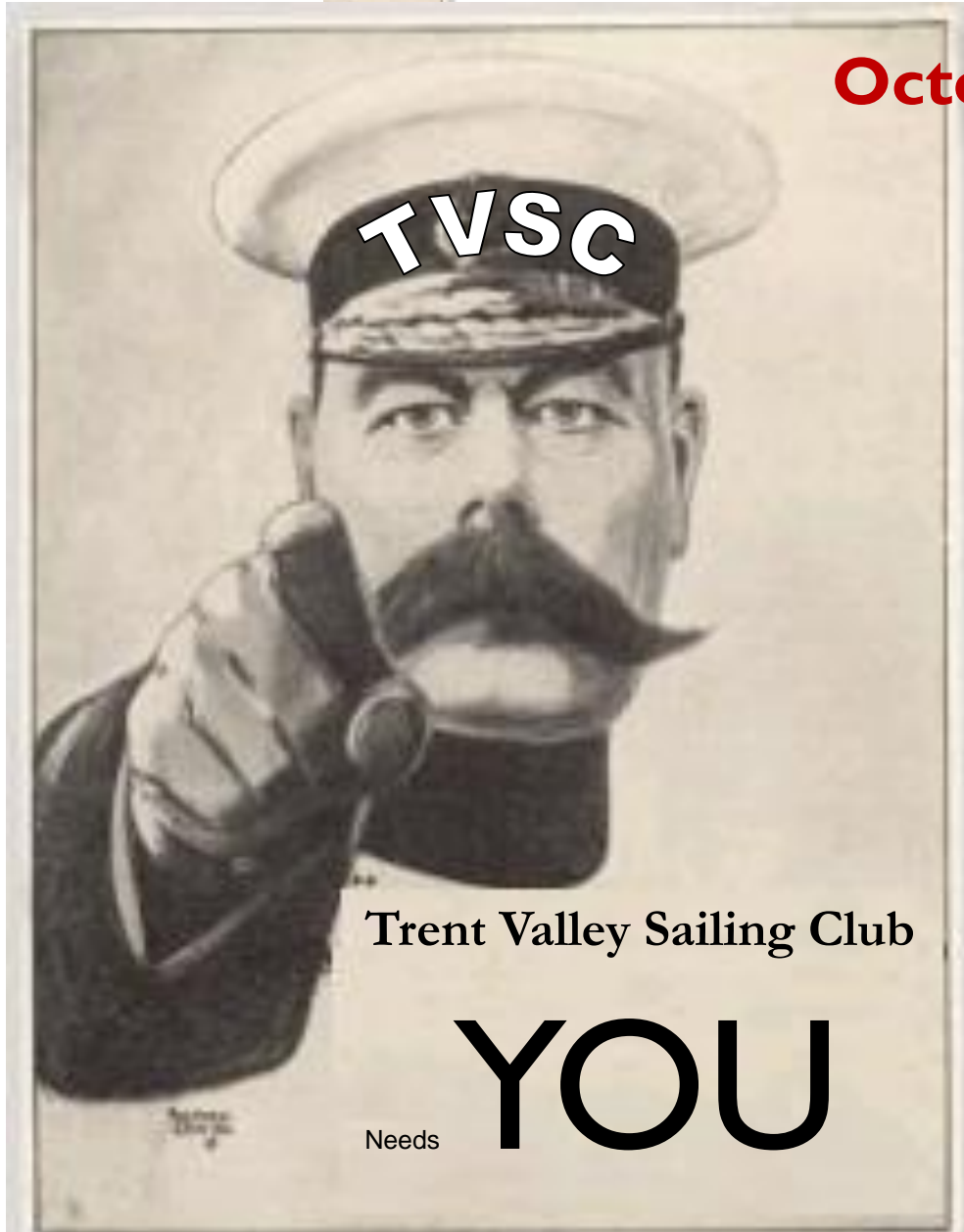


The Trent Valley Sailing Club Lion



October 2009



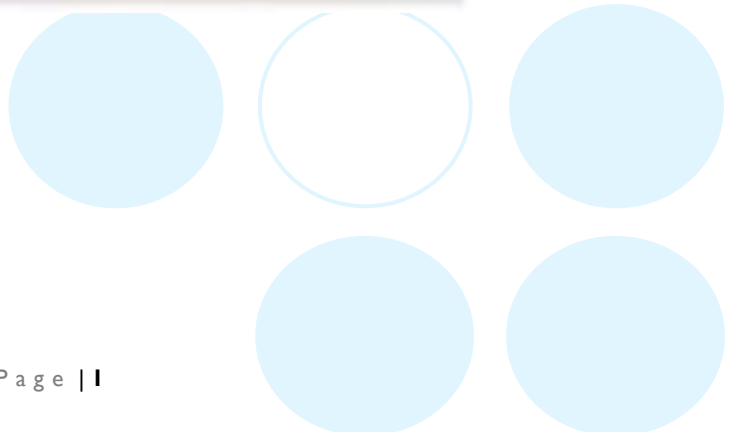
Needs

In this month's Lion -

- Get involved
- N14 Prince of Wales p.4
- N12 Open Meeting Report p.6
- 'Four Women In A Boat' p.8
- New 'Roaring Rules' feature p.11

Next Issue:

TVSC N14s on tour – Itchenor weekend report



Up Front

Have you moved or changed contact details?

If you move house, change your email address, change your mobile phone or your land-line then please do remember to tell the club so that we can keep contact details up to date.

Drop a line to Doreen King, Membership Secretary or to Rob Sloane, Honourable Club Secretary, either via the clubhouse address or their email addresses (which can also be found on the fixtures card):

doreen.king@trentvalleystc.org

rob.sloane@trentvalleystc.org

TVSC Needs YOU

Did the piece on the Committee last month help to lift the veil on the various roles within the club and raise your interest in getting involved with the running of TVSC?

We are a small club that relies very much on member participation to sustain the unique character of TVSC and our little historic sailing oasis. Member involvement comes up regularly at Committee meetings and several of the General Committee are not standing for re-election at the December AGM, notably Vice and Rear Commodore.

As Rob indicated in his piece, we will be looking at redistributing some of the duties between these flag officer roles for 2010. We will also be looking to broaden the involvement in organisation of social events.

Speaking as someone who has served on the General Committee for two seasons, I haven't found it an onerous task – quite the opposite. You too could play a part in helping to keep TVSC on an even keel - talk to Rob Sloane for more details about putting yourself forward for nomination at the AGM in December.

