

Editorial matters

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Also available (in colour) on our
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This 'n That

- **Safety boat crews** please remember, ALWAYS switch the engine OFF when approaching anyone in the water. Also please hose fresh water through the engine when laying up ashore after use (there's a vent just below the engine cover marked with white tape) and complete the log book in the Bosun's locker.
- **The BBQ** on 26th August will be a DIY affair so bring your own food – the coals will be hot and the bar open!
- Some of you may have noticed the smart new lock installed in the front door. When refurbishment is completed keys will be issued, on receipt of a small deposit. Keep your eyes peeled for notices or an email update.
- Does any member have items that they wish to buy/swap/sell? Newsletter may be the simplest way of advertising. Private transactions only please.
- In spite of the weather, Club cruisers are notching up a fair number of passages away from the Exe. Let us hope that the second half of the season will encourage us more.

Diary Dates**Clubnight: Every Friday from 1930**

Sun	29 Jul		Bar snacks after racing - sailors, Bridge & safety boat crews take precedence over landlubbers - please note
	28 Jul 7 Oct		Sail Training - refer to July Newsletter for details, reminder below
Sat	4 Aug	1930	Furry Dance Bar open Fireworks 2200
	26 Aug	1700	Racing + Barbecue (BYO)
Sun	2 Sept	0930	Racing + Continental Breakfast

French Breakfast

Following racing for dinghies & cruisers (race start 0930) on Sunday 2nd September, continental breakfast French style will be served. Baguette, croissants, confiture, strong coffee, hot chocolate can be enjoyed. An informal booking sheet may be posted to gauge likely numbers.

Sail Training

RYA good news – we passed last week's RYA inspection with flying colours thanks particularly to Brian's planning, attention to detail & perseverance. **All 3 sail training courses** recently advertised are full enough to run, so will be going ahead. If you are interested but not listed contact Brian Ridge as there may be room for more, or you may be able to take a place if there's a last-minute cancellation. Space limitation precludes a repeat of the details that were set out on page 2 of the July Newsletter. However, Brian Ridge 01395 275432 will be pleased for any further offers of assistance. To organise and lay on such labour-intensive activities is a huge commitment in terms of logistics & manpower, so I trust all participants will honour their agreements & keep in touch. *Ed.* Brian is also taking names for **Powerboat courses** this autumn so let him know if you are keen to join one.

Cruisers' Log

May I repeat my April request for cruising members & others to make notes of their exploits away from the Exe for winter month series of articles for the Newsletter. Anecdotes, tall stories, newly-discovered anchorages etc. shared on these pages will sustain us through the non-sailing season and help fuel plans for the next.

August 2007

**Lympstone Sailing Club Newsletter****Tony Clark**

Lympstone Sailing Club is mourning the loss of one of its most popular members. The sudden death of Tony Clark, following a massive heart attack while in Poland visiting family, has hit everyone in the Club whilst his involvement with so much in the village brought him into contact with many more people. Tony, who was just 56, was well described as a gentle giant. A very caring man, he always had a smile on his face putting you at ease.

A father of five, Tony had suffered an earlier heart attack a few years ago. Hundreds of family and friends turned out to his funeral at Exeter Crematorium on Friday, July 20th – too many for the chapel.

The remainder heard the service conveyed via speakers in the garden. Afterwards a fine wake was held at the Sailing Club with generous food & drink, fortunately with benign weather as the guests overflowed from the Clubroom into the marquee on the hard.

Tony was a successful businessman who began his career in the Navy as an avionics engineer maintaining a squadron of helicopters then moving into the communications industry, most recently during 2001 in the post of vice-president, Business Development for Worldport in Dublin, where he was responsible for international business mergers and acquisitions. He built up a new sales and marketing team achieving sales of £10million.

Jenny & Tony arrived in Lympstone joining the Sailing Club in February 1999. They acquired the local firm Eaton-Terry Property Management in 2002 adding their name to the title, and its growth has continued apace. In his spare time Tony was never still. He had recently been elected to the Parish Council and was a senior powerboat trainer working with the Royal Marines and LSC with 23 RYA certificates being awarded as a result.

