

June  
2016



# MAINSHEETS

The Magazine for  
Hill Head Sailing Club



Issue  
102



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## Dinghy Weeks 2016

### Registration now OPEN!

*For Members and Visiting sailors ....*



**MORE DETAILS INSIDE pages 6 & 7**

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**ITS ALL NEW NOW FOR 2016**





Commodore

**Bradley Field**  
Commodore@hillheadsc.org.uk



As many of you can see there is a lot of positive change happening around the club, which I am excited to report about, with much more in the pipeline. This is only possible with the hard work from the membership, for which I am extremely thankful, because this is what makes Hill Head Sailing Club great.

One of the biggest changes going to happen is the regeneration of the changing facilities. This has been made possible by being successful in obtaining the inspired facilities grant. Thank you to Tomos Price, along with a few other members who put this application together. We are now going through the planning stages, along with finalising the designs of the changing rooms. Once we have the designs finalised we will put them on display for the membership to see.

We had the RS Feva/RS Tera open meeting this month. Due to moving house I was unable to attend, but it was an honour to hand out the prizes. Speaking to some of the sailors the event was a great success and great sailing was had by all.

Most of you will know that we are attempting to obtain a licence from the MMO to allow us to remove the shingle from the Harbour entrance. Two members have been working very hard on your behalf for many months, however since we last sought a licence to do this in 2012 the MMO has tightened up their procedures and we were staggered to find that this time around they wished to have samples of the shingle bank analysed for content before issuing the licence. Also this process had to follow a specified course of action. We now believe we have got our minds around this process, but all this toing and froing has meant that the aim of clearing the shingle before the summer school holidays has been missed. (It is unsafe to do this type of work on the foreshore with lots of holiday makers enjoying the sea shore).

We do have a contractor lined up to do this work and they have agreed that they will be available towards the end of the year by which time we should have a licence from the MMO so we should have a clearer Harbour entrance for next year's sailing.

Many members have stumbled across our new website. I am a big fan of this, and genuinely believe our sailing club has the best website, out of the many I have visited. The new website has been built in a way that easily allows multiple people to add and edit content. Please look frequently to find your way around. There is a lot of information linked in various appropriate places.

I do need to pass on a huge thank you to Ann Perrett, who prepared and looked after our previous website for many years.

It is also fantastic to hear that many of our members are going to many different locations to compete across a wide variety of sailing championships. This makes me very proud and makes me think back to the days when I would do the same. I have sailed in many different locations, including: Carnac, Lake Garda, Poland and Switzerland. I loved sailing at all these different places however, by far I do have to say Lake Garda is my favourite. This may have something to do with the katabatic wind kicking in 15 out of the 17 days I was there. The first time I sailed on the lake, I pumped out and sat there in no wind. I was sailing training in my Flash with a Dutch sailor before the world championship, and my complaints about the lack of wind could be heard across the water. The Dutch sailor told me to be patient and wait for 13:00. At precisely 13:00 I watched a steady force 5 roll off the mountain.

The sailing was brilliant, but my performance against the Dutch sailor wasn't. No matter what I did I could not get past him up wind, and only achieved it once downwind. He did happen win the world championship that week!!! For anyone visiting Lake Garda this year, I will give you a strong piece of advice. Always start at the pin end tack straight onto port, hike as hard as you physically can, and head straight for the dip in the cliff.

My crazy schedule is calming down, and I am itching to get back into my RS600. I look forward to seeing you all on the water, very soon.

Bradley Field, Commodore

It is with great sadness that I have to inform you of the passing of Robert Hearn, former Commodore of Hill Head Sailing Club. 1992 - 1993  
The funeral will take place on Wednesday 6th July at 3:30 pm at Portchester Crematorium.





This year is flying by and Summer is finally here!

It has been a very busy year so far with our regular activities sailing and social. The Fitting out supper was very well attended and Mary-Ellen produced another fine spread. Michael has been putting on some great cadet social events and has some great ideas for the evenings yet to come.

Thanks to Tanya Parett for organizing The Tom Jones night which was a fantastic and was enjoyed by everyone who went.

Jacqui O' Rourke is planning and arranging the Curry night for this Saturday, which I am sure, will be another good night.

We were favoured with some good weather for Push the Boat Out and I would like to thank everyone who helped out on the day.

The first Open, RS Tera and RS Feva, has been held with a good turnout from the local clubs, and we have the Topper and D-zero open in a few weeks time. These are great opportunities for seeing some great racing and for our club members who already race, to experience racing in a bigger event.

The changing rooms designs are nearly finished and will be up for everyone to see very soon.

Sue Ellis has very kindly taken the Balcony under her wing and we are hoping to be moving forward with the work by the end of the year.

I couldn't sign off with out mentioning "duties". I believe that we made an error in not allocating duties at the beginning of this year. Therefore we have been a little short in covering these this year so far. Next year we shall go back to allocating duties in January. We do though still need to cover the duties for this year so that we can provide the service to all members that is expected.

Happy Sailing

Marina Odey Rear Commodore

### A View From The balcony

Looking out, the sea glistens in the sunshine, in the distance yachts race, their colourful spinnakers paint an idyllic scene against the green backdrop of The Isle of Wight.

All is well with world.

Turn to face the club house, what do you see? Is all well?

