



April 2000

Hill Head Sailing Club was founded in 1930 by Colonel J. S. Alston. Originally the mouth of the Meon river which was blocked off to form this small tidal harbour, now known as the Haven.

The Clubhouse was completed and opened in 1975. The membership and events have increased steadily over the last 70 years.

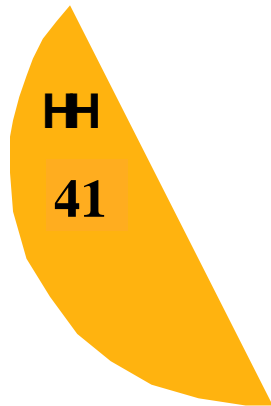
The object of the Club is to foster and promote the sport of small boat sailing and above all good seamanship.

The House Committee work hard to make it enjoyable for members. It is this spirit of friendship, co-operation and dedication on which the continued success of the Club depends.

For Details of joining the membership contact:

Hon. Secretary - Pat Dyer

01329 664990



Hill Head Sailing Club, Cliff Road, Hill Head,
Fareham, Hampshire PO14 3JT
Telephone: 01329 664843



April 2000

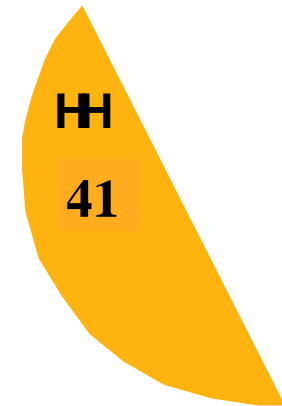
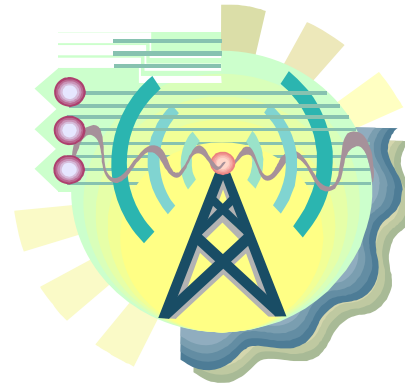
Hill Head Sailing Club

has unfurled its news

around the world.

Visit

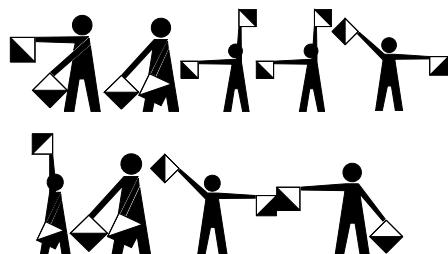
www.hillheadsc.org.uk



Hill Head Sailing Club, Cliff Road, Hill Head,
Fareham, Hampshire PO14 3JT
Telephone: 01329 664843

SOCIAL DIARY DATES

- 08 April - Commodore's Evening
- 29 April - St. George's Day Supper
- 20 May - Club Open Day
- 24 June - Club Supper
- 29 July - Event in a Tent



Editor's Epistle to Hill Head Seafarers



I start with a confession - I am a Landlubber ! Do I hear a groan?!

So mainsheets is a challenge, and I hope you will forgive me if I miss out on some of the correct nautical language and terms.

If you keep the information rolling for each magazine, then perhaps I shall eventually become more familiar with sailing issues !

George Hands' Editorship is a hard one to follow, but I will do my best to keep you interested. Look forward to your communications.

Please send your items for inclusion in Mainsheets either -
 By an E-mail, or file attached or
 By post to the address below or
 Leave in the Clubhouse for my husband, Malcolm, to collect.

COPY DATE FOR THE NEXT ISSUE - 06 July 2000

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NEW INVENTION

The safety of sailors with dinghies and small boats should be improved by a floating spy that will tell tales about fast ferries.

The Wavetector will record the waves generated by the giant ships as they enter and leave port and help the operators keep to safe speed limits.

Last July a fisherman off Harwich was drowned, allegedly by the wake of a ferry to Holland. The car-carrying catamarans and monohulls are up to 100m long and can reach speeds of 40 knots, generating huge waves.

The Wavetector is a buoy the size and shape of an upturned lampshade, and sealed inside the bright yellow, glass fibre are sensors that convert movements into electronic signals, as it bobs about in the sea.

