

July 2011



ZHIK SB3 World Championships
Lez Hardy, Dan Ellis & Darren Roach in 'Sail Navy'

Issue 86

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SOCIAL DIARY 2011

All start at 19:30 hours unless given otherwise

17 September	Social
08 October	New Members Evening
11 November	Laying Up Supper - new venue
26 November	Annual Prize Giving
03 December	Annual General Meeting 15:00
10 December	Carols & Christmas Songs
17 December	Children's Christmas Party TBA
24 December	After sailing Mulled wine & Mince pies
25 December	Bar open for Christmas drinks 12-2pm
31 December	New Year's Eve Party TBA

Coffee Mornings



Hilde's very popular Quality coffees
the **First** Tuesday every month
at 10.30am throughout the year.

**The Gentlemen seem to have deserted this friendly event
but please ALL are invited to come and join us
for coffee, biscuits and a chat.**



Hope to see you there!



Don't forget to keep looking at <http://www.hillheadsc.org.uk>

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FOR YOUR ATTENTION!

Windsurfing kit Bring & Buy
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Record Day - 13 August - details page 14



Don't forget to keep looking at <http://www.hillheadsc.org.uk>



Commodore Luke Morrison

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Hi Everyone, Summertime again, now in full swing. Having just finished our three day open event for the RS Class of boats I certainly do have the summer spirit in me and feeling very good about everything going on at the sailing club!

Many members continue to work very hard for the club and I see evidence of members willing to give up more and more time for their hobby and passion. The club is managed well because the volunteers play the biggest part in that, so thank you very much for whatever contribution you put into our great club.

The Sailing Committee has had a busy time recently ensuring that all is in place ahead of the bulk of the summer calendar. With the racing calendar progressing well and RYA training coming towards the end of it's programme for the year, I am overwhelmed with the comments of praise at how much effort Hill Head puts into encouraging members on the water in a variety of ways. Whether you are a novice, junior, adult learning or even just someone getting back into the swing of sailing, our initiatives will suit most sailors in some way. Encouragement and active participation to improve retention in your sailing is very important to the club.

I was Race Officer on the Triangulation and Regatta day recently, with a turnout of 57 boats, sixteen of which were from Seafarers Sailing Club, this was a great event and the mix of the Triangulation with other handicap/class racing really made full use of the tide and the excellent sailing conditions on the day. Another great example of Hill Head sailing inter-club with Seafarers. Congratulations to Simon Mason and Simon Davis for their second win in the dart hawk! I'll have to adjust their handicap for 2012!

The House Committee continue to progress well with maintaining the clubhouse and ensuring your social calendar is interesting to you all. I recently held a Commodore's evening inviting local dignitaries including the mayor of Fareham, councillors and commodores from other sailing clubs. It was good in that the wealth of knowledge you have in one room can be immense and I am pleased to have met people from other sailing clubs. My thanks go to the House Committee and members who attended this evening.

I also recently attended the Salmon and Strawberries evening organised by Roger and Jill Norman, A fantastic evening as usual.

It was at the recent RS Youth Championships that I must mark a note of thanks to Di Johnson who spent all three days feeding everyone, each morning ensuring they had breakfast then dinner in the evening, this worked out very well indeed and the effort put in by Di was fantastic! – Thank you.



The Harbourmaster has been busy ensuring the improvements for cruisers continue, if you have not done so make sure you take a walk around to the spit side. The hard standing is now complete and soon John will have the winches in working order. A significant investment has gone into this short term haul out area so please make full use of it booking through the Harbourmaster. **But note it is short term use only, not long term use.**

John is always busy ensuring that many jobs get done, but if there is anything outstanding or help you need with anything relating to the harbour please do you contact John directly. If you have a query relating to moorings or to request one in particular, please do talk to Tony Wardale.

A few management related items to update you:


We still have no resolution with the Hampshire County lease for the spit side; this seems to be in the lap of the land registry. I am having difficulty working out whether it is Hampshire County Council or the land registry who is stalling it but I am working on finding out and when I do, there will be some choice words spoken. Rest assured that the continuance of a lease is guaranteed, it is the roughing around the edges that is taking a year or few.

The management committee recently had great difficulty on the subject of club boats as the sailing committee has had the opportunity to get funding for two RS Visions to add to the club boat fleet. Of course the usual issues arose regarding taking up space, increasing the club boat fleet etc, but the vote split the management committee completely with me as chair holding the casting vote; in this case I voted for the boats to be applied for.

It is important to understand the dynamics of training and the influence it has over an active membership. Members must accept that RYA training in the club brings in active members and creates affiliations, which have helped the club enormously in its advancement over the recent years. The mix of membership and the reasons why they are a part of the club is more apparent these days, showing clearly, that in the last 5 years, new members have joined for a variety of reasons; one of the main ones being for training. What is important is that the management committee ensures there is a fair balance of activities over all parts of ship and I think we do this with good measure and understanding of the facts. If anyone wishes to discuss this further with me please do so anytime.

The Club Safety Officer Dave Pinhorne has now completed the Risk Assessment updates and if you go through the various folders in the club house by the pigeon holes you will note the updates done. (For those who are interested!)

Dave is also looking at the installation of a Defibrillator for the club. Upon taking some advice, it is noted that this could be a good move for the club, being in a remote location and with some history of this in the club this item could prove life saving some day.

 The Club's money is watched very closely by the Treasurer and I would ask the membership to take note: When using club boats in the race box,

drinking cups of tea, coffee from the galley etc this is all done on the basis of honesty, members are expected to pay and do so straight away.

It is also disappointing to note that sometimes members are not paying for their club boats and/or the correct monies are not in these honesty boxes when they are emptied and checked. Please just ensure that you pay for what you use. A fair summary from what I believe is a well managed club and so I do feel able to ask the membership to adhere to this.

The club continues its advancement in looking at updating all the membership databases we use to manage the data in the club. A new online database with remote access is what we are currently looking at, giving us stability, the ability to share and update straight away. With a busy club and busy administration this type of system is necessary and a no brainer. Would you like to have access to your membership details? Would you like to pay for your membership, training courses, social events online? If you do let me know your thoughts I would be very interested.

