

September
2004

SLAUGHDEN SAILS

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



Dove point picnic

The dove point picnic was once again a great success on 25 July with many boats, cruisers, dinghys and motor boats arriving from 1130 onwards.

The day did not look very promising to start with - rain and cool but by the race start time (I think 5 or 6 boats) down to drizzle.

I left on Enterprise at 10 with a good crowd on board looking for a lift down, and by the time we got to Orford our smiles had woke the sun up and the day just got brighter and warmer. Pauline even managed to find 10 cups so on went the kettle.

Dove point by 1115 followed 10 minutes later by "Songbird" loaded to the gunnles with food, drink and bbq.

All together we think we fed 52 but total turnout 64 another record WELL DONE

After a lot of yarning and a very unruly game of rounders boats we started the lovely downwind sail home (I did notice some boats not quite sailing a true course) to tea and cake in the clubhouse-"yes we forgot to take the pudding".

Alltogether a lovely day. Nice to have so many friends all in the same place, and despite the poor weather earlier a great success.

I would like to thank all who helped Leslie and myself out loading and unloading songbird and preparing the food - thanks.

By the way we made a tidy profit for the club.

Allen Carr

On The Water Race Practice / Coaching

Saturday 18th September 2004.

Calling all members who race or want to start racing.

Not yet winning races often enough? Don't blame your boat but ask "Could she be sailed better?"



Saturday 18th September, subject to interest and support, will be a race practice / coaching day. On the water exercises, as recommended by the RYA, will be organized by the Racing Coaches. It should be good fun, exciting sailing, and, no matter how good you are, a opportunity to practise.

The day will be suitable for both the novice and the experienced racing helm, also those who crew racing dinghies.

Start 09.30 hrs. Finish approx. 1600 hrs. Bring your own packed lunch! There will be a small charge, £3 per member, to cover the cost of Support Boat fuel etc. Any queries please contact Barrie.

Barrie Skelcher

Fundraising

We had a successful Quiz night and Dinner in February, raising £504. Thanks to David Trower for being an excellent quizmaster, to David Gifford for scoring and to Jack and Stuart for selling so many raffle tickets, raising £100, to John and Pauline Hayter for door duties and kitchen help and to all the ladies who cooked vegetables and made such delicious puddings.

Our second event of 2004 was an Antique Fair in March which raised £295. Again thanks to John Hayter for door duties and to Leslie and Liz for help in the kitchen and to Lesley for her excellent cakes. I should also like to thank Nick Boulter for his gift of a coffer which we sold for £35.

Val T-B

Changes in the International Certificate of Competence.

The ICC as it is generally known is necessary for the skipper of any vessel navigating in some Continental waters. Because it is compulsory for skippers of Continental flagged pleasure craft to have their National "qualification", it is advisable for the skippers British flagged boats to carry the ICC.

At present a test in an auxiliary sailing boat covers the requirement for a certificate in a powerboat as well. This changes from 1st January 2005. After that date the powerboat certificates will be for under 10m and greater than 10m. The auxiliary sailing boat test will then only cover motor cruisers for up to 10m and not for those greater than 10m. for such craft an additional test will be required. It is therefore advisable for any member contemplating taking the ICC test to do so before 1st Jan 2005. For further information please contact me.

Barrie Skelcher

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Calling All Storytellers!

On Wednesday October 13th, a competition will be held in the Clubhouse at 19.30 hours.

We are looking for members who have a true personal sailing-related story to tell. Each Story should last about ten minutes, be it scary funny or serious.

A trophy will be presented to the person whose story is voted best by the audience

Please come and support the above, whether it be as a story-teller or member of the audience.

For further information please call **Mike Tyndale-Biscoe** on 01728 833633

Letters to the Editor

Please note that we cannot always print letters, and reserve the right to edit any submission or to reject letters in their entirety

Dear Editor,

I have just been reading an article in your newsletter written I think by John Giles and Mike Tyndale-Biscoe about a trip across the North sea in an Invicta 26.

As an Invicta 26 owner ('Dido of Aberaeron' built 1965) I regret deeply that, despite the fact that there appears to be several of these yachts still providing excellent sailing, there does not appear to be either a class association or at the very least a forum for

Invicta owners to communicate through.

Would you be kind enough to pass my regards on to the above and perhaps ask them to contact me, if like me they would like some form of contact with other Invicta owners.

Many Thanks

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Ducklings

I am writing this on a very soggy bank holiday Monday – however, we did have a very well attended, if not well winded race.