Has the club scored an own goal by experimenting with the volunteer rostering system and allowing members to self allocate their duties? Previously you will remember that duties were allocated by the club and it was our responsibility to turn up or arrange a swap.

Sadly as you will have noticed, very few members have volunteered and self allocated their duties. The bar has not been "manned", lunches not provided and racing duties have relied on the few who have already volunteered doing extra duties.

The cornerstone of the club has always been and remains a volunteer set up. On joining and at each annual renewal we enter a contract with the club to carry out duties. "I was a bar officer for X years so have done my bit" is not a charitable or acceptable view.

Thanks go to all who have volunteered, perhaps those who have not could search their souls and ask: "Am I being fair to other club members?"

To para-phrase Lord Kitchener: **!! YOUR CLUB NEEDS YOU !!**

Dave Vines



# Coffee Mornings



Hilde's very popular Quality coffees

the **First** Tuesday every month - 10.30am throughout the year

**Ladies & Gentlemen are ALL invited to join us for coffee, biscuits and a chat.**

## MACMILLAN CANCER SUPPORT COFFEE AND CAKE DAY 2016

This years Macmillan coffee and cake day will be held on **30th September** 10am 'til 3.30pm at Hill Head Sailing Club.

Your support is paramount in making this a successful day by making your favourite cake and either delivering it on the day, or, leaving it (well labelled) in the club freezer.

We also run a raffle so if you are able to donate to this please let me know.

I look forward to seeing you and your friends on the day to enjoy time with friends whilst supporting this worthy cause.

Sue Vines, Lorraine White and Sue Davis  
01329842647 Email: [s.vines@talktalk.net](mailto:s.vines@talktalk.net)



## SOCIAL DIARY 2016

All start at 19:30 hours unless given otherwise

02 July	Curry Night
10 July	Cadet Social & BBQ after sailing
27 August	Hog Roast & Cocktails
16 September	Cadets Social Evening
12 November	Laying Up Dinner
26 November	Annual Prize Giving
03 December	Cadet Christmas Party
11 December	Annual General Meeting 15:00
25 December	Christmas Drinks at the Clubhouse TBA

## Powerboating Report June 2016

We have just completed the outstanding part of this year's Safetyboat Course. The Course itself in April was held in ideal training conditions (for a safety boat course) with winds from Force 4 to force 6 with good swells and generally choppy conditions. It was therefore with quite some trepidation that the 6 "volunteers" began the course. Having survived the first day they actually came back for more on the Sunday but we didn't manage to achieve the righting a large dinghy from a total inversion due to seriously adverse conditions. I am pleased to say that on June 5<sup>th</sup> under sunny skies with reasonable wind and conditions and having to stand their ground, or rather water, against a fleet of large racing yachts the gang successfully completed the task and now have joined our team of safetyboat coxswains.

This means that this year we have trained 19 PB1s, 18 PB2s and 6 Safety boaters. These included three people from Hayling Ferry Sailing Club that came to join our training on an interclub agreement.

These courses could not run without the dedication of our Powerboat Instructors who give up a considerable amount of time preparing and running the courses. I am sure that you will all join me in thanking them.

The sailing Committee are finding it difficult to fill Dutyman with safetyboat crew for the remainder of the season. We are offering the opportunity for club members to do Powerboat courses during the rest of the year by running them during weekdays if there is a demand. Several Instructors have offered their services in this respect. We would also like to run a further Safetyboat Course. For the Safetyboat Course we would expect the candidates to have undertaken at least 2 season's worth of significant safetyboat duties or to have had good experience after obtaining their PB2 qualification. There will be a pre-course assessment since the aim of the course is to teach safetyboat techniques and not boat handling skills.

If you are interested in week day PB2 or Safetyboat course please drop me a line and if we can get enough interest to run a course we will.

You might have noticed that the Jaffa is now back in operation with a bright shiny engine. This is being kept in the boatshed and has to be fixed to the boat each time it is used. The engine requires two people to lift it onto the transom. It weighs 54kg. We are looking for a suitable lifting device but in the meantime be careful when using a manual lift. There is a spanner available to tighten up the securing bolts. Please ensure that the engine is secured back in the boatshed with the security cable and that all externally stored motors have the security chains threaded through them. Can you also please shut the boatshed doors once the safetyboats have been taken out for duties to minimize the risk from opportunistic thieves.

Enough of the sermon, Happy powerboating. Richard Whiteley [powerboat-instructor@hillheadsc.org.uk](mailto:powerboat-instructor@hillheadsc.org.uk)  
01329 668388



**Trustee:** [LukeMorrison@hillheadsc.org.uk](mailto:LukeMorrison@hillheadsc.org.uk) mobile: 07983 084095.

Hi Everyone,

I do hope that you are all enjoying your sailing club and that you are getting what you need out of it! This year I have made the transition from being one of your flag officers to a Trustee, nevertheless, I am still actively involved in certain aspects of our club and I am very pleased to be seeing many of you at the club enjoying your sailing.

I have a few items to share with you that will be of interest, if you have any questions just get in touch with me on my usual email address as above.

### **SLOSHH – Inter-Club Race**

Our annual inter club race between Lee on Solent, Seafarers and Hill Head will take place on the 9<sup>th</sup> July. Please come and support this race which will take place off Hill Head. The Notice of Race with more details can be found at the link below and there will be a briefing for members at 13:00 on the day!