The signals are sent down a cable to a PC in the harbour master's office and he can see the height of the waves on the screen.

The buoy's manufacturer is trying to add a broadcasting unit to the Wavetector so the data can be collected without the umbilical cable.



Whose hands on The Tiller?



CLEAR INSTRUCTIONS !

- Q. What's that?
- A. That's the neck.
- Q. What's that?
- A. For your head to come out !

Conversation while trying on a life jacket.





TEAMWORK

There were four people named Everybody,
 Somebody, Anybody and Nobody.
 There was an important job to be done;
 and Everybody was asked to do it.
 Everybody was sure that Somebody would do it.
 Anybody could have done it, but
 Nobody did it.
 Somebody got angry about that,
 because it was Everybody's job.
 Everybody thought Anybody could do it
 but Nobody realized that Everybody
 wouldn't do it.
 It ended up that Everybody blamed
 Somebody when Nobody did what
 Anybody could have done.



Popeye's obsession with spinach may have protected his brain against the effects of old age, according to a study by American scientists.

After eight months of a spinach, strawberry or vitamin supplemented diet, rats showed an improvement in nerve cell communications that are important for movement learning and control.

The diet - equivalent to a daily spinach salad or a pint of fresh strawberries - also warded off a dip in memory performance seen in old age.

The novel discovery reported in the Journal of Neuroscience, follows research, showing fruit and vegetables protect against cancer and heart disease.

The researchers examined strawberries and spinach because they are loaded with antioxidants - protective molecules that fight off harmful molecules known as free radicals. They also tested Vitamin E as a control because it is a known antioxidant

Free radical destruction has been recognised as a contributing factor to the decline in memory and motor performance seen in ageing.

Fruits and vegetables may play an important role in protecting against, and possibly reversing the movement of these cognitive declines.

The brain is relatively deficient in antioxidants, and so may be particularly vulnerable to the damaging effects of free radicals.

In future studies other antioxidant-filled foods such as blueberries may be tested.

The researchers also plan to determine if the antioxidants can reverse age related brain effects.



Ageless: Popeye the sailor

HH MAINSHEETS HH
 The Quarterly Magazine of Hill Head Sailing Club

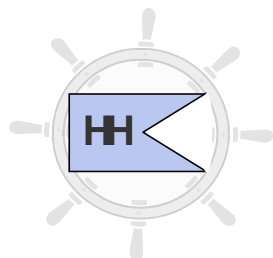
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Cambridge



Oxford



Commodore's Copy

Following George Hands decision to take a well deserved break as editor of Mainsheets I was delighted that Ann Perrett, stepped forward into the breach so quickly and willingly.

Ann volunteered despite in her own words “*acquiring deafness over the last 20 years*”. I know that she doesn’t mind me mentioning her deafness. She believes that “*Of all the disabilities hearing loss, because it is invisible, is the Cinderella*” and that putting the spotlight on individuals advertises the difficulties that need to be overcome. Ann also feels that Email has come to her rescue, enabling her to ‘talk’ to others more easily as telephone conversations are difficult.

Another “new” volunteer is Roger Skerry. Roger, who joined HHSC last year, has published the website for us. I, of course thoroughly recommend a visit to the web site www.hillheadsc.org.uk which at the time of writing was still under development but looking really good.

The photographs taken by George Hands are of an excellent quality and capture the spirit of the club rather neatly.

For those of you without access to the Internet the website consists of a number of sections e.g. about us, Fixtures list, membership details, tide tables, how to find us plus a copy of this edition of Mainsheets.

If I can reiterate my words from the last edition, to be successful websites need to be updated regularly, e.g. race results, gossip and news of forthcoming events, both sailing and social.

Contributions will be warmly received by any committee member, Roger as webmaster and of course Ann in her role as Mainsheets editor.

Elsewhere in this edition of Mainsheets is a check box asking how you wish to receive future editions of Mainsheets.

Clearly viewing and if needs be downloading from the club’s website will reduce production and postage costs to the club. Can I urge you to complete the box and send back to the club as soon as possible.

WHISKY JOHNNY (Halliards)



1. Oh! Whisky makes me pawn my clothes.
And Whisky gave me this red nose.
2. Oh! Whisky killed my poor old dad.
And Whisky druv my mother mad.
3. Oh! Whisky up, and Whisky down.
And Whisky all around the town.
4. Oh! Whisky here and Whisky there.
It's, 'T'll have Whisky", everywhere.
5. Oh! Whisky is the life of man.
It's Whisky in an old tin can.

