

# e-Lion

## July 2009

**Welcome to a bumper issue! This month**

- The Lion puts on its black tie for the Summer Ball
- June Working Party photos
- Flood defence works by Environment Agency – details of local road closures during August
- TVSC'ers 'on tour' – Bourne End part II and Blakeney Classic & Vintage Open



This month's issue is dedicated to the hard working members and volunteers who keep TVSC going by giving up their time to train new recruits, run kids sailing, make repairs, put up marquees, run the bar and a hundred and one other selfless tasks.

Incidentally, **are you Race Officer in the next month?** Do check – details on the back page and in the fixtures list

# TVSC on Tour: Bourne End Week 23-26 May 2009

*Part Deux – Team TVSC on the water*

James Clarke



*We rejoin the tale of Team TVSC at Bourne End Week...*

On day one of racing at Bourne End, the starts are a little closer together than the rest of the week to give all those arriving on Saturday time to rig and cross the railway. With the wind from the south east the race officer, in his wisdom, decided that he would use a downstream from the west end of the club field beating down to the home buoy, (they use 4 buoys: Home, nearest the club house, Short course, medium and long course - all in different places each day), which was placed amongst some trees on the Berkshire bank and Marina moorings on the Buckinghamshire Bank. Needless to say that there was not any wind at the mark. As a consequence we watched the merlins all reach the mark at pretty much the same time and stall around the mark and then a lot of typical merlin shouting trying to get back upstream. The Brownes made what was a best described as an average start, however, by picking the right side of the river they were all of a sudden in the leading group. We were quite impressed by Guy's excellent performance in the first race and thought we would follow the same

plan an hour later. As fleets of wayfarers, international I4s, OKs, fireflies and various others all took their turn and the wind became lighter and lighter more and more boats seemed to accumulate at the home mark.

As we crossed the river in Corah the water taxi surrounded by other crews, we were dressed in our Trent Valley "Luff'em and leave'm" tee shirts and caps I thought at least we look like a team and thought the others would think we were a well drilled crew. The truth being we had only had only sailed together as a team the previous Sunday.



The river had become covered by craft and we had to pick our moment carefully to slip the moorings as boats picking channels on either side of the rater mooring buoys. As 12 raters were milling up and down the start line trying to avoid other boats coming back upstream we thought we had completely missed the start with other boats getting a good few lengths start on us only to be called as being over the line which at the time we could not believe, only later did we spot that boat 15 only had numbers on one side of the sail and 15 through the sail looks like 21! Never the less we cleared the line and started from the back, but as with the Brownes by picking the right side of the river back up from the home mark and negotiating what now seemed to be the whole fleet floundering at the bottom mark we managed to pick up least 4 places. Unfortunately we

managed to lose these places on the next run back down when we did not put in a gybe before the before the last mark and came to a stop in a dying wind yards from the mark pushing us back to the rear of the field. This was the only race which used this course. The race officer changed the course to an upstream start with home buoy being just in front of the start line. This meant that at the time of the next rater start coincided with a rather tight wayfarer finish, which yet more congestion and shouting!



By the second day we realised we were not going to be up with leaders although we were measuring ourselves against the boats around us, namely Tara, Vanessa and Wings and latterly Dainty Too who were not ready to sail until after the first two days. With the winds being forecast light for the first three days we were struggling to keep up with field. We took some advice from Martin and the “Spindrift” crew which meant us putting on at least 15 stone as they reckoned on having at least 50 stone of crew in the boat even in light winds. We discussed various ways of doing this from eating and drinking

copious amounts of beer to lead lined buoyancy aids. None of which we thought were going to be achievable or practical. The purpose of all the weight is to allow us to heel the boat until not only are gunwales are in the water but all three crew have to get their rear ends in the water before simultaneously mountaineering across the boat. We tried this and soon realised why 50 stone is required. By the end of the third day we had got some semblance of teamwork going with us developing a mountaineering technique of climbing up the wind side of the boat with some synchronicity and constant reminders to Roger of “Roger the runner!” as went through the tack as he quite often forgot to release the leeward backstay which in any sort of wind would result at the very least a capsize *Roger the runner!!!* From John and I.

