

## RYA Courses: Adult and Junior

Contact Rob Wyatt, booking essential

Sat & Sun 20th and 21st May

Sat & Sun 15th & 16th July  
with camping

Sat & Sun 9th & 10th Sept

**Improvers afternoon** Sat 8<sup>th</sup> July 2017

## Courses: Junior

Contact John Knopp, Catterick Garrison Sailing Club, booking essential

Tuesday 25th to Friday 28th July 17

Tuesday 8th to Friday 11th Aug 17

Monday 21st to Thursday 24th Aug 17

## Junior Club

Contact John Pilgrim, booking essential

Saturday 6th May

Saturday 20th May

Sunday 28th May

Saturday 3rd June

Saturday 24th June

Saturday 1st July

Saturday 15th July

Saturday 22nd July

Saturday 29th July

Saturday 5th August

Saturday 12th August

Saturday 19th August

Saturday 26th August

Saturday 2nd Sept

Sunday 10th Sept

Sunday 1st October

Sunday 8th October

Sunday 22nd October

## Events

### OPEN DAY

and "Push the Boat Out Day"

Sunday 14<sup>th</sup> May 2017

### Bank Holiday Camping

Friday to Sun 26th May to 4<sup>th</sup> June

### Commodore's Cup

Sunday 30th July 2017

### Summer Camping Weekend

Fri and Sat 15th & 16th July 2017

### Family Cruising and Camping Week

Sat to Mon 19th to 27<sup>th</sup> August

### Bart's Bash weekend camping

Bart's Bash Regatta Sailing

Fri and Sat nights 15th & 16th Sept

Sun 17th Sept

### Laser Club Championship

Sunday 24<sup>th</sup> September 2017

### Work/Social Day & Laying Up Supper

Saturday 4<sup>th</sup> November 2017



## Open Day RYA "Push the Boat Out" day

Sunday 14th May 2017

Who could you invite

\*

## RYA Sailing courses

Sat & Sun 20th and 21st May

Sat & Sun 15th & 16th July

Sat & Sun 16th & 17th Sept

March 2017

## Club Night & AGM

A distinctly successful evening with the AGM followed by a delicious buffet provided by the White Rose Hotel at Leeming. The opportunity for formal and informal chat was well appreciated by the many who came on the evening .

## Committee members

Commodore:	Kenneth Gibson
Vice Commodore:	Kay Anstay
Rear Commodore:	Malcolm Cummins
Secretary:	Peter Kearsley
Treasurer, incl. Membership:	Kenneth Gibson
Sailing Secretary:	Gillan Gibson
Committee members:	Eddie Fearnside Annabelle Le Page John Pilgrim Mike Smith

## Membership List

Please check your details and advise Kenneth Gibson of any corrections. He can be contacted at 13 Fenwicks Street, Boldon Colliery, Tyne and Wear, NE35 9HU, tel 0191 537 1712 or e-mail kengillian2@yahoo.co.uk.

## Rosta/duties

Thanks to all those who carried out their duties in 2016, of over 180 allocated duties 92% were completed. Of the remainder some were missed due to sickness, others by unexpected emergencies but unfortunately some members just did not attend! REMEMBER UNDER THE TERMS OF YOUR MEMBERSHIP IT IS A REQUIREMENT TO REPORT FOR DUTY. IF YOU ARE UNABLE TO CARRY OUT THE DUTY **YOU MUST PERSONALLY** ARRANGE A SUITABLE SWOP.

WITHOUT THE SAFETY BOAT SOME MEMBERS, ESPECIALLY THE LESS EXPERIENCED, MAY FIND THEY ARE UNABLE TO SAIL.

The rosta for the 1st part of the season is enclosed in this Newsletter, please mark up your diary. A reminder is to be sent out about 2 weeks beforehand.

## Open Day Try Sailing Day Push the Boat Out

Sunday 14th May 2017

A day designed to encourage new members.  
Spread the word to those you think  
may wish to try sailing as a sport.

How can *you* help?

Helms are required to take out visitors  
either in their own or the Club's boats

Buoyancy aids for visitors to use.  
Do you have any you could loan?

