

Editorial matters

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On Our Website

Do you sometimes mislay a Newsletter or your Sailing Programme, or need to check the date of some event? How about purchasing some clothing with the Club motif? Chances are that what you need is on our website www.lympstonesailingclub.org.uk. Of course once racing gets underway, the website will be the most immediate place to obtain results, if last season is anything to go by, usually within 48 hours of the event. The photo below is in colour!



We follow the progress of Jason's boat rebuild with admiration. Debbie's equipping of the wheelhouse with a Jason Mk2, brought many a smile and yet another reason for task avoidance to other boat fettleers on the hard. (I don't think the curtains are quite Jason though!)

Social Diary Dates

| | | | |
|----|--------|------|--|
| Su | 29 Mar | 1100 | Harbour working party (see p1) |
| Sa | 11 Apr | 0645 | Craning Afloat (see p1) |
| | 11-13 | | Cruiser mast erection |
| Fr | 17 Apr | 1930 | Talk The Moriston Project (see p1) |
| Sa | 18 Apr | 1100 | Harbour working party (see p1) |
| Su | 19 Apr | | Harbour hard open to Dinghies & Dayboats |
| Fr | 24 Apr | 1830 | First races of the season |
| Mo | 5 Oct | tba | Craning Ashore |

Dinghy Park

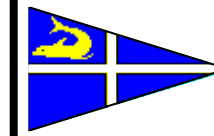
Every season the application for spaces grows. Unlike the park, we only have a limited amount of room & have almost reached maximum capacity. You will see that we have changed the numbering for each row, now running from A to G. So can you all park up as closely as possible so that we can accommodate everyone. We will adjust things if necessary but I guess storage racking for small punts & inflatables will soon be required. Sam W

For Sale

Suzuki Outboard Engine,
 Model DT2.2.
 Two Stroke.
 Little Used, serviced for the season. £175.00 John Welton 01395 271915

Rother tender
 (2.5x1.3m) oars, buoyancy aids, £550 ono Contact: Nickie Moss-Gibbons 01395 275782
 Example:

<http://www.boats4fun.co.uk/info/rother.htm>



Lympstone Sailing Club

April 2009 Newsletter

Craning Afloat

Craning will take place on the 11th April, starting with a briefing for all those using the service at 0645. The operation is, of course, not run by the Harbour Board but by a co-operative of owners with the permission of the LF&HA. There are both legal & safety reasons why owners should attend the briefing, so you put your lift at risk if you fail to turn up. There will be two working parties this year. The first involves the digger and the dumper for the usual scouring of the brook over two days and volunteers are requested to attend around 1100 on the second day (29th March) to assist in laying new mooring chains in the wet harbour and to help with the cleaning up of the vehicles (so the kind of clothing you use for checking your mooring would be appropriate). The second working party day, again at 1100, will be to clear up the dry harbour after craning afloat on 18th April before the dinghies arrive on the 19th. We have asked that all sailing dinghies should not enter the dry harbour until after the 18th but the owners of vessels craned in on the 11th may leave their tenders in their usual spots after craning is finished. We hope to complete the programme of replacing the top of the main harbour wall before craning so the wall could well be inaccessible for a few days.
Graeme Wheeler

The Last Walk

The squaws and braves did assemble in force on Aylesbeare Common for the final winter walk. The sun shone, there was much lacing of boots, waving of sticks & flaunting of fine apparel that hid the frail bodies beneath. The briefing warned of the main road & ticks on the common. 'Ticks' was misheard and there were knowing looks of expectation amongst the braves. The tribe set off across the featureless common and in due course one at the back declared that the turning had been missed, but she was powerless to stop the advance. Onward strode the tribe. Eventually a bog did cause some consternation, some pushed on, others held back & Anne went down, emerging with feet & legs of clay. But there were no ticks on Anne. After much consulting of the map the correct path was located. Almost total silence fell as all marched purposefully lest the lunchtime deadline at the White Horse was missed, but all was well.

To avoid any similar problems on the first walk next Autumn, please meet at the Bowd Inn car park at 11.45 for a start at 11.55 sharp. There will be a long walk around the car park with lunch booked for 12.00. Martin will lead the short walk directly to the door of the lounge bar.
Roger H

Walking Group. Two walks took place in the absence of Margaret and me, thus bringing to a close the 2008 winter season's walking programme. My thanks to all walk leaders for their arrangements and to all participants for their support. You made my job pleasantly easy!
John B

The Moriston Project

'The Moriston Project' is the story of the building of Scotland's first commercial underground hydro-electric power generating station in the 1950s at Glenmoriston. Peter Schaessens, a stalwart of Mariners' Munches who worked on the scheme will present a 30-minute film from Scottish Screen Archive, his photos and talk of his experiences on Friday 17th April from 8pm.