The second race on the third day had a very pleasing end as passed 2 boats by gybing at the right time as we approached the finished line. This was countered by a poor start in the morning when at the start we ended up beached on the far bank at the start as although quite wide shallows extend quite far out into the river. This resulted in John jumping out whilst Roger and I levered up the centre board from the river bed. Fortunately this time we did not lose too much time on the rest of the fleet.

On the fourth day both Angela and Anne had left the boys to it as the weather turned, I think they knew it was coming! The wind had steadily increased. This meant the starts became somewhat fraught with 13 raters constantly reaching across the river causing at least one collision at speed. This was our best start up the Buckinghamshire clubside bank with getting away third only for a general recall to sound. At the restart we again ended up on the Berkshire side again beached in the shallows. This time with more wind the whole weight of the boat being on the rudder we had to quickly turn the boat over

to get ourselves out of trouble. Although we did cause some minor damage to the rudder nothing three engineers couldn't fix. We were left some distance behind the fleet. With Roger's infectious encouragement we did gain on the fleet and by the start of the second lap we had Tara in our sights. Suddenly we could see them bailing out frantically this spurred us on and by the long mark we were right on their tails. We saw our chance to do a quick gybe and pass them coming out of the mark. The teamwork was spot on we had a tighter line on the exit of the turn but as the boom swung across there was an almighty crack. The boom had snapped at the kicker joint. Immediately John directed Roger to pull out the mainsheet from the blocks as he detached the boom from clew of the sail. Although behind Tara we were still windward of her so by sailing just on the jib we still managed to shield the wind from her. Within a hundred yards the mainsheet was attached directly to clew of the sail and Roger was lying on the deck behind the rudder controlling the main on the long run back to the finish. Although we did not quite pass Tara we managed to keep close behind her. After the race we thought that was it for the week. When got back to the club and were consoled by the other crews Martin Cullen helm of Kingfisher said that he could fix it over night as he happened to own a boat yard and a oven for carbon fibre. Another voice piped up from the back saying he could do better than that he had an old aluminium boom in the boatshed which we wiped cobwebs off did a few modifications over lunchtime and set for the afternoon race.

By this time the wind had increased somewhat and was set to steadily increase throughout the afternoon. As the last race of series we knew we need to finish in front of Tara to beat her in the series. The afternoon race we were well placed in the field in front of some of the boats who had always in front of us in lighter winds including Tara. As we returned down to the club on the

first lap I can remember saying to John that it was perhaps time to gybe as the jib was starting to back just as huge gust came through and knocked us right over. The only way to right the boat was for all 3 of us to climb on the centre board in a line holding onto the waist of the other. From here we could see that two others had capsized downstream of us and yes one of them was Tara so we knew we wanted to finish. We eventually righted the boat but only two of us were in the boat at the time. I was left treading water as John and Roger reached across the river. Champagne then came hurtling towards me John turned it up wind and I grabbed the shrouds and was yanked up onto the deck. As we rounded the home mark we could see the other capsized boats were to retire and we could hear applause and shouts of, "Go Champagne" from the bank and the patrol boats. We completed the course and were congratulated on finishing the race. As it seems raters generally retire after a capsize.

On the final day we decided that with 38 MPH winds forecast for the Queen's cup we decided not to complete along with four other boats. The 38MPH wind did not materialise but it was a grand sight to see so many large boats beating up river so close together. As John said at the time "You can't bottle that!"



*More information on the Rater Association and this class can be found on the Thames Sailing Club web site:*

**[www.thamessailingclub.co.uk/E7E9E/Raters.aspx](http://www.thamessailingclub.co.uk/E7E9E/Raters.aspx)**

# TVSC on Tour: Blakeney Classic and Vintage Open

Andy Hunter



Poor wind was predicted for Saturday improving for Sunday. In truth this included thick fog for Saturday with less wind on Sunday, but clearer.