Turn up to sail and add to  
the atmosphere of the day

From 12.00 noon until 4.00 pm

Members who can arrive earlier to  
help set up will be most welcome

**Use the poster enclosed with this Newsletter  
to advertise the event**

## Tim's racing ideas

The Club's races already know of Tim Wison's inventive mind when it comes to racing. Letting him loose on the Clubs racing programme over the winter has proven very productive and as you'll see below there are some great new initiatives, as well as confirmed racers' favourites.

### Wednesday Racing

No change here, and we continue to rely on the good offices of the Safety Boat crew to monitor races and note finishing times, but they are a Safety Boat first and a race monitor very much second. The first is Wednesday 26<sup>th</sup> April 2017 at 6.45 pm. After the first 2 which are at 6.45 pm, for most of the rest of the season races are 7.00 pm.

### Sunday Regatta Racing

This monthly event reverts back to its original concept – 2 or maybe 3 races of approximately 50 minutes each. The racing fraternity will provide a Race Officer.

Sunday 16th April  
Sunday 7th May  
Sunday 11th June  
Sunday 9th July

Sunday 13th August  
Sunday 17th September  
Sunday 15th October

### "Race Sundays"

We have 6 additional Sunday race days. Again, the racing fraternity will provide a Race Officer. These races are for the fun of it, and the format will be decided on the day, whether it be handicap/pursuit/short/ equalizer formats, or whatever else members can dream up.

Sunday 23rd April  
Sunday 28th May  
Sunday 25th June

Sunday 23rd July  
Sunday 20th August  
Sunday 29th October

TSSC Web site  
[www.thornton-steward-sailingclub.co.uk](http://www.thornton-steward-sailingclub.co.uk)

Newsletter Editors  
[kengillian2@yahoo.co.uk](mailto:kengillian2@yahoo.co.uk)

<https://www.facebook.com/ThorntonStewardSailingClub?fref=ts>

## The Stig Challenge

We give no apologies for the Top Gear reference. This is a season long fun event to see who can sail a given course in the fastest time *using a club Topper*. Open to all.

### Course

Mark 1: touch with Starboard gunwale  
Mark 3 to Starboard  
Mark 5 to Port  
Mark 4 to Port  
Mark 6 to Starboard  
Mark 1: touch with Starboard gunwale

As many attempts as you wish, whenever you wish, between 1<sup>st</sup> April and 31<sup>st</sup> October. Honour bound to play fair – penalties must be taken. For fun and kudos only. Monthly league table.

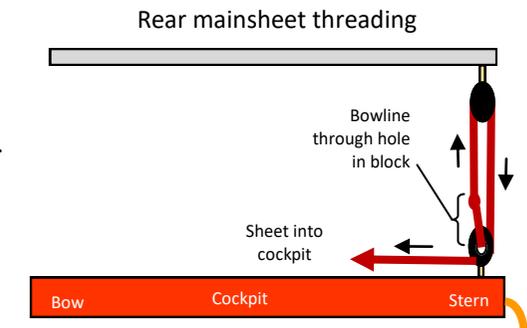
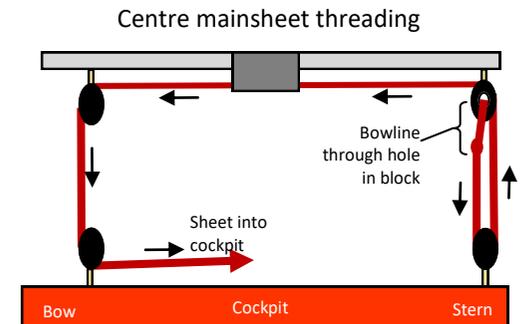
## Topper and Oppi upgrades

The Toppers and Oppies are being upgraded. The Oppies will have toestraps and trolleys with higher handles.

The Toppers are having new, much easier to use, kickers, downhauls and outhauls fitted. So far three have been fitted out. The oldest boat is yet to be finished as we sort out a replacement boom.

The Toppers, and Wanderers, can have their mainsheets threaded either for centre or rear mainsheet. See diagrams.

Note the Topper with the yellow rope on its hull rudder plate should always be left threaded rear mainsheet please.



## Powerboat training

As always this is on offer. Either join Gillan and Kenneth Gibson when we are on duty or contact Rob Wyatt or Roger Anstay to see what else is on offer.

## Safety Boat

The safety boat is there primarily as a back-up in case of emergencies. No one should be going out to sail unless they are confident they can sail without requiring assistance. Sailors should not over-rely on the safety boat being there. If you have a problem it may be others have too and the safety boat can only be in one place at a time.

