
The Wagtale

October 2014



Autumn 2014 Edition

RSC Committee

Offices:

Trustees

Commodore

Vice Commodore

Rear Commodore

Hon Secretary

Hon Membership Sec

Hon Treasurer

RYA Training

House

Health & Safety

Social Secretary

Officers:

Len Baker, Ian Ranford,
Greg Croydon

Mike Squirrell

Peter Gale

(Ian Ranford – temp)

Gail Ranford

Gail Ranford

Greg Croydon

Andy Beardshaw

Ian Ranford

Roger Harrison

Peter Gale

Sub Committee:

L Baker Bar Mgr
L Turley Bar Asst
E Herlihy L BakerAsst
J Amos
E Squirrell
P Lloyd
I Langman
D Eaves
N Jones Cake maker
D Bishop Publicity,
Galley audit, & website

R Eaves Fuel
A Shepherd Bosun
A Shirley Regalia
A Vines Wagtale
P Fuller

Margot Bish
Dave Jackson
Peter Gale
Adrian Shepherd
Greg Croydon
Paul Fuller
Laura Shepherd
Vicki Rose
Mark Crowther

Editorial

Al Vines

Welcome to the Autumn 2014 Edition of the Redditch Sailing Club Wagtale magazine. We have enjoyed a great summer, and apart from an unseasonal cold spell in August, a fine start to Autumn facilitating some great sailing.

It is sometime since the last Wagtale flitted across our table tops, so we have a 'bumper' edition for you this time.

We have some important stories regarding the sailing, maintenance and social scene at our own club, and we celebrate the success of our travellers in the Bala regatta. The summer series and Bart's Bash results are listed in the back pages along with the Autumn Series duty roster.

Further afield there are some really interesting and fantastic tales of adventure and 'daring do' as our members relate their stories of pitting their wits against the sun, sea, sand and.....sales!

If you find such stories just a little too exciting before you drop off into the land of Nod, then there is even a lighthearted quiz to exercise the mind. I hope that you enjoy this edition.

Commodores

Comment

Mike Squirrel

What a busy period both on and off the water. Good conditions for some excellent sailing including the Tuesday night series won by an Enterprising new member. James Dawes, Colin Anderson, Mark, Steve Orme, Paul Fuller and Dave Day represented RSC at the Open Meeting. At the annual August Bank holiday Bala regatta, RSC won 2 of the 4 classes confirming the quality of Redditch sailors.

Around the clubhouse has been busy with a gentlemen's club of retired (or nearly retired) members doing the odd job and some big ones to help in the never-ending maintenance and weed control. This group makes a significant contribution to reducing the amount of working parties required. We are always looking for more members to help; there is absolutely no truth that it is an excuse to get away from the wife for half a day.

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Health and Safety

Roger Harrison

Recently I completed a yearly audit of our Health and Safety Policy and Risk Assessments. As a result I would like to remind all members of the need to be aware of the following:-

- All members to be reminded to keep clubhouse and grounds tidy: e.g. no tyres, boat supports, hose pipe left in walkways or on slipways.
- Members know to clear up any spillages or water carried into the clubhouse immediately and that mops & buckets are kept in the changing rooms.
- OODs to be asked to remind members and visitors of the parking arrangements
- Remind members that they should have insurance cover for their boats even if they are only being stored in the Club grounds and not actively being sailed.

I look forward to your help and co-operation in relation to these matters.

A very warm welcome to our new members: Greg Croydon

We would like to extend a special welcome to a strong influx of new members who have joined in the last 12 months. Many have joined through the training programme and others arrived from Ragley Sailing Club (via Barnt Green SC). All four members of the Sykes family went through our RYA Levels 1&2 courses over Autumn 2013 and Spring this year and it is great to see Ian, Beth and Lauren participating regularly in club racing (come on Kate - you should be too!). We welcome Ben Lowe, Nigel and Sally Bamford, Steve Gallagher, Gary Larner and Gosia, and also Matt Clarkson - our newest Junior member - who brought us all cakes to raise money for the defibrillator on his first proper visit! Dave Bishop, Jason Ind, Andy Jackson, Dave Nickson, Mike Matthews and their families all followed Malcolm Acton from Ragley. Malcolm has settled in well and won the Tuesday Night Series convincingly this year! The club is benefiting from the experience that has arrived from Ragley

Whats on?

Redditch Sailing Club -
Forthcoming Events:

**Saturday 18th Oct:-
Enterprise Open
Meeting**

**Friday 24th Oct:-
7.30 pm - Sailing around
Cape Horn**

A talk by Jenny Wedick on her recent voyage on a square rigger around Cape Horn
£5 - all proceeds will go to the Defibrillator Fund.
Snack available.

**November 5th :-
BBQ and fire watch** at the sailing club. Watch the fireworks from the council display whilst enjoying the fruits of the griddle. Open from 6pm, Food from 7pm.

**Friday 7th Nov: -
The Dark Race**

**Saturday 8th November:-
9.00hrs - Working Party**
Please make a big effort to attend this semi annual event to help keep the clubhouse and compound in good working order.

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**Saturday 6th Dec:-
7pm - Xmas Party at The
White Hart, Headless
Cross**

£20 pp -see below! A list will be posted at the club to sign up shortly. Note that this event is likely to sell out!



The next Social Committee meeting is 1.30 pm Sunday 9th November. Pete will have been baking so tea and cakes. Please come along and be a part of setting the social scene of the club.

Social Roundup

Peter Gale

I'll start off with a massive thanks to the many members of the club who have made the social side so active and enjoyable this year. The regular Tuesday evening summer sailing, followed by food and friendly fraternisation, has been very well supported and has raised around £600 for the Club. The startlingly wide range of menus has been much appreciated and has prompted a number of requests for recipes amongst the members.

Events this year have included the Regatta and BBQ in July. June saw Alistair Vines providing us with an entertaining evening and sharing his enthusiasm for vintage car rallying, including footage of his mini hurtling past walls of ice as well as the occasional over eager photographer.

