

Editorial matters

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Back-numbers & more on our website:
www.lympstonesailingclub.org.uk

LSC Contacts

Commodore Rosemary Maltby 275752
Secretary Brian Ridge 275432
Sailing Sec. Ian Smith 222136
Social Sec. Judith Carter 274104

This 'n That

- Tall Ships Regatta, Falmouth 10-13 September
- Westerly cruiser range from 18-26ft is featured in October PBO, bigger ones next month
- Saturday 20th September: River Exe Champagne Challenge - cruisers race to Brixham for end of season bash. Start 11.00am - entry forms and race instructions in the Club lobby
- New marinas are planned for Brixham & Weymouth - maybe with Olympic interest, more of us will turn east out of the estuary in future

Social Events Dates

Sun	7 Sep		Brunch - see below
Sat	13 Sep	1930	Mexican Dinner - see below
Sat	20 Sep		French Breakfast - see below
Sat	20 Sep	1100	R Exe Champagne Challenge race

Duty Roster to Mid-Oct

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. Please arrange your own swaps then inform John Balding on 01392 873961

Guy Sutton/Simon Adams	Rosemary & Ed Maltby
Jeremy / Karol Chew	Chris Batson/Mike Musgrove
??? / Kevin Pike	Jenny Moon/Toby Ingham
Sarah Hall/Peter Turgoose	John Bennett/Andy McCance
Jan Grieg-Gran/Aline Neilson	Chris Cooke/Peter Trapnell
Peter & Margaret Turgoose	Colin Dawson/Jeremy Chew

Due to holidays etc, telephone reminders were not made for a recent race. Consequently, only one of the necessary 4 duty officials turned up at all. Come on chaps, I spell it out for you monthly, it is on your Sailing Programmes (also available on our website) - you have no excuse not to at least tell someone that you cannot make it (nb your responsibility to make swaps & inform). This really is bad form and potentially lets many people down.

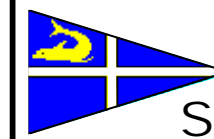
Social Events

Although I was unable to attend the *Moules/Chicken Frites Supper*, (I was, and the moules, chicken & frites were delicious, Ed) I heard great reports of it. Clearly everyone enjoyed themselves. A big thank you to Andy McCance for the idea and for supplying the moules and cooking on the night. Thanks also to Lucy for organizing the event and to Sheila and the other helpers.

September has several Social Events in the calendar. The first is a **Brunch on Sunday 7th**, organized by Sarahleen Strickland & Alison Gall. There is a list at the Clubhouse, so put your name down or phone Sarahleen on 266935.

On **Saturday 13th there is a Mexican Supper**: Chilli con Carne or a vegetarian version of the same. Look for a list in the Clubhouse nearer the date or email me Judith_Carter@hotmail.com to reserve a place. Please contact me if you are willing to make a dish of Chilli or help on the night.

Finally on **Saturday 20th**, Isabel Candy & Marie Boucher provide **French Breakfast**: Croissants, home-made jam, strong French coffee & hot chocolate are all on the menu. Look for a notice nearer the time to put your name down or contact Isabel on 274839
Judith Carter



Lympstone Sailing Club

September 2008 Newsletter

Chandis Cup Race

The Chandis Cup race, held on Saturday 30th of August, postponed from the longest day, surely epitomised the best characteristics of our current Club members' attitude to boating. Yes, the Chandis is a race, from the outer limit of the Exe estuary to the end of the pier at Brixham harbour, but without the overnight stay at Brixham, which of course means a group meal out in the evening and the associated socialising on the pontoons and in town, it would not attract the same following.