There is always much going on in the committees and those are only snippets of what we are doing. Please ensure you go through the Minutes at the club anytime! You might perhaps see just how much effort your club's officials put into the membership needs!

Whilst the summer continues I am finalising the Dinghy Week details and this year I pray for good weather and a great turnout once again. It's our prime event and I love watching everyone progress their sailing and enjoy time on and off the water with their friends. This year I am also encouraging adults to participate so please get your time off work, get your boat out and get on the water!

I will leave it there once again for what is my penultimate article as your commodore. When you read the next edition the committees will be very hard working on preparation for the new financial year, budget planning, AGM preparation and the wheel starts all over again!

I hope you have a great summer; I look forward to seeing you all very soon!

Luke Morrison, Commodore

ONLINE CLOTHING ORDERS FOR HHSC

I am pleased to give you the weblink to the HHSC Clothing shop address:
<http://bit.ly/hillheadsailing>

Ordering is a simple process of selecting the garment you want and then following the process of selecting colour/size etc. You are also able to request some personalized characters.

In order to get the pricing right, the system will need **15 orders** before the company processes and makes them all up for you, which can then be delivered to your home for a small fee, or free of charge to the sailing club. I will keep monitoring how this is going; any feedback should come to me directly please so that I can liaise with the company.





Vice Commodore (Sailing)

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After the unusually good sailing conditions and very good weather in March, April and early May, the height of summer is upon us, but we have had a run of very windy conditions.

This has led to some very exciting racing for our experienced sailors, however it has deterred those less so and badly affected our Training programme. This inevitably leads to the Fixtures list becoming even more congested, as we strive to rearrange courses.

Let's just, recap on what has taken place and what is going to happen during the rest of the summer.

In April I advised you of the Novice/Junior Racing which we were starting this year. We have seen a steady increase in competitors to these races. Thank you to Julie Thorpe who has been coordinating this initiative, as well as parents who have come along to help get their youngsters ready to get on to the water. It is pleasing to see those taking part in this racing becoming more confident. The aim of the series is to allow them to prepare to join the main club fleets, which will bring further competition to our Club Racing. It is also right to thank the Race Officers and Assistants who have seen an 'extra' set of races to control. Thank you for taking care of this added responsibility.

As I have already hinted, the weather has affected our racing on occasions so far this year. When we planned the 2 extra sets of Class racing we had hoped that we would see good numbers sailing in this usually very popular form of racing. Both B and C Series were very affected by strong winds. Lets hope that we can make up for this in D,E and F Series in late August through to October.

The Training Programme so far this year.

Firstly, we are in the process of a handover from Matt Gibbs who is standing down as RYA Principal, with Dan Wills taking up the position effective from 25th July 2011, the date of our annual RYA Inspection.

I express my heartfelt and sincere thanks to Matt for all he has done in this role for the last 3 years. His efforts and achievements have been greatly appreciated. I am sure you will join me in thanking him for all he has done in this time.

I welcome Dan and I am delighted that he is willing to take up this position. I have personal experience of his teaching abilities when I completed my RYA Dinghy Level 2 course a few years ago. I thank Dan in advance of what he is going to do.

Over Easter we ran an Adult RYA Level 2 Dinghy Course, and following this, of the 13 participants taking part, 12 Passed their Level 2 and 1 was awarded a Level 1 Certificate.

In May we ran an RYA Youth Course – Beginners Stage 1 / 2 and we had 10 young sailors taking part.

We also ran an RYA Youth Course – Intermediate Stage 2 / 3 with 11 Sailors taking part. These courses were hit by bad weather and this has resulted in further sessions having to be run to enable the sailors to complete them.

On Friday 17 June the next Adult RYA Level 2 Dinghy course commenced, but this did not proceed as scheduled. It is hoped that it will be concluded by the end of July.

Squad Sessions: We have run Squads for the following classes;

- ... Mirror Race Squad, 5 Sessions with a minimum of 5 sailors taking part. They had the chance to choose which sessions they wanted to attend.
- ... Adult/Ladies Race Squad, 4 Sessions with 9 Sailors taking part.
- ... Feva Race Squad 4 Sessions with 12 Sailors.
- ... Tera Beginners Squad 4 Sessions, with 8 Sailors.
- ... Topper Race Squad at least 8 Sessions with around 9 Sailors taking part. The original 4 sessions were extended, with Steve & Sarah Cockerill running extra sessions during May both at a weekend and during the half term break.

We also hosted a Team Racing event with Hamble River SC. This took place on 30th May with Hamble River and HHSC each using 10 Picos.

We beat Hamble River SC and now look forward to a return fixture at their Club on Sat 23 July 2011.

Unfortunately, the first 2 Onboard sessions were blown off. We have another scheduled for Monday 25 July and our aim is to rearrange another for the following day.

It is appropriate to recognise the work that the Training Team put into planning and running these many and various activities. We should also highlight that a great many Instructors, Asst Instructors and Coaches commit a significant amount of time to ensure that our sailors can also take part in them.

The Cruiser fleet are all very active in their series of planned races. The Shamrock Shaker Passage Race had 11 boats taking part. Thanks to David Ellis Cruiser Captain for his efforts. David and Sue (with 2 extra crew) have sailed 'Close Encounter' to Vannes and are representing the Club in the July Twinning event. Well done to them for doing this. We will see 'Close Encounter' return late in July and look forward to an account of their experiences.

My thanks go to the Bosun for his efforts in the Boat Shed in keeping our Ribs in good order. Rob West is working very hard to juggle his work commitments with his Bosun duties at the club. Please help him and us all, by flagging problems with the Safety Boats as they occur, direct to Rob. The RIBs are very heavily relied on over the summer to allow us to complete our programme.



Whilst on the subject of RIBs, please keep an eye out in the Fixture List, for the Powerboat refresher sessions, occurring approximately once a month. These give you the opportunity of working on and practising your skills, both with and without an Instructor. These refresher sessions are in a different format this year, and we aim to give you the chance to develop and move on to the next level.