On Easter Monday the remainder of the car boot sale things went to Friday Street and we are now £50 richer for that...

The fitting out supper took place last weekend and everyone seemed well contented with the Duckling fare.

Don't forget to ask at the galley for SSC shirts and burgees – on display with prices in the club noticeboard passage.

The galley is always open after the races and during training and other club events. Otherwise if there is a

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duckling and people, it will open! Watch the board for other events - if the weather is good we might have a barbeque.

Leslie Downing

Fund Raising Events for this Autumn


There will be a barn dance on October 16th in Knodishall Village Hall. For tickets please contact Val on 01728 833633. Phoenix (the band Pris Forrest plays in) will be performing. More details on the website soon.

We are having a sports quiz night in the Club-house - Quizmaster will be David Trower.

The Regatta Restaurant in Aldeburgh are to host a Quiz night on December 3rd. Tickets are £15, which includes dinner. Tickets from The Regatta.

Please support as many of the above events as possible

Val Tyndale-Biscoe - 01728 833633

 044169

167 High Street, Aldeburgh
Tel: 01728 452884

Paul Brown BDS(Univ.Lond.)Guys 1990 LDS RCS Eng
Sara Peile BDS(Univ.Lond.)1984
Colm O'Loughlen BDS (NUI) 2002
Cheryl Cook E.D.H. 1998 (Dental Hygienist)
Tricia Voda E.D.H. 1980 (Dental Hygienist)

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Cruising off the Western Coast of Scotland: June 2003 Chris Best - LOG

Sunday 1st June: Firth of Lorne

Variable, mainly Easterly, with fog patches, and occasional rain.

Local conditions dictated that we sailed South from Oban through the Firth of Lorne. With conditions darkening in the South, we opted to round Kerrera. Travelling at 15 knots in driving rain we passed the Rudha Seanach and planed into the Sound of Kerrera.

Hunger dictated an early lunch on a rocky inlet of great charm opposite Little Horse Shoe bay. After lunch we continued North through the Sound passed the historic city of Oban and it's bustling port.

The exit from the sound saw a gusting Southerly which took us out at a measured 17.4 knots. We recrossed the Firth of Lorne to pass through dangerously breaking seas at the entrance to the Sound of Mull.

We headed North East for 3 miles, scrapping the keel on the inadequately marked rock North of Lady's Rock, and landed on Bernara Island.

The return to Lady's Rock was against the wind in a force 4 which gave a good spell on the trapeze. Passing back through the entrance to the Sound of Mull, the tidal stream was such that despite making 6.5 knots through the water, we made only 2 knots over the ground. At this point the weather closed down and obliged us to sail in reduced visibility by compass back to Ganavon Bay.

Monday 2nd June: Sound of Mull, Scotland

SE Force 3 – 4, occasional 5, with sunny intervals.

Everything looked good for a trip to Tobermory, so we planed across the Firth of Lorne with the crew on the trapeze and the gennaker flying.

The top speed of the day of 12.3mph (15.5mph approx boat speed) was reached passing Lady's Rock against the tide in choppy conditions.

We proceeded up the Sound of Mull flying the gennaker all the way, passing the historic Duart Castle to Port. Total distance travelled was 28.1 miles in 4.5 hours.

Moored the boat on the Tobermory pontoon for the night.

Tuesday 3rd June: Sound of Mull

Force 5-6, South East, Cyclonic, Sunny start followed by cloud a patchy rain.

This was an arduous sail, in trying conditions. The entire journey from Tobermory to Oban was undertaken in the teeth of a strong South Easterly breeze.

We recovered Eskimo from the Pontoon at Tobermory. The mooring line had worn through and consequently the boat suffered some damage from rubbing against the metal pontoon. We set off in the sunshine from the picturesque fishing port and quickly decided to reef. Upon leaving the harbour we found ourselves beating against a stiff force 5 which was blowing large waves straight up the Sound.

Despite the rough conditions we managed to average 7mph for the first 2 hours sailing, during which time the wind strengthened to a force 6 and the day's maximum speed of 11mph was reached. Around Eilean Glasa we met a square rigged hip working slowly up the Sound. We believe it may have been the "Matthew" making a tour of the British Isles.

Around mid-day the wind eased and we were able to pull in behind a small headland for a short break. After lunch the wind strengthened to a force 4 for the passage down to Lady Rock. For part of the passage we passed several seals who seemed

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undisturbed by our presence. We also crossed the track of a genuine gaff rigged sailing barge. In light winds we slowly passed by Lady Rock against the flood tide, accompanied by a pod of dolphins.

