



Telltales

Issue 18

August 2011

Diary dates

20 August – 2pm
Junior sailing

20 August –
9:30am – 7pm
Summer working
party and free
BBQ and drink
afterwards

21 August –
11am Team
Racing

27 August –
11am Family Fun
Day

10 September –
2pm Junior sailing

10 and 17
September –
Safety Boat
Course

Survey results

Thank you to the 54 members who responded to the survey last month. The results will help us to plan our activities for the next year or two.

About one third of respondents had been a member for 1 - 2 years; one third for 2 - 5 years and the remaining third had been members for more than five years. Approximately 75% of respondents were aged 41 years and over.

Cruising / social sailing and handicap racing are the highest priority for respondents alongside informal tip sharing sessions. Least popular was relay racing and away days.

75% of respondents sail at least once a month with 56% sailing once a week.

A beach area and sheltered viewing area were the most popular options for future development although many commented that they were happy with

Choice of event venues should always be dictated by the quality of the beer!

the facilities as they are.

More than 80% said they could help with grass cutting and clearing and with general cleaning and tidying. If you were one of them (or even if you weren't) please come along to our mid-summer working party on 20 August to put these skills to good use, in return for a BBQ and a bevvie as suggested by one respondent.

Email, Telltales and the website came out top in the communications section.

It's reassuring to hear we're on the right tracks in providing what members want. If you'd like to get more involved in taking these ideas forward please speak to a committee member - or maybe you'd like to be on the committee next year? Look out for more details in the next edition of Telltales.

Racing Rules

It is good to see that more boat interactions, whether at the front or back of the fleet, are leading to onshore discussions, whilst the beer barrels are drained. It is important for fair sailing and often for safety reasons that everyone who races understands the rules. They are actually quite simple although it is the interpretation that causes the problems. Nick Marlow has another of his articles on rules in this issue, this time on starting and I encourage everyone to read it. Although you can buy a copy of rules and books with interpretations you can download them for free from the ISAF site (www.sailing.org/documents/racing-rules.php). Later in the year we will run an interactive rules evening.

Mike Pritchard

Mid Summer Working Party - can you help?

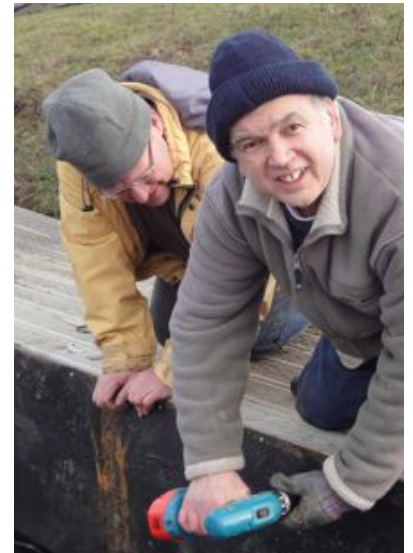
Following on from the success of our mid-winter working parties, which are held in January and February, we have decided to hold a similar event on Saturday, 20 August, from 9.30am until 7pm.

There are quite a few jobs to do, ranging from improvements to the clubhouse to the perennial problem of weed and bramble removal!

We need all the help we can get, so please come down on the day! As an incentive, we're offering a free barbeque and a drink from the bar afterwards to all volunteers.

We hope to see you there.

Mike Leach, Rob Corner and Dave Chapman (the 3 bosuns)



Bronze Fleet: more sailors needed!!

You might have read Mike Pritchard's comment in June's edition of telltales about the turnout in the Bronze fleet during the Spring Series. If you're a novice sailor (like me!) you might not be too familiar with racing, and what's involved. So I'd like to give a little advice, and hopefully this will encourage all you less experienced sailors to take part in some of the races in the Summer Series, which are now underway.

On Sundays, one of the races is divided into two fleets: one fleet is known as the "Gold and Silver fleet", which is for more experienced sailors, the other is called the "Bronze fleet", and is for novices and improvers.

The Bronze fleet's race starts 5 minutes after the Gold and Silver fleet, so that the beginners are not intimidated by the larger and faster boats at the startline. Both fleets sail the same course, so beginners can learn from the more experienced sailors as the race progresses.

