature on that yet



Ben Hayes at this year's IOCA Optimist Selection Trials event at Weymouth

During August Ben and Joshua will be sailing in the Optimist UK Nationals in Largs and the Irish Nationals in Dun Laoghaire, where Joshua has been invited to compete as one of the Junior UK IOCA Team GB members in the Gold Junior Fleet (Ben is entering as an independent GB sailor too but in the Gold Senior Fleet – IOCA don't enter a Senior Team).

Currently they are both doing well representing TVSC in the Derbyshire Youth Sailing Series.

After six events in the ten event series they are in overall 2nd and 4th places with Ben on 12 points and Joshua on 10 points after discards. Ben won the event at Combs and came second at Glossop while Joshua has three second places and a 4th in the events he has attended this year. This puts Ben in with an excellent chance of defending his Intermediate Champion Title – the Ben Ainslie Trophy and Josh of achieving the triple for the Junior Champion Title – the Ellen MacArthur Trophy.



Joshua at the 2008 Grafham Inlands

Why you should always wear a kill-cord when operating the club safety boats...

Richard Partridge

Always wear a kill-cord when you are using a motor boat, that's one of the essential rules covered in the RYA Power Boat training course. For those of you who don't use the TVSC safety boats, the 'kill-cord' is attached at one end to the pilot (round the wrist or leg) with the other attached to a switch on the engine. If the pilot falls out of the boat for whatever reason, the engine is immediately cut.

A reminder – if you needed one – of the dangers of not using a kill-cord can be seen on a You Tube video recently posted by *mrbuffalobilly*.

The title of the clip says it all: said 'idiot' is ripping up the Broads in his little inflatable. Doing a sharp turn across the bows of a cruiser he falls out of his craft which then hurtles round in circles on full throttle as he tries to swim after it. You can see the resulting mayhem in these still frames.

Fortunately he doesn't catch it – he clearly hasn't though through the implications of catching up with an outboard motor propeller spinning on full tilt...

The full video can be seen at

<http://www.youtube.com/watch?v=2m3Po3nVWIo4>



Charlie Cup Nominations

The Lion would like to hear **your** nominations for this year's "Charlies".

What have **you** been witness to so far this year? Rumours from the molehill heard so far include:

- The Flag Officer who free-dived off the fishing platform whilst wrestling the bottom buoy ballast out of the water
- A Committee member who didn't put a stop knot in the end of his Laser main sheet
- The Laser of a club member who resides very close to the club sailing off on its own downriver
- The member who lost his trousers at the Summer Ball

Spills the beans to the usual email address, let's keep track of those Charlie moments for this year's award in October

More news from the Environment Agency on flood defence works

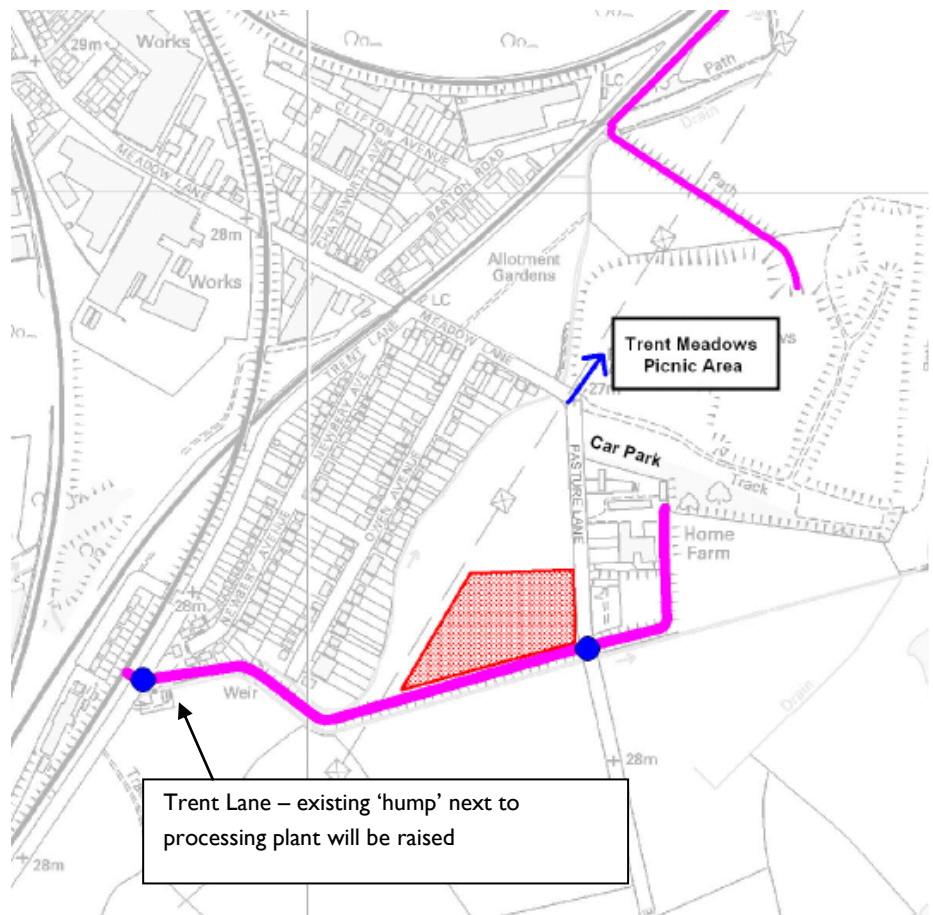
Richard Partridge

Following news in last month's Lion about works in Sawley, the Commodore has received correspondence from the Environment Agency about works that will shortly take place from Trent Lane westwards. The following is taken from that correspondence:

"I have attached a plan showing the locations of the works around the Trent Meadows Picnic Area including the construction access. The works around the Picnic Area will primarily involve raising the existing flood banks to a level which will prevent flooding from a 1 in 100 year flood event.

The main site compound and construction access will be in place from now until January 2010. The plan also shows where temporary road closures of Pasture Lane and Trent Lane are required as part of the works (blue spots). The dates of these closures will be advertised at least 2 weeks before the closure by a press release and signs will be installed. For your information however, the Trent Lane closure is currently scheduled for the end of November but there is a possibility it could be brought forward to September. It should only be for one day, the date of which I will provide you with when this is confirmed. Pasture Lane is due to be closed for one day as well, and this should be in the first week of September.

We recognise that this work may cause inconvenience to the Trent Valley Sailing Club and apologise for this. However, the works are essential to reduce the flood risk to Nottingham and Long Eaton"



The Trent Lane closure and level raising are where the road presently 'humps' next to the processing plant. The purple line shows the route of the defence works with the construction compound in red.

These proposals were discussed at the August TVSC Committee Meeting. It was agreed that more information should be sought from the Agency as to the height of these new defences, specifically how high the defence level will be in relation to the height of our own club buildings so that we can assess what impact the new levels will have on club premises during floods.