Ed.

Member Comment

The Commodore Has No Balls piece provoked some thought...

"I was being spoken to by someone a little while ago and he mentioned (as part of a more extensive and just as boring a subject) one of his more intensive sailing courses where, it transpired, one of the ways by which one can remember parts of the IRPCS is by collective association.

Now why should this be of any interest at all I suspect is being cried out? Well, for what it's worth, here it is. The explanation of the rules similar to the one concerning the Commodore's balls was beautifully explained by the wonderfully erudite person who was boring me almost to tears and appears in rules 27 and 30 of that richly rewarding reading material aforementioned, 'Vessels at anchor, not under command and aground'. In this order the general method for remembering the appropriate signals is, the bigger the balls up, the more the balls."

Ian Frearson

"In reply to your question in The Lion, I believe the correct flag to fly in the absence of any flag officer is a triangular pennant, as opposed to a swallowtail.

I have recently been unable to find all the flags when needed, are you sure they are all there? Also the letter and numeral flags are in a mess, and there is no list of which is which. Can you please pass on to the Sailing Committee."

Regards
David Matthews"

Update: David is right that some flags are missing and that others are in a poor state. This was raised at the October General Committee Meeting and an action is recorded to obtain suitable replacements. The 'no ball' flag presently in the OOD box which is labelled as 'Commodore' is in fact the triangular pennant in question so we need some swallowtails (and re-labelling) for next season!

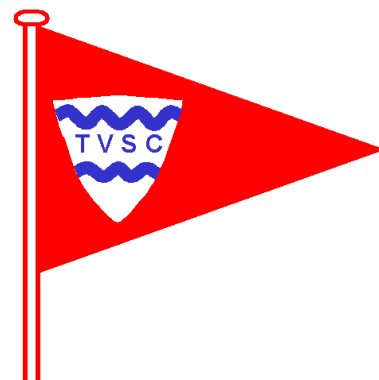
Do you have a comment or suggestion that you would like to air in The Lion?

