



Diary dates

Sun 17 Aug—Summer series
2—1 of 8—14:00

Wed 20th Aug—Start of
third Wednesday evening
sailing series—18:30 start

14 Sept—Kingfisher cup &
Ladies Plate—14:00 start

21 Sept—Club match racing
finals—10:30 first race.

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Telltales

2008 Issue 7

August 2008

Albert Ross Column

I was having real problems getting motivated to write Telltales during July. Things have been happening down at Attenborough on and off the water but for some reason words would not come to me. Thanks to Kath Ward however who has sent me a piece about the

Round the Island Race and how she got on has given me the kickstart I needed to put something together for August.

In addition to Kath's article there is a short piece about the Tripartite, won this year by Swarkestone SC and a few shorts. I hope you still continue

to find Telltales of interest and if, like Kath, you can find time to put something appropriate together for inclusion then please send it on. If you can't get it to me in electronic form don't let that put you off we'll get it transformed somehow.

Round the Island Race—Kath Ward

THE INCEPTION

Late last year after a weekend sail in the Solent, a voice piped up "I've always fancied doing the Round the Island Race"; in a moment of weakness I replied "we could always use Buggy".

PREPARATIONS

Buggy 2 is a Beneteau 311 Oceanic cruising yacht, not an out & out racing yacht. However the ethos of the Round the Island Race (RTIR) run by Island Sailing Club (ISC), Cowes, is that they hold an annual race for yachts of any size to participate in, around the Isle of Wight, approx 58NM.

The online application form was straightforward to complete and with not having an official rating for racing, I had to supply Buggy's vital statistics and they provided an ISC rating and put you in the relevant fleet. I had to arrange a GRB sail number which was supplied free by the RYA, a dodger with sail number on it for the finish and Keith & Carol agreed to crew.

I went down the night before to

prepare Buggy. J P Morgan, the sponsors provided bow decal-sand with the dingy & spray hood removed & the race flag secured, Buggy was ready.

An air of anticipation filled the marina on the Hamble River. Boats were being made ready and crews assembled. There was a mixture of professional, corporate & keen amateur sailors. Unfortunately Carol rang to say Keith had been admitted to hospital. It was too late to arrange a crew from Nottingham. Our contacts and friends at the Hamble were already involved in the Race. Buggy can easily be sailed by 2, but raced?

We decided to check the met in the morning. I woke at 0500 and the marina sounded unusual busy. The Shipping forecast was not good news Wight SW 5 to 7, inshore SW 5 to 6. Certainly we didn't want to be south of the IOW in a force 7. However having come this far, we could at least start, sail to the Needles and take it from there.

As I looked out a procession of masts were leaving the Hamble,

for the first start at 0600. Ours was a more reasonable 0720. We prepared food & drink for the day & motored to the start. The VHF was giving clear count-down sequence to each start. The start line was the RYS line with West Brambles being the outer distance mark (ODM) just over INM, with 2 waiting areas to keep boats clear of the shipping lanes. We hoisted the sails with 1 reef and a reefed genoa.

The Race

With 191 boats starting in our fleet, we started quietly at the ODM. Under cloudy grey skies but with tidal assistance we tacked our way down the Solent. Dual watch on the VHF race control and channel 16, the Maydays started, steerage failure at Hurst Point, serious head injury following a collision. The western Solent was full of yachts and I was apprehensive as to how all the yachts would squeeze through the narrowest part of the Solent at Hurst Point however, we did without a raised voice. I was impressed by the competitive yet considerate sailing shown. The Needles

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Wednesday evening sailing

We are now well into series 2 with Mike Pritchard having once again taken the first spot followed by two Phantoms sailed by Brain Dennis and Kevin Milton respectively. 41 boats were recored as having taken part at some stage through the ten race series.

The gate

Can we once again remind members to close and lock the entrance gate. This is to try and obstruct any would be car thieves and prevent the "boy racers" using the road alongside the lake as a race track.

One Wednesday evening not only did I find the gate unlocked but the lock had been left loose in the shroud surrounding the hasp. These locks cost us approximately £150 each. We can't afford to loose them due to neglect.

Friday evening sailing

Friday evening sailing continues to be popular even though the weather has been changeable. Dennis Bell has once again done a good job at arranging these social sailing sessions.

You will also notice some of the Beeston Sea Scouts and the Sea Cadets also enjoying the water on a Friday. We are using these sessions to see how we can possibly encourage youngsters from within the general membership in the future

***All places on
this years level
1 and 2 RYA
start sailing
courses are full.***

Tripartite

We hosted this years Tripartire race with Swarkestone and Sutton-In-Ashfield sailing clubs.

In all 36 boats took part and it quickly became clear that Swarkestone had taken certain comments made by our Rear Commodore Sailing to heart and were determined not to let Attenborough win again this year.

The weather was challenging and Tim Hand sailing an RS200 once again showed that you can use a spinnaker on our water to advantage although chased hard at times by a fellow RS200 sailor.

At times there was a little too much wind for some and the

safety boat crew did a great job at providing cover for those that needed it.

A short lunch break was taken followed by two races run back to back. At the request of the visitors we ran over the same course which didn't prove to be problem as the wind stayed fairly constant in direction all day.

Unfortunately we did not show the depth of sailing ability we had in the past two years and the trophy was taken by Swarkestone.

