

Editorial matters

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LSC Contacts

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LSC - Good With Food

•It was a shame the Ploughman's Lunch had to be cancelled in May due to lack of numbers. Please be aware that where a deadline for booking is given, once passed with insufficient numbers, the event will be cancelled to prevent unnecessary shopping & preparation

•**4th June** Moules/Chicken evening. Watch out for a sign-up sheet or phone Andrew/Lucy on 263237.

•**11th June** See top of p.1 about Squires Trophy hosting

•In a change to the program we have decided to offer **sausage sandwiches on the Saturday 18th June instead of Brunch on the 19th**. If anyone would be interested in making/serving the sarnies, phone Alison on 274112

•**Hawaiian Night Saturday 25 June** the Clubhouse will be transformed into an island paradise for an Hawaiian Night with tropical cocktails, authentic cuisine & a party atmosphere. Hawaiian or surf gear optional so get along to the hottest night of the year! Adults £7.50, Children £3. 7.30pm onwards. Booking sheet on the Club Noticeboard or contact Steven & Amanda on 279774.

•**Fri 1st July Fish & Chips...**

•For planning further ahead, consult your printed **2011 Sailing Programme**, which can also be found on our website.

Diary Dates

Sat	4 Jun	0830	Family/Kids sail 3 1000 Chandis Fleet to Brixham 1900 Moules/Chicken C D/B M/B
Sat	11 Jun	pm	Squires Trophy hosted by LSC - Tea
Sat	18 Jun	1000	Sail to Babbacombe C & D/B ?M/B Sausage sandwiches
Fri	1 Jul		Fish & Chip Supper
S/S	2/3 Jul	0900	? Sail Coaching
Sun	3 Jul	0900	Junior Honda RIB Challenge
S/S	9/10 Ju	1200	Exe Regatta
Sun	10 Jul	1100	Sea Sunday
Wed	13 Jul		Evening Meal

Exe Regatta

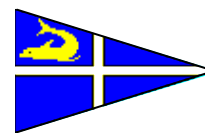
Weekend of 9th & 10th July. View the Sailing Instructions & enter online - link via our website. For dinghy racers there will be normal racing on Saturday & an all in pursuit race on Sunday - lots of fun dinghy courses will be off Starcross so easy to get to.

Answer to page 2 Question

Shipshape & Bristol Fashion: This expression did originate in the port of Bristol. Because of the extreme height of the tide (30ft range), any sailing ship visiting Bristol needed to have her timbers strengthened within the hull, due to the enormous stress & strains encountered at low tide. Any ship caught in the River Avon at low tide would be practically laying on her side, due to the steep mud banks. If cargo had not been stowed & battened down when caught at low tide, meant extra work for the crew before they could leave port. Therefore any ship that had been strengthened & was well stowed & battened down to deal with the Bristol tides was known to be *Shipshape & Bristol fashion*. So today: a neat & tidy vessel.

Cancellation

I trust no one was put out by the prompt & wise decision (I only saw the e-mail sent at 0719) to cancel the second Family/Kids Sail on the 22nd. Chatting with the barmaid at the Royal Southern YC on the Hamble the next day, they had even cancelled their Sunday regatta racing due to Force6 gusting F7.



Lymestone Sailing Club

June 2011 Newsletter

LSC Hosts Squires Trophy Again - 11th June

The Squires Trophy competition for dinghy sailors will be hosted by us again this year & we are encouraging any member not participating to spectate & then enjoy tea with the sailors. The wonderful array of cakes that members have donated in previous years are renown, so we have a reputation to maintain. We are asking members to donate a cake again this year, for Saturday 11th June anytime after noon. The rest of the tea will be provided. Please e-mail jennifer.charles@tiscali.co.uk or give her a ring, 264359. Thank you.

Dayboat Dabblings

Late May, almost one fifth of the season gone - a sobering thought. But its good to see a number of DBs on their moorings once again (*well its half way there! Ed.*) - still one or two more to come, I think! In the circumstances, it is particularly good to report that Kingfisher, usually on mooring before craning, is also now afloat with helm Alan C cleared for take-off after his rapid recovery from his recent 'op'.

Our early 'summer' weather has inevitably given way to 'the usual' brisk NW winds which may have discouraged off-mooring activities, the occasional keen type excepted (no name, no pack drill and no prize - but some of you may guess who!).

