

October 2009

Lympstone Sailing Club Newsletter

Editorial matters

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Social Diary Dates

Tue	6 Oct	1930	Walking Group Planning meeting
Sat	10 Oct	1930	Craning Ashore Supper
Sat	17 Oct		SFCC 'at home' See below
Fri	6 Nov	1930	Prizegiving & Spuddle—see below
Sat	30 Jan		LSC Dinner & Dance (probably)

Social Events

Thanks to Mandy Mitchell & Lucy McCance for helping with the breakfast Chris & I did on Sunday 20th Sept. I think we served a record number of 70 breakfasts! Also thanks to Alison Gall, Sarahleen Strickland, Heather White & Neil McCracken for organising the Craning Ashore Supper.

We are planning some Friday night Talks If anyone has a topic they wish to present, please contact me. Events coming up are:

6th Nov. 7.30pm Prize Giving & Spuddle - please bring a plate of food

13th Nov. 6.30pm New Members & families - come and meet others, followed by usual Friday night Bar for all

18th December 7.30pm Carols, Mulled Wine and Mince Pies

A French Evening is mooted for 20th Nov. where all should bring French eats to share, drinks to be ordered in French, hopefully only French will be spoken & stories swapped about cruising in France this season. To be confirmed.

SFCC—At Home

Starcross Fishing & Cruising Club invite other clubs for an evening socialising on Saturday 17th October.
www.starcross-fcc.com/09_athome.html

Wanted

Mirror Dinghy. Contact Brian Hawkins 01395 274389

Wanted To Borrow

Metal detector to search for boat fitting near mooring. Pl. contact Chris Cooke 276524.

For Sale

2010 tide tables are available from Jerry (Dixons Chandlery) at Exmouth.
www.peterdixonchandlery.com

Craning Snaps




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Champagne Chalenge 12/9/2009

We knew from the forecast what to expect on Saturday morning – force 3 to 4, north-easterly, and sure enough it was pretty uncomfortable entering the fairway to the start line. Exe Sailing Club arranged classes for fast and slow boats – the Comfort Class (a cruel joke considering the conditions) starting at 1100 hrs and the Racy Class starting at 1130 hrs, with 31 & 26 boats respectively starting in the two classes.

Lympstone Sailing Club had a good representation with Chris Cooke & Rosemary Maltby (Dragonfly) in the Racy class & Chas & Sophie McLennan-Wiggan (Wizard), Tony & Karen Gratton (Big Ben), Sam Watts & Neil Templeman (Jesta), Ron Gordon with Gillian & Bill Collins (Dorwynd) & Martin Hebdige & Don Govan (White Lady) in the Comfort class.

The start line was between No. 2 buoy and the Exmouth Lifeboat with the latter acting as Committee boat whilst the course was via the Teignmouth Outfall buoy, leaving the Orestone to starboard, with the finish at the entrance to Brixham Harbour. The Comfort fleet were seen off by a small pod of dolphins.

The race was mostly downwind in a very lumpy sea, with a broad reach between the Teign buoy and the Orestone, whilst those brave enough to fly their spinnakers were able to do so for the whole of the course.

Lympstone boats gave a creditable performance, with Sam in 6th place, Chas 8th, Tony 10th, Martin 11th and Ron 13th. Chris came 21st in the Racy class.

The Lympstone crews were joined by Jane Cooke, Ed Maltby and Alan Dixon for the traditional *après race* drinks on Dragonfly. All crews then made their way to Brixham Yacht Club for a champagne reception and prize giving, followed by an excellent meal in the Club – in all a total of 16 LSC members attended.

With 57 boats rafted together up to six abreast on the Brixham Marina Events Pontoon, it was a hazardous walk over the decks, ropes etc. to get to bed after the champagne reception, meal and liquid refreshments.

We were woken early on Sunday morning by Ron in Dorwynd casting off for the return trip with the remainder of the fleet departing ad hoc, so as to catch the flood tide into the Exe.

The conditions for the return on Sunday were only slightly better than the day before with a Force 3 from the NE, but we were surprised to see our dinghy fleet struggling for wind off Lympstone when we arrived at our moorings.
Don G

Our report from Jesta on this year's Champagne Challenge, well organised as usual by Exe SC started in bright sunshine with wind light and north easterly. The sea, after days of easterly winds was lumpy with a big swell, so it was obvious at the start it would be interesting sailing. We were in the Comfort class with twenty seven others, the Racy class had twenty six, so it was a good turnout. We were slow to get our spinnaker up and flying properly, but when we did we overhauled the leading boats and were second, at times surfing at nearly seven knots. However as always, things conspired against us, for when in a very sloppy sea and rolling about, the spinnaker pole kept sliding back down the windward sheet, which sent the sail up in the air and as it was becoming impossible to sort it out I dropped it. Just in time as Neil was violently seasick and went a nice shade of green so I had to sail the rest of the way round the Orestone to Brixham by which time Neil had recovered and we joined up at the Events pontoon for a very pleasant sunny afternoon. Brixham Yacht Club kitchens were up to their usual high standard and gave us all a good dinner; though this trip, I think most people turned in early after a tiring day and I believe several suffered from "mal de mer". Still, all in all it was a good do and we finished sixth out of twenty seven.
Sam W

Craning Ashore—an Irreverent Take

So, for the 1st time in 20 years, the crane didn't turn up. Had it ever been ordered one wondered? The more boss-G claimed it had been, the more the theory that craning had been delayed a fortnight to allow Bungle to be repaired & returned to mooring gathered momentum. OK, SNAFU! But then plan B was initiated! A crane & driver were dispatched from Plymouth & with the brook already full of boats, those still on moorings were to approach the wall or slipway until they grounded with the receding tide (HT 0805). The first boat Scoosh was lifted at 1015, the last berthed by 1430. Meanwhile many cups of tea & coffee had been served, the bacon butties had run out & reserves of pasties & the like had been called up & consumed! Fantastic improvisation all round!