An unprecedented number of Lympstone members raced this year, 19, aboard 10 vessels, whilst en route we metaphorically bumped into the Commodore aboard the previous Commodore's boat en route home from the Scillies & on Sunday, Jan G-G, en route from Norway to France via Brixham! (*Apologies to the former crew for not responding overtly surprised and pleased to see them, which we were, but we were racing but more importantly, they didn't appear to be in full control of their spinnaker!*) Anyway, all racing crews completed the course after a somewhat lumpy assemblage and delay at the 1005 start as we allowed SYC who were doing an identical race, to start ahead of us, enthusiastic sailing in fair winds as far as the Ore Stone, after which a slow & uncomfortable drag across Torbay found most either frustrated or ill as they entered Brixham outer harbour. For one boat whose crew had little spare time, with a prompt about-turn, they immediately sailed back to the Exe, whilst an hour or two was allowed for the ill-crew of another boat to recover on the pontoon before returning! The remaining overnighing crews now had time for showers, leg-stretching and alcohol consumption before converging on the Prince William Restaurant for a hearty evening meal. Such *bon repas* was enjoyed assisted by beverage no doubt, that some slept soundly through the overnight lightning, thunder and rain. The wind direction at least for the weekend was most kind, a south-easterly component for the way down, and a north-westerly for the return. The fleet benefiting from the shortened final passage for the approach to the Exe via the new Safe Water buoy & at least 4 knots of flood spring tide which to even experienced helms was classed as 'interesting'.

Power Boat Training

Chris Batson (Instructor Power Boat) has kindly agreed to put on the second part of the adult level 2 Power Boat course in October. We are extremely grateful to him for this. The course will be the completion phase of the adult PB1/PB2 held in May so the fee already paid covers this part also.

It will comprise a revision session, both theory & on the water, followed by the qualifying test circuit, shown on the notice board. The course will commence at the Clubhouse at 1900 on Friday 10th October with a Briefing and Revision session followed by the water-borne part of the course on Saturday 11th & Sunday 12th from the Clubhouse. On the Saturday with HW around 1650 [3.2m, Springs approaching] we can expect to start at 1500 and finish by 1900. On the Sunday with HW around 1741 [3.6 m] we can expect to start at 1600 and finish by 2000. For the water-borne part of the course, please ensure that you come equipped with suitable clothing for the weather (please remember it is often feels colder on the water than on land) and of course life-jackets.

Will members who are eligible for this course, are listed on the notice in the Clubhouse, & wish to complete their PB2 training, please sign against your name on the Club Notice Board. *Brian Ridge*: telephone 275432: e-mail brianridge@lympstone.eclipse.co.uk

Editor's Perch

Whilst the Club has a full and reasonably well-supported Sailing Programme, this year I seem to be seeing much more individual activity on virtually any day when tide and wind suit. This is surely to be encouraged and is perhaps an aspect of the Club's programme that could be developed. There is a special thrill in simply using a boat to navigate from the Club to a chosen destination and disembarking. Surely even the racers would enjoy a more than just once or twice a season escape from the almost inevitable short triangular course. How about extending the social dimension of Club activity to more water-based activity. But given our weather, it is no good just putting one event date on the calendar and then postponing it if a gale is blowing, one has to have perhaps six opportunities on the schedule. OK, if the weather in the day is only acceptable to the racers, let's race, but if the weather is good for social sailing, let that take over, with racing cancelled. There has been so much aforementioned to-ing & fro-ing in the brook, that the swans, even with cygnets, rarely become agitated this year. I'm not sure if I'm right, JG-C will no doubt put me right, but I get the impression that they are even more relaxed if you don't pay any attention to them as you pass, avoiding eye-contact.

Sailing Secretary's Scribing

Sailing - What a dismal August we've had so far - more lost races due to the weather and understandably low turn outs this month than in the whole of last season; however not all is lost. As I type this the sky is blue and a nice breeze is blowing, all the more remarkable given that it is the bank holiday weekend.

It's not the whole story either - those lucky souls not tied to a desk have been spotted making the best of the short good spells and our day boats & cruisers have managed to get out and do some sailing.

I'm also assured by our own weather specialists that Sept / Oct is going to be as good as last year so as our holiday makers return and the weather improves we shall try and make the season end on a high note. Fingers crossed!

Trophies - Could those of you with Club silverware please start making preparations for its return. Prize giving is not until Nov 14th but if you can return trophies to a committee member over the next couple of months that would be great. If you could make sure it is polished that would be even better - thank you.

