

Editorial matters

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>>>>> champagne!

Sunday, & the forecast was correct – yes the wind had veered – you guessed it! -northerly (but not quite on the nose) & the sun shone. After disentangling herself from a flat patch inside the Orestone Merlin enjoyed a rollicking close reach under a reefed genoa, which provided better balance & placed less demand on crew & the autohelm, a tootle along to Budleigh & a short spell at anchor for a relaxed 'cuppa', killing time before entering the estuary, & then another 'cuppa' on a mooring off Star-cross & a long wait for the tide before creeping back to the mooring in the dark at about 9.00pm, tired but content. Thanks Merlin, thanks Alan. *John B*

Wanted

Individuals or teams to process the printed Newsletters monthly. Folding, envelope stuffing, delivery of bundles to the Newsletter posties. Two teams of 3-4 people to rotate would be ideal. Offers to Editor please.

Found & ..

- At the harbour: bunch of keys (colourful Yale-type) SEAT fob, and another small key. Contact the Editor. 273211.
- Anything for sale? Try this page....

Alphabetical Quiz**Answer to question on page 3:**

Killick: A slang term for anchor - formally a stone weight to anchor on rough ground. Also a slang expression for a leading hand. eg Killick of the watch.

Diary Dates

Wed	6 Oct	1930	Walkers Planning meeting
Fri	8 Oct	1400	Working Party - harbour
Sat	9 Oct	0630	Craning Ashore
		1930	Craning Ashore Supper
Fri	19 Nov	1930	LSC AGM
Fri	31 Dec	~1900	Walkers' NYE Dinner

Winter Walkers Group

Will LSC members interested in the monthly walks (& lunches!) please note that there will be a meeting in the Clubhouse on Wednesday 6 October at 1930 to arrange the programme. Five walks are envisaged, from November to March, usually on the middle Sunday of each month except in December when it will be on Sunday 5th. Volunteers to lead the walks will be particularly welcome! *John Bennett*

Harbour Event

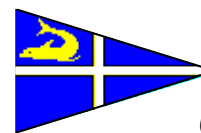
Craning ashore takes place on Saturday 9th October, assemble 0600, Safety Briefing 0615, first lift 0630, High Tide 0820. All dinghies, tenders & summer dry berthed vessels should have vacated the hard by now. A working party to prepare the hard & mark-out bays will commence on Friday 8th at 1400.

Social Events October

- Saturday 9th** Craning Ashore Supper 1930. Put your name down at the Club for this nearer the time. I am planning a menu of Braised Venison followed by Blackberry & Apple Crumble. I will need a few volunteers to cook venison for 8 (recipe & venison provided), so call me if you can help in October.
- Future Events** If anyone would like to help me to plan & organise future events & Friday nights - please get in touch; suggestions or offers of talks or demos, just e-mail me: Judith_Carter@hotmail.com

Confusion

Martin H has acquired a Lotus. No, he hasn't changed his car, it's the name of his Leisure 17SL cabin cruiser. Fit for solo Atlantic crossing, so Martin has no excuse not to leave the estuary. PY1285 so watch out cruiser racers both within & out of the Exe. Word has it that the confusion will be rectified by a new name.



Lympstone Sailing Club

October 2010 Newsletter

Annual General Meeting

Notice is hereby given that the 66th Annual General Meeting will be held in the Clubhouse on Friday 19th November 2010 1930 for 2000

Agenda

1. Commodore to declare the meeting open
2. Apologies for absence
3. Minutes of the last AGM (copies posted in the Club, but summarised in February 2009 Newsletter)
4. Matters arising from the minutes
5. Commodore's report for 2010
6. Honorary Secretary's report
7. To receive and, if thought fit, to approve the accounts for 2010
8. To review the Annual Subscription
9. To consider the major revision of the rules & vote on these changes
10. To re-appoint the Auditor for 2010
11. To re-appoint the Trustees of the Club
12. To re-appoint the President & Vice-President
13. To elect the Flag Officers of the Club
14. To elect, after a ballot if necessary, nominees for the General Committee
15. Installation of the new Commodore

Following the meeting – any other business

The bar will be open from 1930 but will close for the duration of the AGM.

