



## Diary dates

All events below take place at the club:

8 April – Friday casual sailing starts, 5.30pm (Contact Mark Bell and Steve Boon)

9 April – Race Training, 10.30am. Starting and the First Beat (Contact Mike Pritchard to book)

9 April – 1<sup>st</sup> Aid Course (Contact Roger Day)

9 April – Saturday casual sailing starts, 12:30pm (Contact Steve Boon)

9 April – Fitting Out Supper, 7.30pm. Quiz, food, music, £5 entry (Contact Mike Pritchard or Julie Warren for a place)

23 April Junior Training @ 2pm

30 April Junior Training @ 2pm

# Junior Club takes shape at Attenborough

Earlier this month, 19 people met to discuss plans for forming a junior sailing club at Attenborough. Given this very positive response, we're pleased to confirm that a junior club will operate this year. Under the auspices of the Sailing Committee a junior programme will be run from late April until the end of August.

All the junior sailors will have the opportunity to sail with some of the club's more experienced sailors to progress their sailing skills in an informal training environment using their own boats as well as the club's Bugs, Toppers and Fevas.

We are also holding junior activity mornings, which will be followed by a junior-only racing series. The following dates have been arranged and depending upon interest more may be added:

- Sat 23 April - Training PM
- Sat 30 April - Training AM
- Sun 22 May - Activity/racing AM
- Sun 5 June - Activity/racing AM
- Sat 11 June - Training PM
- Sun 19 June - Activity/racing AM
- Sat 2 July - Training PM
- Sun 3 July - Activity/racing AM
- Sun 10 July – Club regatta
- Sun 17 July - Activity/racing AM
- Sat 30 July - Training PM
- Sun 31 July - Activity/racing AM
- Sun 14 August - Activity/racing AM



All training afternoon sessions start at 2pm and last around 3 hours, so please arrive in good time.

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All activity/racing mornings start at 11am with sailing orientated activities and games. At 12:30pm, a junior race will be held with full OOD support (these races will form the club's new junior race series). More information on junior sailing can be found on the club [website](#).

If you did not attend the launch meeting but would like your children to be involved then please contact Sailing Committee members Nick Marlow, Mike Pritchard or John Shepherd.

# Sailing news

## Spring Series Starts in April

Sunday 10 April sees the start of the Spring Series of races (Formerly Summer Series 1). There will be two races a day at 14:00hrs and 16:00hrs with two starts in each race.

Race 1 will have a first start for gold/silver fleet followed by a start for the bronze fleet. The second race will see boats split into Fast and Slow fleets with separate starts for each.

This year a Slow boat is classed as having a PY Handicap greater than 1080. This means that in the Fast fleet we will have typically the following club classes; Fireball, RS300, Phantom, Laser 2, Tasar, Rooster 8.1, RS200, Supernova and Lark with other club classes in the Slow fleet and this should ensure two equal sized fleets.

The decision on who is the gold/silver/bronze fleet will be made after the Snowdrop races on 26 March. Each sailor will end up with a personal handicap based on a maximum of 42 races held from the middle of last year to 26 March and this will be used for the basis of allocation – to date there are 70 separate entries.

The split between gold and silver will be made by the Sailing Committee and only those nominated can sail in the gold fleet.



Everyone else can decide whether they sail in the silver or bronze fleet when they sign in for the race but should stay in their nominated fleet for the series (bronze is similar to Rookie fleet from previous years).

For this year, previous prize winners can race in either fleet but the aim of the bronze fleet is to cater for the less experienced racer and in future years, winners in the bronze fleet will have to progress to silver or gold.

There will be prizes for the first three in each of the fleets, although unfortunately the Treasurer has vetoed my idea of prizes being made from the appropriate material the fleets are named after!

The personal handicaps will be published on the website and the club notice board in early April. My intention is that after each race series I will produce an updated personal handicap so you can monitor your progress.

**Mike Pritchard**

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### Hartley Boat Talk Well Attended

Over 35 members and guests attended the talk on boat building given by Mark and Richard Hartley of Hartley Boats in Derby, held at Attenborough Cricket Club. They gave a very informative talk on the various boat building and repair methods and also highlighted the struggles they had in setting up the company and in staying viable.

### Wednesday Night Racing Starts 30<sup>th</sup> March

The ever popular Wednesday night racing starts on 30 March at 7pm and will run through most of the season ending on 21 September. We often get 20+ boats sailing which makes for a good social gathering afterwards and hopefully, with a completely refurbished club house, Wednesdays will be even more popular.

### Snowdrop Series Sees Record Entries

The sailing season has started well with 15+ entries in each of the six races held so far in light and balmy weather conditions. The racing has been very close and competitive with five different race winners so far. Current overall positions are:

#### Mike and Kev battle it out!

- 1<sup>st</sup> Kevin Milton, 7pts
- 1<sup>st</sup> Mike Pritchard 7pts
- 3<sup>rd</sup> Paul Turner (Trent Valley) 12pts
- 4<sup>th</sup> Roger Day 21.3pts
- 5<sup>th</sup> Keith Brereton 22pts

# Discovering the Sailors of the Past

Over the last few years Nick Turnbull-Ross has been updating the history of Attenborough Sailing Club and good records now exist from the early 1970s but we are still trying to find information from the days when the club was known as International Combustion. I was also conscious that the current history perhaps dwells more on infrastructure achievements and less on the sailors.

The oldest trophy we currently have at the club is the Barrow Cup, presented by W John Barrow in 1961, two years after formation of the club. It is now presented to the winner of the Snowdrop Series. Apart from a few short gaps the trophy has engraved on it, the winners for 42 of its 50 years.



