

Editorial matters

Richard Crisp, 17 Birch Rd 01395 273211
 e-mail: r[at]rgtcrisp.plus.com
 website: www.lympstonesailingclub.org.uk

LSC Contacts

Commodore Chas McLennan-Wiggin
 Membership Tony Gratton
 Secretary Rosemary Maltby
 Social Sec. Alison Gall

SKITTLERS

All Dolphins & Lympets skittlers are invited to Starcross F&C Club on **Friday, 16th September** (time TBC) for the Exe Estuary Skittles League presentation evening. A warm welcome, cheap beer & good food are assured. *Diana*

ANSWER FROM PAGE 2

- The space between the top of the liquid cargo & the top of the tank

DAYBOAT DABBLINGS

Best laid plans.... Pula was unable to make the Jenkins Cup race on the 13th & so far as I know no-one else managed it, either! But it was good to see several DBs out & about on the water at other times enjoying some good sailing conditions at times. Fate, in the form of a pretty dismal weather forecast stymied the planned allcomers' sail to Torquay mid-month. Looking ahead to long summer days in August! The programmed flotilla sail to Turf has been subsumed within the end-July BBQ weekend - but that shouldn't stop people going again if they wish! Jenkins Cup #4 on Sat 13th, another possible daysail offshore or within the estuary for any lucky enough to be on holiday or retired (emphatically not the same thing!) on Tues 16th, &, of course, the Club Regatta & Sailpast on Sat 27th, with an evening BBQ at the club afterwards on the programme. Let's have a nice turnout for that event. After that, September - already? Where has the season gone? DB skippers & crews with stories of their own sailing exploits are encouraged to share them with the readership - thanks.
John B DB Captain

EDITOR'S ENTRY

In praise of being a Club member in Lympstone: in spite of being pre-occupied with concerns over errant water in his boat's bilges, the Commodore noticed Curlew riding low in the water, diverted to take a look, then rang to alert me of trouble. Brilliant! Disaster avoided!.

>>>> CONTD FROM PAGE 3 - COASTGUARD REFORMS

means that one station in each pair is retained. Under today's proposals the Coastguard stations at Clyde, Forth, Portland, Liverpool, Yarmouth, Brixham, Thames & Swansea would close progressively over the period 2012 to 2014/15.

The station at Solent will be replaced by a new Maritime Operations Centre in the Portsmouth/Southampton area. A review of all the responses to the consultation launched in December 2010 has been placed on the Maritime & Coastguard website.

There will now be the opportunity for people to comment on those elements of today's announcement which differ from the original proposals during a further period of consultation, which will run for twelve weeks ending on 6 October 2011.

HIRE OF FACILITIES TO MEMBERS

Just a reminder that Club members are welcome to apply to hire the Club or the marquee for private functions (once they have been active members for two consecutive years). Requests to the Secretary in the first instance (alternative contacts Rear Commodore or Membership Secretary) with sufficient time for approval at Committee meeting (normally 3rd Monday in the month). Paperwork & payment must be completed & returned before the hire date. It is the member's responsibility to leave everything in good order, to collect & return the marquee, making arrangements with any key holder to gain access. *Rosemary*



Lympstone Sailing Club

August 2011 Newsletter

FURRY SATURDAY - REAL ALE & FIREWORKS

Furry Dance Saturday 6th August. Bring your friends and come and watch the Fireworks from the Clubhouse. We will have real Ale on tap. Remember only 2 guests a member can be signed in. I still need a few helpers for an hour on the Bar that night. Judith Carter 274104 judith_carter@hotmail.com

LSC REGATTA - SATURDAY 27TH AUGUST

Theme : Pirates & Princesses

- 1330 Cricket Match Cliff Field**
- 1430 Kids Tug-of-War**
- 1500 Treasure Hunt**
- 1530 Miniature Raft Building**
- 1600 Tea, BRING A PLATE of food**
- 1800 Sail Past - drench the Commodore prize!**
- 1900 Adult Tug of War**
- 1900 Crabbing Competition**
- 1900 Jousting in the Brook**
- 1930 BBQ - booking in advance:**
Alison Gall aemgall@gmail.com or put names on the list in the Clubhouse

NEW FAMILY SAIL EVENT 21ST AUGUST 1000

This additional event will be combined with the Sea Rangers visit. We hope to have the club boats out on the water. HW is 11:30. See you there.