Contributions to this feature, letters, articles and pictures the editor please

richard.partridge@trentvalleystc.org

Submission deadline for next issue: 8th November

...and Coming Up



Events and Organisers

Sat 24 Oct	Autumn Working Party – all hands required	J. Clark
Sun 25 Oct	Class Trophy Racing Remember – clocks go back and we gain an hour! First race is 2pm GMT	R. Richardson
Sat 31 Oct	Laying Up Supper & Prize Giving 19:30 for 20:00 (see page 9)	J. Clark
Sun 01 Nov	Winter Series starts, racing from 11:00 – return of Sunday Lunches	
Mon 02 Nov	General Committee Meeting	R. Browne
Sat 14 Nov	Bonfire Night – details to follow	R. Richardson
Sat 12 Dec	Annual General Meeting 18:00 and Supper 20:00	R. Browne
Sun 13 Dec	Fil Bona Shale (After Racing)	R. Richardson
Sun 20 Dec	Christmas Lunch 13:30 (arrangements will be posted in next months Lion and via email)	J. Clark

Racing and Race Officer Duties

Viewing visitors to racing events are welcome. High Tea will be served after last race on Sunday 25th October. Sunday lunches begin from 1st November, prior booking with stewards strongly advised.

Sun 25 Oct	Class Trophy Racing	A. Richardson
Sun 01 Nov	Start of Winter Series 11:00	Pa. Dalby
Sun 08 Nov	Winter Series 11:00	D. Mathews
Sun 15 Nov	Winter Series 11:00	A. Clark
Sun 22 Nov	Winter Series 11:00	C. Browne
Sun 29 Nov	Winter Series 11:00	Do. King
Sun 06 Dec	Winter Series 11:00	F. Wood
Sun 13 Dec	Winter Series 11:00	K. Marshall
Sun 20 Dec	End of Winter Series – 10:30 Start	C. Marshall

TVSC On Tour: International 14 - Prince of Wales Cup at Restronguet Sailing Club, 5th-9th September 2009

Andy Hunter

The week started earlier for Brian and Karen in Cornwall, as they battled reversing their campervan and trailer away from low bridges down single track roads. I'll let them decide whether it was down to Helm or Crew, Driver or Navigator in this instance!

Restronguet Sailing Club is in the quaint little village of Mylor Harbour, an idealic setting one of many large fingers of land reaching into the Falmouth Estuary. A welcoming club in a small village that is dominated by a cartel of a large Estate Landlord, Mylor Marina and Windsports Ltd.

Unfortunately only two Classic International 14s attended: Brain Willmott sailing Phantom with Edward Allen (Blakeney SC), and myself, Andy Hunter sailing Mirage with Nik Blasdale. The sailing area was described as being 2 miles away in Falmouth Bay. In reality I measured this as 6 miles including beats when the wind was mostly SW.

The first day was fairly windy and with Phantoms slight lead we decided to raise the Spinnaker on the downwind run. A slight problem between Helm/Crew roles coupled with a poor spinnaker pole system made us easy prey for a dunking. After righting the boat we finished 5 minutes behind.

The second day saw a decrease in the wind where skill and sail trimming came into play. Believe it or not, Brian and

mark taking the first race. In the second race I gained enough advantage to keep clear and my first win. I had used everything from trimming the jib cars, boom traveller and adjusting uphaul and downhaul. Plus we'd introduced a second spinnaker pole and clarified the launching roles.

On the third and fourth days the wind direction changed and raised. This increased the wave size and made the start line ever further away from the club. Brian managed to introduce his crew into his first trapizing experience quoting "That's the fastest I've ever been" after a stable Screaming Reach travelling between the club and race. Two longer days involved a few capsizes from myself Brian taking the POW Classic Trophy and 2 more races.

Days five and six saw the waves increase to 2m and the wind around 20mph. At the beach my cowardly prayers were answered as the main halliard string broke from the halliard wire - until it was suggested we tip the boat and fix it on ☹️

Brian got a last minute Crew in replacement for Edward who had to return home. His scratch crew's techniques proved invaluable after launching forward in the boat downwind forcing the hull to surf the waves before quickly returning back in the boat to avoid nose dives. I was sat petrified clinging onto the transom for dear life whilst we rode 2m waves for approx 10 seconds at a time. Conditions were actually quite bad and saw many of the modern 14's retiring due to boat failure or exhaustion. Sail trimming was out the window and survival was the game. Brian's experience kept him upright even during downwind jibes.