As you will see on other pages in the Wagtail, there is a rich and varied program for the rest of this year to look forward to.

I must finish as I started this piece with a thank you. So many of you have been incredibly supportive, and positive responses to requests for help have been the norm.

Training Notes

Andy Beardshaw

This year has again been a very busy time for the instructors with 20+ people learning to sail with us, from juniors in the summer sessions to adults on the Level 1 and Level 2 courses. The feedback we have received is almost universally excellent so my thanks to those that were on the course and to the instructors and helpers who make the courses possible.

This year is the first full year with all 3 Laser 2000's, you may remember that we obtained these with a grant from Sport England. Whilst they are obviously a very different design to the GP14's we have used in the past, the ease of reefing, general 'user friendliness' and ability to interchange equipment is a real bonus. The juniors enjoyed the use of the Toppers, Tera's and Optimists during the summer, with the newly refurbished orange Optimist proving extremely popular.

I've already mentioned the instructor team, but the time they dedicate is what makes the training possible and a massive thanks to them. A guide

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to the quality of the team and the enthusiasm they display is that 85% of those on the courses over the last couple of years have joined the club. A couple of specific mentions, Pete Gale has qualified as a Senior Instructor and both Vicky Rose and Mark Crowther as Assistant Instructors. If you like to offer your time to help, or start working towards an Instructor, please let me know, you'll always be welcome.

Finally, our annual RYA inspection has just been completed, and once again we were congratulated on our facilities, training approach and effort. This is the first year Grahame (our inspector), has been to see us but his leaving message was that what he saw was exceptional, with the whole package we offer being amongst the best he has observed.

Regalia

Alan Shirley

Available for sale:

Burgee - £6.00

RSC logo

Choice of base colours

Screen sticker – 10p

RSC logo – black on white background.

Coming soon – Price & availability TBC - all planned with RSC logo:

Cap - £5.00

Ski hat - £5.00

T-Shirt - £7.50

Polo shirt - £10.00

Hoodie - £16.00

Fleece - £20.00

Stop Press! – News

August 26th

Well done to all those members who competed in the August Regatta at Bala Sailing club this bank holiday. Redditch did particularly well with first places in both the fast handicap, Colin and Sean Anderson, in their Merlin Rocket and in the asymmetric fleet, Paul Fuller and Victoria Rose in the Laser Vago. A big thank you also goes to those who, didn't sail but, went along to give their support too.

August 31st

Many thanks to Matt Clarkson and to his Mum and Dad for all their hard work supporting the Cake Sale today. What a wonderful selection! He raised £30 towards our

defibrillator fund. There was a good turn out for sailing today and all the cakes were sold. There were lots of heavy sailors around! Good luck to Matt as he moves to Upper school this year.

September 20th

Mark Crowther 2nd place in the RSC Solution Open

October 4th

James Dawes took 2nd place at a Streaker Open at Alton Sailing Club near Ipswich.

October 5th

Redditch Sailing Club on YOUTUBE. Search on Redditch Sailing Club and find 30 minutes of Bart's Bash, and 10 minutes moody birds eye view of sailing activities from a helicopter. Lots of boats to see, with star of the show - our own Lyn Turley with her Firefly.

Club Racing Results

Greg Croydon

Congratulations to Ross Crawford who won both the Pursuit and Handicap Summer Series that finished at the end of September. Silver Fleet winners were Ian Ranford (Pursuit) and Peter Anderson (Handicap). Peter was in

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Bronze Fleet, but since he beat all the Silver Fleet participants, he wins the Handicap Silver Fleet Prize! Peter also won Bronze Fleet in the Pursuit Series with Pete Riley winning the Handicap Bronze Fleet.

The Crews prize was won by Alan Shirley with Viki Rose second and Gail Ranford third. These three have dominated the crew prizes so far this year!

Summer series results are posted at the back of this edition.



Enterprise Open gets under way

Summer Regatta

Greg Croydon OOD

The annual regatta was held on the first Sunday in July in a light westerly wind. There were 19 entrants in three 60 minute pursuit races with the best two results to count. James Dawes got away well in the first race and had taken the lead after one lap. He was followed by Ross

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Crawford in another Comet and they held these positions until the end. Mark Crowther made good progress through the fleet in his Solution to finish in third place.

The second race proved to be more exciting as Andrew Jackson held onto the lead in his Mirror for more than three laps before the Comets of Ross and James caught him. James had picked up a 720 penalty early in the race and had to chase Ross hard for two laps before he got past him. Meanwhile, Jason Ind in a Laser was making his way through the fleet and finished third.

The sailors did their best to confuse the duty crew in the third race with a number of them swapping boats. The safety crew saw some action as a few gusts came through and some of the "boat swappers" found that they were unfamiliar with the quirks of the boats! Dave Bishop had a good second lap and led for a while but suffered badly on the third lap. Jason Ind came through the fleet to win with Graham and Maggie Timmins second in their GP14. Mark Crowther, who had swapped his Solution with Pete Gale's Laser, finished third. Beth Sykes in her first season of racing had her best race

in her Topper holding on to eighth place.

Overall James won with Jason Ind second and Ross Crawford in third.

Solution Open Meeting 20th September

Vicki Rose

3 Solution sailors braved it out in challenging conditions (4 kph!!!) at Redditch for the Solution open event today. A series of 8 short races round an Olympic style course ended with 1st place going to Delph sailing club's Kathryn Hayfield..., Redditch's own Mark Crowther took second place. Martin Tubb from Leigh and Lowton SC also joined us and despite the lack of noticeable wind the boats kept moving the rain stayed away and it turned out to be a good day on the water



Winner Kathryn Hayfield from Delph SC with 2nd placed Mark Crowther.

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Light airs give the Solutions a bit of a challenge!