WINTER DARTS 2000

We have now reached the stage of completion of all the league matches. Fifteen teams in the **Flingers**, **Slingers** and **Wingers** leagues have aimed more darts at double one than ever before.

Commiserations and congratulations at this stage are appropriately offered. Total points and positions are displayed on the notice board by the television.

The most successful two teams from each league with highest points, are now through to the final six play-off matches. Each of the 1st positioned teams will play the two 2nd positioned teams not previously met. Points gained in the six final matches will be added by each team to their total league points. In this total points contest Aitken Hunter's team *Triple Bottom* with 101 league points and last years champs Charles Benoy's team *The Pensioners* at 95 points will be hard to beat, particularly as the other four teams are in the 70's and 80's. (points not age)!

Brian Wild

SAILING CLUBS WINTER DARTS LEAGUE



For some years the Club has been competing in this league which involves seven local sailing clubs. This year we have managed to win it by just one point from the Seafarers S.C. Whilst we are all very pleased with our success, there is a price to pay; we have to organise next year's competition !

Charles Benoy

3 pts. For win 2 pts For second 1 point for third
 Total in brackets = Match points gained

TEAM	PLAYED	WON	SECOND	THIRD	POINTS
Hill Head	9	6	3	0	24 (188)
S.S.C.	9	5	4	0	23 (193)
Portch. S.C.	9	4	3	2	20 (175)
Stokes Bay	9	4	2	3	19 (146)
Hardway	9	0	6	3	15 (152)
P.H.C.C.	8	2	3	3	15 (126)
P.S.C.	9	0	1	8	10 (122)

These are the final positions for this years darts league. Congratulations to Hill Head Sailing Club who will now organise next years league. I hope all the players enjoyed this years darts and will be playing again next year.

Don Cripps Seafarers Sailing Club

MAINSHEETS

PLEASE INDICATE HOW YOU WISH TO RECEIVE FURTHER ISSUES.

- 1. NO HARD COPY. Happy to read/print from Website.....
- 2. COLLECT FROM THE CLUBHOUSE.....
- 3. BY POST.....

NAME: _____

ADDRESS: _____

Cut out and send to 'Mainsheets' HHSC as soon as possible

Whilst on the subject of costs and revenue anyone wishing to advertise in Mainsheets or knows of someone who might would they contact Ken Davison, via the clubhouse. With Mainsheets on the Internet there is the opportunity for exposure to potential clients worldwide!

Other items of interest:

Planning for improvements to the clubhouse and provision of space for a training room goes on steadily, with nothing dramatic to report at present.

Those of you who live in the local Fareham wards may have seen various newsletters from local political parties giving details on our planning application for a change of use to land adjacent to the clubhouse.

Overall the impression given was that we sought planning application for the exclusive use of the car park and adjacent land for dinghy parking.

What has actually happened is that our initial application, following the Local Authority giving us a supplementary lease for a portion of the adjacent land, has been turned down. Please note, no mention of car parks! We are still hoping that the differences between ourselves and various Local Authority Committees can be resolved and that planning approval for dinghy parking be awarded for a small percentage of the total area that lies adjacent to the clubhouse.

And finally, congratulations to our outstanding darts team for winning the local interclub championship, thereby proving that it's not just winning the SLOSH that we're good at!

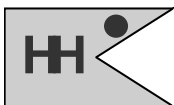
Paul Drew. Commodore

ENTER EARLY FOR A CHEAPER ROUND THE ISLAND PLACE

For the first time in the 64 year history of this race, there is a reduced entry fee for bookings made before noon on 22 April 2000. These will be charged at £39 per yacht. The fee increases to £45 for entries received after 22 April but before noon on 20 May. After this date, and until booking closes on Saturday 03 June, entry will be charged at £135 per yacht.

A new website: www.hoyaroundtheisland.org.uk gives easy access to entrance forms and other useful information about the race.

Otherwise contact the Island Sailing Club, the race organiser:
 Telephone: 01983 296911



Vice Commodore's Volume

At the time of writing we have just had two glorious weekends and the sailing season is about to start. There has, therefore, been every opportunity for fitting out and being ready to sail.