**SLOSHH Notice of Race:** <http://www.hillheadsc.org.uk/event/sloshh-hhsc-3/>

### **Dinghy Weeks**

Now is the time to get signed up for Dinghy Weeks. Entry forms are in the club house or you can download them from the HHSC club website: (link below). If you require a club boat, it is important that you register quickly to avoid disappointment!

Dinghy Week Information: <http://www.hillheadsc.org.uk/dinghy-weeks/>

### **Volunteer Roles**

Attending Management Committee meetings does open up a sense of understanding where the club needs support a little more specifically so on that basis, it's clear that we need some more dedicated support on our sailing committee. If any of the following areas interest you, get in touch as we can find a suitable job for you! Even more if you like to take charge and organise, we would love to hear from you.

Volunteer for Duty Man here: <https://sailingclubsoftware.com/login/?id=H00166>

### **The areas of support are:**

- Race Officers and Running racing activities
- Safety Boat Cox and Safety Boat Crews
- Open Events organising and support
- Maintenance of our Safety Boats and Equipment
- Maintenance of our Club dinghies and Equipment
- Management of our windsurf equipment

Have a think and get in touch if you are willing and interested....

For now, it's time to settle into the summer. Please continue to monitor the Duty Man database and get involved and enjoying your club and making it work. There are some great events coming up in these weeks to come and we very much hope you come and participate.

Best Wishes

Luke Morrison Trustee

Email: [LukeMorrison@hillheadsc.org.uk](mailto:LukeMorrison@hillheadsc.org.uk) or mobile: 07983 084095.

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

# Dinghy Weeks 2016

**Week 1: Monday 8th August until Friday 12th August**

**Week 2: Monday 22nd August until Friday 26th August**

**Two weeks of fun Sailing including fleet Racing and Recreational Sailing for Children and Adults.**

*Fleet racing will be supported for classes of six or more boats otherwise falling into a handicap category*

*A full catering service with Cadet social activities will also be advertised leading up to Dinghy Week 1*

Registration forms can be found either on [www.hillheadsc.org.uk](http://www.hillheadsc.org.uk) or you are welcome to take a copy from the Dinghy Week box by the pigeon holes in the club house. Forms can be returned to the Sailing Club foyer post box.

- 1) Complete the Registration & Medical Form
- 2) Return your form to the club by post or drop off
- 3) If you have any questions email: [dinghyweeks@hillheadsc.org.uk](mailto:dinghyweeks@hillheadsc.org.uk)

**Notice of Race, Start times and any last minute information will be communicated 14 days before Dinghy Week 1**

**Administration enquiries** to Christine Russ or Cath West at: [dinghyweeks@hillheadsc.org.uk](mailto:dinghyweeks@hillheadsc.org.uk)

Or contact Luke Morrison the Dinghy Week organiser:  
[LukeMorrison@hillheadsc.org.uk](mailto:LukeMorrison@hillheadsc.org.uk) Mobile: 07983 084095

The Racing Schedule: Dinghy Week 1 (W/C 8 <sup>th</sup> August 2016)	
<b>Monday 8<sup>th</sup> August</b>	Session 1: Regatta Fleet Racing: <b>Race 1 &amp; 2</b> Session 2: Regatta Fleet Racing: <b>Race 3 &amp; 4</b> <b>All day: Recreational Sailing &amp; Paddle boarding</b>
<b>Tuesday 9<sup>th</sup> August</b>	Session 1: Short Course Racing: Race 1,2,3,4 Session 2: Short Course Racing: Race 5,6,7,8 <b>All day: Recreational Sailing &amp; Paddle boarding</b>
<b>Wednesday 10<sup>th</sup> August</b>	Session 1: Regatta Fleet Racing: <b>Race 5 &amp; 6</b> Session 2: Regatta Fleet Racing: <b>Race 7 &amp; 8</b> <b>All day: Recreational Sailing &amp; Paddle boarding</b>
<b>Thursday 11<sup>th</sup> August</b>	Session 1: Short Course Racing 9 & 10 & Double Handed Sailing Challenge <b>All day: Recreational Sailing &amp; Paddle boarding</b>
<b>Friday 12<sup>th</sup> August</b>	Regatta Fleet Racing <b>Final Day</b> <b>After Sailing BBQ and Cadet Social</b>



## Dinghy Week – times for 2016

Please note the Monday briefing times for the start of each week

Date:	Be at the club by:	1st session start time:
<b>Monday Morning Briefing for all Parents and Cadets will be 12:00</b>		
8th August	12:00	14:15
9th August	12:45	14:30
10th August	13:45	15:15
11th August	14:45	16:00
12th August	15:45	17:00
After sailing on 12th August		
<b>BBQ &amp; Cadet Social</b>		
Be at the Club for:	1st Session Start Time	
<b>Monday Morning Briefing for all Parents &amp; Cadets will be at 10:45</b>		
22nd August	10:45	13:00
23rd August	12:00	14:00
24th August	13:00	15:00
25th August	14:00	16:00
26th August	<b>On the water time from:17:00 / BBQ &amp; Prize giving afterward</b>	

