

Editorial matters

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Back-numbers & more on our website:
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This 'n That

- For those requiring advice on how to repair ones inflatable, June & July editions of PBO have details for PVC & Hypalon respectively.
- LSC dinghy sailors clearly take their consideration of weather conditions seriously: on Wednesday 18th with a good force 5 blowing only one crew turned up at all. Don't worry, the Officers & safety boat crew were happy not to have had to deploy, whilst SYC dinghies were capsizing all over the place.
- Tall Ships Regatta, Falmouth 10-13 September
- **Red Arrows** are coming! 9th Aug at Salcombe, 14th Aug at Dawlish HT 1800, 27th Aug at Torbay & 30th Aug at Dartmouth. If the tides are right a trip out into the bay or further?



Curlw high & dry at Beesands - see Editor's Perch for story

Social Diary Dates

Sat	5 July	0800	Tony Clark Classic @Turf Lock see p.1
Sun	6 July	1030	Breakfast - put names on list at Club
Sat	19 July	2000	Curry Night - volunteers needed
Sat	16 Aug		Moules Frites
Sun	7 Sep		Brunch
Sat	13 Sep		Mexican supper - volunteers needed

Duty Roster to Mid-August

The names of those who have a role to play in running events at the time of going to print. Late swaps may have taken place - the definitive list is on the Noticeboard.

Nb arrange your own swaps then inform John Balding on 01392 873961

Chris Carter/Rosemary Maltby	Sam Collett/Oliver Weinhold
Graham Deane/Tony Day	Eric Gowland/Mike Moffatt
Karol & Jeremy Chew	Jason Ingham/Peter Salter
Debbie Mitchell/Brian Hawkins	Basil Strickland/Mike Turgoose
Graham Deane/Chris Doak	Don Govan/Neil McCracken
Ian Schofield/Aline Neilson	Sam Collett/David Collett
John Balding/Helen Dimond	Ian Schofield/David Hawes
Chris Carter/Ian Goult	Karl Neilson/Alan Dixon

Lifejackets

Published: 29/05/2008, the RYA recommends that you **'wear a lifejacket or buoyancy aid unless you are sure you don't need to'**.

"We are fully aware that a lifejacket could save someone's life, but we don't expect people to wear lifejackets when they feel it's not necessary. Such occasions could be when safely moored, below decks or sailing in fine weather when the risk of entering the water is low. Also if the skipper has decided that lifejackets are unnecessary. However if you are at all unsure the best advice is to wear one." However the slogan used by RNLI is surely more memorable: Lifejackets: Useless unless worn.

Safety Systems

We spend a lot of money on Safety systems, VHF radio, flares, lifejackets etc, but could all crew members use these effectively in an emergency? Surely a VHF radio with the capability of automatically transmitting your GPS position, but which has no GPS connected, is analogous to wearing a self-inflating lifejacket with no gas cylinder attached.



Lympstone Sailing Club

July 2008

Newsletter

River Exe Regatta 2008 - Almost Here!

Please watch notice boards for last minute arrangements, come and help when you can - come and enjoy the weekend!

FREE ENTRY TO SAIL UNTIL NOON WEDNESDAY 25th June - copies of race instructions, entry form etc. are on the notice board at the Club and **DOWNLOADABLE** from the regatta website <http://river-exe-regatta.org.uk> - SO..... GO FOR IT!!

Despite not having our own regatta this year, Juniors do not miss out - bring them down on Sunday for lots of fun - and **LET MIKE GALL, CHRIS BATSON OR GAVIN LOWERY KNOW** so that they're set up to cater for and look after the numbers! Check the regatta website or our Club notice board for details.

Thank you to all those who have volunteered to help prior to and over the weekend of the regatta. We have decided to erect two large marquees on Thursday evening so please will all those who expressed availability come and give a hand (and anyone else who could assist). Flags, bunting and lights will be going up during Friday, followed by tables, chairs and general setting up on Friday and Saturday morning. Your help will be appreciated then and over the entire weekend so please keep your eyes open and dip in wherever needed, to keep things running smoothly. If you are required to assist with the catering, bar roster or other specific tasks you will be contacted! On Sunday evening we will only do the necessary minimal clearing up - 7.00pm Monday will be the time for all hands to dismantle marquees and return the slipway and boat park to normality - PLEASE don't forget we need you then! Happy sailing! Good partying!