Phantom (centre left) surrounded by the Modern fleet in calmer waters



myself naively both think we can now understand the art of sail trimming, not something we have time to demonstrate when sailing at TVSC. I was in front after gaining advantage on the beats and despite luffing Brian downwind he managed to steal my wind after giving water at the lured

We capsized numerous times, sometimes attempting to tack between 2m waves waiting until the water over the bow had exited out the back, but mostly downwind with the kite up.



Andy and Nik in Mirage

I had another remarkable experience with Nik as I retrieved him from under the sail just seeing the colour of his buoyancy aid under the water. We made the school boy error of lifting the boat into the wind causing it to come straight back over on top of us. I hadn't quite appreciated the boom had hit Nik straight in the face causing a bruised nose and eyes turning slight black by the next day. Needless to say another 2 wins to Phantom!

After each race the beer is sponsored, kindly arranged by the 14 Association, great! Besides the POW dinner, the second most entertaining social activity is the Boat Race, which this year involved teams making a craft out of plastic sheeting, about 40 canes and a roll of string. But that's another story.

with us. Inside we were treated to a lovely 3 course meal and entertainment of the Modern 14 Address, thanks and Crew Union drinking games. Brian was presented the Buccaneer Trophy for the Series and The Trent Cup for the POW race (originally donated by Beeston SC)



Photo © Andy Penman

On the way back at Perranporth Beach my crew Nik got me back for all those capsizes by introducing me to kite bugging. This involved sand rashes to the elbows and knees plus grazes to the shins as you leave the buggy, Nik also sustained a bruised sholder as the buggy flipped on top of him. Great fun.



Brian and Edward in Phantom

The **POW** dinner was held at The Falmouth **Maritime** Museum to which we had exclusive access. The formal affair started with a river taxi down the estuary into Falmouth complimented by some cans of Stella we took

N12 Double Open (Vintage & 4 Plank plus DB/AC event) Sunday 13th September 2009



The day dawned bright, sunny and (most unusually for recent TVSC meetings) breezy – however the wind was from the north, totally the wrong direction for racing at Trent Lock. There was a reasonable breeze at the top and bottom of the course, but in the middle section with tall trees to the north of the river (the “Doldrums”); the wind was erratic – frustrating for all competitors. And some of the less fit sailors who had partaken of the five races at Olton the day before (and some who had also been at the hog roast) were going to struggle – whatever the wind direction!

We were very lucky to have the race management skills of Mike Haynes who has been race officer for a number of national and international sailing events – and after his inspirational briefing he proceeded to set a totally unique start line in front of the clubhouse (start line one to the off bank finishing post), perfect for the very unusual wind direction!

Admirals Cup and Double Bottom boats – notes from Graham Camm

Race 1 - Graham & Zoë were hot off the blocks taking the inside line off the start. However the lead didn't last long as the fleet caught a gust from behind and piled up in the Doldrums. Dave Peacock & Trisha Wood found the best wind near the bank and took the lead. Steve & Jack Loudon looked good for a moment as the wind filled in the middle of the river but Graham & Zoë sniddled through on a lucky gust to emerge first out of the Doldrums. They held their lead for the remaining 2 laps.

Race 2 - Graham & Zoë were again hot off the blocks, however Chris Day & Sophie Richards made a bid for the lead in the Doldrums with their private Zephyr. But it was Dave & Trisha again taking the inside line who came out of the Doldrums first. The leaders battled for the next lap until the second encounter with the Doldrums where Dave & Trisha found a hole letting Graham & Zoë through to take the race.

Race 3 - Chris & Sophie made the best start pushing Dave & Trisha over the line. The leading pack including Graham & Zoë and David & Liam Borrett jostled on the long run up river. Graham & Zoë pulled through during a luffing match at the leeward mark. Gerald & Nicholas Copsey worked hard and pulled through to second. Graham & Zoe won the event convincingly with three wins with Dave Peacock and Tricia Wood just pipping Gerald and Nick Copsey to 2nd.

Vintage & 4 Plank – notes from Paul Turner

Race 1 – Paul with Andrea Murphy had a flying start which they held on to through the Doldrums but their big lead was slowly eroded by Tom White and Maria Gidley who overtook them by the end of the first lap; Paul and Murph caught up on the second beat down the river (even overtaking several AC/DBs in the process) but the loss of Dolly's mainsheet pulley meant that Tom romped away to take the gun; Ben and Josh Richardson managing a creditable 3rd in Mr Jones.