<b>The Racing Schedule: Dinghy Week 2 (W/C 22nd August 2016)</b>	
<b>Monday 22nd August</b>	Session 1: Regatta Fleet Racing: <b>Race 1 &amp; 2</b> Session 2: Regatta Fleet Racing: <b>Race 3 &amp; 4</b> <b>All Day: Recreational Sailing &amp; Paddle boarding</b>
<b>Tuesday 23rd August</b>	Session 1: Short Course Racing: <b>Race 1, 2, 3 &amp; 4</b> Session 2: Short Course Racing: <b>Race 5, 6, 7, 8</b> <b>All Day: Recreational Sailing &amp; Paddle boarding</b>
<b>Wednesday 24th August</b>	Session 1: Regatta Fleet Racing: <b>Race 5 &amp; 6</b> Session 2: Regatta Fleet Racing: <b>Race 7 &amp; 8</b> <b>All Day: Recreational Sailing &amp; Paddle boarding</b>
<b>Thursday 25th August</b>	Session 1: Short course Racing <b>9 &amp; 10</b> Session 2: Double-handed Sailing Challenge <b>All Day: Recreational Sailing &amp; Paddle boarding</b>
<b>Friday 26th August</b>	Regatta Fleet Racing <b>Final Day</b> <b>After Sailing Prize Giving, BBQ &amp; Cadet Social</b>

### A reminder to members

In addition to all the other annual awards there are two trophies available specifically for Mainsheets:



For the best Cruiser sailing article  
(Cruiser Keg)



For the best overall article in Mainsheets.  
(Waterford Glass dinghy)

**NEW LIFE MEMBERS**  
agreed at  
2015 AGM

John Wardale  
David & Sue Vines  
John Pink

## Cadet Representative Abby West

The cadets have had a busy start to the 2016 season with 3 cadet sailing events already completed. On the 15<sup>th</sup> of April, we ran a successful double handed event where cadets had the chance to try out lots of different club boats and sail with other people, something that they don't always have the chance to do.

In May, the inaugural cadet team racing event went well. Tricky conditions and the challenge of swapping teams between picos and oppies didn't make it easy and there are certainly some improvements to be made for next time, but all in all I think everybody enjoyed themselves!



More recently, June saw 38 competitors completing 5 short course races. We couldn't have asked for better sailing conditions with flat water and a fairly consistent northerly – this enabled us to complete a solid 2 hours straight racing, despite the temperature which would have been more at home in February I think! The next event is the evening of Friday the 29<sup>th</sup> of July – get it in your diaries now!

The turnout for each event has been fantastic – the highest being 47 on the water for the team racing. With the lowest attendance at 30 people for a chilly evening in April when it had been raining all day, I think this reflects the sheer number of keen cadets we have in the club at the moment. Can we break 50 for one event again this year?

This commitment that the cadets (and parents!) are making to their sailing is really starting to pay off. On the 3<sup>rd</sup> of June I was involved in probably the easiest cadet race event we have run over the past 4 years, for once barely any coaching was needed and I was able to sit back and enjoy watching the competitive racing going on!

Outside of the cadet events, it has been great to see lots of cadets getting involved in other aspects of the club. Many have passed their RYA Stage 1, 2 or 3 in recent months, our oppie sessions and race squads are still going strong and some are starting to venture out onto the club race start line regularly. I would love to see more cadets racing more regularly at the club – all the racing is open to you, not just dinghy weeks and cadet events, and it is one of the best ways that you can improve your skills and have fun at the same time.

Further afield, we have several cadets representing Hill Head at local, regional and even national events. They are achieving some fantastic results, especially in the topper class, so please continue to support them! We are all very impressed and wish you all the best of luck for the rest of the summer.

Thank you to all the volunteers who have supported the cadet events so far this year, including the older cadets who enable less experienced cadets to get on the water and have a go at crewing. Without your input, the numbers attending would be much lower! I hope you are all getting as much satisfaction from seeing the improvement in the sailors as I am – the standard of sailing is really going up. We are in for some very competitive dinghy weeks this year!

As always, if you have any questions about how to get your cadets more involved in sailing at the club, please don't hesitate to contact me! I would love to help!

Abby West, Sailing cadet rep. [abby.west@hotmail.co.uk](mailto:abby.west@hotmail.co.uk)



### Hill Head Sailing Club Life Members to 2015

Col. R F Butterworth - 1956	Douglas Freemantle 1983	Andrew & Anne Knight - 2000
Lt. Col. & Mrs Alston - 1959	Charles - & Sybil Benoy 1983	Pat Dyer - 2001
Mr L. L. Holt - 1959	Ron & Fifi Baker - 1988	Margaret Hyde – 2003
Mr & Mrs W. Langridge - 1965	Stan & Hilde Reucroft 1990	Tony and Sue Wardale - 2007
Mr & Mrs John Grout - 1968	Tony & Margaret Pink 1994	Ann and Malcolm Perrett – 2007
Mr. & Mrs. H. Bates - 1970	Tom Booth - 1998	Clive Hildyard - 2008
Mr. & Mrs. H. Bates - 1970	Bob & Alice Stringer - 1998	Jane Moon - 2010
Mr. G. Fielder - 1973	Ann & Rupert Wilkinson - 1998	Brian Wild - 2011
Tom & Jane Robertson - 1974	Tom Mason - 1999	Luke Morrison & Brian Bunyard - 2013
Surg. Capt. Alan W.Y. & Nancy Price - 1979	Chris & Val Chandler 1999	David and Sue Ellis - 2014
Eric Hayward - 1980 - died 1983	Paul and Eileen Daysh - 2000	John Wardale & John Pink - 2015





## Brian Wild Winter Pool Tournament

When I first joined HHSC, as a novice sailor, I signed up for everything I could. RYA level 1 and 2, to allow me to learn to sail, RYA Powerboat Level 1 and 2 to drive Safety Boats and so on. I also decided to sign up for some House stuff so took on the Bar Rota. I also spotted that there were a range of Winter Sports on offer – not ones that you'd necessarily see at the Winter Olympics – namely Pool and Darts.