Spare a thought for the crane driver! Summoned into action on what he thought of was his day off, driving a lumbering crane through rush-hour traffic from Plymouth, unsure of directions approaching Lympstone & then to emerge in site of a possible angry mob as he had to negotiate the final corner approaching the slipway. I observed keenly: first a tactical retreat of the crane after attacking a local structure - the driver sensibly awarded himself a cooling-off period, by shutting down the machinery, jumping down from the cab & slamming the door behind him. I think he found the welcoming party friendly & sympathetic but just in case the main party were suspicious, he adorned the jib with camouflage to tone down the orange. One could imagine a reciprocal change in colour of faces elsewhere! Notwithstanding, craning proceeded, punctuated by a surely faulty overlimit alarm in the cab which boss-G always seemed to override by assurances to the driver that the load was not that heavy! The alarm was later heard to sound with only the chains lifted!

Editor's Entry

Our Club has not been directly involved in the Church's 600 Anniversary of the Tower during September, several members have been involved with the organisation & hard work & many more have taken part in & enjoyed the festivities. We can only thank the 600 Organising Committee for such a magnificent crescendo of events throughout the month supported by so many other Lympstone Clubs & individuals. This Anniversary has certainly provided a platform to display the extraordinary individual & collective group talents of Lympstonians. Our thanks to them all.

Whilst this Newsletter, as with the Heineken advert, reaches all members that other forms of communication cannot, a very high proportion of racing members are connected. It would be a wasted opportunity therefore not to use e-mails as a more frequent & immediate mode of communication. The aforementioned dinghy sailors have been especially well-served this year in having received over 3 dozen short reminders & résumés of sailing activity from the Dinghy Captain, whilst all connected members have similarly received nearly two dozen reminders from our Communications Committee member. Racing results have been compiled by the Cruiser Captain within days of each race & they have been uploaded on our website. These tasks are I trust greatly appreciated by the members concerned especially, so many thanks to Jeremy, Chris & Don.

The keeping of members' e-mail addresses up-to-date is a constant battle which could of course be avoided if all the aforementioned communications were simply put on the website but the onus to look for information would then of course pass to each member. A point for Spuddle perhaps? Or e-mail Chris so that he has your current address.

I managed my first short outing on Curlew in over seven weeks — oh what delight to be on the water again in the sun, with just Pula Chica enjoying the breeze & Bungle off to Topsham for repairs. At the second attempt I succeeded in scraping up the Brook a half-hour before a 2.7m high tide to offload some gear before craning ashore. Churned up some very

smelly black mud though!

Whilst tongue-in-cheek stories of Craning appear on these pages, it is with hearty & sincere gratitude that we thank the many individuals who planned & carried out a very efficient craning, especially having resorted to plan 'B'! All boats were transferred without incident & with good humour. Special thanks to all those who in the course of the day suffered immersion in the foul-smelling mud on our behalf. Thanks to all the teams for just getting on with it & seeing the job completed. Well done indeed!

Mike's Message

Readers will recognize the shared paradigms and language of the "co-operative's" military men in this personal account of craning.

The mission was simple - to repeat the well rehearsed task of craning ashore. To my 'commando' mind, a simple amphibious operation. but clearly one that merited a 'tanky' lead. And so it was. The higher formations planned meticulously and issued co-ordinating instructions and a detailed op. order. The co-ordinating instructions to clear the dinghy park, to preposition landing craft and the supporting arms were met in full with varying styles of brinkmanship exercised by some sub-units. The headquarters staff even synchronised watches with the natural tide clock, the friendly forces & the contributing agencies which ensured that all the local forces were on the start line in good time.



Waiting for Godot?

And so it was - 05OCT0555A saw all the troops mustered on the slip for the order to 'standby to standby,' the crane had been delayed. The commando went for a brew while the tanky reviewed the mission plan and issued a couple of terse signals. Some four hours later and with a twinkle in his eye, Graham announced the rumble of approaching heavy machinery. The twinkle gave way to undisguised joy as the familiar form of the orange tank, sorry crane, appeared with

freshly collected natural camouflage draped over the barrel, sorry derrick. I suspect you will share my view that inadvertently bulldozing local property added rather unnecessarily to the scene. Whilst our plan had to be adapted, local forces demonstrated considerable personal initiative, inventiveness and adaptability ensuring that the mission was successful. In closing, everyone knows an army marches on its stomach and that well fed troops are happy troops. Well done to everyone involved but particularly to the team in the cookhouse/galley who sustained the operation.



Craning? An Unusual Scene!

The Team Works may be a Royal Navy strap-line but its one I'm happy to share with LSC and LH&FA. Bravo Zulu

Mike