Eventual Winner Kathryn Hayfield

Bart's Bash

Greg Croydon

Bart's Bash Race was held on Sunday 21st September. It was a fantastic event with a memorable 37 boats taking part at Redditch out of around 20,000 in 67 countries around the world. At the time of writing the global results have not been finalised, but we know that Dave Jackson won our event, with James Dawes second and Margot Bish third. Roll on next year's event when we should be targeting 50 boats on the

water! We may not be the most competitive club (given our restricted wind and water) but our turnout has put us in the top 25% of clubs participating - beating many far larger clubs. Well done to all!

A video of the event can be found on YouTube via the www.redditchsc.co.uk website or direct by searching YouTube for Bart's Bash Redditch.



Redditch Bart's Bashers at the pre-start briefing



Bashers preparing for the start.

They are sailing - across the lake

SPEEDY sailors steered their way around Arrow Valley Lake as part of a world record attempt. A total of 37 boats from Redditch Sailing Club took to the water on Sunday (September 21) for the Bart's Bash global race fundraiser event, which 20,000 people participated in across 67 countries. A spokesman said: "The club supported the event with an excellent turnout of 37 boats racing in light winds and lots of sun. These included a number of rookies and the trainees from our current Royal Yachting Association Level 1 training course, who were bold enough to join in a race with only two days of sailing experience. The event has raised about £500 for the Andrew Simpson Foundation, which helps young people to develop the skills they need to succeed in life."



Members of Redditch Sailing Club prepare to set a world record. (4)

Sailors go for record

REDDITCH Sailing Club are taking part in a global fundraising and record-breaking attempt on Arrow Valley Lake on Sunday, September 21.

The race is called Bart's Bash in honour of Team GB Olympian Andrew Simpson, who was killed while taking part in the America's Cup trials.

The club will have 30 boats in action, with the average speed of each one added to the results of thousands of other participants from more than 600 clubs around the world in an attempt to set a new record.

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Sailing club takes part in global charity fundraiser

REDDITCH Sailing Club participated in the world's largest sailing race - Bart's Bash - a charity fundraiser. It took part in Bart's Bash, a sailing race and fundraiser event which saw 30,000 participants and around a million spectators on Arrow Valley Lake. It was in aid of Andrew "Bart" Simpson, a multiple Olympic medalist, who was killed while participating in the America's Cup. The club's 30 boats took part which included several rookie trainees who were brave enough to join in with only two days of sailing experience. The club raised three times more than the Andrew Simpson Foundation, which transmits young lives through sailing.

RSC Success at the Bala Regatta. Vicki Rose:

This year the Redditch Sailing Club's annual bank holiday pilgrimage to the Bala August Regatta resulted in six entries from RSC members.

The races were divided into four fleets, Asymmetric, Handicap, Slow Handicap and Junior.

Impressively, Redditch managed to compete in three of the fleets.

The only Redditch entry in the Asymmetric fleet was Paul Fuller and Viki Rose crewing in the Laser Vago against nine other boats. The handicap was better attended, amongst the twenty boats competing

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overall were Andy Beardshaw in a phantom, Mark Crowther in a Solution and Colin and Sean Anderson in a Merlin Rocket.

The slow handicap was graced with the presence of Izzy Langman in her laser radial and Lyn Turley with crew Pat Lloyd in the Firefly.

After an early start from Redditch all six boats turned up on the Saturday morning in time for the first race. Conditions were pleasant with a forecast of light northerly winds, the fleets launched with a total of sixty boats and the race officer's nightmare commenced. NE, NW & E winds arrived in apparently random sequence, interspersed with lulls and the odd gust to enliven the proceedings. A line was finally set and the 4 fleets got away, with only a couple of postponements.

The wind picked up a little for the second race, F1-F3, but still with seventy degree windshifts, and a couple of capsizes as crews "fell in the holes". This pattern continued throughout race 3 which concluded the first day's racing.

Evenings were spent, by some of us, at a charming farmhouse just ten minutes' drive into the hill

overlooking Bala railway. Unfortunately there was no hot tub this year but Saturday night found everyone packed into the lounge glued to the television for the first episode of the new Dr Who followed by a Chinese takeaway for tea.

Sunday dawned sunny and calm, with a postponement, which ended with a WSW breeze filling in and the racing starting at 1pm in light but much less fluky conditions. Three races were sailed back to back; race 5 started in a SW force 2, which almost died, threatening an abandonment, before filling in again to give a reasonably steady Force 2 increasing to 3 for the final race.

Other members of Redditch Sailing club had kindly showed up to offer their support and Sunday evening saw sailors and supporters united to enjoy a very tasty chilli con carne cooked by Andy. Dessert was a fabulous fruit salad very generously supplied by the visitors. A few beers and bottles of wine were finished off before we all retired to bed to re-energised ourselves for the last day's racing.

Monday brought overcast weather with a very cold shower, but winds were

steady NE 1-2, 2 races were run which resulted in 8 in total and, 6 to count 2 discards which worked in Paul and Viki's favour due to being 10 minutes late for the start of the first day's race, why change the habit of a lifetime eh?

Overall results were in Redditch's favour with an impressive two first places going to Paul and Viki and Colin and Sean.

Izzy also did us proud with a fifth place in her fleet.

Sadly Lyn and Pat retired early having experienced a total capsize on the Sunday. This resulted in a slight panic amongst the safety boat crew when Lyn insisted that they rescued her dry bag before taking them to shore. Thinking it contained lifesaving insulin or something equally crucial they duly obliged only to find that the precious contents were in fact Lyn and Pat's chocolate supply!

Andy and Mark finished eleventh and eighteenth respectively out of twenty.

Another great weekend at Bala ended with what is becoming a traditional stopover at the White Water's Hotel for dinner before heading home.

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**Collin and Sean Anderson
– 1st Fast Handicap**



**Paul Fuller and Vicki Rose
– 1st Assymmetric**

Spring Working Party (April 12th) Ian Ranford (House Chairman)

Unlike the Spring working party of 2013, which had to be postponed because of heavy snow, this year's

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working party dawned dry, bright and breezy!

Once again, prior to the working party, I had emailed members and advertised the day in parish notices during the month before. This approach, once again, was very successful with another good turn out from members.