I'd played pool as a student but never really tried Darts and didn't really fancy taking up mini javelin so decided to stick with pool. At that time the tournament was run by a great guy called Brian Wild. Brian was really helpful in finding me a team to play in and it was a great way to meet other members of the club. I played each winter for a couple of years and then Brian fell ill with a stroke. Many of you will know that he is currently in a care home. I'm told that Brian was instrumental in the whole idea of the sailing club having a pool table and spent many years running an annual competition for teams of 3 players. As Brian was ill, the running of the competition fell to others and so the competition continued.



In a tribute to Brian, the competition was renamed as the Brian Wild Winter Pool Tournament. A couple of years ago, a vacancy rose once again for someone to run the competition and Luke Morrison asked me if I'd consider it and so I found myself running a pool competition for the first time ever! I kept the format but introduced a couple of changes. Firstly the club has had some quirky and HHSC-specific rules so I sought out a copy of the English Pool Association rules and incorporated those. The next step was to have the table serviced and recovered as it was in need of some TLC – Brian had always spent many hours ensuring the table was in good working order. In addition to the perpetual trophy that goes to the winning team, I persuaded the House Committee to purchase some winners and runners up prizes, along with a Marksman trophy – the prize of the individual player who has won the most games throughout the tournament. (Which meant I had to spend many evenings tracking all the match scores and results!).

Last year we had eight teams enter. The teams play a league style format over the winter months until each team has played all the others once. A match consists of two singles games, worth 3 points, for each of the 3 players, followed by two doubles games each, worth four points, and finally an 'all in' game with all 3 players playing, worth five points. The maximum points available are 35 with 18 securing a win. Once the league match format is concluded the top four teams are drawn in a traditional semi-final format followed by a Final where the winners are determined.

This year we only had six teams unfortunately – I'm told in years gone by there were 12 teams and on a couple of occasions there were so many teams that two separate leagues were run before culminating in a Grand Final.

This year's final between my own Team, Team A consisting of Richard Cooke, James Fox and me. Team E consisting of Mark Hindry, Andre Ozanne and Luke Morrison. It was a very close and hard fought battle. We won four of the first six singles games putting us 12 points to 6 in the lead. Mark's team came back and won the first doubles game securing themselves a further four points. Now it was 12-10. We won the next doubles game taking it to 16-10. Now 16-10 may seem a comfortable lead, but we needed one of the remaining two games to secure victory, and Mark's team needed both games. If we lost the next game then everything would come down to the final game. With a huge sigh of relief, I'm glad to say we won our next two games resulting in a final score of 25-10. A photo of the two finalist teams is shown above.

The tournament is open to players of all abilities and even if you don't have two team mates to enter I'm happy to try and find you a team – come and give it a shot!

Robert Herridge

Don't forget to keep looking at  
<http://www.hillheadsc.org.uk>  
It's **NEW** this year!



# Adventures sailing around the British Mainland



## Wandering Glider on a fore and aft mooring at Ilfracombe in July 2015

I started a circumnavigation of the British mainland, a goal I have been working towards for a number of years. I have previously written about my preparations for this trip, and at the time of writing we have logged some 932 nm from the Solent to the Clyde, where Wandering Glider is overwintering. This article will not be a blow-by-blow account of the ports we stayed in and the passages undertaken to get here. Rather, this article will be a reflection on the types of sailing and other experiences that are involved.

We often simply divide sailing into racing and cruising, but in reality, each of these has several distinct variants. For example, in racing there is:

- ... Round the buoys racing, which might or might not be windward/leeward.
- ... Passage races – going from one place to another, which might be a day sail, or a multi-day/week/month sail involving watch systems.

Similarly, cruising has a number of variants, these include:

- ... Day sailing, returning to the place of departure.
- ... Passage making, from one place to another, which may in turn be a day's sailing, or a passage of multiple day (or more) sailing and involve watch keeping.
- ... Exploring, spending time in a particular area and exploring various anchorages, creeks and ports in the area.

I'm sure there are more than these, but you get the idea of just how varied sailing can be. So where does a cruise round the British Mainland fit in? The way that we have been doing it is as a series of one day passages from port to port. We have explored most of the areas we have visited, but generally land side rather than water side. The truth is that much of the British coast is not good for exploring, and I have been surprised just how many passages have been 50+ nm, mainly because of the lack of suitable stopping places in between. I had hoped to do a few more explorer side trips, like the Scillies and Strangford Loch, but neither of these came off for a combination of timing and weather considerations. Having said that, in the spring I am hoping we will switch more into an explorer mode for the Scottish Islands.