We are going to suffer some disruption in the early part of the season due to the works on the haven wall. Those people who berth their boats on the spit will either have to drive around via Titchfield or sail across the harbour and walk their launching trolleys around. There are also a number of cruisers on the clubhouse side hard standing, which will hopefully be moved in the near future, although this will also have to be arranged around the building works. Fencing along the sea boundary of the clubhouse spit has been removed which will, until the new fence is provided, reduce dingy parking spaces. On completion of the works the appearance of the harbour will be improved to all our benefit and I would be grateful if you would bear with the disruption in the short term.

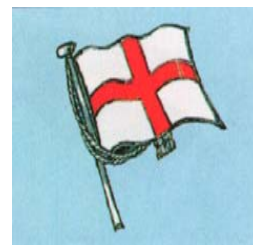
The shingle build up adjacent to the spit cannot at the moment be cleared due to lack of vehicular access by plant to the spit. This leaves us with a narrow access channel to the harbour. It will be cleared as soon as possible but in the meantime please keep a careful watch for other boats when entering or leaving the harbour.

We have just purchased a new six space topper rack. This rack is of a more refined design than the scaffold rack, which we have had for a number of years, in that it has hull shaped cradles to support the boats. Although toppers are heavy for our younger members to lift on and off racks their use has the benefit of allowing three boats to be placed on one dinghy park space. Realistically toppers are the only boats that can be racked in this manner. If there is sufficient demand for topper spaces a further rack will be purchased.

The scaffold rack will be retained. Those members with toppers on this rack may wish to consider storing them upside down, to prevent distortion to the hulls. This method of storage is suggested by Topper.

The initial planning application for additional dinghy parking spaces on the green to the west of the club house was declined. We have now submitted a further application for a significantly smaller section of land immediately adjacent to the clubhouse that will hopefully be acceptable. This smaller area will not have a significant effect on the amenity use of the land. It will however assist in solving our dinghy parking problem.

St George's Day



April 23rd

The red cross flies for Shakespeare,
The red cross flies for George,
While yet the soul of England
Is hammered on the forge;

But when the souls of England
Arise from present gloom,
That Rose in resurrection
Shall blaze in brighter bloom.

On this St. George's Day, then,
That saw our Shakespeare born,
The Rose is rooted in our heart -
And we can bear the thorn.

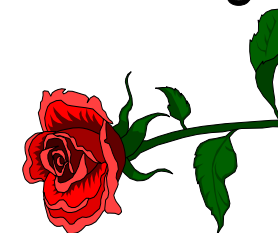
By Laurence Cotterell

By shamrock, leek and thistle
We know the Celtic tribes,
Saints Andrew, Patrick, David,
They have their several scribes.

In Gaelic, Erse and Cymric
They chant their patrons' praise,
And wear with pride their emblems
Upon the festive days.

But English on St. George's Day
Do seldom wear the Rose,
Though still in many an English heart
The ancient passion glows.

Rose of England



A Homespun Alphabet

A for 'orses	J for oranges	Rf a mo
B for mutton	K for huts	'S for you
C for yourself	L for leather	T for two
D ferential	M phasis	U for me
E'ave a brick	N for eggs	V ve la France
F fervescence	O for the Wings of a Dove	W for a bob
G'f of police	P for a penny	X for breakfast
H cheer for the winner	Q for the pictures	Y for goodness sake
I for Novello		Z phyr breezes

NB If anyone has the 'solution' for K for huts I would be pleased to hear it ! Ed.

Buying your first board and rig

Again read up about this first, talk to experienced friends, shop at proper sailboard centres. It is probably best to buy a complete used package, as it is unlikely that you will want to sail your first board longer than the first season. You may then be able to trade it in for more sophisticated equipment as your skills improve. Initially look for a buoyant **All-round Funboard** between 3.3 to 3.75m in length, volume 180 to 220 litres with a pivoting centre plate and a fin of around 25 to 30 cms length. The sail should be an easily controlled 4 to 5 battened sail between 5 to 6m square area. Make certain that all the other equipment is included, being - mast, boom, mast step to board, adjustable mast extension and foot, uphaul, downhaul and outhaul lines. Ask to see the sail properly rigged, so that you can receive instruction on how to set it and see that all is complete. Beginners much heavier than 70kg should consider the larger board and sail sizes.

