



Slaughden Sails Newsletter

November to January 2010

Up coming activities and social events November to January 2010.

- ❑ **SSC AGM** Sunday November 15th at 10.15hrs in the Clubhouse
- ❑ **AGM Lunch and Prize giving at the Brudenell** Sunday 15th November
- ❑ **Christmas Supper** Saturday December 5th at 18.30 hrs
- ❑ **Arctic Antic Lunch** January 1st at 13.00 hrs

Brudenell Prize Giving Lunch

It's almost too late!
If you haven't already sent off your booking form, then contact Lizzie Clark before 5th November!

Applications

SSC AGM

An important message from SSC

This club has some great attributes and is growing both in numbers and depth of skills and qualifications. For a local sailing club we are leading edge with our website whilst our social scene is well organised with food of an enviable standard. Administratively we are well structured with clear roles and responsibilities. Through the support and commitment of our members things get done at this club!

This year the training team have done a fantastic job in developing our skills with an eye on succession planning. A number of interested members have signed up to qualify as Instructors.

What strengths and skills can you offer – leadership, organisation, communication or reliability to support the many needs of the club? Applying for one of the vacant positions for 2010 will also provide a great opportunity to develop and improve your functional knowledge and a great way to become more integrated.

We are not looking for the finished article and there is always help on hand to get you settled in. It would be great to see some new faces in the roles vacant and give one or two people a well-earned rest. **Go for it!**

Roles for 2010	Outgoing 2009	Applicant so far?
President	<i>Jack Saunders</i>	
Commodore	<i>Ted Draper</i>	
Rear Commodore	<i>Unfilled</i>	
VC Cruising	<i>Unfilled</i>	
VC Dinghies	<i>Leslie Downing</i>	
Hon Secretary	<i>Nat Firman</i>	
Hon Treasurer	<i>Mike Rowe</i>	
Membership Sec	<i>June Walker</i>	X
Social Sec	<i>Unfilled</i>	
Website	<i>Richard Walker</i>	X
Administrator		
Fund-raising	<i>Unfilled</i>	
Organiser		
Junior Rep	<i>Oliver Cullen</i>	
YOTAS Rep	<i>Unfilled</i>	
Safety & Security	<i>Barrie Skelcher</i>	
TC Principal	<i>Nigel Hemming</i>	
Boat Master	<i>Unfilled</i>	
Special Needs Rep	<i>John Troughton</i>	
Newsletter	<i>Dawn Samuels</i>	
Committee	<i>Paul Eaton</i>	
Members	<i>Stanley Clark</i>	

There is a proposal to reduce the number of sitting Committee members. Details can be found on the notice board in the Clubhouse. Regardless all the above roles will continue to exist.

A very warm welcome to new members:

Penny Hemphill	<i>pennyhemphill@btinternet.com</i>
Di Munro	<i>dimunro@hotmail.co.uk</i>
Robert & Helen Cannon	<i>rjcannon@btclick.com</i>
Flora Cannon	<i>rjcannon@btclick.com</i>
Tom Cannon	<i>rjcannon@btclick.com</i>
Fergus & Amanda Little	<i>fplittle@gmail.com</i>
Scott & Sue Norris	<i>sue@cowfarm.co.uk</i>

Beat the Credit Crunch

Renew your SSC membership the easy way, using an easy payment option. By using this option you will avoid extra expense at Christmas when money is tight and you will make life much easier for the Membership Secretary – in this way everybody wins! Full details of the offer enclosed with your membership renewal form, which will be sent out at the end of November

Club News and views

Painting Party – A **BIG** thank you to all members that helped paint the clubhouse, tidy and fix a number of things that needed attention. The clubhouse is in a better state to now defend itself against all the elements and it once again looks proud. A word of thanks to Dave Abbott after spending one weekend washing down the slipway to make life easier and safer for all users.

Anybody willing to take on the task of rubbing down and painting the flagpole please step forward!

Training and Coaching

RYA Assessment Weekend - Congratulations to all those that recently attended the RYA Assessment Weekend. Attendees are listed on the website.

