

Slaughden Sails



The Newsletter of Slaughden Sailing Club

WINTER 2005

Welcome to Your New Look Newsletter by Ed

Hi everybody. Welcome to the new look newsletter for Slaughden Sailing Club. Our first big change is in sending this electronically to all those members who have access to e-mail. This has been done for two reasons:

1. It saves the club money. We save money on envelopes, stamps, paper and printing, therefore leaving more funds in the bank for other activities.
2. It saves paper. It may not sound like much, but there are over 150 members to the club (including family membership) which leads to a heck of a lot of paper. Many of you have e-mail accounts which allow you to either read on-line or print out your own copy if you prefer. The choice is yours.

Of course hard copies of the newsletter will be forwarded to those of you who do not have e-mail facilities.

Weather!



Chris Best took this picture from in front of the clubhouse on 8th January. The wind speed was force 7 gusting force 8. Not the benign river many of us are used to seeing!

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A Message from the Commodore

By Graham Silsbury

Welcome to our first newsletter of 2005. I hope everybody had a good Christmas and New Year and are now looking forward to those long lazy days of summer (we can all dream!).

It was reassuring to see such a good turn out of members at the AGM and the dinner afterwards seems to have been well appreciated. Well done the Brudunel! Some members were unable to attend the meal simply because of places not being available; we will look to increase availability this year.

The Committee has seen significant changes of membership. Can I on your behalf thank Margaret and Robin Smith, Pris Forrest, Gill Johnson, Kay Osler and Vicky Harris for their tremendous efforts for the club and although Allen has not continued, to Allen Carr for his work as Commodore.

I'm sure we have all been shocked by the impact of the Asian Tsunami disaster. The clubs race fees and refreshment takings were donated to this cause when about 50 of us gathered to watch or compete as 6 dinghies raced for the Arctic Antic Trophy, a £140.00 donation was raised, thanks to all who helped.

I understand membership fees are coming in promptly thanks for your consideration.

Is there a club member who would be willing to verify the club accounts at year-end? This person must be independent from the committee and would essentially represent the body of the club membership. If there is somebody prepared to do this we could make a saving by not having to pay auditors. Mike Rowe should be contacted with offers of help please.

As we prepare for the season I shall be encouraging the Flag Offices to appeal for membership support on projects in and

around the club. I hope many of us are able to give time and effort. Club dinghies need attention. The saltings area needs to be completed and the dinghy park levelled and laid out.

This year will see much discussion on how the long-term management of the river will be undertaken. The Committee will try and keep you updated in this matter as our sailing is bound to be affected by any issue concerning shoreline/river defences.

I hope you agree that communication is a really important element of an active club. We have this newsletter and can I appeal to you all such that by year-end every club member has made a contribution and shared some experience with the rest of us? It is fundamental to our success that we all feel valued members of an invaluable club.

See you in the dinghy park!

Graham

Vice Commodore Dinghies Welcome to 2005!

By Barrie Skelcher

Welcome to 2005. The Dinghy Sailing Sub-Committee, now comprising Mike T-B, Mike Stollery, Jack Gifford, Bill Briggs, Paul Eaton and myself. have drawn up the dinghy sailing programme for the coming season. This has been approved by the Management committee and incorporated the other Club planned activities. This programme is now attached.

You will see that, while basically similar to last year, a few new ideas have been introduced. We are starting the season a little earlier, so make sure your boats are ready for the "off". The last of the Wednesday evening races will be a special finish in the dark event, watch the notice board for details. For the Series 1 we will experiment using a course with only short legs so as to keep the fleet together. There will be a Snape picnic race as well as the Dove Point picnic race. There is a pursuit race and Series 4 will be run with staggered starting times, the slower boats starting first. It has been decided to give replica trophies to the skipper and crew of boats winning non series events.

There are four Friday evening Powerboat 2 training sessions, (more can be included if required), for members wishing to get their Level 2 Certificate and to be able to drive the Club's powerboats. Also four Friday evenings have been designated for race practice. One or more of the Club's racing coaches will run these. They will provide an opportunity to practice tactics, manoeuvres and boat handling with a Support Boat in attendance.