Andy Biggs Windsurfing 103 Bury Road, Gosport Tel: 01705 5 82614 stocks a wide range of clothing and equipment and will give good advice.

Also see Yellow Pages, Water Sports.

Local knowledge (When and Where to sail)

For the first few sessions a lake is the very best choice. However good conditions can occur at Hill Head in Force 2 to 3 onshore to sideshore breeze, to the east of the clubhouse for some 400m, along the beach. This area is best for learning from 4 to 2 hours before high water when the tide is rising gradually and the water is sufficiently shallow to permit standing. The shingle banks out to sea help to reduce the size of any waves. On a falling tide the same area drains rapidly, leaving you a long carry back up the beach!

(When and Where not to sail) If the wind is at any angle offshore, it can be very difficult to get back to the beach underneath Cliff Road. From about 2 hours before to about 2 hours after high water, the tide runs west and speeds up past the clubhouse along the sea-wall and out to Rainbow Bar. Avoid getting caught in this tide drift by keeping well to the east of the clubhouse. Read the FBC notice in the car-park and keep clear of swimmers at all times. Children have the uncanny knack of clustering around a person trying to learn to sail. For their own safety shoo them away - well away!

Final thoughts

How many members have suitable beginners equipment already and may wish to sell it on? If so why not advertise in the club, If there is sufficient interest, we may be able to arrange a demonstration of equipment, plus a talk on how to use it. Andy Biggs has expressed a willingness to do this. Look for a notice about this on the main club notice board. On most weekends during the summer, a few of us can be seen rigging up on the grass beside the clubhouse. If you are interested, come and have a chat, you will be very welcome to join us.

Brian Wild Tel. 01329 662831



There are a number of members currently awaiting allocation of dinghy berths. There is pressure on spaces, especially on the clubhouse side, until we know how many members are giving up their spaces. Please bear with Bob McManus who has a difficult job in juggling availability. We will do everything we can to satisfy everybody's needs, although unfortunately some people may be disappointed.

You will all have received your fixtures lists. This year we are offering a similar programme of club races as in previous years. Please do your best to take part, even if you are new to racing. The experienced racers will be pleased to assist in explaining courses and starting procedures, hopefully off, but occasionally on the water! It is hoped that class captains will nominate a race series and attempt to get most of the boats in their class out on the water. The increasing number of wayfarer and other large handicap sailors, within the club, should consider the two man dinghy race training on the 7th May.

The club has a number of boats available for the use of members ranging from our fleet of oppies to a wayfarer. These can be booked in advance and are available for a nominal charge. One criteria for use is that the hirer is capable of sailing the class of boat taken out and they should discuss their experience with the club trainers. If in doubt, training can be given and an experienced sailor would be pleased to sail with you. I believe that it is an enormous benefit that we have a number of club boats, but only if they are used regularly. I would like to see all the club boats out on the water most weekends.

- Club activities, whether social or sailing, tend to be run by the same people. There is always space for additional volunteers and it is the best way of getting to know people.
- On the sailing side there is a need for more assistance with training, whether through instruction, helping to rig and put away boats, or putting on a wet suit and catching the oppies as they sail to and from the beach.
- Club open meetings are labour intensive and assistance is required both with sailing related matters, helping with parking, booking in, boat retrieval and dispatch, and also with the provision of teas.
- We are also currently short of race officer assistants and safety boat crews. If any of you would like to assist with these or other matters please contact a member of the sailing committee.

Let us hope that we enjoy warm weather, steady winds and smooth seas!
See you on the water.

Andrew Knight - Vice Commodore
andyknl@yahoo.com 01329 665048



Rear Commodore's Ream

The end of March brings our winter schedule of social events to the halfway mark. Burns Night, Chinese New Year, St. Patrick's and the Fitting Out Supper having been their usual great success. Many thanks to all the volunteers who laid on these events.

The next major three events include - the Commodore's Evening on 08 April. St. George's Day Supper on 29 April and the Open Day on 20 May.

So there is still plenty to do and lots of good times ahead.



Clubhouse maintenance continues apace, with a working party scheduled for the beginning of April, hoping to re-varnish the boat house and Clubhouse doors, sprucing up the committee room and men's changing room - don't worry ladies, your turn will come !

