

June  
2004

# SLAUGHDIEN SAILS

<http://www.slaughdensailingclub.co.uk> Email editor@slaughdensailingclub.co.uk

## Opening Day !



clearly true account of the club's beginnings by Barrie Skelcher. The opening itself by Barrie and newly-minted commodore, Allen Carr was simple and quite touching.

The weather forecast for Saturday, 8th May was not good. Wet, windy and cold - what could possibly be worse? Thankfully, as usual, it was largely wrong. The weather was dull; the day was not!

A truly excellent turn-out by the members generated a lively, happy atmosphere which quickly rubbed off on our guests. Chris Perks from Sport England brought his family along and they were genuinely delighted with their trip and Chris was very impressed with the club generally.

A few new members and likely new members thoroughly enjoyed their experiences afloat and the members seemed to be as surprised as they were pleased by the day's events.

The opening ceremony was full of positive messages highlighted by the amusing and

After an excellent lunch provided by Leslie Downing and her gaggle? of ducklings, the afternoon's activities got off to a great start with a demonstration by the Aldeburgh inshore lifeboat team. They even responded to a "real" emergency when Ann Gifford drew their attention to the sorry plight of her beloved Jack, gurgling beside his upturned Contender. That daring young man on his flying trapeze!

Roseanna was at the quayside and a few lucky souls were given a taste of the Monte Carlo lifestyle as SSC's answer to Roman Abramovitch demonstrated his ferry glide. I think you forgot to put the For Sale sign up, Barrie.

continued page 2

## A Couple of Points on Safety.

### 1 Fire extinguishers.

As from January this year it is an offence to have Halon based fire extinguishers. For several years these have been illegal for new installations, but from now on it is illegal to actually have any such extinguisher systems in operation. If any member needs further advice in finding an alternative, please contact me.

2 The onward march of the use of DSC (digital selective calling) for VHF continues. While it is quite legal and acceptable to use the old sets where the initial call is made on channel 16, this will only work between stations that are listening out on 16.

The Coastguard no longer maintain a dedicated watch on Ch 16 and neither do the commercial vessels who now have DSC by law. Installation of a DSC set is simple but an endorsement is required to the licenced operator. Such courses are available from time to time and may take half to one day depending whether a non DSC licence is already held. The winter is a good time to consider the value of taking such a course. If I can be of help with further advice please contact me.

Barrie Skelcher  
Safety and Training.

## Commodore's Message

As I write this report we are about to officially open the new club house.

A great deal of work has been done in preparation for the great day. Thanks must go to all the committee and others, Billy and Grace, Maurice and Betty, and all the people who turned up for work parties and worked so hard. The final touches to the building I hope will be completed this week.

Meanwhile the sailing season has started with the evening and week end racing starting.

The fitting out supper was a great success thanks to the ducklings and all who came.

I have set the end of June for launching 'Enterprise' after refastening 60% of her planking. So far over 600 bolts. A lot longer than I expected what with 3 months in Norway and work but I think I can see the end (of at least phase one). The forth bridge has nothing on a 99 year old ex fishingboat! Maybe early retirement would help me get this done!

Lets hope this year's weather and sailing is as good as last year, or possibly even better.

Allen Carr

### Open Day (Continued)

Chris Best's Laser Stratos proved to be the perfect boat for the initiation of novices and although Chris protested about the difficulties of approaching the slipway carrying a virgin crew, he still made it look easy. Thanks, Chris. And Sarah too. The photographic display was a triumph in its wit and composition.

David Quilter

## Training Schemes.

### Dinghy Sailing.

The sharp eyed members may have noticed that our latest RYA Training Establishment Certificate does not mention dinghy sailing. This is because we have asked for temporary suspension as we were not able to meet a technical requirement for running RYA Dinghy Courses. The opportunity to learn to sail, or improve sailing skills will still continue on Monday evenings, as in previous years they will be supervised by Graham. Towards the end of the season we will apply for the suspension to be lifted and then offer Assessment for RYA Dinghy Level 1 or 2 certificates. For further information contact myself or Graham.