Race 2 – A general recall put paid to Tom and Paul's flying start and at the re-start Paul managed fill up on the start and ended up last. Tom roared off into the distance leaving the rest of the fleet to battle with each other and the vagaries of the doldrums; Kevin Rose & Jemima Dixey, beating Phillip David & Nick Copsey to 2nd.

Race 3 – Tom got another great start with Paul & Murph again stretching out a decent 2nd place until Brian Herring, Phillip David and Kevin Rose (and briefly High & Alison Ambery in Starfish) sailed straight past them in the Doldrums on the second lap. Whist Brian and Phillip battled it out all the way round lap 2 (Brian triumphing, but only just), Paul slowly hauled in Kevin to pass him nearing the club, beating him by feet at the finish line for a fourth place – this was to prove crucial in the final results.

Tom & Maria headed the prize list with three wins as first 4 planker, but there were three vintage boats (all China Dolls) with 6 points; OOD Mike's expert knowledge of the rules on count back instantly sorted the result into Paul, Brian and Phillip in that order (no money changed hands!)

The results were as follows:

AC/DB

1. 3157 Graham Camm & Zoe Ballantye
2. 3524 Dave Peacock & Tricia Wood
3. 3411 Gerald & Nick Copsey
4. 3377 Christian Day & Sophie Richards
5. 3502 Steve & Jack Loudon
6. 3412 Chris Troth & Rebecca Butler
7. 3102 Dave & Liam Borrett
8. 3271 Brain Cobb & Ros Nichols
9. 3192 Peter & Oscar Terry
10. 3458 Martin & Matthew Clarke

Vintage/4 Plank

1. 2765 Tom White & Maria Gidley
2. 2487 Paul Turner & Andrea Murphy
3. 2468 Brian Herring & Roz Stevenson
4. 2545 Philip David & Anthony Copsey
5. 2947 Kevin Rose & Hanna Butler
6. 2399 Ben & Josh Richardson
7. 2020 Hugh & Alison Ambery

This was the last meeting for the MAAT series; the full details of the results, clubs and boat designs are posted elsewhere under "Events & Results – Midlands".

Special mentions: Welcome back to N12 sailing after many years away for **Hugh & Alison Ambery** who sailed Starfish N2020 – great to see **Mike & Ann Nokes** (Mike demanding to know why Shotgun N2359 hadn't been restored yet) – **Ben Richardson** & his son **Josh** who bravely yotted in leaking Mr Jones (Ben received a bottle of very tasteful Liebfraumilch for his spectacular back flip (with added tiller extension) out of Mr Jones in race 2) – **Peter Ferguson**, who couldn't sail as he had converted N3222 from an N12 into a flying boat the previous day on his return journey from Olton Mere by forgetting to attach his launching trolley to the trailer and wondered why it took off on the M42 (there must be easier ways to remove bilge keels than the use of motorway tarmac at 70 mph?) – **Tom White** for scaring everyone with the speed of his immaculately restored 4 plank China Doll originally built by TVSC's Ken Goddard from a kit back in 1974 - **Graham and Zoe** for venturing out in N3157 Perfect Kiss (and then baffling her owner by assuring him that the underwater lines/ free board/ aft wave etc are very similar to Dead Cat Bounce and the addition of wings to the rudder would ensure a Burton win next year!- **Paul Turner** for supplying four of the seventeen boats – **Mike Haynes** for doing a brilliant job as race officer aided and abetted by **Roger and Ann Britton, Sam & Rachael, Fergy, Helen and Brian** – and finally many thanks to **Ken Goddard** who had put so much time into arranging the event but wasn't able to be there because of family illness; we all sent our best wishes and love to Jean.