We now have 15 ladies qualified to the Basic Food Hygiene Certificate level. Hopefully we will increase that number soon. Then we will have gone a long way in satisfying the Health and Safety Regulations.



Stuart Knill, Rear Commodore, House Committee

Did you know that HHSC has club owned boats?

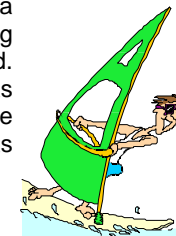
The club now owns 7 Oppies (plastic Optimist look-alikes), 3 Toppers and a Wayfarer. There is a club boat booking and usage logbook in the race box. Instructions for using the logbook, rules for using the boats and charges for using the boats are on the front of the book. These can be summarised as follows:

Helms booking a boat must be competent to sail the boat being booked, e.g. hold an RYA Level 2 Certificate ideally in the boat being booked.

Alternatively the helm has been checked out on the boat being booked by a qualified RYA Instructor. Boats cannot be booked on training days.

Nominal charges are Oppies £0.50 per half hour, Toppers £2.00 per session and Wayfarer £5.00 per session.

The beginning is the most frustrating time, but remember that every time you fall in, all other sailboarders have (*been there, done that and have probably bought the T shirt!*) You must expect to spend at least six one hour sessions on the water (*and in the water*), to develop a feel, giving the automatic reactions that are needed. With professional sailboard tuition, this stage may be reached more quickly. Reason for this lengthy initial learning stage, is that you are seeking to cope with many variables at the same time. The normal variables include, wind strength and direction, small wavelets affecting foot balance and tides. Adding to this, the board itself, is steered through a combination of fore and aft trim, heel/toe balance, mast rake, sheeting angle and balance of your weight against the force of the apparent wind. As apparent wind acts on the sail it changes in direction and strength as your board speed and heading changes. Reaction times needed are about the same as for a person riding a bicycle and it becomes just as easy once the automatic responses have been fully developed.



How to get started

Watch experienced board sailors, read the right books, there are plenty in the main Public Libraries, watch teaching/learning videos and best of all spend some time and money attending a week of windsurfing tuition. Courses are run by Windsurfing Chichester Tel 01243 776439 on a lake, or go off for a windsurfing learning holiday to the Med. or a place such as Lake Garda, see advertisements in the back of "Boards" and other windsurfing magazines. Before booking make certain that qualified RYA instruction is offered at the level you require.

The other way is the hard way. Borrow or buy a board and rig and with knowledgeable friends giving some advice, try to become a self taught windsurfer. This is possible, it was the only way any of us learned some twenty or more years ago. However, unless you are already a very experienced performance dinghy sailor, who has a good understanding of theory and practice in sailing, you will need to be very dedicated to simply learn through trial and error. If you are going to be self taught, begin on a lake such as the enclosed Alver Lake in Alverstoke. Tides and wavelets on the sea, make the first attempts much more difficult. Spend the first hour getting the feel of the board without a rig. Paddle it with your hands, lying, kneeling, sitting and later with a canoe paddle, until you can stand on it like a gondolier - it is possible. Read up, or watch a how to do it video, before trying both board and rig together. Wind Force 2 is ideal on flat water. Learn in company with a friend.

Clothing

If you sign up for tuition, hire the wetsuit you need unless you already own something suitable. Eventually you will need a full length titanium lined steamer and a shorty for our fabulous long hot summers! It is very easy to get overheated in hot sunny weather. If you plan to sail in the winter, you might consider a specialist dry suit instead of the steamer. Very snug wetsuit boots, which are in no way clumsy, are best for our stony beach. Any buoyancy aid you choose, should be a close fitting waistcoat type and must not impair your swimming mobility. The best guys wear hard helmets in strong weather. A very good case could be made, for buying one to use in the learning stages as well. Read up about sailboard clothing and this will help you to ask the right questions. Take advice from experienced friends and shop at proper sailboard centres. Most dinghy and yachting clothing is not ideal as it is designed for different purposes.

IS WINDSURFING FOR YOU?

Flying over the surface of the water at nearly twice the true wind speed, leaping off Solent chop, looping in the air and landing successfully to sail on, carving through gybes at water skiing speeds, watch what is happening off Seafarer's car park in a good Force 6 and you will see highly skilled guys perform the unbelievable.

I am often asked by members about how to get started, what kind of equipment is needed, where to get tuition, is it difficult to learn?