I 156 Phantom Brian Willmott with Andrew Lakin and 1092 Mirage Andy Hunter with Chris Shaw attended the Blakeney 14 Open. The entry consisted of ten 14's from Weymouth, Rickmansworth, Trent Valley and Blakeney. Also included were three larger vintage 16's.

Blakeney Sailing Club was established in 1939, but has only had club facilities for the last 8 years in a small building on the sea front. Boats are stored on an ad hoc basis in a parish boat park near the creek.

The spring high tide was the date as normal, but this year the water didn't make it across the car park let alone up the road. Previous years we've gloated with the locals who leave the pubs and hotel to watch the odd car that gets left and consequently flooded.

Accommodation was just outside the boat park in the National Trust Car park. This is also along side a massive reed bed which is home to lots of bird life.

(Ask Brian to describe the Marsh Harries after a pint).

An over-indulgent first evening meant Phantoms crew was first to retire, but to my disappointment this left him with a clearer head than my own.

I was first in the water ready to beat up the creek against the fast incoming tide, but cautiously let an eager Brian go first. It was inevitable, after the first tack Phantom drifted backwards in a pirouetting fashion back towards the town.

All boats were towed out to the harbour and left within sight of the committee boat, the first mark was not visible, but I guessed we'd beat to windward till we could see it. Wind and visibility improved slightly as racing began. Mirage started last (as in all races!), but with enough course it was possible to make progress or make mistakes. On one careful run we took 3 clumsy boats wobbling and playing with kites which put us behind Phantom. We were making progress but the race was shortened finishing 5<sup>th</sup> and 6<sup>th</sup>. Second race the wind picked up making the use of a kite beneficial. Phantom has a very successful kite run taking 3 boats making 2<sup>nd</sup> place to the second mark. I was battling against 2 other boats in a spinnaker reach, making the mistake of going down wind and losing out, we kept a tight group and all lost

out to the front group finishing in 8th. Phantom lost it's lead slightly finishing in 4<sup>th</sup> place.

Sunday was a similar arrangement to the start, kites would have been a hindrance with the lack of wind, but we had a good clear view of the harbour. A different race officer and a lack of 16's made a clumsy start with half the fleet not realizing the race had started. I made some good progress and didn't lose a place, my jib tuning training from a discussion in the pub the previous evening left the teacher clearly behind. A steady race with no surprises left me in 5<sup>th</sup> place behind Phantom in 4<sup>th</sup> again!

In the last race I followed the tactics of the winner and started at the opposite end of the line, this eventually ended up with a starboard call and me losing out and being last to the first mark. I made steady progress until spotting the end of line mark too late and becoming entangled on it with little wind for the turns.

With out seeing the final results we are guessing out of 10 boats Phantom came 4<sup>th</sup> or 5<sup>th</sup> and Mirage came 6<sup>th</sup> or 7<sup>th</sup>. Next race the POW cup in September at Restronguet Falmouth.

*More details about Blakeney can be found at [www.blakeney sailing.co.uk](http://www.blakeney sailing.co.uk)*



# June Working Party Weekend & Social Evening

It's no secret that property needs regular upkeep,



Woodworm damage in the joists above the gents bunkrooms in the area below the kitchen chiller had been identified as quite serious. Some attempts to brace the joists with iron angle were made when the flooring was replaced a few years ago (see photos above and bottom

particularly if that property is a 100 year old wooden clubhouse.

There are no shortage of jobs to be done at the club, some of them quite serious in terms of the fabric of the building. More work will be carried out over the August Bank Holiday when the glass roof of the saloon is being replaced by volunteers.

The June 20<sup>th</sup> working party carried out work on three ongoing projects: treatment of woodworm, landscaping of the Swordfish ramp/scout boat park and repairs to the wooden jetty.

left), but clearly more work was required to re-enforce the joists and to chemically treat woodwork throughout.



Evidence of woodworm



Clearing the middle ceiling void

Roger and Rob cleared an unpleasant amount of detritus from the ceiling space (including a mummified rat).