Power Boat Training

Powerboat Refresher

We begin the season with a fun Power Boat refresher aimed at people who might be called on to act as cox'n to the Safety Boat during the season. This will give you the chance to revise your skills. The course will last for about 3 hours and is free. Last year the attendance at the refresher courses was poor; we can do better than that! We are all rusty from our winter's hibernation and need the practice. So please sign up in the Clubhouse to join one of these courses.

| Dates | Venue | Start time | HW time (height) |
|---------------------------------|-----------|------------|------------------|
| Sunday 5 th April or | Lympstone | 14.30 | HW 16.25 (3.0) |
| Saturday 18 th April | Lympstone | 11.00 | HW 12.57 (2.4) |

Honda RYA Youth RIB Championship 2009

Saturday 2nd May, start time 11.00 at the Club

HW 1315 BST, height of tide 2.9 m

The local heat for the Junior/Youth Honda Rib Championship will soon be upon us. There will be two age groups 8-12 and 13-16 (the decision date is 13th September 2009). Entrants do not need Power Boat qualifications. There will be a competent adult, attached to a safety lanyard in the boat at all times. **We would like to see as many youngsters as possible out on the water.** Please sign up on the Club Notice Board. Entry forms will then be sent to you or can be obtained from the Training co-ordinator. The closing date for entries is Saturday 25th April. The Regional final is at the Royal Torbay Yacht Club on Saturday 11th July and like last year we hope to be able to send several young 'Dolphins'. Rumour has it that Toby is too old to enter this year, especially as we have gone to enormous trouble to buy in lashings to tie the Instructor (Chris Batson) to the boat!

Brian Ridge: telephone 275432: e-mail brianridge@lympstone.eclipse.co.uk

Editor's Entry

Sadly, in my view and the Secretary's no doubt, our Club although prompted, once again did not send a representative to the recent Village Hall AGM. The unfortunate fracas over the signs in the harbour surely taught us that dialogue beyond one's own 'patch' is wise. It is not in the best interests of LSC to ignore how other facilities in Lympstone cope with and react to the ever-increasing pressures on organisations. As we all know, our Clubhouse can only accommodate a small fraction of the membership at any one time, thus the Village Hall becomes the next obvious village facility should we need it. The Village Hall, now under new management but the same Constitution (which asks village organisations to be represented), plans to tackle the running of the Hall in a more effective manner, appropriate to the 21st century. Some of their plans which were on display, immediately made me think that a sharing of ideas would be helpful. It would be a missed opportunity indeed, if enhancements were not informed by our experience and our Dinner & Dance requirements perhaps, in particular. If we want to hire out our Clubroom more, it would be helpful if their booking system included us as an option where appropriate.

I can't wait to get on the water but paradoxically I need every day of warm dry weather available to prepare my boat for the season, but by then no doubt it will still not be *ship shape and Bristol fashion* I'm afraid. But as a native Bristolian, I do hope one day to get Curlew into a state where Martin H doesn't feel that he wants to attack it with sandpaper and paint, - one day, but I don't know quite when!

Dayboats

Calling Dayboat owners: Mike Bourne (tel 270121) has contacted me to enquire about dayboat sailing and to express interest in crewing on dayboats this coming season. If you can offer Mike a berth on occasion, please contact him.

Mike also asked if there is any dayboat racing! Well, there could be (see the 2009 sailing programme) - it would be nice to see some boats give it a go this year! There are two trophies at stake, one for a dayboat series and the other for the Commodore's Cup (assuming the weather permits this year). Let's hope for sun and fair winds. Have an enjoyable season.

John Bennett Dayboat Captain

Mike's Message

I find myself staring at a blank sheet of paper for the second time since my installation as Commodore and in the absence of any water borne activity am compelled to share my unhealthy predisposition for grass cutting- the physical satisfaction of moderate exercise in the fresh air, the smell of freshly mown grass, the satisfaction of a job well done. It seems strangely compelling. I'm sure my interest in all things land based is simply a manifestation of six months without regular physical contact with salt water and Exe mud. I spoke with my doctor who indicated my current condition is totally reversible. He recommended a couple of days effort re-laying a mooring or two and a small dose of antifouling, any shade of blue should be effective, to be taken topically or by direct inhalation. Time will tell whether the consultation fee was money well spent and the remedies effective.

This weekend's neap tides saw my rib firmly stuck on the mud and provided an opportunity to re-install the batteries; an easy job I hear you say. Recent observant passers-by will have noticed that I had to dismantle the front end of the console to get them out in the first place and the few owners working in the boat park on Saturday may have heard the choice words uttered as I stripped the flesh of my knuckles trying to perform a reverse caesarean section - pushing life, in the form of two large batteries, back into the boat through a surgical wound before closing up with a new hatch cover and 12 new bolts. Seriously, the good weather saw a significant increase in activity around the Club boding well for the season - only three weeks until craning. Please keep you eyes peeled and support the Club and Harbour Association wherever you can. There is still much to do both in the clubhouse and the boat shelter.

In conversation with those wielding paint brushes, varnish and antifouling during the weekend, we recalled the need to spread salt on frozen decks ahead of craning last year. Fingers crossed for better conditions this year; I fear the current unseasonable warmth won't last. We also recalled the Club's early swimmers in 2008 and I was prompted to remind everyone to check the condition of their lifejackets. An extremely well-informed team of four from Teignmouth and Exmouth RNLI gave a short talk and demonstration of lifejacket use in the comfort of the Club recently. Their key messages were:

Professional servicing is preferred but for those who insist on DIY:

- Check that all the straps and stitching are in good condition
- Fully inflate and check that the LJ stays inflated overnight
- Check the inflation bottles for corrosion and replace as necessary
- Remember to attach the crutch straps
- Consider the addition of hood (readily available) to reduce the inhalation of sea spray and the risk of secondary drowning
- Finally - Wear them

---- and finally my page is filled.