Paul Turner



TVSC LAYING UP SUPPER & PRIZE GIVING SOCIAL EVENING

Saturday 31st October 2009

Starter

Mozzarella with Sun-Dried
Tomatoes Salad (V)

Or

Pate and Melba Toast

Main

Pork with Apples

Or

Mushroom Pate En Crouete (V)

Dauphinoise Potatoes
& Various Fresh Vegetables

Dessert

Warm Peach Cobbler With Ice
Cream

Coffee or Tea with Mints/Biscuits

£11.00 per Adult

£8 per child (under 12)

RSVP

james.clark@trentvalleysc.org

Four women in a boat, in the Ionian Sea

(apologies to Jerome K Jerome for borrowing and tweaking his title)

Christine Marshall

On 13th September, Shirley Dooley (one time member of TVSC and occasional crew for NI2 events), Pam Kerr (member Swarkestone SC, dinghy sailor of many fine craft and mother of some-time owners of an NI2), Janine Mitchell (loads of experience in bigger boats but not yet had fun in an NI2) and I took possession of “Knight Starr” a Dufour 36 in Plataraia, Greece. It was late evening, so we fixed up the cabin arrangements, did some unpacking and then headed back to the taverna for our first Greek salad and beer.



Next morning we joined the rest of the flotilla for our first briefing, to be followed by more personal tuition from the lead crew about the foibles of our boat – fortunately Shirley, Pam and I had done some practice in the Solent in August in a Dufour 36 and with Janine’s vast experience we felt unphased by the whole thing. This was followed by a briefing for the day’s sail, a feature to be repeated each day for the rest of the week; it included the day’s sailing conditions and what to expect when we got to our destination.

We set off for Lakka on Paxos. After a small bit of practice, as advised by lead crew, we whipped up the mainsail and hauled out the genoa, to head off on a good reach. Once away from the Greek mainland we could see Paxos – plotting is not often required in the Ionian Sea! And turned to go that way. Excellent winds came in the opposite direction to the prevailing northwesterly, which meant we would be tacking down to Lakka, but hey – ‘we can all sail’. It was sunny, good winds and we were off land – thoughts turned to how we came to be there – for some reason birthing analogies were invoked (4 mothers on a boat and one a midwife, it was bound to happen!) – after all Shirley conceived the idea in January (i.e. 9 months ago) – so we must now have given birth and this was the 3rd stage – it was an indicator of the sense of fun to come.

Some time later we were closely observing the southern end of Corfu, some time later we were still observing the southern end of Corfu - the southwesterly was not being very friendly. After far too many tacks, with me trying to helm it like an NI2 and getting the best from “good the lifts” (“don’t tell Paul as I keep telling him I don’t really like helming”) and a disappearing wind we gave up trying to sail below Corfu. Our skipper (Shirl) requested the engine go on and we motored into Lakka, to be greeted by an observation from another moored boat “are you all women?” – this was the first of many such comments – did we feel good – you bet we did!

Lakka is unchanged since I was last there 15 years ago – except for a couple of properties. We enjoyed a ‘group dinner’ organised by Jess our flotilla hostie (hostess but we are being PC these days as the host can be non-female), and started to get to know our sailing companions.

Next day saw yet more blue skies (It’s Greece, we’d have been mighty miffed if not), and even less wind but we set off looking for more. We headed for Gaios; we could have done a full ‘round-the-island’ option but with so little wind the fun of motoring was not for us, so we found ourselves goose-winging instead – see picture



(ok so it isn’t much of a shot but no-one else was near enough to do a full boat shot! But it proves we did) – and so many thanks to Janine for her enthusiasm, we had such fun just proving we could do it.

On the way to Gaios we met dolphins and flying fish, sadly our cameras were not up to such natural history spectaculars so you will have to take our word for it. Mooring at Gaios was interesting, having set up for a stern-to mooring we found the windlass wouldn’t work – not once but twice!!!! So I had to reset to bow-to, with the side-effect of a precarious gangplank down to the quay. That evening was a “punch party on the quay” and due to the afore-mentioned gangplank one of our crew found she preferred crawling up it to find her bunk!!! She blames the lead-crew from 2 flotillas (we kept finding other groups around the Ionian) for making her finish the punch whilst the rest of us went into “town” to eat. All I can say at this point is “meerkats” – and if you want to know the rest you’ll have to ask.

So what else did Gaios do for us – we spent a happy hour in a tavern watching a couple of Italians try to move their big boat

having run it aground! One should always try to learn as much as possible from everyone else's misfortunes – we'd remember to look at the depth gauge!