Nomination Lists will appear shortly

Existing Committee Members who wish to be considered for re-election at the AGM are required to present the signatures of a proposer & a seconder (neither shall be a Member of the existing Committee). Members are requested to make further nominations as they see fit for the various Committee positions, either to contest positions, or fill in the gaps. Current members of the Committee who have signified their intention **not** to stand for re-election are Ron Gordon (Rear Commodore), Brian Ridge (Honorary General Secretary & Training Co-ordinator), & Don Govan (Treasurer). According to our Rules this should be done 14 days before the AGM. The nominations can be sent directly to the Secretary with a proposer & seconder. It would help the Secretary's logistics if this could be done before Friday 22nd October. *Brian Ridge (On behalf of the General Committee of LSC)*

'Fast and flat' – The RS800 National Championships

This year's National Championships for the RS800 were hosted by Exe Sailing Club – so we just had to give it a go. Jamie Dawson was crew for 3 of the 4 days & my son Tom filled the gap – so both got a day off school. We hoped we might be in with a chance of a prize for the youngest crew & oldest helm! The races were held a mile or two off Dawlish Warren, & sailing out into the ocean both flat out trapezing with kite up, was an invigorating moment. I'd forgotten the thrill of a championship start, with 40 odd boats all within a boat length or two of the line & going at full speed as the gun went.

The chop made even the 800 seem a bit slow upwind, but tacking without getting into irons became the critical skill. 'Fast & flat' is the key they say, hanging out on the handles until the last second & then diving across the boat. Finding a gap in the procession of boats on

the layline to the windward mark was the next challenge - plus having the nerve to tack into it. Bearing away at the mark is one of the most precarious moments round the course – including avoiding falling out the back as the surge of speed hits us. Then kite up, both hook on & a roller coast ride down the reach, surfing down waves, kite constantly on the curl & trying not to squeal as you see the bow begin to dig in. With most of the hull out of the water as we flew off the top of waves, it's definitely not for the faint-hearted! Coming into the leeward mark is also pretty scary, with up to half a dozen boats converging at 15+ knots on both Port & Starboard. Gybing, dropping the kite & then getting out on the wire for the beat, all has to be done in under 15 seconds, & requires a huge burst of energy & agility from the crew, but Tom & Jamie were more than up to it - & then you do it all again - four times around! There is a merciful break between races, but 'Rest & Relax' just isn't possible an 800 in a force 3-4. Even getting the lid off your water bottle & opening a snack bar without capsizing is tricky. We may have been near the back of the fleet, but it was definitely some of the most exhilarating sailing I've had. "Well, has that cured you?" Michelle asked hopefully. "No chance!" In fact, I think there's three of us hooked now! *Simon Pryor*

Editor's Entry

Many thanks to those who have contributed this month - a blessing as I have been in Japan for 4 weeks up to 30th, so didn't feel much like scratching around for copy after 23 hours of return travel (11 in the air). Virtually no evidence of recreational sailing in Japan so it was marvellous to be out on the Exe again today (2.10.10) in sun, breeze & amongst English-speaking friends of Lymptone.

The Tideway Comes to the Exe?

Jim Vallis of SYC organised another Tideway Meet on the Exe on 19 August. Helen Dimond & John Bennett, sailing Helen's T12 'Annie', joined 6 other Tideways (four 12s & two 10s) from SYC (4), Chichester & South Wales. All the other boats were being sailed single-handed. Given the small, mid-afternoon tide (HW 1457 BST, 2.7m) *Annie* was obliged to play 'catch-up' to the main fleet that had set out from SYC at about 1230. We were afloat & on our way by 1315.

The forecast for the day was not the best: Windguru for Exmouth offered a F4 southerly gusting F5-6 & F7 later, with heavy rain. However, all went well departing the Shelter wall and, with a reef already tied-in from Helen's previous outing (which we decided to live with - our best idea of the day without doubt!), *Annie* had a comfortable run up the eastern side of the estuary on the tide. A gybe & a fast reach saw us quickly across to Turf in a moderate chop, where we lost the wind temporarily before soon enjoying another fast reach & run up the Topsham channel. There we spied a cluster of Tideways anchored at the town end of the Goatwalk, their crews taking lunch by the wall. Discretion was the order of the day, *Annie* rounded-up, dropped the main & eased-in under the jib for willing hands to make her & her crew welcome just before 1400.