He was a member of Lympstone Tennis Club, Lympstone Twinning Association, the 1st Lympstone Sea Scouts and the school PTFA and was a vice-president of Exeter Saracens Rugby Club. As a member of the sailing Club, Tony had spent time on the committee, running the bar, giving dinghy instruction, assisting with dinner and dance arrangements and would always offer to lend a hand though latterly his disarming bonhomie was often put to the test as his forgetfulness surfaced!

Tony loved the water. When not sailing his treasured Drascombe Longboat Nessa, he would often be on safetyboat duty or crewing in a friend's cruiser off the Devon coast. Said our Commodore, "He was a gentle, gifted instructor. As a powerboat trainer he was patient and understanding. He inspired confidence and never let people feel inadequate, always encouraging and willing to give the time they needed. I was so used to walking into the Club on Friday night to see him standing at the bar with glass in hand and a comforting grin on his face." Tony's recent Club award was the Darling Rock Trophy gained when Nessa sank for the second time on her mooring, a tradition continued from her previous owner, JET! True to form, Tony accepted the (wooden spoon) award with good humour. He was a good friend and will be sorely missed.

Squire's Commentary

Come on Sam, lets row out to Jesta & get on station for the start – looks like the dinghies from Exe are already on their way. Rosemary, can you bring the clipboards & hooter? The safety boats can ferry out the rest of the crew & the signal flags on poles when they float off the mud.

On Jesta cast off Rosemary, I'll hoist the giant orange "Committee Boat" flag on the spinaker halyard, Sam can you head over the bank towards SYC – b****, we've run aground – lift a bit of plate & see if we can get off,.... now head into wind, that looks a good spot, drop the anchor & lets see where she holds – we're just out of the channel & don't clash with the B14s' course, the windward mark can go right up there & we'll drop the leeward mark on the other side of the channel just outside the Starcross moorings – marks to port – I'll put up the red flag. Thanks for the flags Ed, welcome aboard John & Don – can you & Rosemary start recording the entries – Ian's done a brilliant job & prepared recording sheets on a class by class basis.

Safety One, this is Committee - can you drop number 2 buoy (*end of the start line*) about 80 yards off our port side – a bit further away – now head into wind – drop drop drop – see where she settles – that's a port tack bias, drag it 20yards downwind please. Mark Layer, this is Committee, Chris please get on station to lay the windward mark. Hello Starcross Grey, can you station the safety boats please, tho' shouldn't be needed, try & keep off channel 8 as I'm mark laying. *Will do.*

Mark Layer, another 100 yards please, now head towards Lympstone 40 yards, stop – that looks dead upwind from the middle of the line – what's it like from your position, OK drop drop drop.

Safety One, can you drop the number 1 buoy about 10 yards off us, on the start line as an inner distance mark – I've still got the skid marks on Dragonfly from last time! *Committee, this is mark layer, we've had to put an extra weight on to get the mark to stand up*, OK, thanks Mike, can you get down to the leeward mark station & drop the buoy sharpish – we're going to be late so I'll do a postponement. Rosemary, get the AP ready, 2 hoots a hoist on my call, 5,4,3,2,1 hoist & hoots. *Chris, what's that?* It's a Solo. Hi Andrew, have a good sail up? Mark Layer, another 50 downwind please, that looks good drop drop drop. Ed, this is Committee, can you drag the Number 1 on station, it's drifted about 15, thanks.