I've raced in the Bronze fleet on a few occasions, and I've found that it's given me the opportunity to improve my technique at the start of the race. But, as you can see from the race results that Mike publishes on the website, we need a few more contestants in this fleet. This would make the race a lot more fun!

So, if you've got a bit of spare time on Sundays, and you'd like to try racing, come and give it a go! We need you!!

Mike Leach



Club security

During the summer (holiday) months there are far more people in the Nature Reserve and unless the gate is kept closed we are likely to have more undesirable visitors than we would like. It was not so long ago that several club members had their cars broken into whilst we were sailing and valuables (a camera) stolen from them. If you leave the gate open you may be tempting thieves to break into your fellow members' cars or the club.

A recent Friday night saw two cars locked into our car park (fishermen). Although every effort was made to seek them out before the gate was (quite rightly) locked on Friday night, I had to go and release them from the car park the following day at around 15:30. Fortunately they had not attempted to cut the gate off to escape and were very apologetic and grateful for their release. We need to keep the gate closed / locked at all times if we are to prevent intruders from vehicular access to the club.

Please be vigilant and close the gate after you have passed through it.

Nick Turnbull-Ross



Scrap trailers

A total of £141 was raised for the club from the sale of the unmarked trailers.

The successful bidders were: Derek Harbour, John Swain, Tom Hinds, David Bailey, Dave Chapman and John Shepherd.



Are you insured?

To store your boat at the club or sail it casually or in the races, it must be insured.

Membership secretary Ray Kemish will be contacting members who have not supplied their insurance details shortly.

Spotlight on the rules - The start line!

The basic rules that we have already looked at apply;

- a starboard tack boat has right of way over a port tack boat
- on the same tack, a leeward boat has right of way over a windward boat.

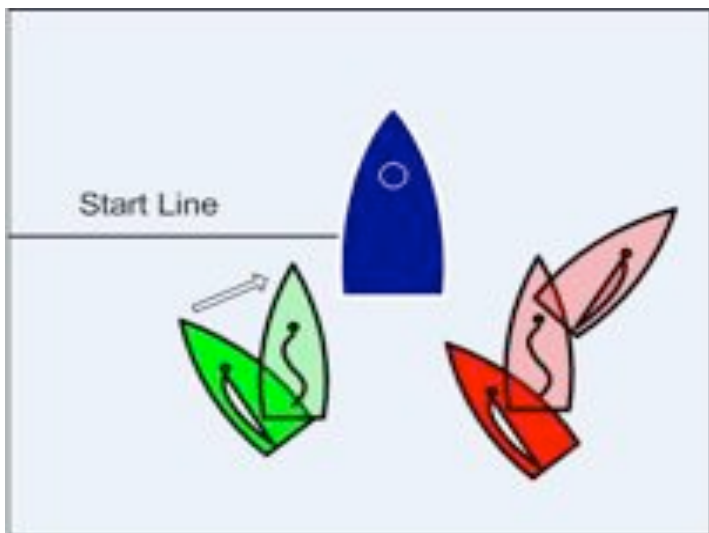
However before the start there are two important variations to the rules;

1. The rules about rounding a mark do not apply to a start mark
2. A boat may go "head to wind" before the start but at the start signal must assume her proper course, which is normally close hauled.

Note: The basic definition of "proper course" is "A course a boat would sail to finish as soon as possible in the absence of the other boats"

Implications

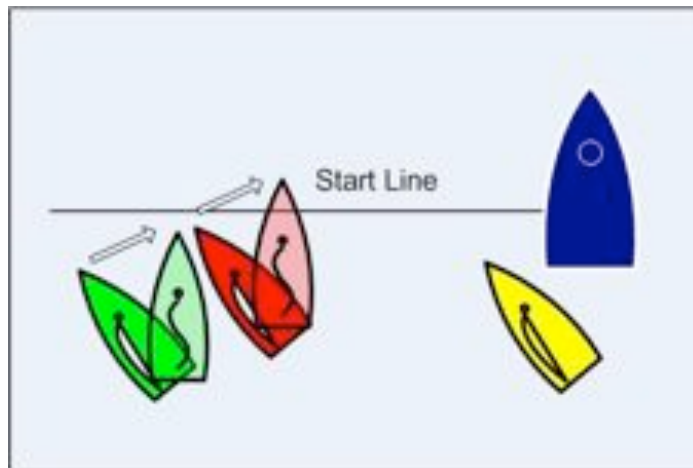
Situation 1: The red boat below is "Barging"!