### Dinghy Racing

The temporary suspension does not affect race practice and as the season gets

underway our five RYA Qualified Club Racing Coaches will be involved in organising some race training sessions. Please watch the notice board and web site for details.

### Powerboating

Although we are basically a sailing club, being able to safely handle an engine driven boat is an important adjunct. It is not only necessary to be able to take a turn at escort boat duty, it also involves basic seamanship. We will be holding RYA courses in Powerboat handling on Friday evenings. These will be subject to demand and any member interested should "book" their place with me beforehand. Friday evening training will be given by Paul Gardiner or myself, (we are both RYA Qualified Instructors), with a final assessment for the award of a certificate by Dick Batters who is the Club's Chief Powerboat instructor. Because we need to cover cost there will be a small charge of £5 per session. I anticipate the first session will be on Friday 14th May. If Fridays are not suitable please contact me so that we can try and arrange alternative dates

Barrie Skelcher.

**There is a a fundraising antiques fair at Snape Village Hall next Sunday (6th June).**

**Val would welcome help and support and looks forward to seeing you there!**

24-26 Museum Street  
Ipswich IP1 1HZ  
www.birketts.co.uk

**BIRKETTS**  
Solicitors

- Inheritance tax reduction
- Wills
- Probate and administration of estates
- Enduring powers of attorney
- Personal tax advice and returns
- Trust administration

For specialist advice contact Charles Boscawen  
on t: 01473 406220 f: 01473 406392  
or by email: charles-boscawen@birketts.co.uk

## Cruising Notes:

The first cruise of the year, to Butley, was cancelled because only one boat was ready.

Please could anyone interested in each cruise, give me a ring the week before or e.mail me - as a reminder, this May bank holiday should be to the Stour and Orwell, but havent had anyone contact me about it.

26/27th June is the Deben cruise, 10/11th July is Walton Backwaters, 25th July Dove Point Club picnic, 28/29/30 August Mystery Cruise, and 11/12 Sept Final Fling Cruise - Heres hoping people might get interested, but its quite difficult for me, not actually having a boat!!


Gill

## Surfing tips:

### How to use the Slaughden website:

First of all, you need to get connected to the internet. The ways vary from person to person.

One of the most frequent ways is to press a small icon that looks like a blue E shape, with an orbit shape around it - this is launching

Internet explorer. 

You may use webmail to send emails - for example - logging on to hotmail, or to yahoo. In this case, at the top of the screen, there will be a URL. Each URL should start with the letters http://

In this space, type the words

[www.slaughdensailingclub.co.uk](http://www.slaughdensailingclub.co.uk). This will take you to the slaughden webpage.

The opening page will show you a picture, followed by the diary, listing some of the changes and breaking news. Some **links**, are shown on the side of the page directing you to other pages in the website. At the bottom, there are links to other websites which may be interesting to you.

In this website, you can tell which items are links, because when you move your mouse or cursor over them, they change colour. If you press (click on your mouse, using the key on the left) one of those links, you will be taken to a different part of the site - which may be to the dinghies part of the site, or somewhere completely different. It's your choice...

If you don't want to explore around the site, here are a few things that the site can do at the moment:

- ◆ Show you who are the club officers
- ◆ Give you directions to the club
- ◆ Show you the events calendar for 2004
- ◆ Give you the RYA newsletter
- ◆ Give you the Slaughden newsletter online
- ◆ Show you a bit about other members of the club
  - ◆ Give you news stories about what's happened to the club
  - ◆ Give you important announcements from committee members
  - ◆ Items for sale by club members

In the future, it is hoped that the website will be more adapted to your needs, giving you:

A members only area showing information not for general consumption, but only to club members. This is currently being tested

Vicky Harris

# GREETINGS FROM THE REAR COMMODORE

Hello everyone. Here's an update on the state of the Clubhouse and Dinghy Park, the restoration of which is well on the way to being completed. The Grand Opening took place in a Clubhouse which is really looking the part now, enhanced by lovely decorations and a welcoming galley. Lots of people have worked very hard to make our Clubhouse a meeting place to be proud of; and although some tweaking is still to be done, we hope that members old and new will use it to the full, for socialising as well as sailing.