RIVER EXE REGATTA JULY 2011

On the 9th & 10th of July the River Exe Regatta took place the course being just west of the moorings at Lympstone. Four boats from Lympstone sailed each day. On Saturday the wind was quite light & shifty as you got closer to Starcross (light enough to be able to climb onto the deck to retie the spinnaker sheet my dad had rigged incorrectly). The boats were split into different handicap fleets & each competed in 3 races. One boat from Lympstone entered the medium fleet, Chris & Max Batson came 16th. In the fast fleet Alasdair Sword & Richard Stevens came 8th. Colin Dawson (despite the results on the website) did compete in the laser fleet. Bret & Isabelle came 13th in the slow fleet sailing their Miracle. There were lots of different types of boat including: Hornets, RSs (100s,200s,300s,400s,a 700, & an 800), a Phantom, Merlin Rockets, Toppers, a Miracle & many different multi-hulls. On Sunday the same boats entered the pursuit race. The course was huge & the wind was very light. Colin was not on the results but we saw him out there. Chris & Max came 43rd, Bret & Isobel, 35th whilst Alistair chickened out early so did not finish. *Max Batson aged 9*

Many thanks for this excellent contribution Max! Are there any other youngsters who would like to contribute their boating experiences to this Newsletter? Ed.

Your Club Needs YOU - CAN YOU HELP?

Newsletter Editor Needed contact Committee

SAFETY BOAT HANDLING

Already this season the Club has had to make large expenditure on the safety boats which could possibly have been avoided. For instance we have just spent over £500 on gearbox repairs & Allen has had to repair or replace several propellers.

1. If the brook is shallow it is very difficult to drive the boat with the engine trimmed up, even a gentle contact with the bottom will bend the aluminium prop & therefore put it out of balance. When running at speed that prop puts a huge strain on the gearbox. So if the water is shallow please use the paddles – each boat has 2 – until you are well clear of the brook. There is less water after the perch than in the brook.

2. When changing gear do not pull up the red catch when coming out of gear, this will ensure that the lever stops in the neutral position. Giving the engine a chance to slow down & the cogs in the gear box to stop moving. After a short pause in neutral (2 seconds are plenty) squeeze the red lever & select the gear you want. If you hear a clicking or grating sound you are not fully in gear & need to push the lever more firmly.

Because of the very windy conditions some races have been held in it has also been very difficult for some of the crews so hopefully these tips will help:

1. When approaching a capsized boat slow down or stop, engine out of gear, a short distance away & make sure you can see all of the occupants, if you aren't sure how many were in the boat ask them. (Don't assume that a 2 man boat will have 2 people in it!).

2. Talk to them – ask if they are OK or if they need some help & if so what type.

3. While you are stopped observe which way you are being pushed by the tide or the wind, if you need to approach closer you want to be heading into the wind or tide whichever is stronger so that you don't get pushed onto the boat or crew.

4. If the crew want help to right the boat it is your decision as to whether the conditions & the abilities of the safety boat crew make this a safe procedure.

5. If in doubt recover the crew, tie an anchor to the boat & leave it until after the race.

6. If recovering people from the water approach very slowly, heading into the tide or wind.

7. Safety boat crew kneels at the bow talking to the helm & directing him/her if necessary.

8. If those in the water are mobile STOP a short distance away, SWITCH OFF the engine & let them swim the short distance to you.

9. If they are unable to swim approach until the safety boat crew can reach the casualty. As soon as the crew makes contact with the casualty they should tell the helm & the helm must switch off the engine. It may need both of you to get the casualty into the boat!

At all times remember that the safety boat is there to look after people not their boats, all boats that race are insured for racing risks. The decision as to recover a boat rests with the safety boat crew, everybody else must respect that decision.