Following the success of last seasons "dark evening Wednesday meetings"; similar programme is planned for 2005. The first Wednesday (16th March), will be a talk from the local RNLI about a dramatic rescue carried out by the Aldeburgh Lifeboat so don't miss it!

The second Wednesday (23rd March) will be preliminaries for the start of the racing season. We will go through Rules and Tactics, OOD duties, Support Boat duties and VHF procedure. The old RIB is being replaced and this will be an opportunity to brief skippers on the use of the replacement

Mike T-B is lending the Club an Express Racing Dinghy for members who want to try their hand at racing but do not have a suitable boat. The Express is lively to sail and has sufficient speed to keep up with the usual racing fleet. The dinghy will be loaned to selected members for a Series or a specific Trophy race. The prime objective is to encourage youngsters to start racing but the offer is open to all members. If you are interested, be you a YOTAS, Youngster, or Old Timer, please contact Mike T-B or myself as soon as possible.

WANTED. Instructors for both dinghy sailing and powerboat driving. Becoming a RYA qualified instructor involves, not only having the basic skills, but also attending an appropriate course. For Dinghy Instructors this takes six days, for powerboating three days. If any member is interested please contact me to discuss further details.

Finally I would mention a First Aid course planned for 19th March which leads to a RYA Certificate. While it is a requirement for all RYA Qualified Instructors and Coaches to hold a valid certificate, the course is well worthwhile for all members not otherwise qualified. Accidents seldom give advance warnings and we never know when we may be called upon to take action, which may save a life. If you would like to take part in this course please let me know or add you name to the notice on the Club notice board.

Good sailing.

Barrie.

Training for the Season

By Graham Silsbury

As usual we will be active in a training programme for both the junior and adult groups again this year. Assessment to the RYA standards will be available and can be undertaken by those who wish to.

We have to make changes to the way in which these sessions will be managed this year as leadership and organisational issues will mean some differences to previous arrangements. Pam Durham is the principle contact for YOTAS and I will undertake this role for the adults. Please contact Pam or I with any matters/ interest/queries in the training area.

Fees will remain EXTREMELY good value and now is a good time to be encouraging friends and family to come along to the club and learn or polish up their skills. Please remember that it is a requirement that all those who join our training sessions that they are club members.

I shall be really pleased of any members who would wish to become qualified trainers under the RYA who would be then prepared to help in this area of the clubs activities. It is proving to be the most progressive way of introducing new active club members who are committed to participate in sailing.

We will start the training towards the end of April or start of May and continue through into September.

Dinghy Cruises from Slaughden 2004

By Chris Best

Eskimo, as many of you may know, is a Laser Stratos Keel. She was new in 2002. Similar in size and performance to a Wayfarer, she is a more modern design. The 100kg retractable keel helps make her arguably the safest dinghy available, and the asymmetric gennaker and trapeze option gives her excellent speed downwind.

In 2003 she gave my brother in law and myself an excellent week's sailing in western Scotland, and in 2004 she had several day trips from Slaughden. It was very pleasing to be joined on these trips by several different club members.

Eskimo went to Pin Mill twice last year. The first was with Leslie in May. We left Slaughden around 6.30am and mostly sailed, partly motored with the last of the ebb tide down to the end of the shingle bank at the river mouth where we stopped for breakfast. Then it was out to sea where the tide was with us all the way to Pin Mill. The wind was NW force 1-3, and occasionally we were becalmed as we drifted past Felixstowe. We were in no hurry as it was a beautifully warm sunny morning.

The wind improved once we entered the Orwell and we had a pleasant beat to Pin Mill where we arrived at about 11.40am. We tied Eskimo up near the Butt and Oyster pub where we had some lunch, and then set off on the return journey at around 1pm just as the tide was turning. We were looking forward to a swift run down to the sea with the gennaker up but it was not long before Leslie commented that the boats ahead of us were coming towards us also flying their spinnakers! We were a little slow realising that a sea breeze was about to hit us and we couldn't drop the gennaker

before it filled the wrong way and we started travelling backwards! Gennaker down, and somewhat irritated to find ourselves beating the length of the Orwell again, we sailed down and out to sea and had a glorious sail in the sunshine back to Slaughden, mostly reaching in the force 3 sea breeze. We arrived back at the club about 5.45pm.