The maintenance of Club Boats continues to be very well undertaken by Andy Martindale, with some assistance, notably Andrea his wife, who has been doing sewing repairs to covers and sails.

We have had the opportunity to replace 2 Club Toppers having received 50% Grant Funding from the RYA. We are very pleased to have the chance to upgrade some of our Topper fleet. Speaking of which, there does seem to be a resurgence of Topper sailing which has come about following the Topper Squad over the winter, which we took part in with Spinnaker and Christchurch Sailing Clubs. Dates are already in the diary for this to continue over the coming Winter.

It is also very pleasing to report that we have been able to replace an Oppie, following receipt of two generous donations given anonymously. Our Oppie training continues to be very popular. The sign up sheets are very quickly filled just as soon as they go up in the foyer of the clubhouse.

Looking to what is coming up:

Planning for this year's Dinghy weeks is coming along, Thank you to Luke Morrison, Commodore, who with his team will be running these again this year. You will recall that last year we had around 200 youngster taking part over both weeks, so you can imagine what goes in to making these run safely and efficiently. They form a big part of our summer activities and all who take part in them benefit so much, as well as having a lot of fun.

By the time you read this, we will have held our Triangulation/Regatta which we combined this year on Sunday 3rd July 2011. 57 boats took part in the Triangulation Event, this included 16 boats from Seafarers SC. It was fantastic to see so many in this event. The 2 Regatta races were also well supported. The weather was sunny and blue with a good amount of wind.

Also we will have hosted the RS Youth Championships over the weekend of 8/9/10 July. I will tell you about this in my next article. All I will say at the moment is that a number of club members have been working hard to plan for the event, with a significant number more have helped over the weekend to run the event, both on and off the water.

Sunday 17th July sees us take part in the annual SLOSHH Trophy, It will be good for us to regain this Trophy which we lost last year to Seafarers SC.

The Laser Open will be on Sunday 31st July 2011. This is a very popular event, if past years are anything to go by. We look forward to welcoming all competitors to our club for this event.

On Saturday 13th August 2011, you will see on the Fixtures List that we are holding a Record Day. Luke is organising this and he will be in touch with you with full details, however, please put the date in your diary, so that you can come along and truly make it a Record Day.

On Bank Holiday Monday 29th August 2011, we are hosting the Jacqueline 'World Championships' with the Bank Holiday Bowl. I do hope we have good weather for this, as it is always good to see our fleet of Jacquelines racing. They are a very friendly bunch of Sailors and it's great to be involved in running this event.

In September we hold our Mirror and RS Feva Open Meeting on Sunday 11th September, with our final Open meeting of the year on Sunday 16th October when we host the RS Tera and Topper Open meeting.

I thank each one of you, who makes a contribution to the running of the Club, in whatever capacity. There are many of you who carry out some very back room duties, which are as vital to the success of the club as some of the more visible and high profile roles undertaken.

As you can see there is much to occupy you at the Club, so I urge to come along as often as you can. It is appropriate to recognise that you may have many other demands upon your time, and that the Sailing Club has to fit in with these.

If you have any comments or suggestions please do let me have them to put to the Sailing Committee or the Training or Moorings Sub Committees, as appropriate.

Lastly if you are going away on holiday over the summer I hope that you will have a great time, so that it gives you the chance to relax and recharge your batteries, and come back refreshed and revitalised, for whatever you will doing in the coming months.

I look forward to seeing you at the Club.
Chris Clarke, Vice Commodore Sailing





Rear Commodore's Jottings

David Pearce

Rearcommodore@hillheadsc.org.uk 01329 662368



Well members I'm afraid there is not a great deal to write about for this edition.

Let me start by thanking those who organised and assisted at the last two social events. Having been unable to move Easter as it clashed with St George's night we moved the latter to enable George Hands and his helpers to provide, yet again a superb St George's night celebration in late April. It was a terrific evening and enjoyed by all. So thanks to George and his team.

Summer seemed to come early and strawberries were ripe and being picked a couple of week earlier than usual this year. Luckily there was enough left for some of our Cadets to pick for the Strawberry and Salmon evening in mid June. Once again, and for the final time, Roger Norman and his team laid on a superb Salmon and Strawberry evening. As usual there was an interesting quiz to test the grey matter and as usual the salmon buffet was enjoyed by all. Pimms to start and Strawberries to finish made for a great evening. Thanks go to Roger Norman and his team. Roger has now handed over the organisation to another member who will look after the event next year.

By the time this edition of Mainsheets comes through the letter box the French themed evening will have come and gone. Discussions on the menu went on for a while but a week out all was decided and preparations commenced. (No frogs and snails this year)!!!

Later in the year we are hoping for another foreign themed evening. We have an offer of Spanish or Chinese. As soon as we have decided I will let you know.

Trevor Andrews is still busy working on the Laying Up Supper. He is not only working on the venue but also working hard on keeping the price as low as possible. We hope to finalise detail this month. See page 13 for Trevor's item. As soon as details are confirmed I will let you have them. What we are looking for this year is for members to book early so we can benefit from a price reduction.

In April you will recall there was an increase in alcohol duty. We had hoped that we could carry the increase but unfortunately we are not going to be able to do that. In the very near future prices will have to be increased to enable the club to achieve budget. As soon as details are finalised I will drop you all an e mail to let you know what the price will be. We will still be a lot cheaper than other local watering holes and the view and company are as always incomparable. Old Speckled Hen is now on draught and is selling well.

The House Committee would still love to hear from any one who would like to help out on future open events. It is your opportunity to assist in showcasing the club to sailors who come from far and wide to enjoy sailing at Hill Head Sailing Club. Give me a call.

Just recently there was a problem with the lift as it stopped part way down with members within. Don't worry, the instructions for emergency operation and movement are to be found to the left of the lift on the top floor. It is quite a simple operation. The lift of course is maintained and serviced regularly and also checked by an insurance surveyor.

In addition to instructions on the lift operation we have arranged to have the emergency phone list placed back behind the bar to enable members to call for assistance when required.