*More clearing prior to chemical treatment*

With the decks (?) clear, both then donned their chemical warfare attire to bravely tackle the woodworm treatment.



*TVSC's Crack Chemical Warfare Unit*

Once the chemical treatment had taken place, the joist/rafters were then reinforced with a sandwich of construction ply.



*Roger's anti-gravity device came in handy when dealing with the joist re-enforcement. Look at those beautiful bolts...*

Out in the fresh air, several ground improvements were carried out. Beneath the clubhouse, Lorna did an excellent job of weeding and Doreen re-blacked the concrete staging (nicely tying in the concreting that was carried out during the last working party).



Dave, Richard and Steve worked on renewal of rotten sections of the wooden landing stage. The original plan had been to clear out weeds and silt from beneath the upstream section, but it quickly became clear that the decking was in need of complete replacement. This particular section was not replaced when the rest of the jetty was re-planked a few years ago.

Fortunately our friendly timber merchant was able to oblige and John managed to borrow their lorry and avoid getting snarled up in the Long Eaton carnival to deliver exactly what was needed, just as it was

required. Rumours that the new deck is for Flag Officers use only have yet to be substantiated...



**Old staging is removed and replaced with tanilised decking**



Meanwhile, James Paul and Phil worked on landscaping the Swordfish ramp and river edge (*right*)



**Our experienced team can deal with all your decking and patio needs...**



**...including landscape gardening. There's lovely!**

## Evening Fun

The evening saw a relaxed (if a little windy and cool) barbeque with a number of other club members and friends joining the party. With a number of members making a weekend of it, Saturday evening drew inevitably into Saturday night and a procession of new and traditional TVSC saloon games.

First came the hoola hoop competition with a breakaway skipping faction that de-camped to the front lawn out of respect of the saloon floor (we're not sure exactly what went on out there but there was much hilarity)



*Hula action*



Fuelled by hula adrenaline, the TVSC Bottle Walking gauntlet was thrown down and a number of members were initiated into this clubhouse saloon tradition.

**Bottle Walking** If you've never tried it, here's how it's done (don't try this at home):

*Start with your back and heels against the pillar facing the fireplace with an empty beer bottle in each hand.*

*The object of the exercise is to 'walk' forward using only your hands and to place one of the bottles as far as you can and walk back to an upright position.*

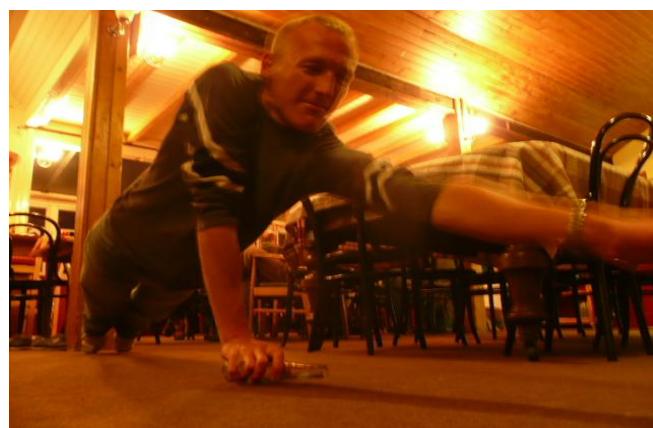
*You can only touch the floor with the bottles (one bottle on the way back) and both feet must remain in contact with*

*the floor. Sounds simple? Chris Shaw and John Richardson show how it's done:*

*Back against the pillar, feet together. Knees drop and hands walk out gripping the bottles*



*Chris here at full stretch (note toes still touching the ground) with a reverse shot of John performing the same action*