Photo of Shingle Street by Rolfe Kentish

For the second Pin Mill trip I was joined by MikeT-B in early June. The weather was sunny intervals, the wind a force 3-4 from the South. The wind against tide conditions from the Ore to the Orwell gave us a choppy ride. We shared the helming and had lunch in the Butt and Oyster at Pin Mill while the tide turned. On the return trip it was very choppy passing Felixstowe docks and Mike and I looked at the white sea ahead with some anxiety! We considered putting in a reef as the wind had strengthened to a force 5, but we didn't, as we are both experienced dinghy sailors and enjoy fast sailing. After a very rough passage out of the river mouth we found the sea much more comfortable. We raised the gennaker and the immediate increase in speed made Eskimo both much more stable and enjoyable. We hurtled along about 2 miles off the coast on a broad reach for about 15 minutes. My GPS was reading 12 to 15 mph, and we hit a maximum of 16.8mph before deciding it was time to reduce our sail area.

Having gone up and down impeccably all day, the Gennaker of course chose to jam on

the way down, and I had relaxed somewhat having made the decision to play safe and reduce sail area. Not a mistake I will make again as we were blown over for Eskimo's only capsize of the year. This was not something either of us had expected at all, and neither of us was dressed for going swimming! Mike managed to keep dry by standing on the mast and I slipped over the side onto the Keel. Eskimo started righting straight away and I walked back over the side into the boat as she came up, and Mike stepped off the mast and sat down, both of us having avoided a ducking! We got the gennaker away and reefed the mainsail before carrying on. In what was now a force 5-6 and we had a choppy ride entering the Alde against the ebb tide. We reached Havergate Island where the wind died away to be replaced by torrential rain. The motor was reluctant to start after the capsize, but it eventually obliged, and we motored back to Slaughden in the cold pouring rain. At least it washed all the salt off the sails! A great day's adventure.

It was my pleasure to be joined on various trips to the Deben with Rolfe, Stuart, Leslie, David, Nick and even my wife Sarah! Roll on next season when I hope to go further afield, perhaps as far as Maldon, which would definitely be more than a day trip!

FUND RAISING IN AUTUMN 2004

By Val Tyndale-Biscoe

A short note to bring everyone up-to-date with last year's fund raising.

Many of us enjoyed an excellent barn dance in October, raising £333 net.

The Auction arranged by Barrie in the Clubhouse raised a £100, which went into the Training Account.

The Regatta Restaurant organised a brilliant quiz and dinner for us on December 3rd and presented the Club with a cheque for £500.

On November 28th we put on an antique fair in Snape which we shared with the Multiple Sclerosis Society which raised £67 for the Club. The general public rather let us down this time.

Club calendars had made a profit of £60 by January 1st, but we really do need to sell many more, so please let me know if you want one.

The total amount raised this year is £2590 net of costs, and I would like to take this opportunity of thanking all those who helped with the various events. More events will be arranged in 2005.

An Insider's Account of Learning to Sail the RYA Way

By Karen Hayes-Baker

It started on our last skiing holiday, March 2004. During some sporting discussion in the bar Sarah announced that she would really like to have a go at sailing. "Great!" I said, "I'll come with you I've always wanted to learn to sail", and that was it!

Sarah discovered Slaughden Sailing Club at the Open day on May 8th, so we put our names down and turned up two weeks later for our introduction to sailing.

There were, I think, fifteen of us to start with. We sat in a circle and introduced ourselves in that semi-embarrassed way adults always do when faced with a group of strangers, trying to remind ourselves that, no, this was not alcoholics anonymous. Graham took control. He introduced himself and the rest of the team that would assist in teaching, what probably looked a fairly motley crew, to be reasonably competent dinghy sailors. We had the obligatory introductory chat followed by important safety points and then we were shown the dinghies in which we would spend nearly all of our Monday evenings for the rest of the summer.