Having drawn up a schedule of works, which was then posted on the noticeboard in good time, it enabled members to choose their own tasks and arrive at the sailing club with appropriate equipment.

This year, the main areas of work were to secure and trim the boundary edge, tidy and trim the boat park, make safe the slippery surface of the pontoon and complete tasks on the clubhouse and storage areas. We also started to remove boats from the "Graveyard" and dispose of them at the local skip. This has to be organised using permits for any trailers over 1.4m long, but on this occasion a hefty jigsaw was all that was needed!!! (More than one way to dispose of a boat!) The decision to remove boats, came as a result of referring to **club rule31** from The Welcome Pack as referred to at the end of this article .

Most important before the Autumn working party, is to level and resurface the area designated the new car park as found on the plans shown in the club house entrance hall. This work will be carried out at an interim working party before the weather changes.

There is always the upkeep of grass cutting and minor repairs that need to be carried out between working parties. It has always been the responsibility of boat owners to keep the immediate area around their boats cut and tidy. Further, duty crews must also keep the main grass areas, on the banks tidy on a Sunday after racing. Alas this responsibility has fallen short over the last few years and it would be appreciated if this was reinstated so that working parties are less onerous and we can carry out other maintenance duties. This will be mentioned on a weekly basis in parish notices between races. Remember our Commodore's words at the last AGM. ***"It is a members club owned by members run for members, it is your club. Get involved in***

The Wagtale *running it, help out where you can."*

To carry out these extra tasks, I intend to set up a GWG (Gentleman's Working Group) made up of mainly retired members who may have a few hours free and are able to help. There are two priorities at the moment. One is to keep the boat park tidy during the growing season and secondly to paint the safety boat containers.

Once again thanks again for all your support at the working parties and throughout the year.

As a result of another good turn from members this year, we were able to complete all tasks just after lunch.

Lunch this year was prepared by Len and the Galley crew. Many thanks as a hot meal is most welcome after a hard morning's work!

Rule31

- *If at any time any fees payable to the Club by any member or former member shall be 3 months or more in arrears:*
- *The committee shall be entitled to move the boat or trailer to any other part of the*

premises without being liable for any loss or damage howsoever caused.

- *The committee shall be entitled upon giving 1 month's notice in writing to the member or former member, at his/her last known address shown in the register of members, to sell the boat and to deduct any monies due to the Club (whether by way of arrears of subscriptions or otherwise) from the net proceeds of sale before accounting for the balance (if any) to the member or former member.*
- *Alternatively, any boat or trailer which in the opinion of the committee cannot be sold may, upon such notice as aforesaid, be disposed of in any manner the committee may think fit and the expenses recovered from the member or former member. Any arrears as aforesaid shall be deemed to be a debt owing to the Club by the member or former member.*

- *Further the club shall, at all times, have a lien over members' or former members' boats or trailers parked on the Club premises in respect of all monies due to the Club, whether in respect of arrears of subscriptions or otherwise.*

Gentlemen's Working Group

Ian Ranford (House Chairman)

This year the club has established an extra working group manned by the "YOUNG AT HEART RETIRED" members of the club.

This is a group of individuals who are willing and able to give of their time and skills to carry out repairs and maintenance to the clubhouse and grounds.

So far we have carried out the usual tidying up of the club grounds and boundary hedges prior to Open Days. Also we have been able to paint the safety boat containers to improve their general appearance and protect them against the elements. Most recently, we have secured replacement decking for

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the balcony after faults were found. After new decking was delivered, a small group spent an afternoon and evening replacing the decking.

New projects will surface from time to time and will be carried out by this group. We give our time totally voluntarily, and make the time fun and enjoyable through good company and a common interest and pride in the club.

I would like to thank those members of this group who have helped over the Summer months and look forward to their valued support in the future.

Anyone who has the time to join us please drop me a line or see me at the club.

The Spring and Autumn working parties are still essential and are an important part of the club rules forming a fundamental part of the contract you made with the club when you became a member, so if you are not able to join the group, the club needs and values your help and skills on these two Saturdays in the year.

Remember, the more you get involved in the club, the more you will get out of the club.

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The 'gentle folk' of the
Gentlemen's Working
Group:

M Squirrell

G Croydon

B Amos

M Everest

D Jackson

D Recardo

P Riley

P Rose

S Dunnage

G Jones

A Shirley

Quiz - 'Thoughts of the sea'

Ian Ranford

Can you match these quotes to the following?

Michael Green, Danish
proverb, Norwegian
saying, Earnest K Gann,
Kenneth Graham, William
Arthur Ward, Thomas
Fuller, Hammond Hines,
Publilius Syrus, unknown

1. A pessimist complains
about the wind, an
optimist expects it to
change, a realist adjusts
the sails!

2. He who lets the sea lull
him into a sense of
security, is in very grave
danger!

3. Anyone can hold the
helm, when the sea is
calm!

4. One who is in crises,
sometimes forgets the
nautical language and

shouts "For God sake turn
left!"

5. The sailor who only puts
to sail when the danger is
over, never sails!

6. It is remarkable how
quickly, a good and
favourable wind can
sweep away the
frustrations of modern day
life!!

7. There is no such thing
as bad weather, only bad
clothes.

8. Don't sail out further
than you can row back!

9. "Believe me, there is
nothing, absolutely
nothing half so much
worth doing as simply
messing about in boats."

10. Sailing: "The fine art of
getting wet and becoming
ill, while slowly going
nowhere, at great
expense."

Answers located toward
the back page.

RYA Yachtmaster Training: Greg Croydon

This summer I decided to
take on some offshore
training. Some of my
friends wondered why I
was considering this given
that I have bags of
yachting experience,
primarily as navigator /

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tactician. However, I
wanted to consolidate my
knowledge and fill in some
of the gaps in my practical
experience.