The dinghy park is well on the way to being fully organised, thanks to efforts by members who have come along to haul boats around, bang in posts, cut grass, lay down markings and do all the things which many people take for granted. The temporary arrangements for Mirrors will continue until the Mound has been moved, but most of the other boats are in their rightful places. There are still some tiedown pegs to go in and chains to lay, but essentially the place is fully functional.

I should like to draw attention to one or two points, the first being – there are no Shoemakers' little elves doing all this work whilst we sleep! I have been

accosted by the odd member saying why haven't "they" done this, that and the other. Of course, there is no "they" – this is a DIY club, and the work being done is purely voluntary, by generous people who really want to make a contribution. Your boat is your responsibility, and if it has been there since last year, it has almost certainly been allocated a different space this year due to the reorganisation. If you haven't looked at your boat in a year, I suggest you do so, as some of them are in a very sorry state and in dire need of TLC. Please make sure you LOOK at the board inside the Clubhouse, work out where your boat is supposed to be, and put it there. If you have to move another boat to achieve this, well, someone has to! If there are problems, you only need to ask, but bear in mind that this major renovation is bound to throw up the odd glitch. We will do our best to sort you out.

The engine shed situation is a nuisance at the moment, but every effort is being made to remedy it, and as soon as ever we can, we will reinstate the facility. Actually, I forget to put my little outboard in the car the other day, and had to row up to my mooring and back again, and it was very invigorating! Cheaper than the gym.

We are reinforcing one or two Club rules with polite signs this year, which include reminders not to bring vehicles into the dinghy park unless absolutely necessary, and keeping your dog on a lead in the dinghy park,

FINALLY – have you

tied your boat down?

put a sticker where it can be seen?

got third party insurance?

Have a great season's sailing!

Pris

## Life in the Slow Lane

Readers should note that these events relate to some fifty or sixty years ago.

At that time I owned a small sailing cruiser which was moored near Norwich. A typical weekend would be a trip to the Beccles area, or if I had an extra day to the north rivers Bure, Thurne etc. If aiming for Beccles, I would seek a quiet mooring a few miles short, say near Aldeby, which had a firm bank.

With sails stowed, and canvas awning over the boat, I have a short stroll along the bank before dinner. Typically, amongst the bric-a-brac to be found, I may have the luck to find a duck's egg. This I throw well inland. Why? You will see later. After dinner the wind dropped away – it often does on the Broads in the summer – and the air is still. We are so used to noise in our present day world that at first the silence strikes us as strange. There is no sound of motor traffic, or aircraft, or TV or radio. Occasionally there is a bird call, or a distant dog barking somewhere. That is all. Since Broads Boats do not normally move after dark, you have the place entirely to yourself.

Dinner over and cleared away, I light the Tilley lamp and recline on my bunk with a magazine or book until bed time.

Next day a low mist shows signs of rising and I can expect a light breeze to get up after breakfast. You do not need much wind to move Broads sailing boats.

If the reeds are moving even if only slightly, you can sail.

Before breakfast, I have another short walk along the bank, and yes, my luck is in. Another ducks egg is staring at me. New laid? Of course. It wasn't there yesterday was it? I put it in a saucepan and boil it for ten minutes. Whilst it is cooking, I make myself a good plate of burgoo (that is porridge to you folk). With these two items inside me, I am set up for the day.