Using the names of the winners I thought I would try to build up a better sailing history of the club. I have had some success and I will produce occasional articles in Telltales on the former members, perhaps ending up with an autobiography.

The first person I found appears to be one of the founder members of the club and some details of his interesting past is given below, some from his obituary and the rest from his son Simon who I contacted in Truro.

## **Club Founder Member, Nicholas S. Milnes DFC, 1917-2010**

Nicholas Milnes appears to be one of the founder members of the club. He finished his education at Pangbourne Nautical College in Berkshire in

1934, after which he joined the Merchant Navy and sailed the world for five years. With war looming he took some private flying lessons and on the strength of them decided to join the RAF. He was accepted, and spent the Second World War in Bomber Command flying Halifax and Mosquito bombers mostly out of a base at Pockington in Yorkshire.

In 1943 he was awarded the DFC for a raid on Turin in March in which he showed "immense skill and bravery" according to newspaper reports at the time. Following the raid he crash landed in Essex and spent the next six months in hospital recovering from his injuries. He then resumed flying, dropping agents behind enemy lines.

After the war, Milnes joined the engineering trade and drifted from job to job, eventually owning a garage in Littleover. At one time he played rugby for Coventry. In retirement he moved to Tavistock and finally Truro, where he died on 13 August 2010 aged 92.

## **Involvement with International Combustion Sailing Club**

Based on information from his son, Nicholas Milnes was one of about six people who started the International Combustion Sailing Club in 1959. They built three Enterprises (designed in 1956) to start the club. At that time the club was described as being on muddy ground at a very narrow part of the Trent. A jetty was built with a wooden club house amongst lots of reeds and this may have been Spicer's Hut we see in later photographs. Milnes also built in about 1965, a 1960 designed Scorpion (No 317) in his garage at Littleover. Worth noting that we have Enterprises and Scorpions still sailing at Attenborough; will RSs still be around in 50 years? Milnes won the Barrow Cup in 1964 at the age of 47, sailing I assume an Enterprise. Soon afterwards he left the club and joined Derwent Sailing Club.

It is a shame that when we celebrated our 50<sup>th</sup> anniversary in 2009 we were not aware that of one of the founder members was still alive.

**Mike Pritchard**

# Spotlight on the Rules – On the same tack

There are two rules that apply when boats are on the same tack:

- A. "When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat."
- B. "When boats are on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead."

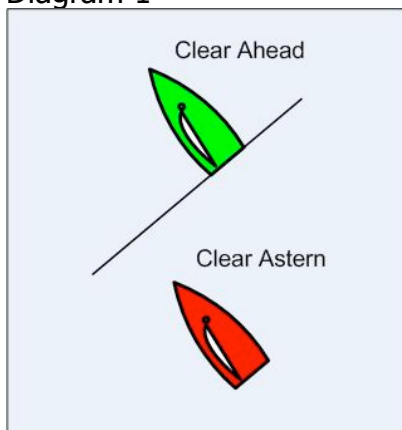
## Tips

How do we decide if we are overlapped with another boat?

If you picture a line across the stern of your boat then you need to decide if the other boat is behind that line ("clear astern") or not ("overlapped") – see the diagrams below.

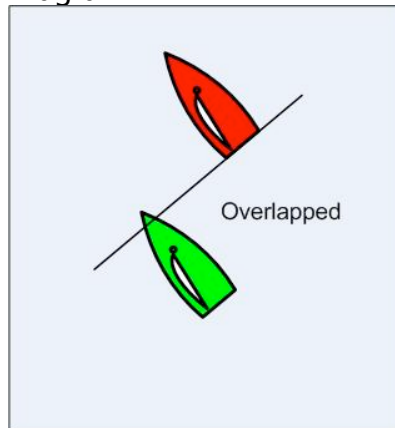
Who has right of way in these examples?

Diagram 1



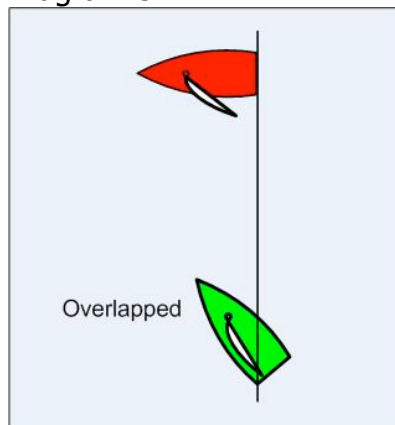
In diagram 1 the red boat is "clear astern", rule B applies and so the red boat must keep clear of the green boat which is "clear ahead".

Diagram 2



In diagram 2 both boats are on the same course and the green boat is overlapped with the red boat so rule A applies. The wind is coming from the top of the page so the red boat which is nearer to the top of the page is to "windward" of the green boat and has to keep clear. As the boats are on the same course there should be no problem until one of the boats changes course.

Diagram 3



In diagram 3 the boats are on different courses and the green boat is overlapped with the red boat so rule A applies. These boats may actually be on different legs of the course but the red boat, which is to windward, must still keep clear of the green boat. In this example the red boat will have to change course to keep clear of the green boat unless it is moving fast enough to cross the front of the green boat without causing the green boat to change course.

## Good Practice

It is not required in the rules but it is best if the right of way boat does hail "Windward boat keep clear". This ensures the other boat is aware of your presence in plenty of time to respond. As right of way boat don't forget that if the other boat fails to keep clear then you need to change course to avoid a collision.

**Nick Marlow (Lark 2462)**