Sea Ranger weekend - this year's visit enjoyed rather better weather than last years monsoon weekend however as we all gathered on the pebbles at Budleigh for a fish & chip supper on a lovely Friday evening the forecast for the following two days was horrendous. In the event we all turned up at the Club on Saturday morning to be greeted by a perfectly sailable force 3 with occasional light showers. Team SR swung into action and we hit the water with Anne & Robs Laser 2000, a virtually new Laser Bahia that had been towed all the way from London, Ian Scholefield + Devon Yawl and the Club GP. Safety cover was supplied by yours truly. The Sea Rangers were (mostly) as keen as ever but with an interesting aversion to the copious amounts of seaweed on the slip. Once afloat the helms took advantage of the good breeze and some good sailing was had with most of the girls getting chances to crew & helm. A quick dash ashore for lunch at the club and back on the water as the breeze increased. The girls in the Bahia thought better of the damper & windier conditions and quickly returned to base however the others pressed on. With the SB helm getting stressed as the sailors went off in differing directions the inevitable happened and the boat furthest away capsized. Luckily with a capable helm and one of the older girls crewing it wasn't too much of a problem particularly when the helm found she could stand on the seabed because of the neap tide!

Sunday was planned for a trip to Turf for a BBQ and off we went, two safety boats this time and just three dinghies but a nice breeze and no rain. After some brief excursions to mix with the SYC racing fleets we cleared 33 and most of us went up the channel to Turf - not all though. The helm of the Bahia did not get the benefit of all the local knowledge and dutifully sailed straight for Turf across the clear and inviting 6 inches of water that covered the extensive mud flats - at least they were able to stand up and walk the boat to deeper water, accompanied for much of the trek by our second SB. On the recommendation of your sailing secretary we sailed just past Turf to neatly avoid the treacherous 'Turf Stakes' but it soon became apparent that this was a miscalculation due to the low tides and we had to pull the boats back to the rather crowded pontoon. Everyone was soon tucking into the other 'Turf Steaks', sausages etc and then we launched for the return trip. This was relatively uneventful apart from the lure of the mud for one helm although this time no wading was required. As we arrived back at the club the rain clouds gathered but held off just long enough for most of us to stay dry.

Many thanks to all those who helped out, loaned boats, sailed or contributed in any way. The girls had a good weekend and are promising to return again in 2009. *Ian*

Commodore's Signal

What a dreadful August – officially 'dullest and wettest with less sunshine than any year since 1929'. No wonder events cancelled or poorly attended. Nevertheless club sailing continued where possible. The Sea Rangers weekend again a huge success – thanks Ian, Friday nights ticking over and Furry Dance night frantically busy. The Moules-Frites evening excellent - thanks Lucy and Andy.

Despite many long faces - particularly Cruiser sailors with boat troubles, the 'wrong' winds and barely a decent sail or balmy evening to enjoy, some of us have had a busier month! A bumpy 'hairy' trip to Saltash on Dragonfly. A swift dash to be soaked in Edinburgh, squeezed in before joining Jan on his epic voyage. Exciting, lumpy conditions – thrilling, hard work – WHAT an experience. Another quick turnaround - off on Dragonfly for the 'best sail of the year' from Falmouth to Newlyn. But then stuck for 4 days doing boat maintenance, experiencing the Fish Festival, meeting 'interesting' locals but lucky enough to discover Pete Goss on the same pontoon with *Spirit of Mystery*, a 37ft Lugger built to follow in the wake of 'Mystery' which sailed from Cornwall to Australia in 1854. She is as close to the original as possible – an engine a safety requirement but with no intention of using it whilst following the original route leaving this October, www.petegoss.com/mystery.

Despite hefty seas and wind on the nose again, Dragonfly eventually left for Scilly Isles - very brisk sail across, two nights at St Mary's, 26-hour crossing back to Salcombe then on to Lympstone the following day to escort Astra home – end of an exceptional trip for all!

Tideway Association Meet

A half dozen or so Tideway dinghies, including 2 other Tideway 10s, participated in an Exe Sail organised by Pat Thompson, the TA Membership Secretary, who sails a 10 out of SYC. Events limited my participation in Pula Chica to a nice sail across the water in light wind (not the forecast gales) to meet the group, which had previously enjoyed a good sail down to Starcross and back via Sowden End. After lunch they sailed up river and back to SYC in increasingly showery weather, while I returned to LSC. Helen Dimond crewed a T12 (the helm, a farmer from Bradninch was in his late 70's!) picking up rigging hints for her own T12. I was interested to see the latest modifications to the 10, which now includes a centreboard option rather than a dagger board. *John Bennett*