Naturally, there has been boat maintenance to do. Wandering Glider is now some seven years old, and it is in the nature of things to wear out, and this happens in a more or less random fashion. One comment on Wandering Glider's Facebook page sums it up neatly "Cruising is boat maintenance in different ports". One of the challenges is that facilities for maintenance are not uniformly available as we find around the Solent or Plymouth say, and knowing where the next place you can get something fixed, and how you can manage until then is all part of the cruising mix. Some of the things that have needed attention on Wandering Glider during the trip north are:

- ... The drive tube on the furler is damaged and (still) needs replacing
- ... The hatch on the foredeck suffered leaks (fixed at Holyhead)
- ... Some of the bolts on the beam hinges sheared and needed replacing (Milford Haven and Holyhead)
- ... The block on the sail leach for the second reefing line exploded off Strumble lighthouse
- ... The block in the boom for the single line reefing shattered and needed replacing as did the first reefing line which was damaged as a result (Holyhead)
- ... The tiller pilot remote control has failed.



Managing these kinds of issues, and resolving them needs to be part of the skill set you have, or will quickly need to develop.

I have had crew with me for various bits of the trip, but for about half of it I have been sailing solo. I don't usually sail solo, for me the company of fellow sailors is part of the pleasure of sailing. So before setting out, I made sure I was comfortable sailing alone, and with the adjustments you have to make when doing so.

The Dragonfly 920 is well setup for short-handed sailing, with a furling genoa and single line reefing, however, the primary winches are on the coach roof, and not accessible from the helming position, so it is not possible to tack in the usual way without leaving the helm. As a result, without the option of a self-tacking jib, a tiller pilot is helpful to manage the helm through the tack whilst you manage the genoa. Off the wind, the secondary winches can be used for the spinnaker sheets, so gybing does not require automated assistance. However, a tiller pilot is also useful if you want to raise or drop the sails, make a cup of tea or lunch, go to the heads, or just have a rest whilst you are sailing.

I have always had a tiller pilot (Raymarine ST2000) and remote control so that sailing solo was possible, but it has not had a great deal of use. By now I have many miles of experience using one, and have a better understanding of both the benefits and the limitations.

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Another challenge with auto-pilots is that they do not anticipate as a helmsman does. In particular they do not anticipate waves, and as a result they can struggle to perform usefully in heavy seas. A consequence of this is that the dictum of reefing early is even more important. There were at least two occasions when I made things more difficult for myself than necessary wishing I had reefed when I found myself in heavy seas and not really able to leave the helm.

The tiller pilot can be a significant load on the battery, and when using it for a long time this can drain it. So it's worth remembering that when cruising you're allowed to use the engine to charge it. I have also found it useful to use the engine when sailing close hauled in shifty conditions and I need to go below. On its own the tiller pilot will leave you in irons too easily, with the engine on there is enough power to get through the shifts, meaning when you have come back on deck from the heads or making a brew you don't have the boat to sort out and get going again.

One thing I am pleased I did was to give myself plenty of time to make the trip. The weather this summer has been poor for sailing, and I have been stuck in port waiting for good weather much more than I anticipated. If long distance cruising is about boat maintenance in different ports, it is also about not breaking the boat in challenging conditions. There were a couple of times when I lost patience and sailed in conditions that were forecast to be marginal, and the actual conditions were worse than forecast, and I did suffer breakages. You lose out two ways, you have probably missed out on a more pleasant sail whilst sorting out the breakage, and you have the breakage itself to sort out. So it is important not to be sailing to a deadline and to be patient.

Not that I was stuck on the boat when I was not able to sail. Although my wife Lydia did not sail with me except for a few days at the end from Belfast to Largs, she did often come to meet me at ports and we would explore the locality by car. This was a great thing to do, and we have been able to explore some parts of the country we have never visited, or not for a long time as a result. I also took breaks from sailing for family and work reasons.

Usually, the trickiest part of a passage is the first and last 10 m. This is compounded when each port you enter is unfamiliar and you are single handed. I can only say that this is something I quickly became accustomed to, to the extent that when I was recently asked how I managed with all the different ports, I realized it no longer bothered me at all.

Of course you have to do your homework and look each port up, but almost all ports have floating pontoons and all the marinas were very helpful and friendly. I even only had to fold up twice, once to get into the harbour, and once to get onto a finger berth. I was also only charged extra for being a multihull on two occasions. So would I recommend a cruise round Britain? Of course I would. It has been a tremendous adventure, I have learnt a lot, and it has been great fun.

## Onboard Novice Pico Open 04/06/2016

Ian Morgan was the Race Officer. Hill Head parents crewed the safety boats, cooked the BBQ, launched the boats and generally cheered loudly.

The event was thoroughly enjoyed. Hill Head had 4 single handers and 7 double handers competing.

Clubs taking part were Hill Head SC, Hamble Sea Scouts, Titchfield Scouts, Warsash SC, Portchester SC and Netley Sea Scouts

29 youngsters took part at the event at Southampton Solent University Watersports Centre

A fun and friendly Pico regatta open to all young sailors from all the local clubs – 4 back to back races for single handed and double handed Pico fleets... and then a BBQ!



- 1<sup>st</sup> Ben Bradley from Hill Head
- 2<sup>nd</sup> Stuart Aitkin from Warsash SC
- 3<sup>rd</sup> Blake Latte from Portchester SC

Double handed fleet winners –

- 1<sup>st</sup> James Ford and Olli Vennis-ozanne from Hill Head
- 2<sup>nd</sup> Monique Vennis-ozanne and Hana Thomson from Hill Head
- 3<sup>rd</sup> Oscar Baggot and William Raynor from Hill Head

### Fun Prizes

For losing his mast (Dad didn't put the pin in) Joseph Westlake from Warsash SC

Most Improved – Arran Goodman and Ben Martin from Titchfield Scouts

All of the winners were completely chuffed with their wins and they received dry bags, wallets and medals for doing so well. The winners were also very gracious! This was the first year we have given out 'fun prizes' and it was a huge success making the event not only about winning but about participation and fun!