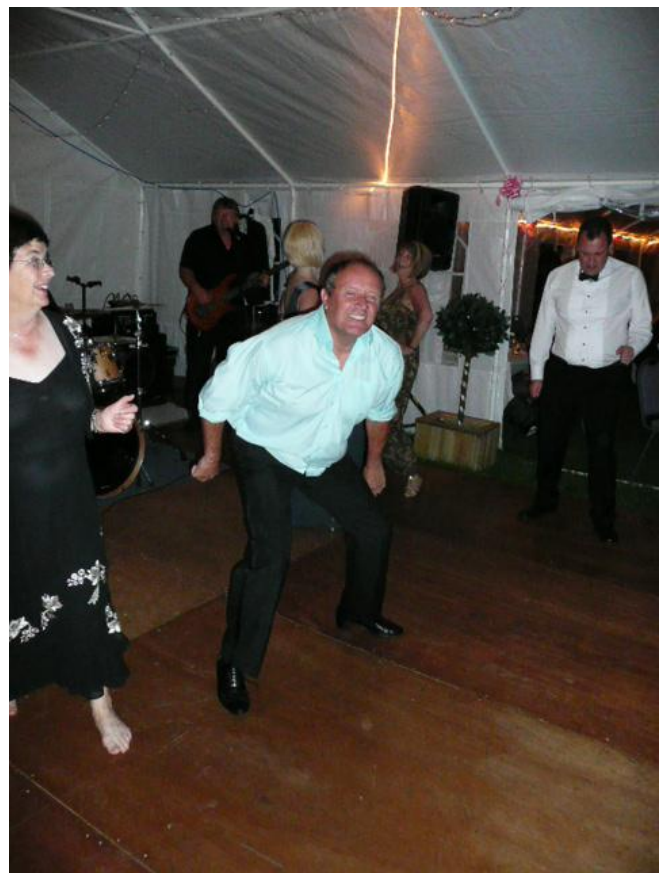
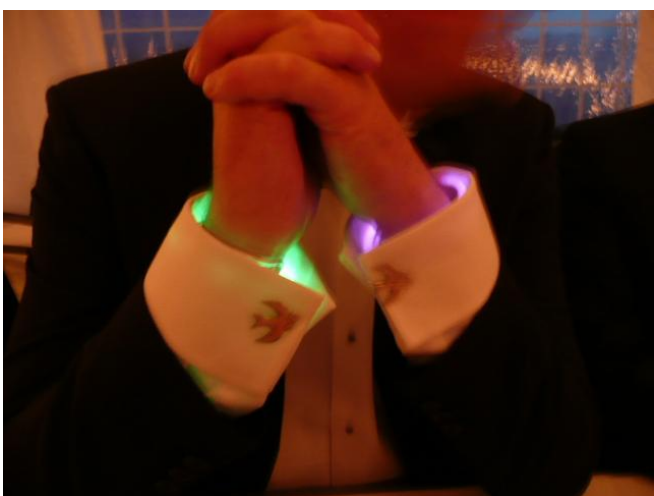
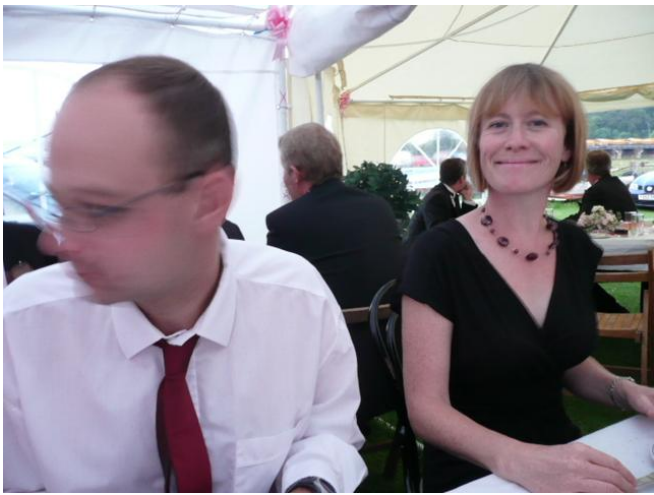


There were many attempts made by the assembled group – Guy's top tip is to use Woodpecker cider bottles, though sadly none were to be had. There were some pretty incredible placings by John Richardson, James Clarke, Andy Hunter and novice Chris Shaw. The evening's longest placement was an incredible 9 foot from the pillar – bit blurry who achieved this, John I think? Clearly as Commodore one has a position to maintain!