If you are uncertain about going out or wish to practice capsizing, talk to the safety boat crew, or if they come to you to discuss your going out, listen to them. They know what they are happy handling and they should not be put in an unnecessarily difficult position.

## Club policies

TSSC has a number of policy documents which can be downloaded from the website, <http://www.thornton-steward-sailingclub.co.uk/downloads.html>, or requested from the secretary:

Child Welfare Policy	Training Policy
Personal Information Policy	Powerboat Policy

## Carmel College

Carmel College in Darlington has a number of youngsters keen to learn to sail. John Pilgrim has organised a series of sessions when half a dozen youngsters will come for coaching. So we know who they are and can make them welcome the dates are marked in the programme. They will be using the club boats. If you also wish to use the boats talk to John or the other coaches and something will be worked out so everyone can enjoy their sailing.

Sunday 30th April	Sunday 18th June	Saturday 9th Sept
Sunday 7th May	Sunday 25th June	Saturday 16th Sept
Sunday 14th May	Sunday 2nd July	Saturday 23rd Sept
Sunday 21st May	Sunday 9th July	Saturday 30th Sept
Sunday 11th June	Sunday 16th July	Saturday 7th Oct

## Club boats

The Club is fortunate to have a fine fleet of boats for members' use:

3 Wanderers	4 Toppers
2 Lasers	1 Splash
1 Mirror	3 Oppies

They are particularly useful for those who do not have a boat of their own, but even if you have your own boat you may fancy a change, wish to take a guest out, learn something new, etc. True the training team take priority when a course is on - but that is only a few days a year. All that is asked is that you take care of them:

- Be thoughtful about the weather conditions and your capabilities and only go out if you are certain you can cope, note below some particular comments about the Wanderers;
- Please make sure that if you are the last person to use a club boat you ensure it/they are correctly put away;
- A donation towards their maintenance, insurance, etc, is required.
- So usage can be monitored please make a note on the club boat use register which is in the clubhouse porch. *This is particularly important this season as the Committee is reviewing the fleet so knowing which boats are being used matters.*
- If there are any problems or repairs needed please make a note on the club boat use register, clearly identifying which boat it is, so they can be dealt with.

## Wanderers

These are designed to be sailed by 2 or more people. It is expected they will be handled and sailed by 2 or more suitable people.

Be aware of your own capabilities, plus the weather conditions.

Be familiar with recovering capsizes, they can come up rather full of water.

Fit both mast head flotation pads every time.

Check there is no water between hulls before sailing.

Drain boats after sailing.



## Happy Helper Drop Ins



Following the success of this initiative in previous seasons it is to be continued in 2017. It means there are times you can just drop in to the club when there is someone around who you know is ready to answer questions or give a helping hand so far as they are able.

A number of people have offered times when in particular they will be around and happy to answer questions and help people out. Usually it will be because they will be at the Club in any case, perhaps they are on safety boat duty, or perhaps they are there for some other reason. Obviously for those on safety boat that responsibility comes first, but there is often plenty of free time on quiet days - it may even be a good time to find out about the power boats.

As its members helping members Happy Helpers don't have all the answers, but then who does?! - and perhaps they do know what you wish to know, the only way to find out is to ask. Though it may well be you are referred onto someone else or mutual discussion works it out or brings forward ideas worth trying.

As well as asking questions practical help may be available. Perhaps how to rig the club boats, or a cross check on your boat if it is new to you. If a power boat is available, say the Happy Helper is on safety boat duty, they may be able to offer some on the water coaching/guidance/ideas. If they are not on duty it may be someone who can go out with you, either in a club boat or your own, if that is desired.

Happy Helper sessions are listed on the roster/programme sheet and there will be a notice in the Club house with dates and names of those available that day.

It is all intended to be informal and if anyone has any ideas to develop the concept further it would be good to hear them.

*Gillan Gibson  
Sailing Secretary*

## Racing rules and Safety Boat notes

Once again you will find included a sheet with some basic information on the racing rules and on manning the safety boat.

## Delivering boats

Please keep cars on the hard standings and do not drive over the grass in front of the clubhouse. It can be very tempting, but this area is a subsidiary dam and the engineers at Yorkshire Water are understandably very sensitive about what goes over it, particularly as it churns up very easily when wet.