I was brought up sailing
on the Solent and
therefore have a good
understanding of tides,
currents and charts.
Therefore, when I joined
the crew of the Swan
"Eclipse" in 1987, I was
chosen as navigator. On
the job practice on two
Fastnets, a number of
cross Channel races, a
race to Cork and
numerous regattas in the
Solent, Channel Islands,
Torbay, Dartmouth and
even a World
Championships in
Sardinia helped to build
up my experience with
over 6,000 miles logged
and two European
Championships won.
However, very little of this
time was spent as
Skipper, most was spent
racing and I was always
concerned that there
could be things I should
know which I had never
come across.

My first training was a five
day shore-based
Yachtmaster Theory
course. I chose to do this
at British Offshore Sailing
School (BOSS) at Hamble
as the dates they offered
suited me. This course
covered navigation,
collision regulations,
meteorology, lights, day
shapes and buoyage

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along with passage planning, safety requirements. There are plenty of books and on-line training available, but I felt I would learn more in a classroom.

There were two other guys on the course: one had worked for a flotilla company in Majorca as a diesel engineer and wanted to move on to skippering, and the other worked as a deck hand on a 180 foot ketch owned by Larry Ellison! I found that I was much stronger at the chart based training than them as they were both used to computer based charts. However, their experience of lights, day shapes and collision regulations was greater than mine. I learned some more precise ways of estimating tidal heights at secondary ports and more formal structuring of many of the areas where I had always taken short cuts! The exam at the end of the week (three 90 minute papers) was a good test and we all passed. I thoroughly enjoyed the time and would recommend doing such training in a classroom rather than remotely as the opportunity to share experiences and discuss the reasons for some of the tips helped to bring it all to light.

My second training was a five day practical Coastal Skipper qualification which I also took with BOSS. This put many areas from the shore based course into practice as well as developing boat handling skills. I was fortunate to enjoy a week of fantastic weather in the Solent albeit in light winds. There were four of us on board a Westerly Fulmar yacht including the very experienced instructor and we had a great time socially as well as learning!



Moored at 'The Folly Inn



Great weather for alfresco dining

The most challenging part of the course was the "blind navigation". This involved piloting the yacht from below decks pretending that we were in thick fog. Given a known

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start point we had to get the boat to a fixed point around one hour away without using GPS or radar and with the crew reporting only objects within around 50m. This involved a lot of careful planning, dead reckoning and following depth contours. However, it showed us that we could feel our way into a safe harbour in very poor visibility using only chart work and a depth gauge. Another "fun" challenge was skippering the yacht up the River Beaulieu at 2am without any moonlight!

I gained a lot of confidence in boat handling skills around the marina as well as safety techniques, crew control and structuring a passage plan. I would recommend both courses to anyone who has some experience and wants to take it to the next level.



Now we have passed we will be able to wear long trousers like the instructor

Sails and Sales....

Gail Ranford

One for the girls! A perfect weekend away "saleing"!!!!

As we drew off the drive, the weather looked favourable and events on the M40 undemanding. We tackled the speed traps on the A34 with ease, as is the touch of a female driver! Our ramble to the Hamble had been a success in good time.

Southampton Swanick marina was busy, as we fought admirably for a parking slot. Belongings stashed aboard, we fortified ourselves with cake and coffee ready for the intrepid adventure ahead.

Lee on Solent was quiet and the visibility over the Solent towards Cowes, clear with a light head wind and calm seas.

After a leisurely lunch, at a fish restaurant washed down with a glass of crisp dry white wine, we made our way to Gosport.

We sailed a calm sea towards the formidable Gunwharf in Portsmouth. Fearlessly, we entered port, handbags and credit/debit cards, notes whatever at hand!

The Outlets above loomed above us, commanding and demanding our respect. We knew we couldn't let you down girls! This simply had to be done. Outlet after outlet drew us closer and closer to financial ruin but we kept our nerve!

We were nearing exhaustion, and our bodies ached from sheer tiredness, such was the effort we had given to this great feat!

Cocktail hour and we raised our glasses under The Spinnaker watching the eerie, grey clouds gather over us. With a spurt of energy we sped to take cover under the "sales" merchandise, as the outermost tale end of Hurricane Bertha lashed down around us. Brollies purchased we made a further dash back to our transport, returning to Lee on Solent to spy the fantastic show of fireworks, part of the Cowes festival. The kaleidoscope of colour lit the skies splashing down the windows in the heavy shower!

A late takeaway was just the job before we hit the pillow!

Croissants and coffee eaten, we embarked on the next part of our intrepid weekend. Our passage to Lymington

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was quiet, the sun shining on the righteous. The tide was in when we reached Beaulieu, cows wandered down the street and a donkey with her foal was being petted by school children on the green. Ponies dodged cars on the winding distant roads and still the sun shone on us. All was well to pursue our goal - Lymington!

Parking appropriately, we glanced at the marina of opulent boats, then made our way up the cobbled streets, wandering through the farmer's market and craft fayre. Purchasing essential girl wear, and feeling the need of nourishment after such exploits, we sat munching over crab sandwiches whilst watching mariners rowing to shore.

No time to waste, we needed to make a quick exit to reach our next meeting with the "Jolly Sailor!". Replete after a fine supper, we wobbled back in torch light to the snug comfort of our bunk beds.

That's the way to do it girls. For any help in this direction please don't hesitate to contact Gail and Deb.

Many thanks to "The Other Woman" for a most comfortable and inspiring weekend.



'The Other Woman' –
Swanwick marina

Land Yachting at Brean Sands.

Rob Eaves & Mark
Crowther

When you mention yachting to most people they think of the South of France, deck shoes, gin and tonics and jumpers draped over shoulders, land yachting however is nothing like this.

Eight Redditch Sailing Club members went down to Brean Sands, which is just by Weston-Super-Mare, at the end of March to try a days land yachting.



L-R Back row: Joe Eaves;
Ben Eaves; Instructor;
Malcolm Farmiloe; Mark
Crowther; Jane Amos;
Paul Farmiloe; 2nd
Instructor; At Front: Dave
Jackson; Rob Eaves.