Whats the course? Thinks – read the ruddy race instructions! Triangle, windward mark up there, gybe not yet layed, it'll be off the Lympstone moorings, leeward down there, through the start line each round. Rosemary, one hoot & get the AP down, we'll go into the start routine.... 5,4,3,2,1 AP down & hoot. *Committee, this is mark layer – how's this for the gybe mark.* Can you go about 100 yards towards Exmouth & get in really close to our moorings – it'll give those ashore at LSC a good spectacle, then can you get back to lead the Cats round & show them the course. How many entries Don? *About 60* – wow! Rosemary D up in 30 seconds. All stations, all stations, this is Committee – we are commencing the start routine in 15 seconds. *5 minutes later*, ready for D down & C up, gun, clean start. *How long to the start please. Thinks – what's the point of all the flags – doesn't anyone read the race instructions?* Two twenty. *Rosemary, do you want your sandwiches?* Ed, we're a tad busy now, after the start. P down & gun (*one minute to go*), oh no, looks like about 15 boats think that's the start. 5,4,3,2,1, start, all got back , but another two boats over, individual recall, two hoots, & X flag up. I got one – the Skiff. *Thinks, blast, forgot to station a spotter boat at the other end of the line, it was a Laser, but I couldn't see its number – so he has got away with it.* Three hoots? Oh no, some think it's a general recall, never mind we put up the correct flag, oh crickey, loads are stopping, better call them all back. Rosemary, three long hoots please & get the 1st sub up. All sta-

tions, this is Committee, general recall, I repeat general recall, can you get all the dinghies back please, NO not the B14s!!.. Right, they're nearly all back, one hoot, 1st sub down, lets go into the start routine. *6 minutes later* 5,4,3,2,1 start– b****, about 15 boats over this time, two MORE hoots , 1st sub up, another general recall please, we'll have to do another start for them. Oh no, the cats are coming through the start finish line now – hope they don't hit any of the dinghies. Mark Layer, can you lead the dinghies round too, when we get a clean start! *Will do.* One minute to go, looking good for a clean start, 5,4,3,2,1 one hoot, clean start, so the start time was 14.02 – only 27 minutes late. Lympstone One, this is Committee, can you come along side & grab our kedge – we need you to lay it for us so we don't swing when the tide turns, then can you go & pick up Chas from Wizard, his family commitments have finished early & we could make use of another crew for recording the times. Lympstone Beach, this is Committee, Brian, can you let the tea ladies know we've had a delayed start so boats won't start finishing until about 15.30. Don't put the kettle on yet!

But that was just the start. Thanks to all afloat & ashore for making our running of the Squires such a good, successful & enjoyable day. Summed up by the entry in Exe SC's sailing calendar "Traditional river handicap – don't miss the tea." Says it all!

Chris Cooke – Race Officer

Commodore's Signal

The weather continues to be diabolical yet our competitive dinghy sailing programme continues to go from strength to strength, backed by the support teams. What a frustrating summer for Cruiser and Day Boat sailors – but unlike the Midlands at least the tenders aren't a requirement to move around the village!

The Exe River Regatta saw few of our members competing but safety boat crews and cake-bakers gave their much appreciated support. I'm told the Saturday night bash was an excellent party. Our turn to host next year.

Our own Regatta was blessed with a good day. The sun came out just as the cricket started and stayed all afternoon while the youngsters enjoyed their treasure hunt. Tea was an impressive spread disappearing fast! Following the children's tug of war (where were the adults?) it was good to see Stan back at the end of the wall directing the crabbing and later Pooh sticks, prizes and all. Those who joined the sail past enjoyed the blustery conditions. The salute was taken on the wall by our President and Vice President and I enjoyed my personal salute from a GP crew who should remain nameless (*were there 2 extra 'moons' on the water that day? Ed*). An excellent BBQ was cooked by Alan, Stan & apprentices. It was a pity food ran out before some of the sailors got there – next year no food without a ticket! The local band Mako (two of them Club members) did us proud – they could go far. None of this is possible of course without your input – mostly the usual volunteers - too many to list here but THANK YOU – you know who you are.

Editor's Perch

Many thanks to Chris Carter for the delightful picture of Tony helming Valkyrie on page 1. The frustration of members of the cruising fleet due to lack of fair weather for trips further afield may see a concerted exodus if things improve in August and September. This raises the interesting thought that cruising retirees, so often the first port of call for requests for volunteers due to their supposed permanent availability (it's a seven day week you know!) will not wish to make any commitments, whilst those poor dears shackled to the '9 'til 5' (more like 8 'til 6 if you're lucky nowadays) are the ones available in the evenings & weekends. OK, I'm stretching a point, but you get the drift?