Finally may I ask that you come down and support the social side of the club. The bar is open every evening and at lunchtime at the weekend when lunches are also served. The bar prices are the lowest you will find anywhere, the food is prepared by club volunteers, the view over The Solent is spectacular and a warm welcome awaits you.

That's all for now. Remember that you can always contact me by phone on 01329 662368. I would prefer a call rather than e mail.

David Pearce Rear Commodore

Salmon and Strawberries.

Many thanks to all the Cadets (with Joe Salsbury's leadership) who made a great contribution to the success of the Salmon and Strawberries Evening and thanks also to all the other volunteers.



Earlier in the year Luke asked for copies of the photos I had been seen taking around the Club - he's now got them! They made an interesting quiz and it was amazing how many club members weren't recognised.....even to determining the gender in some cases!!!!.

The "fun with numbers" was quite revealing! I am definitely taking a back seat now and Joan Buckland has kindly agreed to put on Salmon and Strawberries in the future - it's amazing what she can be persuaded to do for a bottle of plonk!!

Roger Norman

The ALL NEW Laying Up Supper

PLEASE NOTE

The Laying Up Supper venue has changed

Now to be held on Friday 11th November
(not Saturday 12th as in the fixtures list)

At The Solent Hotel and Spa (Whiteley)

Start 7.30pm for 8.00pm

You have a choice of menu options (select on booking)

Coaches at 01:00hrs

With these changes we are expecting a supreme turnout this year so you should:

- S Book this in your social calendar.
- S Be prepared to book early as there will be a discount for those that book early.
- S Keep an eye out for further emails, posters etc.

Book an appointment with your doctor for 31st October in case you have left it too late and no more tables are available; they have lots of cures for depression!

If you are not a frequent visitor to the club, but do not want to miss out on this event and the early booking, then email me **now** to be put on the E-mailing list.

Trevor.andrews@btinternet.com



Record Day!
Saturday 13th August



How many boats can we get on the water?
Racing off the club house includes:

**Sailing Instructions will be issued
on the day!**

- ▴ *The Catamaran Race 1*
- ▴ *The Mum's & Dad's Race*
- ▴ *The Wilson Houlder Memorial Race*
- ▴ *The Gareth Ellis Youth Trophy*
- ▴ *Short Course Racing*

Whether you are a keen sailor or just like to dabble come and support this day making a **RECORD** number of boats club racing!



**Start time of first race
is:10:45am**



HILL HEAD S.C. DINGHY WEEKS 2011

DINGHY WEEK 1:
1st to 5th August
BRIEFING:
10.00 am

Two Weeks of
Cadet & Adult Racing
Fun for everyone

**Pre-
Registration
for the
Event
Preferred**

DINGHY WEEK 2:
15th to 19th August
BRIEFING:
09.30 am

Please visit
www.hillheadsc.org.uk/dinghy-weeks.htm

to download entry forms,
which are to be
handed into
the Club

Further information regarding Registration
please contact Sue Ellis: Sue@Ellisdesign.co.uk
or contact Commodore, Luke Morrison M: 07983 084095

Assistant Instructor ➡ ➡ Instructor (Dinghy)

Having completed the minimum time requirement of 12 months since qualifying as A.I's, 3 teenagers and 1 wrinkly teenager volunteered to take the next step to become Instructors.

The RYA lay down a set of pre-requisites: 1st Aid, power boat level 2 and an assessment of seamanship skills to allow a candidate onto the course.

Many thanks go to Margaret Hyde for giving up her time to practice the water based skills and later with Dan Wills, who carried out the assessment over 2 days. Thanks for your encouragement and time Dan.

And so it was that 4 eager students spent 4 thoroughly enjoyable days at the Southampton Solent University Watersports Centre Warsash.

The course is split between classroom theory where we learned and put into practice the "RYA method" of instruction, with time on the water to practice and demonstrate. The atmosphere was very informal and relaxed whilst at the same time our instruction was to a very high standard. The opportunity to discuss topics with the tutors and students from other sailing clubs, all with different sailing experiences, was a huge benefit.

Hill Head SC now have 4 additional dinghy sailing instructors qualified to teach up to RYA level 2. We have all since been gently coerced to assist with the many varied training courses run at the club, allowing us to put into practice the skills recently learnt.

If you enjoy passing on your knowledge and sailing skills, I thoroughly recommend that you get on the instructor ladder. OK you will miss a bit of sailing time, but, the rewards of seeing others learn and enjoy themselves is worth it. For the young instructor it also opens up opportunities to go abroad with the likes of Nielson and Sunsail to earn a little money whilst enjoying water sports in the sunshine. It may also be the first steps into a career.

Steph Webber, Claire Mackay, Joe Salsbury and Dave Vines.

ZHIK SB3 World Championships

The SB3 is a 3 or 4 person sports boat sailed by men or women with the limit being a maximum weight of 270 kg. The SB3 is an exiting and moderately technical day boat with a large sail area and impressive performance capability that permits speeds in excess of 20 knots. This is achieved without hiking or trapezing like many high performance dinghies and for this reason attracts competitors from across age groups. A relatively young class its popularity has increased rapidly with major regattas enjoying big fleets and attracting big names from other classes. Competition within the class is very keen and this years Championship saw a number of previous class champions, and World and Olympic champions from other classes. Rig settings vary depending upon the venue conditions, style of sailing and crew weight so a boat on boat tuning session against a reasonable training partner is invaluable.

The Crew for the World Championships was Lez Hardy - Project Manager and Front man, Dan Ellis - Mainsheet, & Darren Roach, Helm. This was the first time all three had sailed together though each had sailed SB3's prior to the event. The SB3 class rules require a maximum limit of 270kg which further hampers team selection. Upon final measurement, the team weighed in 37kg light, a disadvantage up wind in heavy air but less so down wind and in lighter conditions. The wind strengths over the event varied and it was considered lack of weight only occasionally proved a disadvantage.

Event Sponsorship was led by Zhik, the marine sports clothing manufacturer as the title sponsor, with 12 others. Event publicity was managed by the SB3 class association and web based information on the event can be seen at: <http://worlds2011.lasersb3.com>

Sail Navy was sponsored by the RNSA and The RN Sports Lottery. The Sail Navy team supports the work of the Royal Navy and Royal Marines Charity and Toe in the Water.