For those that haven't seen a land yacht it is a

tricycle with a low lying seat and a sail similar to a windsurfer. The front wheel is steered using your feet while both hands are used to pull the main sheet. Because of the low resistance of the wheels compared to a traditional dingy land yachts are much faster, and can achieve three times the speed of the wind, meaning the apparent wind is usually in front of you and the sail is pulled in for most of the time. This also means they are best on the reach and don't beat well. Land yachting is popular on the continent but is only practiced in a few places round the UK, either on beaches or airfields and occasionally large carparks.



After a briefing we were kitted out in old clothes, helmets, gloves and goggles as being a few inches of the beach is dirty. The instructors set a reaching course with a tack and a jibe. The wind was 20-25 knots off the land and promised to be good day.

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Rob was the first to go off, more on his land yachting abilities later, but soon ground to a halt. A few pushes from the instructor got him going, then he stopped. This start stop continued until the sand dried and the wind picked up. The change was quite sudden and everyone started moving faster and faster. The turns started to get fun as too tight in the jibe you spun the yacht while too slow in the tack would leave you head to wind. As the wind picked up the yacht would start to tip up on two wheels, which is faster round the corners but not in a straight line, and there was the rather painful capsize if you didn't let the sail out in time.



Cocking a leg – a common sight in sand-yachting

A break for lunch allowed the sand to dry further increasing the speed, Ben recorded 38mph in his yacht. One of the instructors raced in

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Belgium where they covered 28 miles in 34 minutes.

The increase in the speed and the bumpy ridged surface of the beach started to take its toll on the lightly built yachts. The first was Malcolm losing a wheel then Dave's sail fell down. Sailing along we came across Rob with a wheel and spar separated, next lap Rob fixing the yacht, next lap Rob underway again, next lap Rob's yacht split in two!

As the tide started to come in again we started to pack up. It was a very enjoyable day trying out an exciting sport. Thanks should go to the Brean Land Yacht Club for hosting us for the day, and for getting the welding kit out afterwards to fix Rob's yacht. What next, maybe Ice Yachting, 60mph



A Trip To Wales Across The Bristol Channel Greg Croydon:

Rob Eaves and Greg Croydon enjoyed three great days sailing with

Dave Jackson on his yacht, Super Sapphire recently. The plan had been to sail from Burnham-on-Sea to Ilfracombe on the first day, but the wind shifted direction and we changed plan half way and headed to Wales.



Burnham-on-Sea

After around nine hours on the wind we reached the tidal lock entrance to Swansea docks. The wind had risen during the day and the sea state was choppy enough for Greg, whilst making lunch, to be thrown across the cabin and demolish the table. This didn't stop Dave "fixing" it with some gaffer tape and rope such that we could use it for supper!

The next day we left for Cardiff and made the most of a couple of hours of favorable tide until it turned against us. We flew the spinnaker in a rising wind and had a great sail surging down the waves at up to 8.25kts (is this a record, Dave?). However, the pole downhaul fitting broke under load and we had to

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drop the spinnaker and continue under a poled out genoa as the wind increased to a Force 5. This didn't seem to slow us down and we found we could make good progress even when the tide turned against us. Alas, the table repair proved temporary when it collapsed after the first gybe!



Cardiff Lock

We entered one of the impressive tidal locks at Cardiff at low water at around 6pm after another nine hour passage and enjoyed the cascade of water entering to raise us over 30ft to the level of Cardiff Bay. After a good supper we enjoyed a stroll around the lively waterfront at Cardiff.

We made an early start from Cardiff in order to get back to Burnham for an 11am race. The wind was stronger still (Force 6) and we had a challenging sail in big seas (and the first rain of the trip) to get back in around 3 hours despite an adverse tide. The most challenging part was surfing down the breaking waves as we approached

the shallows around the River Parrett estuary.

We arrived to find that the race had been cancelled because of the "adverse conditions"! We thought they were anything but adverse!

We logged around 110 miles in the three days in some challenging conditions.

Thank you, Dave, for your hospitality and sorry about the table!



Adopt the brace position!
A Delivery Trip to Remember
Dave Jackson

Prep Day

It was a bitterly cold morning in March, and the freezing cold easterly wind had been blowing all week. Worse still, the overnight snow was thick on the ground, and I was being picked up by Phil and my trusty but mad crew, to sail his 47ft Beneteau 'Heaven 47' from Pwllheli to its new home base in Lymington.



Paul, Mark, Dave & Malcolm - Departure

Phil wisely pointed out we needed someone to take us up to Pwllheli and again to collect us from Lymington to bring us home, so he would do that rather than come with us. North Wales had been hit particularly badly by the snow, with widespread road closures.



A5 closed in mid wales

Ignoring all warnings, we ploughed on, weaving our way past fallen trees and through snowdrifts to eventually reach Pwllheli in the early afternoon. After a crash course on Phil's new Bluetooth chart

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plotter (it could be controlled from an iPad or Android smart phone) and victualing the boat, we had a hearty last supper before retiring with the latest shipping forecast of force 6-7 Easterlies allowing us to sleep uneasily in our berths.

Day 1

The early morning forecast remained the same, and despite the bitter cold wind, and with all things considered, we set off, leaving Phil to go home to his warm bed. I knew the boat well (I certainly wouldn't have considered going in my 28 footer) but just powering into the heavy seas with the boat rising & falling heavily, and the waves crashing over us as we left the entrance to Pwllheli did, I admit, make me think for a moment of turning back, but as we set sail with a fully reefed main and about 25% genoa, I soon became more at ease. Heaven 47 was behaving perfectly, and we were screaming along on a broad reach doing an average of 8 knots, but touching 9.5 knots on occasions.



Screaming along.

There were 4 of us on board – Me; Malcolm, (Phil's brother) who had crossed the Atlantic with his father in a Nicholson 32 many years before; Paul, an ace dinghy racer who also knew the boat having had a few trips on her before; and Mark, who had only learnt to sail a couple of years before, but was a fast learner, and was looking for greater experiences and sea hours.



Motley crew!

