

Editorial matters

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This 'n That

- **Answer to p3 question:** Gantline
- **Apologies** from the Editor for delayed publishing of this edition - if no copy from others is forthcoming for August there may be no Newsletter.
- At the recent meeting in the **Youth Club** where all Lympstone Clubs were invited to discuss development of youth activity, as no officer of the Club was present your Editor did mention the possibility of another 'Try Sailing' day & existing youth training.
- **The Sailing Programme 2010** has already created our first racing winner of the season with the completion of the 10 races of the Moore Cup series. Congratulations to Ian Smith once again with his *Streaker* for winning every race in spite of the highest handicap. Perhaps next year, we need to apply a local handicap over & above the PY number to keep him challenged!
- An unprecedented number of mooring & boating issues were considered at the recent Harbour Board meeting taking up considerable time & effort. All members are alerted to the fact that there is increasing demand for harbour facilities. Boat owners who do not seek agreement from the Harbour Board before making any changes to their status quo are potentially jeopardising their harbour privileges. Please refer to www.lympstonesailingclub.org.uk LFHA for information or speak to the Harbour Master, Ted Norton.

Diary Dates

Sat	12 June	Supper Moules/Chicken & chips
Fri	25 June	Races + Fish & Chips
Sat	26 June	Race to R Dart & Dayboats offshore
Sat	10 Jul	LSC Regatta BBQ
Sat	11 Sep	Quilt Raffle Tea

LSC Clothing

Go on-line at our website to see the catalogue of sailing clothing & order form. Contact Rosemary Maltby direct 275752

Quotes From Rory's Blog

Yesterday (Wed 26.5) was a great sailing day! Good winds & lots of hand steering. I have averaged about 135 miles a day over the last 3 days, so Cookie & I are very happy. Been eating loads of fresh vegetables & fruit, ... before they go mouldy. Then it is back to pasta, rice & some tinned delight!

Used the Aquair towed impellar for charging yesterday. The batteries were fully charged with just two hours towing, which is fantastic news. It is great being back at sea aboard Cookie again, but I have to say it is taking me a little while to adjust to being back aboard in an "older" body... I don't seem to bend quite as easy as I use to!

Met a container ship last night, who actually stopped to check I was ok.....and not just lost out at sea! They were interested to hear about the Jester Challenge & the number of boats involved, also kind enough to give me a weather update.

29.5.10 spoke to a very tired & emotional Rory. Yesterday was tough going, Force 6, SW 20-25 knots bang on the nose. Poor Harry (the wind-vane!) has a tough time keeping course going to windward, so lots of hand steering, Very wet & tough day for all on board.

So much so, that Rory hove-to at about 1am & slept all night. (He has now realised that this is a necessity, in order to get some rest, when sailing constantly to windward, not just for the boat, but also for him)

Unfortunately another competitor has had to turn back due to the severe damage their boat sustained during the storm. Condolences to



Lympstone Sailing Club

June 2010 Newsletter

Sailing Quilt Unveiling

Following the barbecue on Bank Holiday Monday saw the unveiling of the stunning Quilt, the brainchild of Pat Bowden, and created by her team of ladies.

The Quilt will be raffled at a special tea party on Saturday 11th September at the Club by which time many hundreds of raffle tickets are hoped to have been sold.

The creation and raffling of the Quilt forms part of the Club's contribution towards Lympstone clubs', societies' & associations' fundraising activities for the major refurbishment of the Village Hall which to date with individuals' and other gifts has already raised over £21,000.



L. to r. Jenny Charles, Norma Exelby, Frances Hurrell, Marlene, Pat Bowden, Louise Goult, Sue Mildenhall, Judith Carter. Other quilters were Suki Commin, Jane Goss-Custard, Jenny Moon & Antonia Netherton

New Distress Alerting Equipment Recommendations

The RYA's Table of Guidelines for pleasure craft under 13.7m in length, outlines the combinations of equipment including flares, EPIRB, & VHF/DSC, you could consider carrying & using to indicate that you need assistance, depending upon the type of your vessel & where you use it. **Modern Technology:** press & hold the red button on your DSC/VHF & assuming power & an aerial it will transmit your distress alert until another station acknowledges it; activated, an EPIRB will transmit for about 48 hours, indicating that you need help & telling the Search & Rescue authorities where your EPIRB is; fire a parachute flare & you have to cross your fingers, hope that someone is close enough, that they were looking in the right direction during the 40 seconds it will burn for, they see it & that they react. Modern technology provides safer & more reliable options for distress alerting than flares, & presuming such technology is carried aboard a pleasure craft, the owner may now wish to consider reducing their complement of flares. **Location - the final mile:** Simply telling someone you need help may however not be enough; they also need to be able to locate you. Search & Rescue (SAR) services, equipped with radar & specialist homing equipment, may not need anything further, but in many instances locating the vessel in need of help in the "final mile" can be challenging, especially if the rescuer is another small craft. Technology for this is still emerging, & for the time being flares remain the most effective solution for pinpointing the vessel in distress. [Download the guidelines via the Links page on our website.](#) The RYA's Table of Guidelines provides guidance for skippers on the types of emergency distress alerting & locating equipment they can choose to carry based on distance from the coast & GMDSS communications sea areas. The advice is endorsed by the MCA & RNLI.