Over 100 boats descended on Torbay for the 2011 Laser SB3 World Championship. Countries from across the globe, as far a field as Australia and New Zealand were represented and included Olympic gold medallists and professional teams all vying for the world crown in the Formula 1 fleet of sailboat racing.

The team was decided very late due to operational commitments, but despite having never sailed together before were able to step straight into the boat and put in some respectable results in the Pre-World Championship Regatta, held the week prior to the main event. The learning curve was steep and the blustery conditions were trying for the team and unforgiving for the boat. The results improved throughout the regatta and with a 14th position in the final race.

After a weekend of more training and time to get the teamwork up to scratch in the boat the RN team were ready for the opening day. Although all 3 team members had sailed at world championships before this was the first time in the Laser SB3 - a boat renowned for its status as the ultimate in one design racing. Knowing the competition was hot, the start of the race was the most important and with the Royal Navy logos displayed proudly on the boat the team got off to a good start and felt well up to speed with the rest of the fleet. After some neat boat handling and good downwind speed Sail Navy finished race 1 in 24th place.

Race 2 saw the wind increase and this continued to build throughout the afternoon making the boat handling and downwind legs very exciting. A few bad gybes downwind forced the team down the fleet but a good final up-wind leg enabled them to regain some places to finish 27th.



Broken boom = loss of control and an unfortunate view of the keel!

Race 3 saw Sail Navy make a very good start but this proved too little as the wind shifted in favour of boats on the other side of the course and resulted in a poor position as they rounded the first mark. Further disaster followed and the spinnaker was dropped in the water on the hoist and upon recovery and a gybe later the boom gooseneck fitting failed leaving the team nursing the boat to the finish in boisterous conditions! Luck was not in their favour and resulted in the worst result to date, recording a 47th. Quick work in the boat park restored the broken spar fitting and the team was ready for the next day.

Day 2 saw a light wind start which soon increased to give similar conditions to that of the previous day but shifted further to the south west. The team recorded a 33rd, 34th and 35th, consistent but not quite good enough to seal the team a place for qualification to the Gold Fleet. This came as a bit of a disappointment as all the races had so far been sailed in windy conditions and as one of the lightest crews to weigh in for the event the team was hoping for slightly less breeze to negate their weight disadvantage.

Wednesday saw the fleet split into their gold and silver courses. The wind proved to be stronger than forecast but was more of a steady sea breeze than the shifty northerly winds experienced earlier in the week. Sail Navy made a good start and rounded the windward mark in about 12th place. A fast downwind leg saw them consolidate their position at the front of the fleet and were able to pick off a couple of boats on the upwind leg to gain a 10th at the finish.

Race 2 was the best race so far for the team as they made a strong start at the port end of the line and read the shifts up the beat to round the windward mark in 7th. Some good gybes downwind on the last run saw Sail Navy gain the inside lane to the final mark and a swift spinnaker drop meant a 4th place finish.

Race 3 saw a huge wind shift around the north and despite a good start the team found themselves on the wrong side of the first beat. With the fleet so close together the team were able to claw back some places on the run and a good final beat bought them back towards the front of the pack. With the wind shifting as it had there was little to be gained downwind so the team had to settle for a 22nd place in the final race of the day. Results combined the team finished the day lying 11th overall in the 52 boat fleet.

Thursday was clear skies but little wind. Having launched at the normal time the racing was delayed until a sufficient sea breeze established itself at about 1pm. Having been watching the wind fill in and got a feel of the land effect on the wind across the race course Sail Navy decided to sacrifice starting at the bias starboard end of the line in

favour of getting out towards the land on the left. This proved a wise decision and the team rounded the windward mark in 2nd place. A fast downwind leg saw the 3 leading boats pull out on the remainder of the fleet so it was a straightforward last upwind leg which saw the team consolidate the 2nd place and record their best score to date.



Close mark rounding in the Silver Fleet

Race 2 of the day was sailed in a building south westerly wind. Again the team made a good start and rounded the windward mark in 3rd place after a tricky first beat. A large shift on the right hand side of the course saw several places change during the second upwind leg and Sail Navy were beaten back to around 10th. However, a good final downwind leg enabled them to claim an 8th place finish in what was one of the closest races so far.

With two top 10 finishes so far today the guys were feeling fast and their decision making upwind was proving good. Sadly the wind blew up significantly for the final race of the day and gave the heavier crews an advantage upwind. A 25th place was the best the team could achieve in what was another very lose race with the whole fleet finishing within just a few minutes of each other. Overall this proved to be a successful day and left Sail Navy lying in 7th place overall with just 2 races left on the Friday. With the fleet being so close and the top 10 places so hotly contested the team realised that 2 good results tomorrow would enable a top 5 finish overall but just as easy 2 average results would see them slip out of the top 10. All the pressure was on as they went in to the last day.

Friday Knowing that it was now or never the guys got down to the boat early for a quick re-tune of the rigging and to scrub the hull clean- every little helps in a fleet this close!

With a steady moderate sea breeze across the race course the penultimate race got underway and Sail Navy were again fighting it out at the front of the fleet. Having rounded the first mark in about 11th place they worked hard to catch the shifts downwind finished the race in 6th place with their nearest rivals buried down the fleet. The team did some quick maths between the races and realised that one more top result could see them finish well up the fleet. The start line was manic as every boat jostled for the best start in a bid to record that final good result to see them jump up the leader board.

It was a perfect start and first beat for the team as they rounded the windward mark in 4th, hot on the heels of the leaders. A large wind shift on the first upwind leg was taken well by the team as they overtook 2 of the boats ahead and were fast catching the leader.

The last downwind leg was critical to get right and with a cool head and the right gybes the team held off the boats behind. A 2nd place in this race was a great achievement and left the guys wondering just how high they had climbed up the overall standings. The boat was quickly tied up in the marina as the team raced off to see the final results - it was good news - a 4th place overall.

WINDSURFING KIT BRING AND BUY SALE

is planned for

SUNDAY MORNING 24TH JULY
from 10:00 TO NOON.