Next morning's briefing described a short trip to Mongonisi, at the southern end of Paxos, but with promises of some fair winds, we decided to head out into the Ionian Sea and then join others in Emerald Bay on Anit-Paxos later in the day, before heading for our final stop. We left Gaios by the shallow end, and admired the rather long, big super-yacht moored just outside the south entrance – does anyone know what Roman Ambranovich's bateau looks like? And would I care if it was his – except that I wouldn't mind having a look round the one we saw (5 spreaders! And some serious satellite comms). Anyway, as per our usual routine, we hauled up the mainsail as soon as possible only to be called by comments from the helm about our speed – to spare any blushes you will all have to remember to ask her.... ☺

We spent a fabulous day sailing about and finally moored in Emerald Bay at about 16.00, where we enjoyed a swim and observation of the fishes. We were also observed as we left – how come 4 women in a boat attracted so much attention whenever we manoeuvred?



Mongonisi saw us moored very imaginatively, rafted stern-to to another boat in the flotilla already bows-to to the quay (see picture, we are in the middle completely hidden!), we managed to set our gangplank out complete with hand rail but it still meant traversing 2 boats to get to the taverna! As we had already planned dinner onboard this wasn't a problem until we decided to go join the greek dancing and find the trash cans. Mongonisi is famed for its seclusion – since I was last there another taverna has opened and the road is tarmac covered! I guess that's why greek dancing is regular – it's how to lure the sailors to the best bar

And so now back to the Greek mainland. Leaving Mongonisi, we were advised a course to miss the “mermaid shoals” and then head for Parga. Well, what can I say, we lost Parga, and then found it again just where we thought it was all along – but I think Pam enjoyed the experience having to do some back-bearings and such like. Once we got there, we felt better when we found others who had been on the same trip in May and did exactly the same thing. Our moorings in Parga were quiet – see our neighbours.



Dinner was another group meal – not the best of the week in terms of dining experience, but excellent company with fellow flotilla yachters. There is a very good tale to tell about our trip on the water taxi from our mooring to the town centre – but not for this publication! Again you will have to ask.

After some sight-seeing and shopping (we had sailed late the previous day so decided to have a quiet morning), when we left the next day, the locals were cheering – not cos we were noisy etc, but because when we left we received much credit: - “perfect, well done” ref- an unnamed Greek tour-boat operator and his gobsmacked son – I said earlier about us being 4 women in a boat – the local fishermen/water-taxi drivers all watched out for us leaving Parga – others had not fared so well!.

Today was Parga to Mourtos (also known as Sovita), not much wind and unfortunately it was on our nose so we did a lot of motor sailing, after all we had to catch up. Mourtos has expanded a bit since I last saw it – some villas and apartments, but the moorings are largely unchanged. After the previous night's dining experience we were in need of “authentic” greek – at last calamari, aubergine salad and souvlaki, in typical greek fast-food style, just like I remember when I was 19!!!!

And so, already to our last day's sail and back to Plataria, how come the week went so quickly? We left Mourtos in very little wind, but just in case we found it, we hauled up the mainsail. So glad we did, because we were going faster than with the engine on idle, so out came the genoa. Our skipper had asked to practice her skills, so all timing for tacking etc was down to her for the day. We kept going – south Corfu came into view – you may remember we could do real estate sellings for the area! So we tacked, the wind/speed indicator dropped to 0.0 so out came the best lunch of the week – we sailed – yes the indicator kept being 0.0 but we looked behind and there was evidence of forward motion – wouldn't call it a wake but something was there! As we headed into the long bay down to Plataria after lunch, the wind picked up! ☺☺☺☺ By 14.00 we were nearly back, but FAR TOO SOON, so we turned round and headed back out, all agreed another ¾ hour sailing before coming in for the end of the week. It was the best sail of the week, or perhaps it felt like it because it was the last, in perfect conditions and we kept seeing others on our flotilla motoring in! Eventually we returned to our mooring, as with all other moorings we radioed in our position and intended mooring pattern –“ Delphi, Delphi, this is Knight Star Knight Star, we are just circling round, dropping our sails and

preparing for a stern-to mooring, and awaiting your instructions” - only to be greeted by “ Hello lovely ladies”, after that his instructions were followed... the boat was moored, but we did ask for beer-fines for poor radio etiquette. That evening back in Olga’s taverna seemed a long way from that first evening, but then all such holidays do. It is a credit to the lead crew they find something fine and wonderful to say about each boat (they do it every week for many months) and we can only say thank you to Andy (the lead boat engineer) who not only had his own mother visit and meet us at the beginning of the week, also had to contend with us the rest of the week. His quote – “Oops, I’ve moored the 4 mothers next to me, won’t be able to get anything past you lot.” And he still thought we were ok, even after I volunteered to get his blood sent for liver function tests!