### WELCOME NEW MEMBERS - *Joined since February 2016*

#### Sailing

Robin Sermon  
Andrej Wiczor  
Suzie Davison  
Kirsten Westhues  
David Lally,



#### Family

Rosie & James Fraser, Finlay, Harry & Coco  
Doug & Gillian Thomson, Hana & Evie  
Brian & Suzanne Poyntz & Olivia  
Ross & Meg Lampard, Amelia, Ewan & Richard  
Mark & Angela Martin, Ben & Rosie  
Steve & Katrina Griffiths, Isabelle & Sam  
Darren & Leanne Bowers, Kelci-Rose & Charlie  
Mike & Maxine Hennessy, Amber & Matthew

#### Cadet

Hannah Wood, Murray Thompson, Joel  
Hardman, Monty Scrivens, Lilly Zowalsky,  
Dylan Zowalsky

#### Social

Ruth Thompson



# Popeye



**MY POPEYE PROJECT**  
**BY GEORGE TURNER age 11**  
**APRIL 2016**  
*Episode One*

From the age of four I always used to see this little ship in Hill Head Harbour on my way to and from school each day. Sometimes I would walk along the beach to the harbour to stand and look at it. Its name is Athlone Castle.

In April 2014 I heard that it was for sale but my grandfather and I were unable to buy it since it would have to be moved from the harbour and it needed too much work to bring it back to good condition. However we have a good friend who lives at West Bay near Bridport, his name is Harvey Summers and when I told him about it, he bought it and I helped him to motor it from Hill Head to West Bay, a 10 hour journey.



Harvey's completely refurbished Athlone Castle

One day Harvey bought an old sailing dinghy from a local fisherman and he gave it to me as a gift. He told me that his first boat was called Popeye so that is what I decided to name it.

Unloaded at home and rigged for the first time. This is a standing lug rig with the mast attached almost half way along the yard and the tack of the boom fitted almost at the mast. This is not an efficient way to rig a lugger.



Harvey gives me Popeye

Popeye rigged for the first time.



George has now completely refurbished his boat, but his pictures of his progress are many ..... so watch this space for views of all his personal efforts leading to a completely renewed Popeye.

In his Mainsheets editorial of April 1983 Rod Massingham states:  
 "The Solent is not crowded - even at the height of the season." How things have changed !!

## ALBION, The Bulwark

Albion was an ancient name for the British Isles, derived from the Latin 'albus' for white because, to a colonist from Europe, the first site of her shores was the gleam of white rock.

The white cliffs of England were the result of millions of years of sediment accumulating on the floor of the ocean and raised by earth movements. Indeed Britain today is the result of enormous and varied geological changes. The Pennines, for example, were created as a result of volcanic activity as molten rock forced itself through cracks in the earth's surface.



This geological potpourri is echoed in the infinite variety of the British landscape. A few hundred miles from the flatness of the fenland, broken only by the spire of Ely Cathedral, you can explore the barren hills of the lake District or go southwards and in a few hours drive to the hilly escarpments of the Chilterns.

Some of our countryside has been actively preserved through the hard work of the National Trust and the Countryside Commission. The South-West peninsula Coastal path that runs over 500 miles from Minehead in Somerset to Poole Harbour in Dorset affords a splendid view of the Cornish coast, treacherous to ships, particularly in the 17th and 18th Centuries when smuggling was rife and the wreckers, who would deliberately lure a ship to her doom by false signals, were terrifyingly active. The black rocks look as forbidding still and as dangerous, now the haunt of peregrine falcon and wheeling gulls.

A different type of wilderness is to be found in the west by the heather and gorse covered moorland of Dartmoor and Exmoor. Little has changed here in the wilder parts. Iron Age man has left some trace of habitation, while modern man settles in the deep valleys carved out by the old rivers. Scotland, of course, has preserved large tracts of her landscape unchanged. Her vast lochs, often shrouded in mist which tumbles down the heather-clad mountainside, seem to have existed since the beginning of time. Wales too has her wilder spots but also a gentler beauty, the Brecon Beacons are more rounded and more accessible to farming, if not to occupation, than the forbidding terrain of the Scottish Highlands.

The early settlers coming from Europe occupied the south of England, pushing the previous inhabitants gradually north and west and farming the rich fertile areas of the lowlands. Sussex downland, perfect grazing for sheep, runs down from the coast into the weald which was once entirely wooded. Continuous settlement has changed the face of the land, hedges separating fields of corn or grazing pasture have created a patchwork interrupted by villages and outlying farms.

This variety, some of it natural and the rest man-made, is our personal treasure, important to each one of us. The world is changing so fast that we must strive to preserve our natural heritage for ourselves and our children.

[Mainsheets May 1997 p23]



### FLAG MAINTENANCE



#### Wind and Rain

In high winds it is recommended you lower your flag. If it is windy at ground level it will be worse at the top of the flagstaff. Heavy rain increases the weight of the flag and thus the windloading exerted on the pole.