The Lion put on its black tie for the annual Summer Ball. Were you there? We'd love to share your photos and experiences of the evening – do send them in. Meantime, here are a few snaps





**The following information comes from an Environment Agency press release and may have a bearing on some members' travel access to the area.**

**Summer road closure needed to build flood defences safely**

The Environment Agency's Left Bank Flood Alleviation Scheme (FAS) to help protect 16,000 Nottingham properties from flooding will require the temporary closure of the B6540 Tamworth Road from 2 August 2009 for four weeks.

Work on the Left Bank FAS began on the 15 June 2009 at Sawley. As part of the scheme the section of Tamworth Road adjacent to the Harrington Arms Public House must be raised to provide a continuous level of flood defence and to reduce the risk of flooding to the properties behind it.

The B6540 road closure is vital to allow us to do this work safely. It is also the quickest way of doing the job, thus keeping the disruption to a minimum. Diversion routes, as shown on the plan below, will be clearly signed before and during the works.

In addition, Pasture Lane and Meadow Lane will be closed for short periods of up to a few hours at various times during August 2009. We will be working closely with people who need to use these roads regularly so that we can minimize any disruption but we are asking people traveling in the area to be aware of the possible closures and avoid these roads during August if they can.

Area Flood and Coastal Risk Manager, Innes Thomson, says "We apologise for the inconvenience that the closures will cause but the work to raise the road is essential to reduce the flood risk both locally and for the city of Nottingham.

"In order to cause as little disruption as possible, we have timed the work to co-incide with the school holidays. We will continue to do everything we can to re-open the road as quickly as possible. We will make sure that diversion routes are well signposted and publicised in good time, and we ask people for their patience while we work towards making their community safer from flooding."

At Sawley, we are providing better flood protection for local people by:

- raising a short section of the B6450 Tamworth Road north of Harrington Bridge
- replace the flood gate across the Erewash canal at Sheetstores
- building a new defence wall adjacent to the Harrington Arms.

We will also raise the height of existing flood defences:

- between Wilne Road and Tamworth Road
- between All Saints Church and the railway embankment at Grove Farm
- around Trent Farm.

<b>Diary Dates</b>		<b>Race Officer</b>	
<b>Sat 11 Jul</b>	<b>Optimist Open Meeting - 1100 Start</b>	<b>J. Richardson</b>	H. Ambler S. Garfitt
<b>Sun 12 Jul</b>		<b>Da. King</b>	
<b>Thu 16 Jul</b>		<b>R. Pilgrim</b>	
<b>Sun 19 Jul</b>		<b>J. Dalby</b>	
<b>Thu 23 Jul</b>		<b>R. Partridge</b>	
<b>Sun 26 Jul</b>	<b>Junior Racing (4)</b>	<b>L. Orton</b>	
<b>Thu 30 Jul</b>	<b>Junior Camp Starts (pm)</b>	<b>A. Britton</b>	
<b>Sun 02 Aug</b>	<b>Junior Camp Ends</b>	<b>D. Mathews</b>	
<b>Thu 06 Aug</b>		<b>G. Browne</b>	
<b>Sun 09 Aug</b>		<b>G. Dalby</b>	
<b>Thu 13 Aug</b>		<b>J. Dalby</b>	
<b>Sun 16 Aug</b>	<b>Junior Racing (5)</b>	<b>J. Richardson</b>	
<b>Thu 20 Aug</b>		<b>K. Brelsford</b>	
<b>Sun 23 Aug</b>		<b>I. Richardson</b>	
<b>Thu 27 Aug</b>		<b>P. Ferguson</b>	

Thank you to this months contributors and for the feedback that I have been receiving from readers.

Hope we are going in the right direction!

Do send your photos, stories, letters, news, notices and 'for sale' items to:

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All contributions welcome