I mention this to show you that you can do quite a bit on primus stoves if you put your mind to it. I had an enamelled casserole dish with a lid and a wire frame inside. This would support a sandwich cake tin. With this I have made satisfactory buns and apple tarts. Pastry? No trouble. A piece of thick glass a little larger than A4 paper size makes a good pastry board whilst a cleaned up milk bottle forms an excellent rolling pin.

A great point about this way of travel is that you have no tiresome time schedules to keep. I would be underway normally between ten and eleven in the morning. On the trip I have outlined, I would meet from time to time with one of our wherries, and the river being fairly narrow, am fairly scraping the river bank as we pass. A prod with my quant is necessary to get back to midstream.

It is time to say a word about quants. Typically about eighteen feet long, they are usually made from a young tree, a thinning, as the woodsmen call it. Larch is a suitable wood. This is debarked, then planed all round, taking the bare minimum of wood off. A day or two later, repeat this, and possibly a third time if necessary. Varnish immediately afterwards. The inboard end, called the "bot" is a roundish knob socketed to the end – much the same shape as the mast cap on a sailing cruiser. The outboard end has a shoe riveted on. This is a

# SLAUGHDEN SAILS

thickish piece of wood shaped like a long thin triangle. There is a knack in using one. Pick it up at its point of balance, turn it until it is upright, then drop vertically into the water – much as a Polynesian fisherman might do with a trident in a lagoon. When the quant hits bottom, you cant it over to the angle you want. In practice you start next to the mast shrouds facing aft. Put the bot to your shoulder and start walking along the side decks towards the stern.

About five or six feet from the stern – no less – drag your quant out of the mud and tow it, with the toe in the water, back to the shrouds and do it all over again. It is impor-

tant to drag the quant off the bottom of the river while you have time. Remember, the boat is gently moving on. If doing this, you lose the quant into the mud or worse still get pulled overboard by it, you are free to choose your own prize! The sailing waters on the Broads generally have about four feet depth of water, but there are exceptions. Last time I went under Acle Bridge, the water was about twelve feet deep. You can see therefore why you need such a long pole to start with.

(Part Two in the next Edition)

Bob Upson

## Martinbrook



We offer a professional Accountancy service to the smaller business and the self-employed at very reasonable rates.

We are a local firm with an excellent reputation and a friendly informal manner. We can often see you out-of-hours, which is a particular boon to the self-employed where time is money !

You are almost certain to know someone locally who is a client of ours and can vouch for us.

We have been established for over 20 years and our services include :

- ¥ · Help with setting up in Business
- ¥ · Registering for Self-Employment
- ¥ · Preparation of annual Accounts
- ¥ · Preparation of Tax Returns
- ¥ · Construction Industry schemes
- ¥ · Assistance with VAT
- ¥ · Setting up a Limited Company



Telephone: 01728 830736  
 Fax: 01728 833386  
 E-mail: enquiries@martinbrook.co.uk  
 Address: 22 The Fitches, Knodishall, IP17 1UX