#### Washing and Repair

Flags can be washed in a normal household washing machine at 40 degrees with normal detergents. Trim and re-hem frayed ends to extend its life.



#### Damage

Make sure the flag cannot catch or snag on a rough pole or nearby object

#### Storage

Hang the flag out to dry before folding and storing.

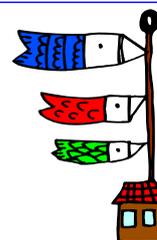
#### Life span of a flag

Dependent on climatic conditions and hours of flying.

(Many flags are not taken down at night)

It is advised to keep flags in good condition, as they are mostly either an act of courtesy (National Flags) or an advertisement (Company flag.)

They are an inexpensive and highly visible advertisement or greeting.



FREE-ADS (boats and parts) for MEMBERS

**Laser 1 2008**

Sail number 193182 Hampshire

Only used a few time so brand new really.

XD power pack system 1515 and XD Toe strap, mainsheet and rudder systems.

Main sail and radial rig. Harken blocks.

Launching trolley

Excellent new condition.

£3000

**LASER Stratos Keel**

Sail no 550 Hampshire

Very little used.

Launch trolley and road base.

Genaker 2004

Comes with everything in excellent condition.

Sails really well.

£5500

John Mcinnerny Contact: Margaret Hyde: [margarethyde@ntlworld.com](mailto:margarethyde@ntlworld.com)

**Topper 45283**

£1,100 Whitely

Blue deck Bottom of hull in very good condition.

Three sails (5.3) one training two race 6:1 downhaul

Good condition top cover

Good condition launching trolley

Foil bag

All harkin blocks

New style boom

**Laser 177601**

£1,400 Fareham

Good condition hull comes with Harken kicker and outhaul.

Two Radial sails one training and one race ready.

Bottom Radial section x2; 1boom and 1top section.

Padded rooster toe trap.

Carbon tiller and tiller extension.

Standard laser blocks on boom and traveller with a harken centre main.

Very sturdy launching trolley. Good condition top cover.

Contact: [harryfryhtf@hotmail.com](mailto:harryfryhtf@hotmail.com)

**Mirror Dinghy spares**

1 x Mast

2 x Gaff

2 x boom

Along with a few odds and ends.

Also 2 books

Sailing the Mirror by Roy Partridge

Mirror Racing by Guy Wilkins.

If anyone is interested he is happy to let them go to a good home

Contact Ted Weager: [eweager@btopenworld.com](mailto:eweager@btopenworld.com)

**Pico Dingy 7060**

Yellow hull, Myla main sail, Yellow jib.

Launching trolley in good condition & new cover

Price: £800

Contact Margaret Hyde: [margarethyde@ntlworld.com](mailto:margarethyde@ntlworld.com)

Telephone: 01329510242

**NOTICE TO ADVERTISERS**

I am afraid the new website will no longer be able to advertise your boats, boat parts or sailing equipment for sale.

They can be continued in this magazine.

It has been suggested you might like to use the following:

<http://www.apolloduck.co.uk>

June  
2016



# MAINSHEETS

The Magazine for  
Hill Head Sailing Club



Issue  
102



## National Coastwatch UK Marine VHF Radio Channel 65

New  
Communications  
Channel  
from  
1st October 2014

### Local Solent NCI Station Call Signs:

**Gosport Fort Blockhouse:**

Duty hours: 0900-1930 (Summer) 0900-1600 (Winter)

**"Gosport NCI" 02392 765194**

**Calshot Spit:**

Duty hours: 0800-2000 (Summer) 0800-1700 (winter)

**"Calshot NCI" 02380 893563**

**Lee-on-the-Solent:**

Duty hours: 1000-1900 (Summer) 1000-1600 (Winter)

**"Lee NCI" 02392 556758**

**Needles IOW:**

Duty hours: 0900-1700 (Summer) 0900-1600 (Winter)

**"Needles NCI" 01983 754231**

For contact details of other NCI stations in England & Wales please visit the website  
[www.nci.org.uk](http://www.nci.org.uk) Registered Charity 1045645

**We are watching over your safety 7 Days a Week**

**Call your nearest Watch Station for details of current weather & local conditions**

### FREE - ADS for CLUB MEMBERS

If you would like to place an advertisement for boats or equipment in Mainsheets, please check the copy date and send to the contact below.

Free-Ads can also be shown on the website members page should you so wish.

### BUSINESS ADVERTISING in MAINSHEETS

Cost for A5 size £40.00 or pro rata for a smaller area  
Each advertisement will be charged per issue.

Please send any advertisements you require in the same way as, and in time for, copy for each issue - include a picture or Logo if desired.

**N.B.** A preview PDF can be sent by email  
but if you need a postal copy please send an SAE with your request,  
allowing enough time for your preferred alterations

**Please contact the editor *BEFORE* paying**  
*Payment will be due in advance, cheque made payable to HHSC and sent direct to The Treasurer at HHSC.*

**Note:** Business Advertisements are not allowed on HHSC website

### COPY DATE FOR THE NEXT ISSUE

**Monday 12 September 2016**

Please send items for next Mainsheets

**E-mail:** [editor@hillheadsc.org.uk](mailto:editor@hillheadsc.org.uk)

**OR** leave in the Clubhouse pigeonhole

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