Editor's Entry

I was hoping to be in Plymouth Sound aboard Curlew to say farewell to LSC member Rory McDougall aboard *Cooking Fat (Cookie)*, a 21ft Warram Tiki catamaran, as he set off for Newport, Rhode Island, USA, on the singlehanded 2010 Jester Challenge. Two days in London & another in Weston-super-Mare earlier in the week scuppered this plan, so it was a swift drive down to Queen Anne's Battery for 10am. On arrival, there was hardly anyone to be seen. Of the 90 or so entrants, about a dozen boats could be identified in this part of the marina as likely candidates: under 30ft, with wind-vane self-steering & just a single person aboard. & yes, there was *Cookie*, looking diminutive but as bright & glossy as new. But, whilst the other skippers were fussing around, talking in over-loud tones, indicative of a state of nervous tension, Rory was nowhere to be seen. A half-hour passed, families, sup-

porters & some press crews were now assembled, but still no Rory! Neighbouring entrants were beginning to wonder where the skipper of *Cooking Fat* was. Just then, Rory Michelle family & friends nonchalantly wandered along the jetty in the warm morning sunshine & for the next hour, children seemed to make *Cookie* their play den, whilst



Rory chatted to all & sundry on the pontoon without a care in the world. Before the call came to clear the boat of children, most of the other competitors had already departed for the start area at the western end of the breakwater, mostly under power, a couple were towed. With an hour & a half to the start, friends & supporters removed themselves to the high-level walkway from which we could watch both the pontoons, the exit from the inner harbour & the 2.5 mile beat to the start line. In the next quarter of an hour, Rory said quiet goodbyes to the children & Michelle and then settled to the lone task of last-minute preparations for sea. With just an hour and a quarter to the start, Rory hoisted the mainsail, pushed the twin noses of *Cookie* away from the lea-shore pontoon and simply sailed out of QAB then out to the start line amid cheers and well-wishes from us all. Anne & I watched the start & the fleet's progress to Penlee Point & Rame Head from the old fort at Staddon Point with the distinctive gaff sail-plan of the diminutive *Cookie* discernable through binoculars for a good while amongst the fleet. Those with internet access can follow *Cookie's* progress at <http://roryandcookie.blogspot.com> & from there the background to the story of the Jester Challenge & re-run a virtual fleet position history (the Jester is not a race!) at <http://www.oceanracetrack.com/eviChart.aspx?id=34&ent=663>. *Cookie* has recently skirted the Azores, traversed the 30°W meridian, spotted *Silver Bear* returning from the 2009 ARC (Atlantic Rally for Cruisers) race with Ray Lawry & Tony Gratton aboard & chat-

ted over the radio - Clubnight is an easier way to do it chaps! Early progress of over 100 miles per day has latterly been upset by adverse high winds & depressions which has held-up the whole fleet & caused several to retire.

Returning to the realms of LSC normality, Curlew managed to join White Lady at Dartmouth for a couple of nights, with the weather certainly sunnier than forecast, which suited the ladies. A day or two later, I was chugging along in Curlew north of the moorings when I couldn't believe my eyes when I saw this singlehanded dinghy flying and dipping over the water like an overgrown dragonfly! Of course it was an *International Moth*, a development class where 75 years of continuous innovation has produced today's 30kg all up weight, with 33cm wide hydrofoils. Gybing & tacking on the foils is a most exhilarating experience, once referred to as the holy grail of Moth sailing. Built almost entirely out of carbon fibre, it is surely the most technically advanced racing dinghy in the world.

Other unfortunate incidents continue to befall an certain ex-Commodore that I wouldn't dream of naming (you know, the one with the 'wife' of dubious gender) but who seems to have had a recent spate of her boats not remaining where they should have been securely moored! I think I should recommend to the Harbour Board that they should have to permanently carry the equivalent of a pet's id chip, namely a GPS with the co-ordinates of where it should be moored for the benefit of those who come across them!



Our Club - Back on Track?

Just a handful of years ago, LSC was characterised as a friendly Club where our social dimension, particularly the teas, far outshone our activities on the water. This may have been a convenient & perhaps accurate description, but not one surely that any self-respecting sailing club should brag about. Today, our sailing & boating in general is on the rise, the boat park is brim full & activity on the water is increasing. Competitiveness within our own dinghy fleet is also increasing & we have been providing more training than ever before. The Club is talking of buying a more challenging performance dinghy - we are surely reconnecting with our raison d'être. One cautionary word however; there seems to be an increasingly noticeable demarcation between members who support social events with a boating focus or synergy, as opposed to those who virtually only appear just to socialise with no reference to sailing or boating at all. If either group became too strident, one would see a rapid decline in the participation of the other, or one might see the fragmentation of social events. With care, such tendencies can be avoided.

Test Your Nautical Knowledge - G

What is the word for a single rope often rove through a block or sheave at the mast-head by which all materials or gear are taken aloft. Also used to rig a Boat-swain's Chair on the mast. Answer on page 4.