SETTING UP FROM 09:00

I shall be running a stall to which name labelled items can be brought on the basis that 20% of the price paid goes to the Club and 80% to the seller.

For donated items the club takes 100%

A careful record will be kept of all transactions and soon after Noon any unsold items must be collected by the original owners and money owing for sold items paid to the successful members.

It is essential that all unsold items are collected by the original owners as the Club has no room to store excess kit.

ALTERNATIVELY some members may prefer to run their own stalls and a charge of £5 only is to be made for running a member stall with no 20% - 80% accounting.

ALL will happen in the boat compound, as with an evening tide other activity in the compound should be minimal.

So if you have windsurfing kit that you think may sell book a member pitch in advance or tell me if you wish to bring the kit to my stall.

Brian Wild

Tel: 01329 662831 or email me at bpw2007@waitrose.com

Centreboard Newsletter July 2011 Spinnaker Sailing Club

TOPPER SQUAD REPORT

The first year of the Topper squad has been a great success. All the sailors in the squad have progressed hugely and increasingly they are competing locally, regionally and nationally. Also the commitment to attending all of the training has been exceptionally high, with almost a full house at every training day.

Two of the squad had previously experienced national regattas. At the National series event held at Weymouth this May there were 14 squad members (10 from Spinnaker). At the regional Traveller series a further 2 squad members have been competing. Of about 20 squad members who completed the winter training, 16 are now travelling and competing regularly. The Traveller event held at Spinnaker was won by a squad member from Christchurch with 9 other members in the top 20. At least 7 squad members will be sailing at the National Championships in Scotland this summer and some of these are entered into the World Championships in Ireland. In addition to many more sailors competing locally and nationally a large number of the squad completed their Assistant Instructor qualification this Spring. This group now provide a considerable additional resource for the club to call upon for its training programme and will assure that appropriate support is there for younger sailors to progress into the squad going forward. Plans are already in hand to train the older squad members at Powerboat level 1 & 2 and First Aid so that they can take the Instructor's course as soon as they are old enough.

After the success of the 2010/11 squad it is planned to continue with a new squad in 2011/12. We anticipate a membership of about 24 sailors (the same as last year) but may use some form of selection process if the number of applications becomes more than we can handle. The objective of the squad is to bridge the gap between club sailing ability levels held by those attending Topper Camp and the levels needed to compete effectively at regional and national events and to see entry to one of the National and Zone Topper squads. Many of last year's squad, and especially those who have made the most progress, have expressed an interest in rejoining the Spinnaker, Christchurch & Hill Head Topper Squad, but some of these are also applying for membership of the Zone squad which may mean their applications are withdrawn.



However, it seems certain that we will have some sailors who are considerably more experienced than others and will therefore operate a two-strand coaching system.

The winter training will comprise a half day land session, 12 days coaching split between the three clubs and a number of regattas and club racing days which the sailors will be very strongly encouraged to attend. This latter element is new and we hope that it will mean that squad members start to be regular competitors in the club racing schedule.

The coaching will be provided by the same coaches, or equivalent substitutes, as last year.

Each of the three clubs will be asked to contribute 4 Volvo days to cover the cost of the chief coach. The remainder of the costs will be met by sailor squad fees and club subsidy.

In addition to the winter training the possibility of a spring camp is also being investigated. This would mirror what is provided to all the national squads and would be for 5 nights. The objective is to gain a major improvement in performance through an intense period of training.

Two possible venues are being investigated.

One is Brownsea Island where Harbour Challenge and the National Trust have a facility. Harbour Challenge are an RYA training centre and the National Trust have an adjacent 24-bed house which can be rented. Harbour Challenge would provide the facilities and catering. The party would contain 20 sailors, 2 coaches and 2 house parents. The cost per sailor would be about £270. There is also the possibility of the older sailors completing the tidal Powerboat 1 & 2 course in the evenings while they are there.

The second alternative is the National Sailing Academy at Weymouth and Portland. The academy would provide the sailing facilities and catering and an associated hostel would provide the accommodation. This option is likely to cost about £370 and may be too expensive for some families.

John Elliott 31 May 2011

Noble Marine Streaker Nationals at Pennine Sailing Club

The Streaker class attracted an entry of 48 boats from 30 different clubs to their National Championships, sponsored by Noble Marine, held over the weekend of June 25th-26th at Pennine Sailing Club in Yorkshire.

It promised to be a particularly competitive affair with last year's champion, Tom Gillard, keen to defend his title from the challenges of past champions Steve Cockerill and Ian Jones, and so it proved.

The conditions were challenging, with a strong and gusty south-westerly wind driving rain clouds across Winscar Reservoir. The racing was close and competitive throughout the fleet but Steve Cockerill won the series with 4 firsts and discarding a second. Well done!

Round the Island Race 2011 in Wandering Glider

It started the afternoon before as we gathered to go down to the boat at Swanwick Marina for 17:00 to sail across to Cowes and the Folly Inn where multihulls traditionally gather the night before the race. For us the Round the Island Race is a family affair, and this year the crew were myself, my wife Lydia, and my son David. The trip over to Cowes was uneventful and we moored up at the Folly with a Dragonfly 800 outside us. Wandering Glider is also a Dragonfly trimaran, but the larger Dragonfly 920 Extreme (9.2m/30ft). We cooked ourselves a meal and then, with an 06:10 start, we were ready for bed.



We were up shortly after 04:30, and shortly after 05:00 we were casting off with the other multihulls to go down the river to the start at the RYS line. Even up at the Folly it was clearly a blustery day, but by the time we were out of the river Medina there was 30 knots of wind blowing over the deck straight up the Solent, and with wind against tide, the Solent was as rough as I have seen it. We decide on two reefs and get the sails up. Yachts are supposed to go to waiting areas before their 10 minute gun, but you come out of Cowes straight into the start area and some boats are getting in the way.