Re-entering the Firth of Lorne the wind strengthened to force 5-6 and gave us an invigorating beat with hazardous trapeze work in the choppy conditions all the way back to our destination.

The trip took 7 hours 22 minutes and covered 37.8 miles at an average speed of 5.1 mph.

Wednesday 4th June: Circumnavigation of Lismore, Scotland

Force 0, rising to 4, Southerly, Sunny with occasional cloud.

In calm conditions we motored North West up the narrowing Lynn of Lorn towards the difficult passage round Inn Island passing Port Appin with its attractive small anchorage.

We rounded the Northern tip of Inn Island and landed on a small pebbly beach where we had lunch, admiring the majestic peak of Ben Nevis and the surrounding mountains. Our route then took us down the Western side of Lismore where enough wind allowed us to sail down the Lynn of Morvern. On approaching the shore we came to within 15 metres of a small seal

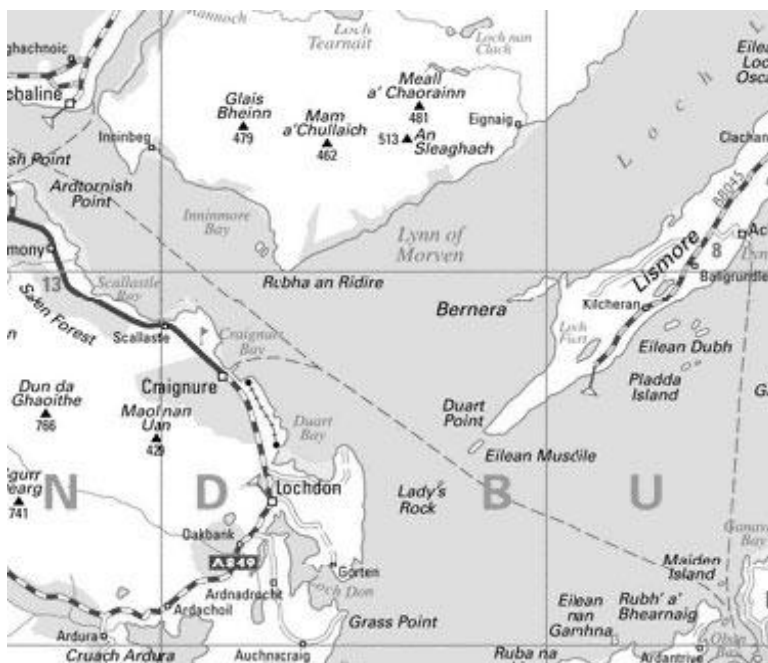
colony. Two adults and two pups watched us sail up and then languidly slid into the water. They continued watching us as we hit ground whilst taking photographs of them!

The wind increased to a force 3 giving us a pleasant beat down the Lynn passing a number of attractive beaches and majestic scenery.

By the time we reached the entrance to the Sound of Mull the tide had begun to make, involving a number of tacks. Passing Lady's Rock was its usual challenge as the tide was strong and swirling in all directions with the surface consequently very agitated. The white Lismore Lighthouse set against the dark storm clouds beyond just added to the fascination of this tricky passage.

We reached the first half of the final leg to Ganavan and then the wind rose to a force 4. This enabled us to fly the gennaker and the crew to go on the trapeze. The day's maximum speed was reached of 13.4mph in glorious evening sunshine and we then coasted gently back to our slipway.

The trip took 7 hours 46 minutes and covered 34 miles at an average of 4.1mph.



Thursday 5th June: Expedition to the Garvellachs, Scotland

Force 4-7, mainly South East, sunny becoming overcast.

The expedition involved a long beat South West down the Firth of Lorne under the shadow of the vast cliffs of Southern Mull. Morning coffee was taken on a small cove on Southern Mull where Eskimo rode happily to anchor.

The cruise resumed in strengthening conditions accompanied by puffins. On a course set to avoid the rocks in

the south eastern segment of the Firth of Lorne, a hard South Easterly tack brought us to the northern limits of the Garvellachs where we encountered swells from the Atlantic Ocean. The anchorage on the East side of the Garvellachs proved to be inaccessible. We therefore headed for a small beach 2 miles away on Eilean Dubh. The wind at this point strengthened to a force 7 and we made the passage in 5 minutes during which time the GPS recorded our maximum speed at an astonishing 37.8mph. It was at this point the crew was heard to yell b.g..r the beach lets keep going!