Firstly you need to consider whether getting immersed in the wet stuff is really for you.



Do I need to be fit?

If you can run up the club stairs, pick up a crate of beer, balance a bicycle, (*before drinking the beer*) you are amply fit for normal sailboarding. If you want to jump loops and perform aerial gybes, become a fitness freak first. At the beginning stages, windsurfing will work your arm, back and leg muscles well, later on when you can use a harness it is far less strenuous. Being a relaxed swimmer in the water is essential and you must be unafraid in ducking out from beneath the sail.

Learn to Windsurf in a Weekend....

Is the title of a book, that I am returning to Stubbington Library, by Phil Jones, a previous National Coach and Windsurfing Manager at the RYA, published by Dorling Kindersley in 1992, Dewey Ref 797.172. This book is full of illustrations and detailed advice and seeks to break down everything from what to wear, how to carry and launch the board, rigging, points of sailing, improving stance, safety afloat and what to look for when buying your first board and rig.

If you are serious about becoming a sailboarder, join the RYA as a personal windsurfing member from the outset, cost £20 pa. Tel 01703 627400. You enjoy full personal membership benefits together with free inclusive **Third Party Insurance** whenever you are windsurfing. The RYA publish a wide range of information including booklets on sailboarding and videos.

How safe is windsurfing?

Compared to dinghy and yacht sailing it should be safer. Reasons include: the board will always float you, even boards which are termed as sinkers and it is much easier to recover from a capsize in normal conditions. However in early learning stages be particularly careful about, avoiding collisions, drifting out in offshore winds (*never sail in these conditions*), mast hitting you on the head (*experienced sailors, always keep hold of the boom when falling so that this cannot happen*), Toe strap adjustment (*best removed for learning*), falling on to a hazard in shallow water and insecurely fastened equipment falling apart. At some time you will fall under the sail. This is not normally a problem in deep water as you simply duck out from beneath the sail. In shallow water the same action is required, as it is quite impossible to break the sail free from the water by trying to stand up underneath it. This is due to the weight of normal air pressure which will exert a force of several tons on the sail.

Is windsurfing difficult?

The answer is definitely no and that is why you can see so many people enjoying this form of sailing. However there is a very sharp learning curve in early stages, until you reach the point of making automatic correction responses.

Parents/Guardians must take full responsibility for their children if they are using the boats outside instruction periods; and children should not be on the water if there is no safety boat on the water.

Training Sessions

By the time you are reading this the RYA Level 1 course on 21 April will probably be all over. The next RYA course will be the Level 2 course starting on 21 July until 30 July. The course will be held during the evenings on weekdays and during the day on weekends. The signing on form will be on the notice board during June.

Now that the dinghy and keelboat syllabi have been combined in the National Sailing Logbook, dinghy instructors with yachting qualifications can teach in keelboats. This qualification sits somewhere between a competent crew and a yacht masters, day skippers certificate. If you have any queries on the keelboat scheme contact one of the dinghy instructors.

Oppie and race training days are in the fixture list. Please note that parents must be present on Oppie training days and are expected to help with boat preparation, launching, recovery and putting the boats away.

A signing on form will be on the notice board 2 weeks prior to training days.

Can you help?

The club needs more Race Officers and Assistant Race Officers. If you can spare a few hours on race days about once a month, we can show you what to do. Race Officers should ideally have some knowledge of the Racing Rules of Sailing but Assistant Race Officers do not need to have any prior knowledge as they are performing an important role in assisting the race officer. If you are interested in helping please let Steve Cook or a member of the sailing committee know and training can be arranged.

The ladies and girls have arrived !

Last year the club trained almost as many ladies and girls as men and boys and it is very pleasing to see most of them taking to the water. A new prize was awarded to the most improved sailors who attended an HHSC RYA course last year and it was awarded to 2 lady sailors. The club also has lady instructors, powerboat drivers and race officers, so come on ladies can you improve on this this year. We already have 4 ladies interested in becoming instructors which is a good start.

Paul Daysh, RYA Principal

HARBOUR MASTER'S HAPPENINGS

Well it certainly is all go around the Haven at the moment, as I am sure, if you are a regular visitor, you will have noticed. Its amazing just how fast work is progressing and I think that all in all once everything has had a chance to settle down and lose its new 'just built' look, we should all be able to enjoy the benefits these improvements will bring - to what is the most interesting and beautiful harbour of the Solent. (Harbour Master's humble opinion).