We did have a little hiccup in issuing the race results having made a decision to use Sailwave as an aid we did not have the shore helpers to run

this in a timely manner and Mike whilst doing his best with software not fully set up made a slight error and the initial set of results didn't take into consideration Portsmouth numbers. Fortunately this did not affect the final club positions but did affect the individual placings. This showed that turning up to do your scheduled duty or at least letting someone know you can't make it is important particularly when the club is on view to a lot of vistors. Thanks to Harri Pritchard, Carol Gimson and Keith Brereton who jumped in to help at the last minute. Without this help the day would have been a disaster.

Wednesday evening sailing

The second series has now ended with once again a two way battle between Mike Pritchard and Roger Day. The last evening started with a nice breeze and the Phantom soon showed its more powerful rig over the Laser and although Mike came a commendable second on this occasion overall he won the series.

Due to the shortening evenings Wednesday evening sailing will start at 06:30 and each race will be approximate 45 minutes in this third series.

Training

Once again Attenborough SC training school has been popular with all three courses now being full. A level 1/2 course is being run in September and October.

We are also trying to arrange a level 2 powerboat course possibly in October. If you are interested please let me know and I will put your name down. Likewise if you are interested in a first aid course with is very basic and only takes six hours then again let me have your name and we shall arrange something.

Friday evening sailing

Friday evening casual sailing still proves popular. This year we have tried to use the time to train a number of Sea Scouts and Sea Cadets.

Kevin Last has done a lot of hard work in trying to support this but the participants do not appear to have had the same enthusiasm. Is there a need to try some formal training with our youngsters? If you have under sixteens who would like some training or coaching let Roger Day or Kevin Last know. If sufficient numbers are interested we will try to fix some dates up.

Juniors, Masters and Novices

This event has been run for many years now but with just 2 juniors, 4 masters and 6 novices is it time to change the format to give a larger group of the membership the opportunity to sail?

I find it sad that we can only get 2 juniors on the water for such an event. Is the timing wrong in that we select a time when exams are an issue, or is it that we are not an interesting club for junior members?

It is good however to see an all junior double handed boat on the water.

Then we come to the Masters.

We are unusual in that the age limit for masters is 55. Many clubs set this limit far below this limit and then have Senior Masters and Veterans. Would such definitions give us a better regatta day? It would certainly give more of the membership an opportunity to sail.

Even the novice event is not too well attended. Is such an event intimidating?

The full set of results are on the website. Well done to the winners of each section who were, Max Brereton, Bob Ceurstemont and Paul and Julie Warren respectively.

Round the Island—continued

were in sight and with words of warning “just mind the wreck”, we stayed well outside. The sun had come out & we had another decision to make. We turned onto a broad reach, we were hit by 2 large waves as we passed Bridge. There seemed as many boats behind as in front and so we decided to carry on. Conditions were challenging. Buggy surfed down the back of waves doing 11 knots enjoying herself, we were doing OK. The Maydays continued lifeboats from Yarmouth, Freshwater & Bembridge circled like hawks (helpful) waiting for the next call. It is 18NM from Needles to St Catherine’s Point. We gybed at St Catherine’s Point, the next mark was Bembridge Ledge a west cardinal, 17NM. As we approached all we could see was a mass of white sails and so we guessed the cardinal was there. From there to No Mans Fort there was just a wall of white sails. At the Beken of Cowes buoy, the marine photogra-

phers were providing memories of the day. We rounded the mark, on to the wind a close reach to No Mans Fort. The wind was strong, sailing close to other yachts. We then had to negotiate the wind shadow around the fort followed by a beat to the finish. There was an adverse tide and Ryde Sands to avoid. The shallower draft yachts were taking advantage and going close to shore, unfortunately for 4 boats the water had turned to sand and this provided an enforced interlude in their race. There was a crack & shout behind us and a yacht had de-masted. The crew were OK and started collecting the rigging. Old Castle Point was tentatively close and just past the point was the finish line. The wind eased. There were 2 finish lines north & south. All of the boats around us were finishing on the southern line. Whereas the start line was generous, the finish line was meagre, with dirty, fluky wind and lots

of boats which made the finish a tricky affair. We crossed at 1652, just ahead of Gypsy Moth IV, not with congratulation, but just a shout to put the engine on and clear the line. We gladly did, took our sails down and motored back to the Hamble, for a quieter evening than Cowes. We had to text our finish time as our declaration and then relax. Around 10 minutes later Keith was on the phone with our results, the website had already been updated.

Our final position was 546 out of 1875, we completed the race in 9hours 32mins 45secs.

The ethos of the races continues, this year the race had its highest number of entries and 1600 boats completed the course. Overall the race was very well organised and the standard of sailing was high. We gained a huge sense of achievement from completing the race, plus a few more grey hairs.

The gate

Some of you will be aware that we have had attempted theft from cars parked outside of the compound. As a precaution we have always asked that the gate just off Barton Lane is kept lock, not just closed but locked. Yes this is an inconvenience, especially if you are a little late trying to make the starting line but the committee feel that it is something that we should do.

As I sit writing this we can’t lock the gate as we think that Network Rail have forgotten to refit the lock after use and the whole mechanism is lost. However, we have noticed that the gate has been left unlocked and many times open. On one occasion the lock was found within the casing which is there to make it difficult to tamper with the locking mechanism. No attempt had been made to refit it after someone had entered or left the club.

PLEASE LOCK THE GATE—this is for your benefit at the end of the day. Thank you for your cooperation.