Roll on flaming June! Wednesday the 1st, offers the second race in the Jenkins Cup series (only one taker under brisk conditions for the first one early in May - again, no prizes for guessing the keen one!) Also in June, conditions allowing, two possibilities to venture 'offshore' on the 4th either just a day out, or with the Chandis Cup fleet & Motorboats overnighting at Brixham. On the 18th, Dayboats & Cruisers sail to Babbacombe, with the Cruisers at least staying overnight. Anyone interested please keep in touch. Whatever appeals, happy sailing & make the most of the longest days! Finally, our hard-working editor always welcomes 'copy' - do let him have news of your own sailing gems for the wider membership to enjoy!

John Bennett Dayboat Capt.

Motorboats Ho!

It's not just motorboats I enjoy driving I also quite like mowing the lawn. The fresh smell of newly cut grass & a neat stripey finish looks splendid. I think I'll diary my next three cuts in. Starting with 7th June, a 2 pm start I think. Now I wouldn't be surprised if on this date the weather wasn't ideal, so why is it when we plan trips out on the water we are so disappointed when our allotted time arrives the weather isn't as we planned? Our early May jaunt suffered from this very dilemma. Fabulous build up but the thunder & lightning the night before clearly made people think twice about their weekend activities. Not unreasonably. So we will persevere with our plans. Watch out for a few ad hoc trips on the estuary if we can catch weather & tide. In the meantime I must dash & mow the lawn.

Bob Spencer Motorboat Capt. 07730926882

Joint Group Events - 4th June & 18th

There are only a very few Club events that keep us boat-based either in the Exe estuary or beyond for more than one tide. So when two approach in the calendar, it is worth making an effort to keep one's personal diary clear & aim to join in. Whilst a few cruisers managed to get it all together for TSC's Stagecoach race to Dartmouth, LSC's own first such event is the Chandis Race & Motorboat cruise to Brixham, scheduled for Saturday 4th June, returning on Sunday. The Captains of cruisers, dayboats & motorboats have been busy co-operating & encouraging owners to join in & taking bookings for food at Brixham SC. I hope a good fleet musters at the Exe Safe Water Mark on 4th June for the 1000 start.

Editor's Entry

I'm afraid that for some, myself included, comes difficulty in relating names to faces let alone recalling them. One consequence can be a mental 'giving up' of trying to remember names at all. However, once in a while, an event occurs that indelibly imprints the names & identity of those involved. Such an occasion was the dinghy race on the 16th May. We had had north-westerlies for days, on Sunday both safety boats had been deployed but with a racing fleet of 7 boats; not one capsized. Monday was different, the wind a little stronger though more consistent from the NE, but with larger waves. Being a prompt start on a working day, I decided to give my Plymouth Pilot, Curlew, a run, co-incidentally acting as a back-up safety boat. A large 3-lap course was set & a similar number of boats appeared for the start. It was soon apparent that whilst two-up dinghies were OK as were the usual experts, the fixed rig Lasers were struggling with the strength of the wind. For a lap or so, capsizes were few or were soon overcome, but as the wind strength increased with perhaps cold & fatigue becoming a factor, the Lasers in particular were being knocked down relentlessly such that it was agreed over the radio, that the two safety boats, other capsizes excepted, would each shadow a Laser. I lost count of the number of capsizes. It was whilst in this mode of operation that my admiration for the persistence, guts & determination of the two lady Laser helms in particular developed. Cold & fatigued from previous capsizes, time & again the swim to reconnect with the boat, the trial & error of righting the thing in the tricky wind & wave conditions & lastly the effort to haul oneself aboard again. Time & again. Finally on the last lap, a third safety boat launched to help with a tricky lee-shore inversion. So, I'm never going to lose the connection between the faces & names of Margaret & Sam(antha), ever! Well done ladies & all who completed the course!

Challenging conditions for crews may also demand challenging decision-making & expertise on the Wall & in the Safety Boats. With a single Safety Boat, courses should be relatively compact to better allow prompt coverage. The OOD needs to know the relative competence & capabilities of the Safety Boat team & to act accordingly. Communication whether verbal or VHF are a challenge also. Clear, minimalist instructions & replies are easiest heard & understood. With mixed ability fleets, safety decisions must relate to the least capable but made my the most experienced. *5 more editions to go & counting!*

Famil y Sail s - Come Al ong, Hel p Out, Have a Go!