The Wayfarer! The dinghy sailor's answer to the Volvo! Indestructible, easy to sail and weighing a hell of a lot. It was at this point that I had my first doubts. I had no experience of sailing at all. There was no sea going blood in my body (my Dad left home to join the RMN at the tender age of 15, but came home two weeks later having spent the whole of his first voyage at sea being desperately seasick!). My only experience of 'sailing' was the boating lake at Peasholm Park in Scarborough where, my sister and I spent many a happy hour avoiding other incompetent holidaymakers in a hired rowing boat once every summer on our

family holiday. This Wayfarer looked huge and complicated with things called sheets, which, naturally, I thought must be the sails because that was logical wasn't it? No. Sails were sails we were told firmly. Sheets are ropes! What a strange new language this was.

My second doubt came a week later when we put to water for the first time, with (thank God) a competent sailor of considerable experience, because most of us were far from that. All those moored boats! How on earth were we going to get out onto the river without hitting half of them? But, our competent trainers glided the Wayfarers away from the slip way without batting an eyelid. I peered through half shut eyes, much as I had when watching Doctor Who as a small child. And then we were there, sailing along the river. It was a glorious sunny evening (one of many) with a light wind and it was fantastic! We were shown how to tack.

"Crew! Uncleat that jib sheet and pull on the other, oh and don't forget to duck when the boom comes over"
What??? Wham! Oh yes, I didn't forget to duck, well most of the time anyway.
"Want to have a go on the helm?"
"Er."

Those first few weeks were a mixture of absolute enjoyment and abject fear. Gybing proved to be a hurdle for many, but apparently it always is, so that was all right then.

Then the day came when Graham said some of us could go solo. Horror struck faces all around.
"What, you mean on our own?"
"Well yes. That's what is generally meant by solo" Graham replied somewhat puzzled at our lack of basic English comprehension.

By this time some of the guys were pretty confident and a couple already had their own boats so this was child's play. For the rest of us it was a nerve-racking experience especially when we were introduced to the Toppers. This was a joke surely. These over

grown windsurfers couldn't possibly carry an adult; they made the Wayfarer look like a Chieftain tank! Quentin, who must be at least six foot two looked worried.

"Don't worry, these things are indestructible and the support boat is there for if you capsize. The kids use these all the time"

Capsize! No one said anything about falling in and OK the kids might use these boards all the time, but everyone knows kids are about four foot two and know no fear. But despite our fears all went well, and only a couple of people got wet.

So the summer progressed. We were blessed with fine weather for our Monday sessions and some of us helped crew in a few races. We have all had our moments of euphoria and fear. There have been several crashes into moored boats, lots of Topper capsizes, strandings on the mud and the occasional becalming. One memorable evening with a slightly stronger wind we were asked to give our best and worst moments. Tom announced that his best moment was finally getting the hang of it and his worst, was being hit by the boom, twice! Quentin grumbled something about capsizing in the Topper again and Pat still hadn't capsized at all (obviously a born sailor). We did start to suspect that Graham might have a slightly sadistic streak each time he put Quentin in a Topper, but only slightly.

Finally came the momentous sail Training Weekend at the beginning of October. Where hopefully all of the training team's hard work would see us obtaining our RYA level 2 sailing certificates. The forecast for the weekend was not good. Saturday should be the better day with a mainly sunny day and a moderate breeze. OK, RYA level 2 only expects the candidate to be able to competently sail in force 3 winds and this could be a force 4, but we could cope with that. We had

been trained by the best, so force 4 was no problem whatsoever.

By the time we got on the water it was a building force 5 gusting 6. Peter and I experienced our first dinghy plane as we hurtled at what felt like break neck speed through moored boats and into slightly more open water. It was exhilarating but also slightly terrifying in that 'white knuckles ride' kind of way. Both of us had rather a surplus of adrenalin pumping round our veins for what seemed rather a long time.