However, as it was well past lunchtime at 3.15pm we gingerly entered a delightful small cove with a steeply raked white pebble beach. We had our hard earned lunch in glorious sunshine in what must be one of the most attractive locations anywhere.

The return trip offered a long fast reach back up the Firth of Lorne. With the wind at a force 5-6 for the middle third of the return trip and the gennaker up Eskimo repeatedly topped 20 mph. As we sailed we watched a 3 masted staysail schooner making up the Mull coast at impressive speed.

Our speed increased even further as we hardened up to make Oban and gave us the most exhilarating sailing of the cruise. We were impressed with Eskimo's handling throughout and also when she broached and laid over at about 60 degrees in a squall until the keel did its job and righted her.

The return trip saw us back at Ganavan Sands after 20 miles and 2 ½ hours.

The total trip covered 50.8 miles at an average speed of 6.1mph including the 2 stops for coffee and lunch, and registered at top speed of 37.8 mph.

Friday 6th June: Loch Linnhe, Scotland

Force 2-4, Southerly, sunny becoming overcast, then rain.

A warm sunny morning saw an early start up the Lynn of Lorne with Loch Linnhe as the objective. A possible call at Loch Crerran was ruled out by the state of the tides and the fact that the Imray chart displayed two different scenarios at the entrance. The large and the small maps differed over whether or not the entrance dries out completely at low water.

The onward passage took us through the narrow straight between Shuna Island and the mainland which was very ambiguously buoyed. A strengthening wind took us 3 miles further on to lunch on a sheltered beach at Eilean Bainagowan. Our arrival was greeted by several seals who kindly vacated the beach for us. We carried the anchor ashore and allowed Eskimo to drift off as we had our lunch. The attractions of the beach were slightly diminished by the universal presence of seal droppings.

After lunch we set off on a brisk reach to Rubha na H-earbha, during which we recorded the day's maximum speed of 12.8mph. From this beach we had a view of the impressive Ballachulish Bay, gateway to Loch Leven.

The darkening sky in the West prompted us to begin a long beat back to our base past the northern point of Lismore. We followed a local yachtsman through the narrows and re-entered the Lynn of Lorne. After an hour and a half against the failing wind we reverted to the outboard motor for the remainder of the journey. Passing a fleet of local yachts flying their colourful spinnakers we eventually made a safe landfall at Ganavon bay which brought our adventurous week to a successful conclusion.

The trip lasted 8 hours 45 minutes and covered 40.8 miles. Average speed was 4.7 mph and maximum speed was 12.8 mph.

Total distance sailed during the week was 217 miles.

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As it was in those days - or Life in the Slow Lane (Part 2)

I have always tried not to moor for the night at such busy centres as Horning or Potter Heigham. You will seldom have a peaceful night if you do. If I have to by force of circumstances, then in addition to bow and stern mooring lines, I always use spring mooring ropes as well. Passing motor

cruisers, up to forty feet long, and designed apparently as floating caravans with a point at one end, can produce a surprising amount of wash as they pass you only a few feet away. I mention here incidentally that I have never experienced any trouble from the hire fleets. They are more concerned with trying to miss you! I am

sorry to say that this is more than can be said for certain of the sailing club fraternity in that part of the world who deem holiday makers, whether power or sail, as an intrusion on their pleasure.

The Broads, including the rivers, used to be a popular area with coarse fishermen. I don't know whether they ever caught a great deal, but do know that local fresh water fish are not very tasty when cooked. When taking on a river you have to go close to the bank on occasions. This practice does not arouse the anglers' enthusiasm. Indeed, I recall that some of them were very coarse about it.

Speaking of tacking, it is usually better to sail full, rather than point as high as you can get to the wind, when crossing the river. This is especially so in narrow channels. You make good to windward when on the turn, and you usually have

enough run on the boat to carry you some feet before going about. As soon as the boat starts heading on the other tack, back the jib to help the bows round. Whatever you do, you have to keep some way on. In general, Broads boats are very good at going about, and on a number

of occasions I have successfully tacked up a waterway as narrow as one and a half times the overall length of my boat.

The ways of sailing boats are often a complete mystery to holiday makers in their motor cruisers. I recall one or two times inviting them on board to see for themselves the

limitations imposed when travelling under sail.