The last saga of our trip – we got delayed in Preveza – there isn’t anything except a military airbase – so what do you do? You check in your bags and walk out of the airport – across the road to the quiet taverna and order souvlaki and chips, listen for your boarding call (yes you can hear it!) and go back. After driving back from Manchester Airport and dropping the others off, I got to my house at 3am.....

Memorable events of the week:

- Goose-winging Janine and Christine
- Dolphins everyone aboard
- Spinach and feta pastries all, in fact any pastries were fab
- Starting a fashion all of us, once we did it, we noticed others did after us – did we mention we were 4 women in a boat?
- Eg. Goose winging, sailing rather than motor-sailing

WHEN IS MY NEXT TRIP? I have no idea, but I have found flotilla sailing around Thailand..... so who knows what the next report will be or where from.

With gratitude for editions etc: Janine Mitchell, Pam Kerr, Shirley Dooley (skipper and organiser of trip)



Roaring Rules

Mike Haynes

I have been asked to provide a bit of rules guidance via the Lion. I hope this helps those that need it.

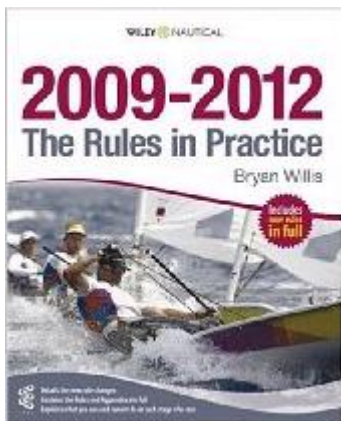
For this first Roaring Rules I thought I would point out to you all that achieving exoneration by taking a penalty on the water (breaching a rule of Part 2 or breaking rule 31) – doing a turn or turns – has to be done “after getting well clear of other boats as soon after the incident as possible”.

This means immediately after the incident, get some clear water around you, off the track of the other racing boats, and take your penalty straight away. Failure to do so can leave you wide open to a protest.

You also need to remember that if you gained significant advantage in the race or series through your breach of the rules, or injury or serious damage occurred in the incident, then you must retire. Please note it says ‘injury’ and not serious injury, so it is any injury that is caused in the incident by your breach of the rules above, requires you to retire.

At the rules briefing on Sunday 20th September, I brought along a few resources that I use in my race management activities (*excellent stocking fillers or ‘thank you’ presents for the helm or crew in your life* ☺ - Ed.)

The first one is a copy of Bryan Willis’ book “2009-2012 The Rules in Practice”, ISBN 978-0-470-72788-1, available from most good chandlers or book websites (*Amazon have*



this reduced from £14.99 to £9.76 Ed.)

Bryan’s book looks at various situations and provides diagrams and commentary that clearly explains the practical application of the Racing Rules of Sailing. As well as that, it



has the full Racing Rules of Sailing 2009 – 2012 printed within it for easy reference.

Another resource that has really great diagrams in it is the “RYA Handy Guide to the Racing Rules” available from the RYA online shop for just £3.00 + £1.25 delivery (less 15% discount for members). Worth having it as an aide memoir but it is obviously not as good as having the full RRS for reference.

[http://www.rya.org.uk/shop/pages/listing.aspx?mode=c&cat=Sail+Racing\(RYA+Main\)](http://www.rya.org.uk/shop/pages/listing.aspx?mode=c&cat=Sail+Racing(RYA+Main))

You can even get it as an “iPhone app” – if you happen to know what that is and have an iPhone!

The RYA powerpoint presentation that I used can be downloaded at the following URL

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

There are two pdf downloads also on the right of this page that are very useful summaries too. It would be worth considering printing the ‘competitors’ one and putting it on the club notice board.

Mike Haynes

Ed note: Mike’s excellent tea time talk on the 20th September was enjoyed by all who were able to attend. It was suggested by some wags that an absent member or two could have benefited from his illustration of the rules on rights of way in close waters and approaches to the mark. Attendees are now less likely to cave in to a chancing bellow of “Water!” so absentees beware – check up on those rules.

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