Have you ever looked across at Starcross on a Friday evening & seen their flotilla of Optimists & Toppers & thought why don't we do that? Well that's what we are trying this year with the family sails - albeit on a smaller scale.

The idea is to encourage younger or less confident sailors (all are welcome) in a relaxed environment. The Club boats will be available & some experienced sailors will be down - either to sail with you or give a hand with launch & recovery, & of course there will be safety cover.

The first family sail was in early May & became more of a kayak event as the conditions were pretty windy for new (& even old!) sailors. Some hardy souls ventured out with Simon Pryor in the Feva & got a taste of handling a light fast boat in windy conditions.

Despite the weather everyone had the chance of getting out on the water either surfing waves in the brook using kayaks or hitching a ride in the 2nd safety boat.

For these sessions to work well help, particularly from parents, would be appreciated. We need a couple of people on the shore (no sailing experience needed for this role) & several friendly helms at each session. Hopefully helpers can rotate jobs so that everyone gets out on the water each time. Also the fun doesn't have to be restricted to dinghy sailors. If you are a cruiser or dayboat sailor & would be willing to welcome some other club members onto your craft then let us know.

Brett, Gavin & Simon

Three Handhel d VHF Radios For Sale! - Seal ed Bids

The Club has invested in five, sparkling, new VHF radios to ensure the continued communications efficiency between race organisers & rescue boats. As a result three of the Club's older handheld radios are for sale.

The radios are Entel Submersible HT Series which were bought between March 2004 & September 2007. They each have their own mains charger & are currently in working order. They will be displayed for inspection each Friday evening in the Clubhouse between now & the bidding close date of Friday 17th June at midnight. The radios will be sold 'as seen' & no warranty is implied or will be provided.

The Bidding Process Members are invited to submit their best bids before midnight on Friday 17th June & the three highest bidders at that time will have purchased the radios. The highest bidder will have the first choice of the radios, the second highest the second choice, & so on. It is planned that the current three highest bids will be periodically updated on the Club website (www.lympstonesailingclub.org.uk), however the bids will not be displayed in 'real time' & therefore should be regarded as for approximate guidance only. The names of the highest bidders will not be displayed. Bids should be submitted to LSCTreasurerBS(at)gmail.com or in writing stating your name & bid price. The time of receipt of the e-mail or letter will be used to define compliance with the bid close date & time.

Successful purchasers will be notified & can claim their radios, on payment to the Treasurer, from Saturday 18th June at the Clubhouse.

If you have any queries not covered by the above, please 'phone Basil Strickland on 01395 266935. **Warning:** given our Commodore's 'Lost' advert in May's Newsletter, I am expecting some strong bids from at least one Member of the Club! *(No, no, I found it! Ed)*

Commodore's Corner

A month into the Club's sailing season on the water & activities are in full flow. Whilst not everyone has yet brought their boat down to the dingy park, there has been some interesting action on the water. Cruisers have been out around the cans testing out their rusty skills. More recently a competitive pursuit race saw Rory in Cookie cross the start line last & thrash through the fleet to cross the finish line first whilst the rest of us 'did battle' around the course. At the same time the dinghies have been battling very persistent & challenging wind conditions with varying degrees of success in keeping upright, with several crews testing their swimming skills as their upturned hulls blow downwind. Also, whilst fairly wind-swept, the first family / kids sail proved successful, particularly the canoeing activity safely close inshore. The safety boats have been proving their worth plucking a selection of stricken sailors from the chilly Exe waters. One particularly timely fast launch being undertaken for the dramatic rescue of a visiting couple from cold lumpy waters having capsized their punt on the way to their newly acquired ancient mini cruiser. Not all has been plain sailing though as our Bosun very nearly gave himself a double hernia recently whilst trying to bring a very heavy safety boat ashore only to find 'someone' had left one of the double skin drain plugs out & he was trying to shift half the estuary at the same time. All of which goes to reinforce the need for Safety Boat crews to make sure they leave the boats topped up & in condition for immediate use. A final plea to all (mainly the male Club members) to leave the changing rooms tidy taking your wet kit home with you. Remember it is a facility for all Club members & should not be left like a dumping ground. Happy sailing everyone - see you on the water or at the bar.

Test Your Nautical Knowledge

What is the origin of Shipshape & Bristol Fashion? Answer on page 4.