With the gun for the first start gone we come up to the line at the Cowes end looking for room for a port start to take advantage of the line bias. The mile is some two miles long and there are some 70 boats on our start, so room should not be a problem. We make a reasonable start, but struggle to find a lane for the first few tacks. However, as the yachts spread out we can concentrate more on boat speed and catching the slower boats in the IRC 0 fleet. It is wet, very wet, as we crash through the waves towards the Needles at up to 10 knots, but frequently stopped by the waves. As we go, we see two of the multihull fleet returning to Cowes after retiring.

At the Needles we shake out a reef for the broad reach to St Catherine's. In lighter winds you might have seen some spinnakers. There was not one to be seen this day with the continuing 30 knot winds and large waves. This is a good point of sail for a trimaran, so we continue to overhaul members of the fleet ahead doing between 12-15 knots, though now we can also see a few from the fleet behind catching us. At St Catherine's we pass a capsized trimaran close to shore with a rib in attendance (the crew are rescued unharmed). Channel 16 is in almost continuous use now with reports of dismastings, man over board, and injuries.

Even after St Catherine's only one boat in ten is flying a spinnaker. The wind drops to below 25 knots, so with the forecast supposed to be for slowly falling wind speeds, we shake out the last reef and launch our Code 0 as a small spinnaker. This brings our speed up to around 15-18 knots and we overhaul one of the other Dragonfly 920s, but only briefly. The wind gets up to 30 knots again, so we take down the Code 0 and have to heave-to briefly to put a reef back in the main and our speed drops back down to around 12 knots. We are sailing conservatively in the big waves, concentrating on keeping clear of other boats, and so sailing further offshore in the tide than we otherwise would. Off Dunose we gibe and head for Bembridge ledge buoy, the only mark on the course.

At Bembridge Ledge Buoy we can see that we are only 200 metres behind Mad Hatter, the other Dragonfly 920 Extreme. From there to No Man's Land Fort is a beam reach and we pick up speed to 15+ knots and slowly we haul Mad Hatter in. We draw alongside as we take an inside line round Ride Sands, but loose out again as we put the second reef in for the beat back to the line at Cowes. We make the mistake of heading for the mainland shore. It turns out that the water was flatter in the relative shelter of the Island shore, so we finish a few minutes behind Mad Hatter at 12:47. We text in our declaration and head back to Swanwick. We congratulate ourselves on having got round safely and without damage, but we speak too soon. We find that the bungee holding the Code 0 to the foredeck has broken and the sail is trailing in the water under the hull. There are a few holes along the leech where the sail has rubbed on the hull.

By the time we get home we can see that although behind them on the water, we beat Mad Hatter on handicap (we are heavier). We can also see that half the multihull fleet of 30 has retired and that we are 8th, our best finish. The next day when the results spreadsheet is available we can also see that we are the 56th fastest boat round the Island on elapsed time, out of some 1900. Meantime we go home and have a pizza before returning to Wandering Glider by 16:00 minus Lydia, but plus daughter Naomi to sail down to Plymouth overnight – but that's another story.

Matthew West

Sue Vines is holding a Coffee Morning as part of "The Worlds Biggest Coffee Morning". Raising a contribution towards Macmillan Cancer Support.

To be held in the clubhouse on Friday 30 September 10am to 3pm.

All donations of cakes will be gratefully received

25 Every mug will help improve the lives of people affected by cancer

We are Macmillan. Cancer Support



Graham Parsons

Personal memories by Rob Hillsdon

Those that knew him well will remember the many nicknames Graham had, all of them humorous. I shall always remember him for that humour and his friendship. The telephone greeting "Brighton home for loose women", the garden gnome rudely giving welcome gestures to passers of his marina courtyard and the many interpretations of the official names of the boats we owned together. I am not so sure about the teaching of inappropriate jokes to my children at such a young age though, especially in his role as godfather!



During his early days working as a Police prosecutor in Portsmouth Graham popped into HHSC to enquire about membership and following a chance meeting with a fellow Dart 18 owner he joined the club in 1982. So his unsurprisingly named catamaran "Touch of Wind" sailed that summer alongside Peter Hamnett's "Misty Blues" from the beach in front of the Osborne View. A summer not to be forgotten!

That winter we purchased our first boat together, a 505. Graham selling the Dart and I part exchanging my Laser. Then followed 3 years of fast, wet and mainly upside down sailing! We did get better though, travelling to a number of opens together with Andy Mason's 505 "Cool for Cats". Following the likes of Lawrie Smith, Coclough, Milanese and White around extremely long courses, whilst being depressing it was an experience.

Graham enjoyed his dinghy sailing which he had done for many years prior to joining HHSC, mainly at Worthing in a Scorpion, however he found it impossible to take it too seriously. His main objective was to see how many dangerous, humorous and ridiculous situations he could get his crew (me) into. Throwing my wet suit onto an ants nest at one open, sailing on his knees, facing backward with the rudder up on a 3 sailed reach, and seeing how accurately he could dump me from the trapeze onto the top marks of metal racing buoys were just a few.

You won't be surprised that the next purchase was a small plywood cruiser which we kept in the Haven. Foolishly I agreed that Graham could use this boat as if it were his own and so we added another sailing discipline to our repertoire. This was the beginning of a massive learning curve for us both and I still have all the log books from this period that I read with a smile. We both also enjoyed many trips with Dave and Gwen Butcher on various larger boats and I know how grateful he was of this experience and also the teaching given

on these trips. I was recently reminded of Graham tying off the main halyard and starting to walk toward the pub with Dave still sitting in the bosun's chair at the mast head!

The beautiful "Blue Saluki" was a particular favourite yacht of his. We both learnt a huge amount from the leaky plywood "Scylla" that had a keel which wouldn't go down and a forward only engine, but the fun we had is unforgettable.

It was during this time that Graham was changing his professional role from prosecuting to private practice and through a colleague of his we were introduced to "Hardway Hobbit" in the winter of 1987.



Blue Saluki

I eventually sold Hobbit in 2004 and apart from a short period when Graham moved to Brighton we were in partnership for all but a couple of years. There are so many wonderful memories of these days that I wouldn't know where to start, apart from remembering these as the best sailing years we both had, sharing those with many good friends. This was followed by two further partnerships we had the last being "Nympheas".