The tide table is worth some study when arranging a sail of more than two or three miles. Although Broads times are, except through Great Yarmouth, not nearly so fast as we have here in Aldeburgh, it makes all the difference in the world if you have a foul tide associated with a head wind and a tree-lined bank. I remember an instance on the Rover Yare a few miles downstream from Norwich when I had the benefit of the tide, and met a hired sailing cruiser trying to go the other way – and not succeeding. "Where" he asked plaintively, "do you get your wind from?" My reply – "Don't know old man – I haven't been here long".

When the wind falls, and you just have to get somewhere, then in the absence of an engine, it is the quant or nothing. If you have only a few yards to go – say crossing a river – and there is a favourable wind, a useful dodge particularly if



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you have a crew, is to send him or her forward to stand with their arm around the mast. "Don't do anything" I say, "just stand there". Surprising as it may seem, the mast and the standing figure create enough windage not merely to move you, but give steerage way too.

With the volume of traffic even in those days, there was always the possibility of a bona fide traffic jam. Sometimes not so bona fide. I was once crewing for a large yacht on a particularly busy stretch near Thurne Mouth. A virtual armada of craft were coming our way, and we had a few behind us. My skipper looked carefully at this spectacle, then out of sheer devilment put in an entirely unnecessary tack across the river in front of everything. I was kept busy with the jib sheets during what could be described as organised chaos. Except for us, traffic came to a standstill, with no steerage way and do you know that apart from the inconvenience, no one

was hurt, nor any appreciable amount of paint lost – but please, if you are ever that way, don't make a habit of this sort of thing.

I had some good times in those days, but with increasing traffic whether afloat or ashore, cannot say if it is quite so enjoyable today. If my notes encourage you to pay this area a visit, there is only one thing to ad. Have a good time, don't hurry – you are not in a race – and if you cannot be good, at least be careful.

I now lower my mudweight.

Bob Upson

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Slaughden Sailing Club: Programme September-November 2004

SEPTEMBER

1-Sep	Weds	Sinking of the Titanic	1915	Weds. Night Social Evening
2-Sep	Thurs	YOTAS	1600	Youth sailing practice
5-Sep	Sun	Series 5	1430	Sunderland -Taylor Trophy
6-Sep	Mon	Adult Sailing Practice	1830	Nominated members activity
8-Sep	Weds	History of the River	19.15	Weds. Night Social Evening
9-Sep	Thurs	YOTAS	1600	Youth sailing practice
11th/12th	Sat/Sun	Final Fling Cruise	TBA	
12-Sep	Sun	Series 5	1430	Sunderland -Taylor Trophy
13-Sep	Mon	Adult Sailing Practice	1830	Nominated members activity
15-Sep	Weds	Cruising Section talk	17.15	Weds. night social evening
16-Sep	Thurs	YOTAS	1600	Youth sailing practice
19-Sep	Sun	Series 5	1430	Sunderland -Taylor Trophy
20-Sep	Mon	Adult Sailing Practice		Nominated members activity
22-Sep	Weds	Continental Canals; CEVNI	19.15	Weds. night social evening
23-Sep	Thurs	YOTAS	1600	Youth sailing practice
26-Sep	Sun	Series 5	1430	Sunderland -Taylor Trophy
27-Sep	Mon	Adult Sailing Practice		Nominated members activity
28-Sep	Weds	Ropes, knots and splices	19.15	Weds. night Social evening
30-Sep	Thurs	YOTAS	1600	Youth sailing practice

OCTOBER

2-Oct	Sat	Sail Training Weekend	900	RYA Assessment Level 2
3-Oct	Sun	Sail Training Weekend	900	RYA Assessment Level 2
6-Oct	Weds	Dinghy Cruising	19.15	Weds. night social evening
10-Oct	Sun	Frosties (Open)	1100	Frostbite Trophy
13-Oct	Weds	Tall Tales and Yarns	19.15	Weds night social evening
17-Oct	Sun	Frosties (Open)	1100	Frostbite Trophy
20-Oct	Weds	Bring and Buy Auction	1915	Weds night social evening
23-Oct	Sat	Specialist subject evening	1930	
24-Oct	Sun	Frosties (Open)	1100	Frostbite Trophy
27-Oct	Weds	Engines and Tools; laying up	1915	Weds night social evening
31-Oct	Sun	Frosties (Open)	1100	Frostbite Trophy

BST ends

NOVEMBER

21-Nov	Sun	AGM	1030	
	Sun	Laying up Dinner	1300	
27-Nov	Sat	Specialist subject evening		

Advertising

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