The decision was taken to abandon the sailing and do the theory. Hopefully the weathermen would get the Force 6 to 7 forecast for Sunday wrong.

Sunday morning, and a nice gentle breeze. Hooray! We were on the water in Toppers (poor Quentin) all morning. The breeze picked up but we were having a great time. Sarah and I tried a spot of very successful synchronised tacking until Jeff called water on me; I tried to avoid him and capsized. So much for synchronised tacking, the moral being, look where you're going and stop showing off!

In the afternoon the wind was picking up. We spent a short time each in a Wayfarer with our examiner being asked a few questions, demonstrating that we could tack and gybe a bigger boat and coming along side the support boat. Sarah played around in a Topper, demonstrating great skill and confidence until she finally capsized and decided to move onto bigger and drier things.

At last after drying off and having a nice cup of tea we were individually told our fates. One by one we were called into the "headmaster's" office to be given the news. Sarah and I both passed. We were over the moon.

Joining SSC and learning to sail has been a wonderful experience for me. I'm totally hooked. Sarah and I bought Troll from Leslie, so we even have our own boat now. I've met a great bunch of people from my fellow

students to existing club members. But, if I have to single any one group of people out, it has to be the team that gave up their time every Monday night to either show us how to sail, rescue us when we fell in and serve us hot tea and cakes at the end of each session. You know who you all are, so I won't embarrass you by printing your names, but suffice it to say your enthusiasm and passion for sailing has been an inspiration.

You are an asset to SSC and Thank You All!

New Racing Programme

By Barrie Skelcher (V.C. Dinghies)

Attention is draw to some new ideas introduced into the racing program. The first series will be held over courses with short legs so as to keep the fleet bunched. At least one Trophy race will be held on a pursuit basis. The last Wednesday evening race will finish after sunset. Please watch the notice board during the season for further details. There are four Powerboat Training sessions planned for Friday Evenings and also four Race Practice sessions planned for Friday Evenings.

The Wednesday evening shore meetings, outside the evening sailing season, have been programmed in, with two at the start of the season and eight at the end of the season. The first, on 16th March will be a talk from the RNLI describing a dramatic rescue carried out by the Aldeburgh Lifeboat crew.

A First Aid course, leading to a RYA First Aid Certificate is planned for Saturday 19th March. There are a number of places to be filled. Anyone wishing to take part please contact me or add their name to the list on the Club notice board.

It is hoped that (courtesy of Mike T-B). There will be an Express dinghy available for keen juniors to join in the Club racin

OBITUARY
A Tribute to Harold Macey
by Barrie Skelcher

Sadly we have to report the death of Harold Macey in August. I had known Harold for many years, not through sailing but badminton when, in our younger days, we used to clash at inter-club matches. He came into sailing as a result of the Club's Open day in 2002. We had just achieved our RYA recognised Training status and were offering to introduce local people into the technique of sailing. Harold enthusiastically joined in and, with his friend Jean, bought a Skipper dinghy.

When the Clubhouse rebuilding was dominating our activities, Harold was foremost in the working parties and, together with John Bannochie, adapted our temporary caravans by connecting them up to the electricity, water and sewage services. Thereafter he could be found joining in the occasional working party. Having put so much into the Club it is a great pity that he has been denied the opportunity to enjoy the facilities he helped to create. Now there is little more we can say than "thank you Harold for all you did, we will miss you." We send our condolences to Harold's family and friends.