You get to know someone very well when you have shared boats with them for over 25 years and sailed thousands of miles together! Somehow sailing will be different now.

Graham was a very experienced, competent dinghy sailor and yachtsman who could be trusted implicitly. He was also the perfect person to share a boat. He was fun to sail with and we both learned early on not to be too possessive about the boat...it is after all the pastime we all love! It was this relaxed approach that ensured our partnerships worked.

Everyone will have their own memories of Graham. Not only did he give time to the club, as Secretary and Commodore, but also gave legal advice not just to HHSC but also many members. He was always particularly liked by the cadet crowd at that time as he possessed a talent for getting on with all age groups. This is evidenced by the huge cross section of people at his funeral.

I am sure you will all be pleased that a number of us gave him a traditional sailors send off in Osborne Bay, with a glass of whiskey and personal reflection. 5 club cruisers and 15 good friends of Grahams anchored together on his birthday and gave him the final farewell he wanted. I am proud to have obliged.



At the helm of Velsheda

The Stig Fastest Lap Challenge

May 2011

Congratulations to Steve Cockerill, our first winner of the prestigious Stig Fastest Lap Challenge. Both Steve and Sarah Cockerill ventured out in winds in excess of 25 knots to record their times. However, the other entrants sped round their courses in winds varying from 10 to 18 knots, showing that you do not need a Force 6 to post a competitive time for the Stig Challenge.

The amazing statistic from the results is that only one second separated second from third, and fourth from fifth, how close is that!

Commiserations to Sarah and Mark, just one second from greater glory!

Although last in the results, special mention must go to Matthew West and Gary Aiken who are our first entrants from the Cruiser Fleet. With one eye on the depth gauge and the other on the boiling kettle for a cup of tea, theirs was the most stylish of the Challengers! It also shows that the Challenge is open to all boats as long as they have a Portsmouth Yardstick Number.

Results May 2011

Place	Corrected time minutes	Elapsed Time minutes	Name	Boat
1	6.75	7.46	Steve Cockerill	Laser Radial
2	7.71	7.09	Joe Salsbury	RS 600
3	7.72	9.07	Sarah Cockerill	Laser 4.7
4	8.51	9.41	Max Hindry	Laser Radial
5	8.52	9.22	Mark Hindry	Laser
6	8.38	10.98	Matthew West & Gary Aitken	Dragonfly

June 2011

Although only three members entered the Challenge in June, the final reckoning revealed that a new fastest lap has been recorded. In the middle of the month Lez Hardy and Phil Hyde ventured out in a Force 6 South Easterly wind. They both sailed Yellow Post - Jacqueline - Alston - Yellow Post and posted times quicker than May's winner. Although Lez was quick, he had to bow to the superior time of Phil, who beat him by 18 seconds.

The Stig Fastest Lap Challenge

Congratulations also to Chloe Barr who completed the course in a Topper in a Force 3. Just think, if the wind had not blown up for Phil and Lez then our winner would be a junior sailor! Well done Chloe!

It goes to show that if there is a month of predominantly calm winds then the winner may be someone who recorded a time in a Force 2, so there is no reason not to enter and post a time on the Challenge sheet on the Notice board.

Let's see how many entries are made in July and August!

Once again, congratulations to Phil Hyde, commiserations to Lez Hardy and a well done to Chloe Barr.

Results June 2011

Guy Bradbury

Monday 22 August 2011 10.30am - 12.30pm



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WELCOME NEW MEMBERS

Joined from 01 April to 19 July 2011

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Steven Davies
Mark Cole
Jenny Hadland
Kevin Duffy
Heather Reid
Mary Giddens
Simone Bayly
Nia & Thandi Brewster
Andrew & Emily Wood
Paul & Grace Tate
Jason & Erin Buchanan
Bob & Christine Prince

Jonathan, Sally-Anne, Ciaran & Ethan Murdoch
Rob, Fiona, Tom & Marcus Garth
Dennis & Muriel Haines
Jez, Amanda, Louis & Imogen Hughes
Richard, Penny, Katie, Ben & James Gould
Claire, Carl, Charlotte, Daniel & Eleanor Haynes
Patrick Hind, Kay Crellin, Laura & Amy
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COPY DATE FOR THE NEXT ISSUE

Monday 10 October 2011

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Fax: 07092089182 **OR** leave in the Clubhouse
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Sailing / Training / Opens / Socials / Cruisers

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The 2011 RS Youth Champs were hosted by Hill Head SC over three days. The club had laid on free camping & great value food including free breakfasts which were appreciated. The Race Officer made the wise decision to postpone racing until much of the wind had blown through on the Friday but one (fool) hardy RS400 team tried to sail from Gurnard to Hill Head whilst the wind was still over 30 knots. They limped to Cowes with a broken mast so never made it to the event !

When we went sailing later on in the afternoon there were still some very large gusts, with the wind reader on the clubhouse averaging 24 knots. Two short races were sailed in the tricky conditions won by Matt Giles/Ian Gill and Arthur Henderson/Rob Henderson. We got off the water very late and were thankful for the evening meal. Some boat repairs went on that evening, including notably for the RS 600 sailor Joseph Salisbury, who unfortunately got his sail caught on a channel marking post. He still managed to get out for the second race with a different sail.

Saturday the winds increased throughout the day some races took place, but because of the increasing wind the and damage to some masts, the Race Officer called it a day. The masts were repaired after a brilliant barbeque put on by Hill Head.

4 Races took place on Sunday, with slightly lighter conditions of around 12 knots, and building.

Overall the convincing winners were Matt Giles and Ian Gill with Arthur Henderson and Rob Henderson second, Tom Goodey and Richard Thomas third, James Ellis and Mary Henderson fourth and Tom Brophy and Amy Yeoman fifth, with the handicap fleet being won by Joseph Salisbury in his 600. A big thank you must go to Hill Head Sailing Club for their hospitality and welcoming members, and especially for the volunteers who helped us launch and recover each day.



To join contact:

Hon. Membership Secretary - Sue Davis 07971 784616

Email: membersec@hillheadsc.org.uk

**July
2011**

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