Mark was the first to succumb to seasickness, despite being a medic and advising us of the better tablets to take. Luckily, there were plenty of waves to help wash the boat down – we all knew Phil was proud of her and we would need to deliver her in tip-top condition!

Malcolm was to follow suit later – we all had to go below from time to time after all, and it wasn't easy to avoid the queasiness whilst trying to prepare a meal/use the heads/plot our course/sleep(?).

Progress was excellent, and forecasts of 6-7 easterlies possibly dropping later to 5-6 meant that I decided to stick to my passage plan of rounding Lands End, with Falmouth being our 1st planned port of call. Routine checks made me focus my attention on the battery voltage meters, and when running the engine to top up the charge seemed to be having no effect, I started to become concerned. Everything seemed to be in order – alternator, belt, switches, connections etc. – but still we were losing battery power. When we were off Pembrokeshire Malcolm managed to get a mobile phone signal and left a message for Phil asking if he knew of any reason the batteries weren't charging, but he didn't manage to get back to us whilst we had a signal.

Night closed in as we surged through the passage between South Bishop Lighthouse and St David's Head, with the new chart plotter proving very useful, and a change of course was soon

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needed to take us to Lands End. For those who have never done a night passage, it can be very eerie when the moon is completely obliterated by cloud cover, as the only thing to be seen in the pitch black darkness is the spray from the bow waves as the boat surges forward. Except for the lights of the odd passing tanker, which you hope has seen you. It made Paul sick.



Mark tries a spot of fishing

Day 2

Lands End, unusually, was a respite due to the easterlies, but once past the Runnel Stone, things got challenging. The batteries had, by now, run right down and the chart plotter decided to give up the ghost. Oh well, back to the paper charts, although we did have back-up hand-held GPS. We were bang on schedule, but the easterlies meant we wouldn't make Falmouth until the evening.

We kept the engine running, as we didn't think we would be able to start it again if we turned it off. Then we got a call-up from Falmouth Coastguards. Phil had become concerned, so had asked them to check us out. The only thing I was concerned about, I said, was losing the Navigation lights, and that we would be fine for Falmouth that evening. They put Phil's mind at rest. We had also heard, along with the shipping forecasts, notification of submarine exercises in the Falmouth area that day, so we thought we might see one surfacing next to us..... No such luck, though what we did get was a Royal Navy helicopter approach us, circle us, and call us up on the VHF while 7 miles west of The Lizard. Just checking that we weren't going to crash into one of their subs, I think.



Mark aloft for the first time – hanging on for grim death.

Falmouth was a relief for us all, as we were pretty tired after a 38hr passage.

We tied up in Pendennis Marina, next to the National Maritime Museum, and pressed the engine cutout. It didn't work. We couldn't turn the engine off from lack of battery power! We thought of cutting the diesel supply, or stifling the air intake, but Mark came up with the obvious answer – we simply connected to shore power, and Hey Presto! We had the power to cut the engine.

No-one around, so we broke out of the marina complex and headed for a Pizza Express (or was it Pizza Hut?) round the corner and had an enjoyable meal before heading back to the boat.

Day 3

We decided to make the next day a rest day, sorting a few things out, looking at the charging system (found nothing wrong), and visiting the National Maritime Museum, which is well worth a visit if you're in the area. As it turned out, the charging system had corrected itself, and the batteries charged ok from then on.

Day 4

0600hrs the next morning, we were off. The forecast was the same, with 6-7 easterlies, and it was heavy going, though as we planned to make Dartmouth that evening, we made use of the

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engine to push us through the heavy seas. Bitterly cold winds were biting into us, though luckily, there was no rain. What we did have was hail. And we were doing this for pleasure! I imagined what it would be like in my own boat, but it didn't bear thinking about. It was a long day, passing extremely close to the Eddystone Lighthouse, to get a better look. Encountering trawlers trawling, porpoises playing and the odd freighter passing, we also listened on the VHF radio to the PAN PAN plight of a small craft taking on water whilst trying to get his engine started. We weren't a million miles away, and were heading in their direction, but he managed to get his engine going and control the water whilst limping into Salcombe.

We finally made Dartmouth, stepping ashore at about 9pm and heading across the road to a fish & Chip restaurant for refuelling. Paul, living up to his reputation, had 'seconds'.



Eddystone lighthouse.

An early night on the boat where the heater seemed to have succumbed to the cold, with an early start scheduled for the next day, with the plan to make Lymington by the evening.

Day 5

0400hrs saw Malcolm & me cast off and head out of the Dart - we had decided to give Paul & Mark a lie-in- with the forecast predicting an easing of the cold easterly to just(?) a force 5-6 and backing to more of a north-easterly. Making a course of about 100°, excellent progress was made with a fair tide, dolphins (or porpoises?) were encountered playing across our bows, the Border Patrol came up to us to check us out, and Mark served a gourmet meal of consommé (tinned soup) followed by beuf-en-croust (meat pastie), properly attired in apron and tea-towel draped over his arm.

We were hit by a sleet & hail shower, the sun came out, and the winds eased.

For the first time, we unfurled the genoa and shook out both reefs in the main. The tide turned, and we spent the rest of the day, engine on, pointing straight for Lymington. With darkness starting to fall, the Isle of Wight came into view, and we finally made our way past The Needles into the Solent and Lymington, giving the Yarmouth ferries due respect.

At 2030hrs, we found our berth and eased her in, changed out of our sailing gear and headed for the pub where we finally emerged after midnight after one or two (?) bevvies had been downed, and we had put the world to right. Paul wanted more food, but nowhere was open, so it was tinned corned beef & bread back on the boat, to soak up the beer. Seemed like the best grub of the trip!

Day 6

Up late, spent the rest of the morning cleaning Heaven 47 just in time for Phil's arrival. Lunch in Lymington, then home, and back to the routine from which we had escaped over the last week. Snow was still on the ground, the easterlies still raged on and we reflected on a bit of an adventure against the elements which we all

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agreed in retrospect was a great experience.