If anyone wants more training on safety boat work we can run some more safety boat courses (it takes 2 days if you already have powerboat 2). If people do not have time for that & would like a more informal evening session looking at ways to recover boats & people & then watching the RYA DVD, I would be happy to arrange that as well. Let me know if you are interested on 01395 222594. *Chris Batson*

TEST YOUR NAUTICAL KNOWLEDGE

What is Ullage? Nautical, not pub! Answer on page 4.

UPDATED COASTGUARD REFORMS 14 JULY 2011

Revised proposals for modernising the Coastguard, the independent review & the supporting documentation were published on 14 July 2011. The central thrust of the proposals remains the same. The revised plans take account of government decisions made following the first consultation & addresses the perceived risks concerning local knowledge & other weaknesses & threats identified. <http://www.dft.gov.uk/mca/consultationdocument.pdf>

Over 1,800 responses to the consultation were received & while these reflected a general acceptance that modernisation was necessary, they also expressed concerns over a potential loss of local knowledge & a perceived weakening of operational relationships.

The Government's updated proposals reflect these responses & propose creating a nationally networked system of Coastguard stations comprising: one Maritime Operations Centre in the Southampton/Portsmouth area with a back-up facility at the existing Dover site which will be retained as a 24 hour centre; & eight sub-centres, all operated on a 24 hour basis, located at Falmouth, Milford Haven, Holyhead, Belfast, Stornoway, Shetland, Aberdeen & Humber. The small station at London is also retained. Previously the Government had proposed establishing two Maritime Operations Centres (in the Southampton/Portsmouth area & Aberdeen) & five sub-centres, operating in daylight hours only, as well as retaining the 24 hour centre at Dover which oversees English Channel activity.

Under existing arrangements, neighbouring stations are 'paired', allowing them to provide back-up to one another when needed. The 14 July announcement >>>>contd on page 4

COMMODORE'S CORNER

Holiday time is here at last. Schools & colleges are out & families are setting off on summer adventures both near & far. Some of our cruiser fleet have already departed for far flung places such as the Scilly or Channel islands & Brittany. Others, stepping around the coast to savour the hospitality of ports closer to home or, for the dinghies & dayboats, taking the opportunity for day time sailing where work or education would normally fill the time. Either way, one hopes the weather & winds stay fair for all. For my part, once I have come to terms with finding an unexpected quantity of fresh water sloshing around White Lady's bilges (*don't try to put a quart into a pint pot when filling your water tank is the answer! Ed.*). I plan to head for the Fal & enjoy a lengthy tootle back in the direction of home. (unless the fates & weather dictate otherwise.) On the home front there have been an interesting selection of water based activities since my last missive. River Exe Regatta – an enjoyable weekend with many boats large & small on the water enjoying the annual round of estuary competition this year hosted by Starcross SC. Despite light & fickle winds most if not all had a good time on the water. Sadly prizes for LSC entrants were few & far between (see Max's write-up for who did what) but the helpers prize draw coughed up a winner or two with Brett ending up the proud claimant of his own personal fender. We should all be safe from collision on the water now... Our local heats of the Honda Rib Challenge took place with an excellent representation on a truly glorious day on the water. To quote Bob Spencer 'It was particularly pleasing to see so many 8-12 age group attend with one or two competitive parents! They are the future of the club & with sailing experience make very good safety boat candidates'. Also dingy activities have been going well particularly the Family/Kids sailing that has gathered a good following. Sadly the only big damper on the month was the unfortunate cancellation of the cross fleets jaunt to Torquay organised by Alan Hoare that had to be called off due to too much damp & blowy stuff. Never mind keep looking ahead keep an eye on the sailing programme & take every opportunity to get on the water when you can. The Furry dance is due soon, & the BBQ at turf for all (sign up & come & join the fleets ether afloat or in a tent). Then there is the club sail past & regatta on the 27th with prizes for best dressed boat & most soggy hits on the Commodore as you pass. (Be aware I will be fighting back.....:-). Have a great summer one & all – see you on the water.