Before the start signal, Green has the right to go head to wind and force the red boat (which is to windward and overlapped) to turn away from the line to avoid the committee boat (or start mark).

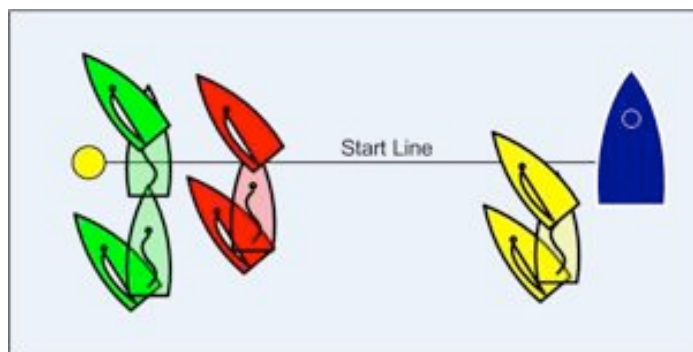
Note: The situation is different at a Start mark from normal mark rounding.

Situation 2: Leeward boat has right of way



The Green boat has the right to go head to wind and force the Red boat over the line before the start signal. However the Yellow boat has room in this example to start next to the committee boat.

Situation 3: Proper course after start signal



The Green boat has the right to go head to wind and force the Red boat head to wind.

At the start signal the Green boat should normally turn back to close hauled. However in this case the Green boat is too close to the start mark and so may continue pointing head to wind until clear of the mark. Red must continue to keep clear of Green after the start signal.

The Yellow boat has turned head to wind before the start and then turned back to her proper course (close hauled) at the start signal.

Start line tips

It is generally best to approach the start on starboard tack.

When approaching the line ensure you have room between a leeward boat and either the start mark or other boats even if the leeward boat turns head to wind.

You can turn head to wind before the start signal and hail boats to windward of you to keep clear.

Just remember that when changing course you must give the other boat time and room to keep clear.

Nick Marlow (Lark 2462)



Team racing

The annual team racing event will be held at the club on Sunday 21 August starting at 11:00hrs and all are welcome to take part.

The event will be held in the RS Visions and each team will have two boats, each with a crew and helm. For two-boat team racing, the points system is not used and the team with the boat in last place loses; tactics are to ensure your team isn't in last place so plenty of opportunities to go slow.

Attenborough team racing will involve a maximum of six teams, each racing each other twice in a round robin followed by semi-final and finals. Races are between two teams at a time and the event comprises a number of short races (typically only 10 to 12 minutes long) with courses set to maximise the opportunities for team tactics – in the round robin a team gets one point for each race they win.

Apart from being fun, team racing is an ideal way to improve boat handling skills, tactics and rules awareness particularly at marks and up the final beat to the finish line. Also with two sail boats being used an excellent opportunity for less experienced sailors to act as crew.

As for previous years, we will appoint team captains with each team make-up decided on the day to ensure a mix of abilities – last year's winning team was Lou Davensac, Mark Hopkin, Mike Pritchard and Julie Warren.

If you are interested in taking part then let me know.

Mike Pritchard



Wednesday Night Series

At time of writing there are two more races to go in Wednesday Series 2 and as for Series 1 we will have another tight finish with Duncan Adams, Kevin Milton and Mike Pritchard battling it out for first overall with the three of them currently covered by 1.5 points overall.