Slaughden Sailing Club

Draft Sailing Program for 2005

Date	Day	H W	Event	Start	Trophy	OOD	Support Boat
Jan 1	Sat	1626	Arctic Antic (open)	1100	A A Trophy	M Brown	R Pilgrim
Mar 16	Wed		Clubhouse Talk	1915	R N L I Talk		
Mar 19	Sat		First Aid Course	0900	RYA Certificate	John Farmer	
Mar 23	Wed		Clubhouse Talk	1915	Race Rules & Tactics	Club Racing Coaches	
Apr 3	Sun	0759	Thaw 1 (open)	1100	Thaw H'cap	D Pegg	B Skelcher
Apr 4	Mon	2214	Adult Training	1830		G Silsbury	J Saunders
Apr 9	Sat		Fund raising quiz	TBA		V Tyndale-Biscoe	
Apr 10	Sun	1502	Thaw 2 (open)	1100	Thaw H'cap	L Downing	Mike Stollery
Apr 11	Mon	1537	Adult Training	1830		G Silsbury	J Saunders
Apr 13	Wed	1639	Series 1 (1)	1900	Molyneux Trophy	Bill Briggs	J Simpson
Apr 17	Sun	0726	Thaw 3 (open)	1100	Thaw H'cap	P Downing	P Gardiner
Apr 17	Sun		Fitting Out Supper in Clubhouse	1800		Ducklings	
Apr 18	Mon	2106	Adult Training	1830		G Silsbury	J Saunders
Apr 20	Wed	1124	Series 1 (2)	1900	Molyneux Trophy	Bill Briggs	J Broom
Apr 24	Sun	1403	Thaw 4 (open)	1100	Thaw H'cap	C Best	P Forrest
Apr 25	Mon	1437	Adult Training	1830		G Silsbury	J Saunders
Apr 27	Wed	1547	Series 1 (3)	1900	Molyneux Trophy	Bill Briggs	M Carr
Apr 30	Sat	1759	Shake Down Cruise Return May 1.	TBA	Destination TBA Meet Clubhouse evening 29th	Allen Carr	
May 1	Sun						
May 2	Mon	0807	Skelcher Trophy	1100	Skelcher Trophy	N Hemming	P Eaton
May 4	Wed	2256	Series 1 (4)	1900	Molyneux Trophy	Bill Briggs	R Ginns
May 7	Sat	1315	SSC Open Day	1100		Commodore	R Batters, P Gardiner
May 8	Sun						
May 9	Mon	1435	Adult Training	1830		G Silsbury	J Saunders
May 11	Wed	1540	Series 2/3 (1)	1900	Newman trophy / Presidents cup	Bill Briggs	J Simpson
May 13	Fri	1645	Powerboat Level 1 /2	1900		Barrie Skelcher	
May 15	Sun						
May 16	Mon	1914	Adult Training	1830		G Silsbury	J Saunders
May	Wed	2134	Series 2 /3 (2)	1900	Newman	Bill Briggs	D Bizzell

18					/Presidents		
May 20	Fri	2330	Powerboat Level 1 /2	1900		Paul Gardiner	
May 22	Sun						
May 23	Mon	1331	Adult Training	1830		G Silsbury	J Saunders
May 25	Wed	1452	Series 2 /3 (3)			Bill Briggs	M Rowe
May 28	Sat		Walton Backwaters cruise Return May 30		Meet Clubhouse evening 27th	Allen Carr	
May 30	Mon	1802	Round Island	1400	Round the Island Trophy	M Brown	D Quilter, P Gardiner
May 30	Mon		Clubhouse BBQ	1800		Ducklings	
Jun 1	Wed	2126	Series 2 /3 (4)	1900	Newman / Presidents	Bill Briggs	J Simpson
Jun 3	Fri	2320	Race Practice	1900		Mike Stollery & David Gifford	
Jun 5	Sun						
Jun 6	Mon	13.2 2	Adult Training	1830		G Silsbury	J Saunders
Jun 8	Wed	1448	Series 2/3 (5)	1900	Newman /Presidents	Bill Briggs	Mike Tyndale-Biscoe
Jun 10	Fri	1551	Race Practice	1900		Jack Gifford & Mike Tyndale-Biscoe	
Jun 12	Sun						
Jun13	Mon	1752	Adult Training	1830		G Silsbury	J Saunders
Jun 14	Tue	1843	Guide & Scout Outreach Session	1830		SSC TBA	SSC TBA
Jun 15	Wed	1941	Series 2/3 (6)	1900	Newman /Presidents	Bill Briggs	A Carr
Jun 17	Fri	2143	Powerboat Level 1 /2	1900		Barrie Skelcher	
Jun 18	Sat	1021	Cruise Weekend TBA		Meet Club house evening 17 th	Allen Carr	
Jun 19	Sun	1120	Iken race & picnic	1030	Sweepstake Race	B Skelcher	B Skelcher.
Jun 20	Mon	1212	Adult Training	1830		G Silsbury	J Saunders
Jun 22	Wed	1352	Commodores Cup	1900	Commodores Cup	Bill Briggs	G Silsbury
Jun 26	Sun						
Jun 27	Mon	1755	Adult Training	1830		G Silsbury	J Saunders
Jun 28	Tue	1849	Guide & Scout outreach session	1830		SSC TBA	SSC TBA
Jun 29	Wed	1946	Series 4 (1)	1900	RNLI Pennant	Bill Briggs	R Ginns
Jul 1	Fri	2149	Powerboat Level 1 /2	1900		Paul Gardiner	
Jul 3	Sun	1130	Three Rivers Race	1000	Three Rivers Trophy	M Brown	Bill Briggs, R Batters, P