Now the Goatwalk beach is doubtless delightful on a nice summer's day but by then, a steadily freshening southerly made it an uncomfortable lee shore. Plan A had been to have a leisurely break there until after HW, then enjoy a flotilla sail back on the tide for pasties at SYC. This, alas, went by the board as all agreed it best to 'get the h*** out of this place' while possible. Much activity, the conditions by then dictating that when Charlie Brown was ready to go ... Charlie Brown went.

So *Annie* went, getting away reasonably smoothly & there began a long, wet beat home against the last of the flood: shortish tacks initially out of the Topsham approaches, a long port tack back to Turf, more short-tacking & then a long leg on starboard passing upstream of channel buoy 20 to the eastern shore. On this leg *Annie* met the full force of the wind & an accompanying steep chop with white horses. It was bouncy! But *Annie* gave us a secure if wet ride. Helen bailed womanfully (& also kept her helm reasonably dry as a good crew (tho' perhaps not an owner?) should, as we shipped considerably more than spray

along the way. Two more tacks & No. 33 & LSC 'N' passed to starboard, further tacks then bringing us home through the moorings. A repeat of the mainsail drop (piece of cake - well almost - after our previous practice!) off the brook perch & a final surge up the brook under the jib to a safe landing. A decidedly damp crew, somewhat knackered but pretty elated after a taxing sail & what a contrast to the calm conditions of the 2009 event.

The return sail had been a case of every boat for herself. One T12 left ahead of us & we saw her closing SYC as we negotiated the moorings but we were concerned as the rest of the fleet had been left far behind on the beat south out of the Topsham channel. Fortunately all returned safely, each with their own tales to tell, no doubt. The Tideways performed superbly well in the conditions but your scribe was happy to have had the extra 2 feet of the '12' under him that day - it would have been a more precarious ride in Pula Chica, the 10ft baby of the Tideway range.

Helen: "I was glad you were helming given the weather but I'm not sure that I would say I enjoyed the return passage, it was reassuring that *Annie* can cope with such conditions!" Our thanks to Jim for arranging the event. Just a shame there was less time than planned to relax & get to know our Tideway Association friends better. *John B*

Postscript from Pat Thomson of SYC

The two SYC T10s had left the Goatwalk under full sail, returned to tuck-in a reef, then made slow but steady progress home with the tide. One of the visiting 12s capsized not too far from the Club probably because of the amount of water in the boat, but SYC safety boat training had just finished & the boat was relaunched quickly to bring her in safely. Records indicate that the wind had peaked at F6 around 1600hrs.

Through Merlin's eyes only Champagne Challenge

Four LSC cruisers, Dorwynd (Ron Gordon), Jesta (Sam Watts), Merlin (Alan Hoare) & Wizard (Liz Wells), entered the Champagne Challenge race to Brixham this year, the event ably organised as usual by Exe SC.

The doom & gloom weather forecast for the Saturday failed to materialise & the race was blessed with fair weather & a fresh SW wind – on the nose all the way! Merlin took a creditable 3rd place out of 24 entries in what your scribe subsequently learned was rather euphemistically called the "Comfort Class", enjoying a great sail following a good start (3rd or 4th across the generous line provided between the Exe Safe Water Mark & the Exmouth Lifeboat). Crossing tacks with the leaders for the first half of the race but falling off the pace & wind somewhat on the long leg on starboard tack outside the Orestone, crossed by Jesta on the final tack into Torbay (Merlin's crew having a senior moment on the genoa winch costing valuable minutes - the ensuing squiggles being faithfully recorded on the chart plotter (Alan: please wipe those!)). A hunt for the final mark off Goodrington was followed by the only reach of the day to the finish line, Merlin holding off a couple of Exe boats threatening on the weather quarter. Not having seen Wizard at all since leaving the mooring we were delighted to see her arrive at the crowded Events Pontoon at Brixham Marina, unfortunately out of time as far as the race was concerned, but nevertheless with a deservedly chuffed crew! Dorwynd, it transpired, also ran out of time. Merlin hadn't seen her since the pre-start jockeying for position.

Thanks to Brixham SC who put on an excellent meal for the 100 or so crew of the 40-odd boats that participated (the others being in the "Racy Class"), to Exe SC & their sponsors & to the RNLI for providing a highly visible & reassuring committee boat (fortunately their other services were not required!). Merlin didn't win a prize, but her crew enjoyed the >>>>>>

Test Your Nautical Knowledge - K

What is the meaning of 'Killick'? Answer on page 4.