So far there have been few disruptions and only minor problems caused by what are after all pretty major works. One casualty unfortunately has been the planned dredging of the Haven entrance and slip. This work has not been able to take place as scheduled due to the slightly late closure of the road - meaning that even if work is completed on time the earliest we can remove the shingle is around mid May - allowing for suitable tides etc., this is because the plant we use is too large to negotiate the eastern public slip. We will look at the issue again when the road is re-opened. Of course the holiday season and sailing season are in full swing by mid May so we may have public relations to consider as well, so please stay with us on this one, and lets hope we don't get too many storms before we can get it shifted.

The working party team has been busy installing dinghy tie downs, a water pipe extension, repairs to the edges of the old slip, fixing holes in walls, checking and maintaining groynes, moorings, a quick tidy up here and there, you name it we do it. Oh, and last but not least, the ongoing work to the spit side, new slip quay wall. The 'special' working day called on a Saturday and scheduled to last all day from 0.900 hrs was a great success. Arriving at around 10.00, (I had to work) I wasn't very optimistic about the numbers that would be prepared to give up their day off. However I was pleasantly surprised to see quite a large crowd digging enthusiastically under the direction of 'foreman for the day', Frank Hayman. By lunchtime the trenches and holes for the tie bars were complete (quite an achievement - believe me it wasn't easy going). We descended on the club for lunch, purchased by the Hon. Harbour Master !! keeping the lunch ladies of the day, Sheila Renshaw and colleague, extra busy! Making it a very hectic day for the club volunteers. Thanks to the smashing lunches, we kept on working for the afternoon session. Thanks also go to Hazel Dyke for supplying Pepsi drinks in the morning, and afternoon tea and thanks to Charles for the ferry service. Concrete was mixed after lunch and the work completed around 15:00 hrs - not bad, considering we had estimated two days! This work is the kind of thing that makes Hill Head Sailing Club a special place to belong. Over the years, although you may not necessarily have noticed, and largely through the work of volunteers, our Haven and facilities have been improved, not just through winter working days but also by those who beaver away all year round at the jobs that are so important, such as sweeping slip ways and other maintenance work around the club estate. Thanks to everybody concerned.

I have a list, a very long list, of those of you who have volunteered to do work around the Haven and Clubhouse as part of their membership application. It takes an age and lots of wasted phone calls to ring round and get a special team together once or twice a year. It would be a great help to me if we could get a list of names of those who are likely to be able to help out only once or twice a year - this would most likely be on a Sunday morning. I will put a notice on the board in the club and if you could put your name and phone number. (Ex-directory folk, please give me a ring and I will add you to the list).

As it's that time of year again, (I know I am preaching largely to the already converted here) please take care around the Haven, and consider other users. There should be only two speeds in the harbour - slow and slower. Beware also of kids jumping off the groyne in the harbour entrance - yes I know they shouldn't be there, however they frequently are, and they will make a nasty mess of your engine/prop should you accidentally mow one down.

Last season I received complaints relating to the Optimist fleet in the harbour mouth - **THERE IS A REAL DANGER HERE**. The Cruisers take several metres to stop, especially in a following wind, and if using an inboard they also need to keep a small amount of way forward to maintain steerage in a very narrow channel. Once committed to entering the haven there is NO chance of turning back. Cruiser owners have been horrified when approaching the harbour mouth, in an apparently clear channel only to meet head on to a large group of optimists tacking under the cruiser bows. This has also happened to me when I was moving forward at a very low speed. Fortunately there was room left to go hard astern and avoid a messy disaster and some very upset parents!

REMEMBER A cruiser moving even very slowly has a very large weight momentum and can inflict very real damage.

PLEASE LOOK OUT AND AFTER one another on the water.

That's all for now. See you all on the water soon.

Peter, The Harbour.

Peter Dyke - harbourmaster@hillheadhaven.freeserve.co.uk

"Defer, Defer, to The Lord High Executioner!"

As some day it may happen that a victim must be found,
I've got a little list - I've got a little list.
He's the Lord High Executioner
He's got you on a list
He's got you on a list!"

(With apologies to W. S. Gilbert)