Heaven 47 in Falmouth

Quiz Answers:

1. William Arthur Ward
2. Hammond Hines
3. Publilius Syrus
4. Michael Green
5. Thomas Fuller
6. Ernest K Gann
7. Norwegian saying
8. Danish proverb
9. Kenneth Graham Wind in the Willows
10. Unknown

**For Sale &
Wanted:****Comet sail #675 – £1100**

Folding trolley, cover included

Road trailer to suit £50

Tel: Mike – 07879471492

**Vaurien – 4.08m classic
French dinghy - Offers**

Poor paint & varnish condition. Project boat for restoration or spares.

Wooden construction, good trolley. Available to view in RSC dinghy park.

Tel: Greg Croydon – 07802 562301

**Enterprise sail #18643 -
Offers**

Good condition & ready to sail. GRP construction, Millanes centerboard, trolley. Available to view in RSC dinghy park.

Tel: Greg Croydon – 07802 562301

Firefly - £250 ONO

GRP. Complete with two sets of sails. Combi trailer.

Tel or Text Tony – 07967 158616

GP14 Sail #11563 - Offers

Lovingly restored by Tony Gibson. GRP Construction, trolley, cover. Sails – Main & mid sized genoa; fly away jib stick system; ready to sail. Boat available to view in RSC dinghy park

Tel: Greg Croydon – 07802 562301

2014 Summer Series Racing Results

Summer 2014					
Pursuit	Gold	1	Ross	Crawford	24
		2	Margot	Bish	28
		3	James	Dawes	33
	Silver	1	Ian	Ranford	48
		2	Alan	Jones	53
		3	Izzie	Langman	95
	Bronze	1	Peter	Anderson	68
		2	Pete	Riley	74
		3	Mike	Matthews	98
Handicap	Gold	1	Ross	Crawford	19
		2	Dave	Day	33
		3	Margot	Bish	37
	Silver	1	Peter	Anderson	51
		2	Alan	Jones	61
		3	Ian	Ranford	114
	Bronze	1	Pete	Riley	78
		2	Dave	Bishop	142
		3	Mike	Matthews	161
	Crew	1	Alan	Shirley	156
		2	Viki	Rose	199
		3	Gail	Ranford	325

Bart's Bash Results – 21st September

Boat Class	Sail Number	Skipper Name	Cor Speed m/s	Position
Enterprise	22701	David Jackson	1.230	1
Streaker	1892	James Dawes	1.214	2
Miracle	1339	Margot Bish	1.205	3
Comet	874	Ross Crawford	1.175	4
Laser	167942	Jason Ind	1.168	5
Laser Vago	463	Paul Fuller	1.167	6
Solo	5358	David Day	1.161	7
Laser	136053	Peter Gale	1.160	8
Phantom	1383	Andrew Beardshaw	1.114	9
Solution	437	Mark Crowther	1.055	10
Laser	125655	Peter Anderson	1.039	11
Comet	600	Pat Lloyd	1.026	12
Firefly	3480	Alastair Vines	1.012	13
Miracle	3295	Don Recardo	1.007	14
Phantom	1242	Alan Jones	0.967	15
Comet Duo (s/h)	97	Peter Riley	0.967	16
Mirror	47772	Andrew Jackson	0.956	17
Comet Zero	172	Elaine Herlihy	0.956	18
Laser	35176	Ian Sykes	0.934	19
Enterprise	23228	Ben Calverley	0.929	20
Topper	28579	Josh Beardshaw	0.910	21
Topper	19161	Beth Sykes	0.902	22
GP 14	11216	Bill Turley	0.902	23
RS Tera	19	Lauren Sykes	0.898	24
GP 14	10514	Adrian Shepherd	0.884	25
Solo	2865	Alan Shirley	0.854	26
Merlin Rocket	3246	David Nickson	0.830	27
Topper	31388	Daniel Beardshaw	0.818	28
Firefly	3477	Lynette Turley	0.745	29
Mirror	59966	Kim Jackson	0.709	30
Comet	306	Victoria Rose	0.699	31
Mirror	60691	Stanley Dunnage	0.697	32
Comet	637	Hayley Beardshaw	0.673	33
Laser 2000	21288	Gary Larner	0.672	34
Laser 2000	21206	Greg Payne	0.668	35
Laser 2000	21163	Mark Pillon	0.668	36
Firefly	4125	Sam Farrow	0.644	37

REDDITCH SAILING CLUB - DUTY ROTA**Autumn Series 2014**

Race	Date	OFFICER OF THE DAY	ASSISTANT OFFICER OF THE DAY	DUTY CREW NO 1	DUTY CREW NO 2
1	05-Oct-14	Mark Crowther	Don Recardo	Pete Riley	Terry Hobbis
2	12-Oct-14	Paul Fuller	Vicky Rose	Ian Sykes	Stan Dunnage
3	19-Oct-14	Colin Anderson	Alistair Vine	Becky Sidlow	Ian Sidlow
4	26-Oct-14	Dave Day	Alan Jones	Pat Lloyd	Elaine Herlihy
5	02-Nov-14	Peter Anderson	Ross Crawford	Izzy Langman	Lyn Turley
6	09-Nov-14	Pete Gale	Malcolm Acton	Nigel Bamford	Richard Rose
7	16-Nov-14	Dave Jackson	Hilary Farmiloe	Jason Ind	Matt Clarkson
8	23-Nov-14	Margot Bish	Alan Shirley	Ben Lowe	Richard Irwin
9	30-Nov-14	Graham Timmins	Andrew Jackson	Maggie Timmins	Gary Lerner
10	07-Dec-14	Greg Croydon	Dave Bishop	Gail Ranford	Steve Gallagher
11	14-Dec-14	Rob Eaves	Ian Ranford	Dave Nickson	Bob Elmer
12	21-Dec-14	Andrew Beardshaw	Grant Petford	Steve Orme	Phil Davies
13	26-Dec-14	Ian Ranford	Gail Ranford	Mike Matthews	Peter Anderson
14	28-Dec-14	Mike Squirrell	James Dawes	Pete Wilson	Mike Everest