Outside party lights still needed - do you have some you could let us use?

A Tony Clark Classic Fun Day - Sat. 5th July

Phase 1: Boats leave the Harbour area at 0800hrs, sail, motor or row to Turf Lock where you provide & cook your own breakfast, perhaps washed down with a glass of 'Bucks Fizz', beer or whatever. Don't forget to bring your own camping cookers, food, etc. Anyone requiring a berth to Turf contact Alan Child or Alan Dixon. A landing charge of £1 per head will be collected at Turf. Return on falling tide. (HT 0912)

Phase 2: At LSC/brook/Ridge to enjoy an afternoon of fun & activities (more details will be posted in the Club) (jousting from tenders, cricket, tug-of-war have been suggested)

Phase 3: 'Bring Your Own Food' barbecue at Club from 1800.

Sunday - July 6th - Two Events

English Cooked **Breakfast** after racing from 10.30 by Jeanette Child and Mandy Mitchell, put your names on list in Clubhouse please.

There will be a service starting at 1500 to mark **Sea Sunday**, on the slipway adjacent to Lympstone Sailing Club. Singing will be led by members of the Lympstone South West Telecoms Training Band and the speaker will be the Revd Geoffrey Wrayford. This is an occasion for all the family - and an opportunity to remember those who work at sea, all rescue services, and to thank God for the enjoyment we get from activities on the water. So do come along - if you need to sit, bring your own chairs!

Dayboats - Exe Regatta

The Commodore tells me she has ring-fenced a prize (I know not what!) (*use a cruiser race Cup, they have more prizes than boats & entrants! Ed.*) to encourage DBs to participate actively in the (handicap) racing that is a central part of the regatta activities on 28-29 June. As LSC is organising the regatta this year it would be good to see as many of our DBs as possible in racing mode, on the water albeit within a larger fleet of different craft. Please consider giving it a go on this occasion - even if racing is not usually 'your thing'! Entry details etc are on the <http://river-exe-regatta.org.uk> website and hard copies of the racing instructions are presently available in the Clubhouse lobby. *John Bennett*

Editor's Perch

Anne & I aboard Curlew, departed the steps at the end of the Harbour wall an hour & a half after a 3.8m spring high tide. With no draught worries (our 18' Plymouth Pilot needs about 18") we headed straight for *The Point* at Exmouth and proceeded to follow the *Western Way* hugging *Dawlish Warren Point* out of the estuary - no need of the new channel from buoy 8! Then, setting the autohelm for Berry Head, with only a couple of deviations for fishermen's buoys, we enjoyed a sunny if sometimes a little lumpy passage into head-on waves berthing at Darthaven Marina on the Kingswear (eastern) side of the Dart estuary four & a quarter hours later. Such was the relaxing nature of this passage, that we promptly crossed to Dartmouth, where Anne popped ashore for some shopping, then went upstream to Dittisham, anchoring by the Sailing Club, to read and doze in the afternoon sun. We noticed two ex-LSC boats, *Marella* & *Lady of Lee*.

We were up early and away on Friday morning to rendezvous with Don M to help move furniture at Stoke Gabriel, one hour upstream. Chugged around Tuckenhay, Duncannon but lunched out of the wind by Blackrock off High Dittisham. Anne alighted at Greenway to walk back to Darthaven whilst I returned by boat.

Saturday saw Curlew sounding new depths or rather shallows, as we navigated to Totnes & took the town-side channel past the pub & managed to pass under the centre of the road-bridge arch with 2 inches to spare before having to do a 7-point turn to retrace our steps as the creek fizzled out. We failed to see *White Lady* which was by that time craned into Baltic Warf for repairs although we moored opposite for a few hours window shopping in town arriving back to Curlew which had dropped about 3metres on the tide! During the late afternoon, the Darthaven visitors pontoon was besieged by a rowdy lot namely the Topsham crowd having raced from the Exe. Thirty seven boats! Come on LSC cruisers, there's fun to be had outside the Exe estuary! About the last to arrive was *Dragonfly* (see Commodore's Signal), but it was good to see fellow Lymptonians!