							Gilbert
Jul 4	Mon	1223	Adult Training	1830		G Silsbury	J Saunders
Jul 6	Wed	1356	Trophy Race	1900	What's It Trophy	Bill Briggs	Mike Rowe
Jul 8	Fri	1511	Race Practice	1900		David Gifford & Mike Tyndale-Biscoe	
Jul 10	Sun						
Jul 11	Mon	1648	Adult Training	1830		G Silsbury	J Saunders
Jul 13	Wed	1808	Series 4 (2)	1900	RNLI Pennant	Bill Briggs	J Gifford
Jul 16	Sat		Cruise Weekend TBA		Meet Clubhouse evening 15 th .	Allen Carr	
Jul 16	Sat	0833	Splash Meeting			J Gifford	D Gifford
Jul 17	Sun	0936	Splash Meeting			J Gifford	D Giford
Jul 18	Mon	2306	Adult Training	1830		G Silsbury	J Saunders
Jul 20	Wed	1244	Series 4 (3)	1900	RNLI Pennant	Bill Briggs	M Tyndale Biscoe
Jul 22	Fri	1430	Race Practice			Jack Gifford & Mike Stollery	
Jul 24	Sun						
Jul 25	Mon	1649	Adult Training	1830		G Silsbury	J Saunders
Jul 27	Wed	1819	Series 4 (4)	1900	RNLI Pennant	Bill Briggs	P Gardiner
Jul 31	Sun	2222	Pursuit Race	1030	Alde Anchor		R Ginns
Aug 1	Mon	1102	Adult Training	1830		G Silsbury	J Saunders
Aug 3	Wed	1254	Series 4 (5)	1900	RNLI Pennant	Bill Briggs	D Quilter
Aug 7	Sun						
Aug 8	Mon	1556	Adult Training	1830		G Silsbury	J Saunders
Aug 10	Wed	1653	Series 4 (6)	1900	RNLI Pennant	Bill Briggs	D Gifford
Aug 14	Sun	2004	Dove Pt. Race & Picnic	1030	Brian Smith Trophy	Allen Carr - BBQ A N Other	P Gilbert, R Pilgrim
Aug 15	Mon	2123	Adult Training	1830		G Silsbury	J Saunders
Aug 17	Wed	2359	Ladies Helm	1900	Ladies Helm Trophy	Bill Briggs	M Stollery
Aug 21	Sun						
Aug 22	Mon	1343	Adult Training	1830		G Silsbury	J Saunders
Aug 24	Wed	1703	Novices Race	1900	Novices Mug	Bill Briggs	B Skelcher
Aug 27	Sat	0701	Cruise Week TBA		Meet Clubhouse Friday evening 26 th .	Allen Carr	
Aug 31	Wed	1140	Twilight Race (See Club Notice Board for details)	1900	Torch Trophy	Bill Briggs	J Simpson
Sep 4	Sun	1444	Series 5 (1)	1100	Sunderland-Taylor	P Downing	R Smith
Sep 5	Mon	1507	Adult Training	1830		G Silsbury	J Saunders
Sep 7	Wed		Clubhouse Talk	1915	TBA		
Sep 11	Sun	1826	Series 5 (2)	1100	Sunderland-Taylor	L Downing	P Forrest
Sep 12	Mon	1934	Adult Training	1830		G Silsbury	J Saunders
Sep 14	Wed		Clubhouse Talk	1915	TBA		
Sep 17	Sat	1305	Cruise weekend TBA		Meet Clubhouse Friday evening 16 th		