RYA Power Boat Course – A large contingent recently attended the RYA Power Boat course including members of AYC. Mixed conditions over the two days made for a very varied and challenging course enjoyed by all.

RYA Safety Boat Course – On the same weekend as the Power Boat Course SSC were also running an RYA Safety Boat Course. This was also well attended both by SSC and AYC members.

An excellent end to the season with so many attendees achieving qualifications and enhancing their capabilities that hopefully can be put to good use for the benefit of the club in the near future. This is testament to the commitment of club members, in particular our Senior Instructors, Assistant Instructors, those in the Galley and others that offered their help. .

Cruisingfor your diary

"Some club members are going on an SSC dinghy cruise in Cornwall next year. The location is the Carrick Roads near Falmouth. The area has a fabulous safe expanse of inland sailing water with glorious scenery, pubs, tearooms and gardens to stop at. In suitable weather a short 4-mile sea trip takes you to the Helford River, which I rate as the most beautiful, I've ever seen. The trip will be for one week, probably in June, May or September depending upon when the majority can make it. We will probably drive down in convoy, you will need to be able to tow your own dinghy, and once there an outboard motor is essential. Anyone interested in coming should email **Chris Best** for further information"

Photo Opportunity

You have sent us some great photos of Club events for the website photo gallery this year but we still need a good, colourful action photo for the front cover of the 2010 Yearbook. If you think you've got the photo we're looking for, please email it to richard@saxroad.co.uk by the end of November.

Thanks – June & Richard Walker

New Printer

Many thanks to Dawn Samuels for the gift of a printer for the OOD office. The old one was on its last legs and this donation came just in time.

Lost Property

An inventory of items in the Lost property box will be posted in the clubhouse. A deadline for claims will then result in a decision how best to dispose of unclaimed items.

Sailing Programme – an article from Leslie Downing

After a recent sailing committee meeting we found ourselves discussing the future of the racing and sailing programme- which in the end must be what the club members want. I am putting pen to paper and would like to respond to some points that Barrie Skelcher made in the last newsletter.

Indeed the racing figures are low- to date an average of 4.7/race for series races and 6 for cup races. The biggest influence on numbers appears to be the weather- what a surprise and summer holidays. These figures are not significantly different to previous years and in line with other clubs where racing numbers are down. Picnic sails & races however appear far more popular.

With regard to Wednesday/Thursday racing, again we should listen to what members say but tradition plays a big part with a mid week breath of fresh air which many members have built into their calendars. **Racing on a crowded river** – If one races in many clubs with class racing there will be upward of 30 boats on the start line- I have rarely seen this even in an AYC Regatta. Racing is about competition and for this there must surely be a number of boats and many would not feel racing on an empty river to be much of a challenge and not really in the spirit of racing (Would these members perhaps defect to AYC for their racing?) **Intimidating** -Well it should not be to a competent helm: others less experienced do not have to get ‘in the thick’ of the start, and I am sure that all the regular racing members would be more than willing to guide & advise those less experienced before going on the water.

With regard to racing with the AYC. The above points apply and other points made— displaying the course at the 5 min gun: yes I find it difficult to see, but a call to AYC will give you the probable course- indeed this was done on more than one occasion.

One big point in favour of racing with AYC is that we can use their OOD. It is a constant headache trying to cover the racing duties, so many people want to change or even not do their duties as outlined in the rota and fail to rearrange with other members. We have very few people with experience of OOD duties- we offer training with very few attending, we have had a few ‘hiccoughs’ as a result

There is great camaraderie on a Wednesday evening- surely this is to be encouraged- after all we live next door to one another!

What do you, as a member want? - Weds or Thurs, less racing, more picnics? more in the holidays and are you prepared to help?

Next years committee would like your views before setting out the programme Leslie(Downing)

Practice Makes Perfect - an article from Barry Skelcher RYA racing coach

The problem facing people when they first enter the sport is “what dingy to buy”. Perhaps it is my sixty or so years of dinghy sailing that prompts them to think I may have useful advice to offer. This may well be true with some of the older classes but I confess to having little or no experience with the more modern plastic boats, which is an invitation for other members to join in the discussion. However certain considerations apply to all sailing dinghies.