Sunday was another very sunny and calm day. We elected to turn right out of the Dart ending up literally on Beesands. It had been my intention to anchor just off the beach to enjoy lunch, but before I could salvage the situation, the anchor had dragged through the gravel, the mere 6" waves had pushed the boat sideways onto the shingle and the rapidly falling tide soon saw Curlew high & dry! Luckily, the waves had piled the shingle under the bilges such that we sat perfectly level, so all we had to do was to deploy the sunshades and uncork the wine! When that ran out we found The Cricket Inn nearby!

Seven hours later, a local gent wandered along put down his glass of whiskey, removed his shoes, rolled up his trousers and assisted our re-floatation! We now made a bee-line (from Beesands!) for the Dart in the evening sun and just managed to berth in time to order a meal in the Royal Dart Pub before the restaurant closed.

We departed the Dart on Monday, exploring Paignton & Torquay harbours whilst berthing for the night at Brixham before returning to Lymptstone by midday. A good week!

Squires Trophy Report

Well, just two dinghies from LSC joined approx 35 others for this year's Squires organised by SYC. A very light breeze resulted in a delayed start; then as it was building nicely - then suddenly no breeze & a black cloud hanging over us. Then the breeze slowly came in from the opposite direction so off down the estuary went the committee boat with a course re-set. We started well over a hour late into a faltering breeze. I had the advantage of being able to see all the other boats because I was at the back. Briefly we got back into matters following a decision of tactical genius - well ok a fortuitous wind shift. Meanwhile the lan-helmed GP14 was making rather better progress. Ian finished but I withdrew on the last leg with no breeze & aware of a need for elder son needing a lift to the station! At least we lasted longer than a GP14 that gave up after it stuffed up the start! Taking part - Ian Smith & John Bennet (GP14); Jeremy Chew & Jenny Moon (Wanderer). *Jeremy*

Commodore's Signal

June kicked off in style! Sunday 1st June was an extremely busy day down on the slipway - the place was buzzing from first thing - well 10:00am. Chas stimulated a gang of volunteers to come down and wield paint brushes in the changing rooms which now look clean and smart (not *quite* sure about the 'summer blue' in the girls' - with no windows looks a bit more like thunder clouds to me!) No major spills this time Mike! At the same time pictures were hung upstairs, notice boards replaced and gradually an air of smart organisation is returning to the Club. Thank you to all the many 'workers'.

We now have a wide screen TV installed upstairs - much admired by our visitors from other Cubs at a recent regatta meeting, who seemed rather jealous of our progressive move. It will be used for training along with white board facility, and can accept computer connection for illustrating Friday talks.

Late afternoon saw plenty of boats on the water, racing or just soaking up the atmosphere - even I and the 'wife' had the sails up on Piccolo - and everything worked on the old girl! (*does this refer to the wife or to Piccolo? - Editor not Ed!*)

As sails were dropped and boats tidied away, the coals were lit on the BBQ and Alan and his team did their usual grand job, turning out plenty of good food with accompanying salads provided by the usual volunteer ladies and a few fellows too. What a great spread. Beer and wine flowed and a very happy evening passed all too fast. A big thank you to Judith & Lucy for organising the evening, and all those who brought salads or assisted on the night. We're so lucky to have such an active, enthusiastic membership here at LSC. Towards the end, certificates were presented to several of the recently successful power boat trainees who are keenly looking for every opportunity to go out and practise their new found skills in readiness for stage 2.

Activity has continued through the month - ongoing Club improvements; dinghies and day boats regularly on the water. *Dragonfly* raced to Dartmouth in the Nat. West Challenge - sunshine and light tail winds, followed by rain, thunderstorms, a long beat down the coast with reefed main then becalmed in sight of the finish line! The first competing (*and only!*) Lymptstone boat to arrive(!) as witnessed by Curlew who appeared to welcome us, and the Crisps then joining the evening party.

I hear another tender has quietly slipped from a Lymptstone mooring to be rescued from the reed beds upstream - yet another candidate for the Darling Rock trophy (*I doubt it Commodores take precedence Ed.*) - we seem to be building a long list!

A busy month with further power boat training, the Squires event hosted by SYC and the Chandis Cup as well as the full dinghy sailing programme. And THE RIVER EXE REGATTA taking up the last weekend - OUR big event of the year.