Wednesdays are definitely the popular race day with the current series having an average race entry of 25 boats compared to just under 20 on a Sunday. The final Wednesday Series will consist of six races and will start on 17 August and finish on September 21, two days before the autumnal equinox. **Note all races in Series 3 will start at 18:30hrs.**

Junior Sailing

The junior training days have continued through the summer and two extra have now been scheduled. As the year has progressed we have moved from purely sail training to introducing more fun culminating in some excessive capsizes practised last week and this mixture seems to work well. We now have a nucleus of 7 or 8 juniors who are most certainly gaining in confidence and ability with the majority now owning their own boats.

Less successful has been the junior racing although as juniors become more confident I am sure this will take off. Worth noting that on 31 July, Ethan Shepherd finding no junior takers entered both the main races. In the bronze fleet he came second out of eight, only being beaten by seven seconds by someone who perhaps shouldn't have been in that fleet – no names!

Northern Tripartite

The annual 'Northern' Tripartite between Attenborough, Swarkestone and Sutton-in-Ashfield Sailing Clubs was held at Attenborough on Sunday 26 June with Girton Sailing Club also taking part as guests.

In total, 52 boats took part in the biggest ever northern tripartite event with 33 visiting boats - Sutton-in-Ashfield brought an impressive 16 boats, Swarkestone 11, Girton 6 with Attenborough having 19 entries and hopefully our treasurer was happy with the bar takings.

The event was held in light

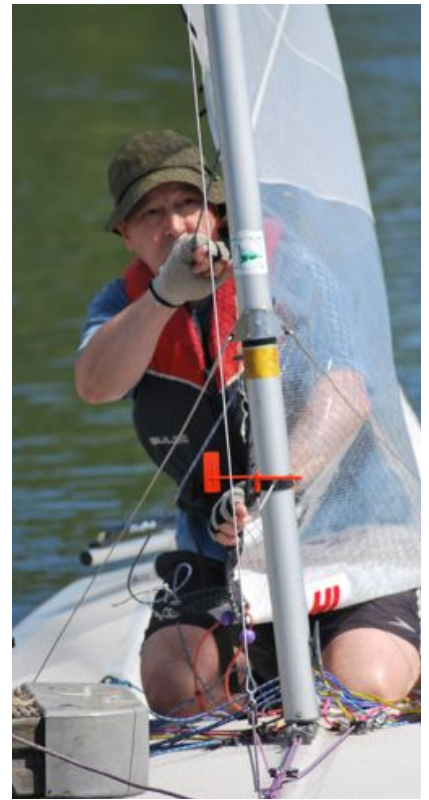
southerly winds under a baking sky with many a sailor sporting a red body afterwards.

After a few poor years, Attenborough won the club trophy with 71 points from Sutton-in-Ashfield on 166 and Swarkestone on 175. In each race Attenborough had their five qualifying boats in the top 10, so quite an achievement with so many entries. This does show the club racing strength of Attenborough.

The individual event was won jointly by Tim Hand and Caz Scott of Sutton and Duncan and Zelia Adams from Attenborough with Alan Bishop of Girton third and John Hainsworth of Swarkestone fourth; equal fifth were Roger Day, Kevin Milton and Mike Pritchard.

Thanks to Brian Dennis for being OOD setting good start lines and courses. Thanks also to all the other people who made this happen, Malcolm, Julie, Gillian, Louise, James, Olivia, Derek, Linda, Don, Paul, Roger, Mike, Brendan who all ensured that Attenborough put on a great event.

The event will be held next year at Swarkestone Sailing Club, most probably on Sunday 24th June and it would be good if we can beat the Sutton away attendance.



Club Regatta

The decision to start a Club Regatta for all was a great success with 38 boats and 49 competitors taking part in the three race series held on 10 July, under the auspices of OOD Bob Ceurstemont. Following on from the tripartite event this was a great turnout by the club.

The only problem is that with all these entries, the race team have great difficulty in recording times and perhaps we need to run a competition to come up with a cost effective electronic method similar to that used in triathlons and marathons! Any ideas?

The first two races were held in light and shifty winds although things spiced up in the third race as a summer squall led to retirements and more strenuous sailing, although this allowed people to offset the excellent BBQ lunch put on by Julie Rust and Gillian Day.