# Slaughden Sailing Club: Programme June- September 2004

Date:	Day	Event	Start-Time	Location/Trophy
<b>JUNE</b>				
2-Jun	Wed	Series 2/3	1900	Newman Trophy/ Presidents Cup
6-Jun	Sun	Antiques Fair	10.00	Snapc Village Hall
7-Jun	Mon	Adult Sailing Practice	1830	Nominated members activity
9-Jun	Wed	Series 2/3	1900	Newman Trophy/ Presidents Cup
10-Jun	Thurs	YOTAS (new starters begin)	1600	Youth sailing practice
13-Jun	Sun	Round the Island Race	1300	Round the Island Award
14-Jun	Mon	Adult Sailing Practice	1830	Nominated members activity
16-Jun	Wed	Series 2/3	1900	Newman Trophy/ Presidents Cup
17-Jun	Thurs	YOTAS	1600	Youth sailing practice
19-Jun	Sat	Mid summer Ball	TBA	
20-Jun	Sun	Dinghy Challenge	1030	Special race programme
21-Jun	Mon	Adult Sailing Practice	1800	Nominated members activity
23-Jun	Wed	Series 2/3	1900	Newman Trophy/ Presidents Cup
24-Jun	Thurs	YOTAS	1600	Youth sailing practice
26/27	Sat/Sun	Deben Cruise	TBA	
6/28/04	Mon	Adult Sailing Practice	1800	Nominated members activity
6/30/04	Wed	Series 2/3	1900	Newman Trophy/ Presidents Cup
<b>JULY</b>				
1-Jul	Thurs	YOTAS	1600	Youth sailing practice
3-Jul	Sat	Splash Class Sailing	900	Splash Association Training Weekend
4-Jul	Sun	Splash Class Sailing	900	Splash Association Training Weekend
5-Jul	Mon	Adult Sailing Practice	1800	Nominated members activity
7-Jul	Wed	Trophy Race	1900	
8-Jul	Thurs	YOTAS	1600	Youth sailing practice
10th/11th	Sat/Sun	Walton Backwater Cruise		TBA
12-Jul	Mon	Adult Sailing Practice		Nominated members activity
14-Jul	Wed	Series 4	1900	RNLI Pennant
15-Jul	Thurs	YOTAS	1600	Youth sailing practice
17-Jul	Sat	Sail Training Weekend	900	RYA Assessment Level 2
18-Jul	Sun	Sail Training Weekend	900	RYA Assessment Level 2
19-Jul	Mon	Adult Sailing Practice	1800	Nominated members activity
21-Jul	Wed	Series 4	1900	RNLI Pennant
22-Jul	Thurs	YOTAS	1600	Youth sailing practice
25-Jul	Sun	Dove Point Picnic Cruise		TBA Great Day Out For All
		Dove Point Race	1000	Brian Smith Trophy
26-Jul	Mon	Adult Sailing Practice	1800	Nominated members activity
28-Jul	Wed	Series 4	1900	RNLI Pennant
<b>AUGUST</b>				
1-Aug	Sun			
2-Aug	Mon	Adult Sailing Practice	1800	Nominated members activity
4-Aug	Wed	Series 4	1900	RNLI Pennant
8-Aug	Sun	3 Rivers Race	1100	3 Rivers Award
9-Aug	Mon	Adult Sailing Practice	1800	Nominated members activity
11-Aug	Wed	Series 4	1900	RNLI Pennant
15-Aug	Sun	Snapc picnic A.Y.C. Regatta starts	TBA	
16-Aug	Mon	Aldeburgh Carnival	1000	Float and Fun
18-Aug	Wed	Series 4	1900	RNLI Pennant
22-Aug	Sun	Ladies Helm	1430	Ladies Helm Trophy
23-Aug	Mon	Adult Sailing Practice	1800	Nominated members activity
25-Aug	Wed	Trophy Race	1900	
28/29/30	Sat/Mon	Mystery Cruise	TBA	
29-Aug	Sun	Series 5	1430	Sunderland -Taylor Trophy

## Advertising

Classified 25p per line  
 No classified lineage advertisement will be published without pre-payment  
 Display: Whole page £30, half page £20:  
 Quarter page £15, eighth page £10.  
 Discounts for regular advertisers if payment for series is received in advance.

## Copy Dates

Slaughden Sails is the newsletter of Slaughden Sailing Club and is published four times a year, at the start of March, June, September and December, The deadline date is one fortnight before the publication date. There is no guarantee of inclusion of items, particularly late ones, and the editor's decision on whether and where to place material is final.

Please call 01394 382084 for further details.

Slaughden Sails is produced by:

Editor: Vicky Harris,  
 36 Nelson Way,  
 Woodbridge  
 Suffolk  
 IP12 1JW.  
 Email:Editor@slaughdensailingclub.co.uk

Editorial/Print Assistance: Pris Forrest

Technical assistance: M Willemse