Sep 18	Sun	1353	Series 5 (3)	1100	Sunderland-Taylor	D Simms	P Gardiner
Sep 19	Mon	1435	Adult Training	1830		G Silsbury	J Saunders
Sep 21	Wed		Clubhouse Talk	1915	TBA		
Sep 25	Sun	0611	Series 5 (4)	1100	Sunderland-Taylor	J Billington	J Broom
Sep 26	Mon	1943	Adult Training	1830		G Silsbury	J Saunders
Sep 28	Wed		Clubhouse Talk	1915	TBA		
Oct 1	Sat		Clubhouse supper	1830		Ducklings	
Oct 2	Sun	1325	Series 5 (5)	1100	Sunderland-Taylor	S Meadows	A Carr
Oct 5	Wed		Clubhouse Talk	1915	TBA		
Oct 9	Sun	1717	Frosties (1)	1100	Frostbite Trophy	C Best	P Forrest
Oct 12	Wed		Clubhouse Talk	1915	TBA		
Oct 15	Sat	1149	Deben "pigout"		Meet Clubhouse Friday evening 14 th .	Allen Carr	
Oct 16	Sun	1240	Frosties (2)	1100	Frostbite Trophy	S Hunt	P Gardiner
Oct 19	Wed		Clubhouse Meeting	1830	Bring & Buy Auction	Barrie Skelcher	
Oct 23	Sun	1720	Frosties (3)	1100	Frostbite Trophy	E Draper	R Pilgrim
Oct 26	Wed		Clubhouse Talk	1915	Laying Up		
Oct 30	Sun	1102	Frosties (4)	1100	Frostbite Trophy	G Johnson	D Quilter
Nov 6	Sun	1521	Frosties (5)	1100	Frostbite Trophy.	D Simms	M Smith
Nov 13	Sun						
Nov 20	Sun		AGM	1030			
Nov 27	Sun						
Dec 3	Sat		Clubhouse Supper	1830		Ducklings	
Jan 1 06	Sun		Arctic Antic	1100	Arctic Antic Trophy	A N Other	A N Other

Notes

This is only a draft of the proposed program and may change when the final version is available.

At the moment the Monday Evening training and the YOTAS are not included as details of these have still to be settled.

The OOD and Support Boat duties are only proposals. If any member involved wishes to change please contact me as soon as possible.

Attention is drawn to some new ideas introduced into the racing program. The first series will be held over courses with short legs so as to keep the fleet bunched. At least one Trophy race will be held on a pursuit basis. Series 4 will make use of staggered start times to give the slower boats clear wind at the start. The last Wednesday evening race will finish after sunset. Please watch the notice board

during the season for further details. There are four Powerboat Training sessions planned for Friday Evenings and also four Race Practice sessions planned for Friday Evenings.

The Wednesday evening shore meeting, outside the evening sailing season, have been programmed in, with two at the start of the season and eight at the end of the season. The first, on 16th March will be a talk from the RNLi describing a dramatic rescue carried out by the Aldeburgh Lifeboat crew.

A First Aid course, leading to an RYA First Aid Certificate is planned for Saturday 19th March. There are a number of places to be filled. Anyone wishing to take part please contact me or add their name to the list on the Club notice board.

It is hoped that (courtesy of Mike T-B). there will be an Express dinghy available for keen juniors to join in the Club racing.

Barrie Skelcher.
V C Dinghies.

To submit articles etc to this newsletter please e-mail to the editor at the following address:

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