The regatta consisted of five different series for Gold, Silver, Novice and Junior fleets together with a Masters event.



Detailed results are on the club website but overall winners were:

Gold Fleet: Nick and Ruth Marlow

Silver Fleet: Ray Kemish

Novice Fleet: Steve Coupe and Jeremy Straw

Junior Fleet: Freya Corner

Masters: Keith Brereton

Mike Pritchard

OOD duties - safety boat

The OOD rota, driven by Dutyman continues to work well and it is good to see that the swap system is being used on a regular basis.

If you are on duty then do ensure that the crews on the committee and safety boats have a radio and that there is a First Aid kit and throw line in the safety boat and that you have enough fuel.

In windy conditions often with only one safety boat it is difficult for the safety boat crew to see everything that is happening and the committee boat team should assist as spotters and direct the safety crew accordingly.

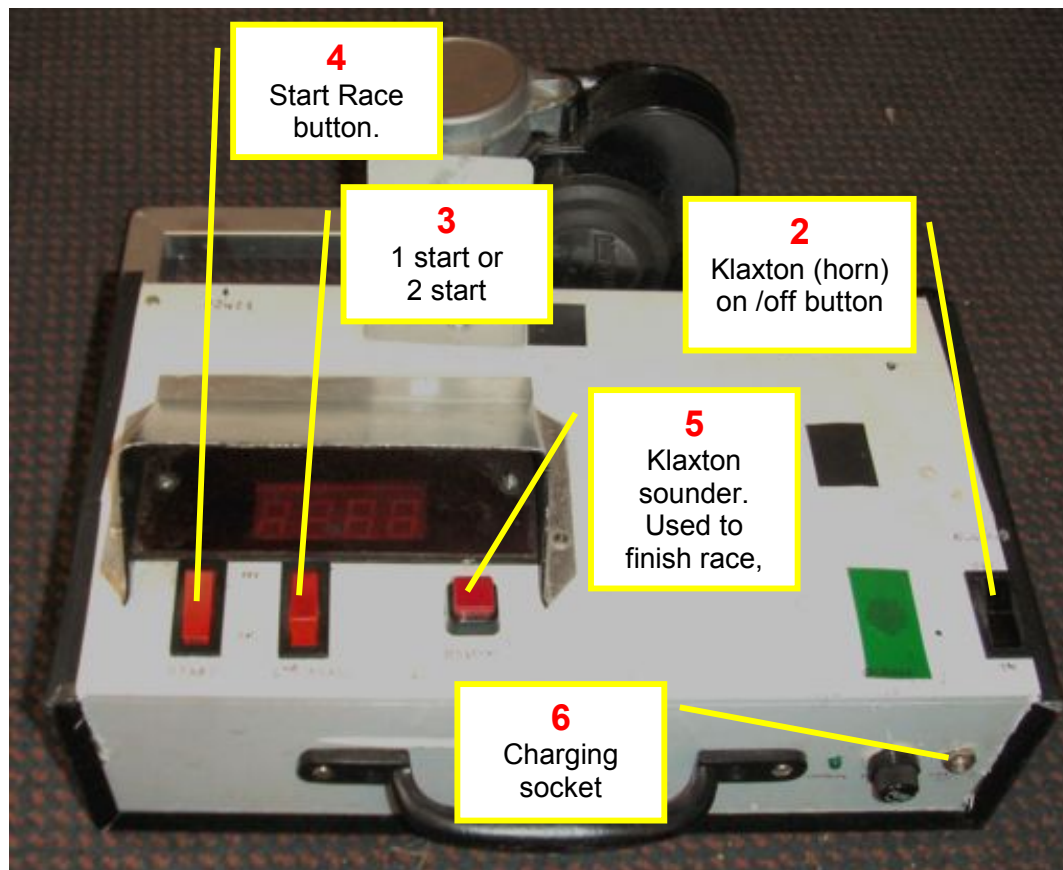
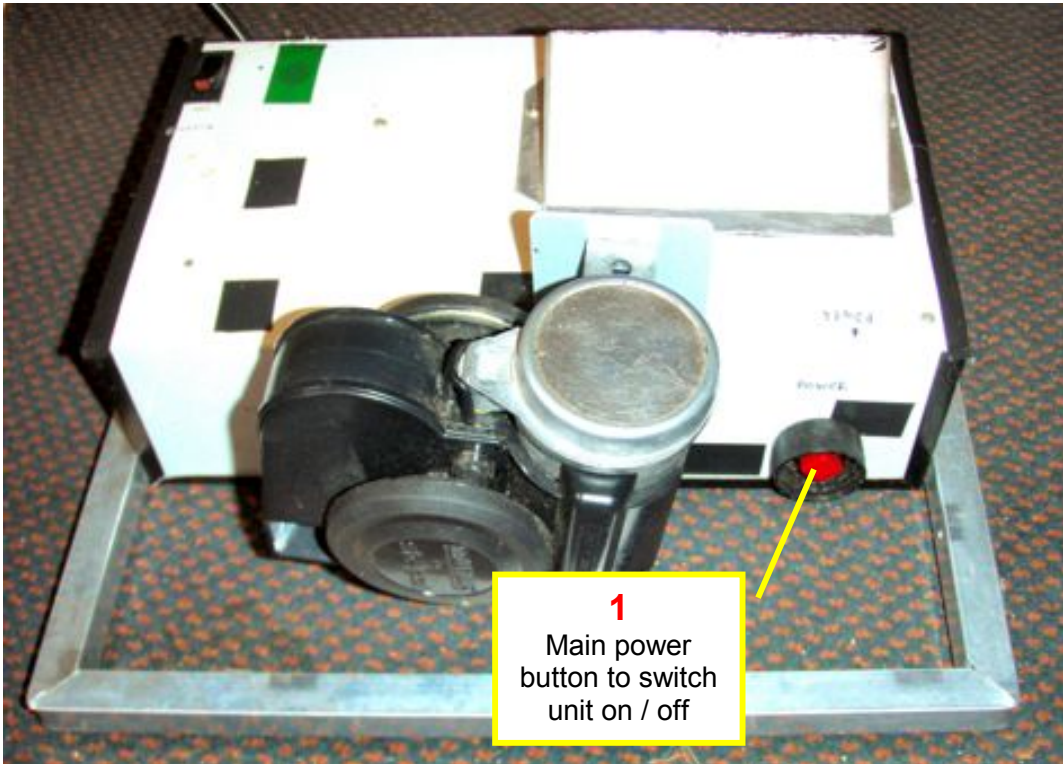
In many cases there may only be one boat in difficulty and if the sailor can not continue on there own then the boat should be towed ashore as quickly as possible. However, if there are a number of boats in difficulty it may not be practical to do this and **priority must be to leave the boat and take the crew out of the water and move on to the next capsized boat.** Any abandoned boats can then be collected after racing.

Do remember that all boats should have third party insurance and I would advise you have more extensive cover to cover damage to your own boat. Also for those boats using buoyancy bags, ensure they are of adequate size, are blown up and securely strapped as towing a submarine under water is quite difficult!

Mike Pritchard



Attenborough Sailing Club Automatic Race Start Box



1 Switch on the power to the unit using the button on the rear. Ensure that this button is not disturbed during the race as all timings will be lost.

2 Enable the Klaxon / horn by turning the selector on.

3 Select either a single start or double start sequence (e.g. is there a 2nd fleet).

4 Initiate the count down sequence by pressing button 4. This will start a countdown from 5mins + 30sec. This will allow you time to sort flags. At 5,4,1,0mins the Klaxon will sound. The counter will then start to count up in minutes and seconds.

If a 2-start race has been selected further horns will sound 1, 4 and 5 minutes into the start of the 1st race thus initiating the 2nd race.

5 The manual klaxon / horn button can be used at anytime to announce a recall or finish boats as they cross the line.

6 Switch the power off (1) and ensure the unit is placed back on charge at the end of the day / race.

Polite Notice:

We are fortunate to own this unique piece of equipment; please treat it with care and respect.

Thank you