The first of these is cost, which does not always cease with the purchase of the boat. Then there is the question of what type of sailing is intended. Day picnics on the River, dinghy cruising & camping, dinghy racing, single-handed or crewed? All these factors need to be considered.

Generally speaking the older classes, especially those that have lost their mass appeal, offer good value for money. An Enterprise, once the country’s most popular dinghy, in good condition can now be bought for as little as a few hundred pounds. In contrast the cost of a modern dinghy with all its

goodies will be in the thousands of pounds. A new Wayfarer, will probably be around the £9,000 mark. Wood should not necessarily be shunned because of its maintenance requirements. A good coat of two can polyurethane paint will last years and give a finish tougher than GRP.

The size of the chosen boat should reflect the weight and size of the crew. A small boat with a large crew, or a large boat with a small crew will not be easy to handle. For example a tall crew may have difficulty ducking under the boom, a light-weight crew not enough ballast to keep the dinghy upright when the winds starts to blow. As a rough guide, a sixteen-foot dinghy like a Wayfarer would have an ideal crew weight of around 24 stone. A thirteen footer, like an Enterprise or Wanderer, about 20 stone, and Miracle about 18 stone. Another consideration is how lively do you want the boat? To a large extent this will depend upon your agility. Dinghies with rounded bilges tend to be more “tippy” than those with hard chines. Thus the old GP 14 is more stable than the Enterprise or Firefly.

Finally there is the question of performance, a fast or slow boat? We sail on a tidal river and it is not always possible to have a fair tide. For those who want to race a foul tide will inevitably be part of the course. It is therefore useful to have a dinghy with a bit of pace. A good guide to performance is the RYA Portsmouth Yardstick (PY) value. This is a handicapping guide for racing in mixed fleets; the figures are calculated from returns made by clubs. The higher the number the slower the boat. The Wayfarer’s PY is 1099, an Enterprise’s 1116, a Wanderer’s 1132 and a Miracle’s 1178. All these could happily take part in the current Club handicap racing. However the Mirror 11, at 1386 is a little tardy.

It is not just the boat, but the way it is sailed that is the decisive factor. It is not an uncommon scenario for some enthusiast to buy a champions boat and then fail to understand why, when they sail it, they finish last! Improving sailing ability comes with practice and experience. The old adage “Practice makes Perfect” must have originated around dinghy sailing. Practice does not mean just going out in a nice gentle force 3 to rehearse tacking and gibing, but rather pushing abilities to the limit. The weather Gods are quite indifferent to your ability and when the winds blow its no use proclaiming that you only intended to sail in a force 3! As you practice, pushing your skills to the limit, you will inevitably make mistakes. Some can be quite serious and for that reason I would advise the presence of a support boat. To provide such a facility we started the “Smart Sailing” sessions and, from comment I have received, I gather they have proved helpful to partaking members.

The timing of these sessions has not been suitable to everyone and there duration has been limited. I therefore thought it would be helpful if practice sessions, with support boat cover, could be arranged on an ad hoc, as and when, basis. Members would then be able to practice pushing their abilities to their limits. The Committee have ruled against this on the basis that it would only provide an opportunity to speed the support boat up and down the River, and that better support can be given from another sailing dinghy. Practice will eventually make perfect but on the way there will be spills so, lacking in support boat cover, I suggest you take a waterproof mobile phone with you.

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For up to date information on all the following items visit the SSC website www.slaughdensailingclub.co.uk

- > Race results as they happen
- > e Shop – shop on line for SSC
- > Members only pages
- > Links to other sites
- > Articles of interest
- > News and Views
- > Photo of the month
- > Weather forecasts for this area
- > Bulletin Board – have your say
- > Social Events – What’s on
- > Gallery – the year’s photo’s
- > Tide times at Slaughden
- > Minutes of previous meetings

This newsletter covers the period November to January 2010 . If you have any useful information that you would like shared with members please let Dawn know via samuelsfamily@fsmail.net . If you find the publication informative and easy to read then please let me know...if you don’t then even more reason to let me know.....suggestions always welcomed.