## Boat berth allocation

Until the 1<sup>st</sup> May members are entitled to retain the berth(s) they had the previous year by either putting their boat(s) in the berth(s) or marking the board in the Clubhouse porch cupboard with "16" next to their entry/entries. Anyone new arriving until then can only claim a berth provided there is NO entry on the board. After 1<sup>st</sup> May any non-claimed berths are available on a first come, first served basis. Please do not rub out existing entries.

## Padlock your boats

Please ensure your boats are securely attached to their berths, possibly with chain and a padlock, so vandals cannot pick them up and release them onto the reservoir as happened a few times a few years ago.

## Parking under trees

When parking on the grass beside the road please do not park too close to the trees. It may seem tempting as it is a shorter walk, but if there are any sheep in they may climb on any vehicles to browse the trees and their hooves are sharp enough to scratch the paintwork quite badly.

## Signing in

Please can you ensure you sign in the diary *before* you go sailing. You are also asked to sign in when you visit without sailing so we know what use is being made of the Club. The book can also be used to record any problems or issues which are identified. Thanks.

## Rubbish

The Club does not have a bin collection. Please could members take their rubbish home please. Sometimes we have a bag at the end of the counter when there are a number of us at the club, if those there on such days could work out who can take the bag home please it will help enormously.

# Safety Boat ideas

Phil Gamlen and Tim Wilson had a day when, using the small Rigidflex/orange boat, they decided to try out various safety boat methods, in particular for: a) getting folk out of the water and into the boat; and b) towing a boat. Some of it was refreshing their knowledge by putting it into practice on the water and some of it was seeing if it was possible to make any improvements. As a result the small Rigi now has a ladder and a towing bridle. The plan is to fit out the large Rigi too as the season goes on. What they found out was interesting and it was thought sharing it could be useful, so read on from Phil's point of view.....

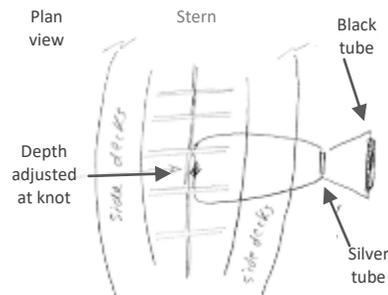
## A) Getting folk out of the water.

We tried the recommended practice of standing on the side of the safety boat to lower the freeboard, getting the person lying on the side and then moving to the other side of the boat to flip them in. In reality neither Tim nor I made this work. We may be probably on the lighter side, but we couldn't even get each other in.

The trick of making a loop in a rope and lowering it over the side is equally not very helpful. The rope tends to float, blow away, and when you do get your foot into the loop it promptly goes under the boat.

We rigged up an improvement to this, by putting metal tubes in the loops and securing the ends of the ropes through the holes in the keelson. See the attached sketch. The metal tubes ensure the rope sinks and they give a reasonable rung on which to stand and flop into the boat. The ropes going to the keelson also give an additional purchase for the person coming in to the boat to pull themselves in with if needed. Both Tim and I were able to get into the boat without assistance from the other person. The device lies in the bottom of the boat when not in use, without being an obstruction, and can be tossed over the side when needed. It is not so long that there is any risk of it going in the prop. [The small Rigidflex is now fitted with this device and there are plans to fit one to the large Rigidflex]

Improving boarding from the water

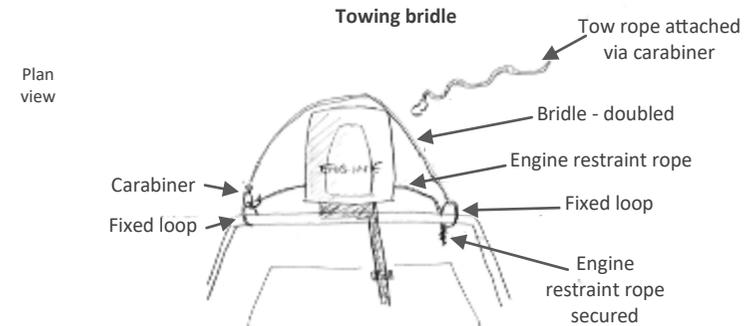


## B) Towing

At the moment the safety boat does not have anywhere along the centreline of the boat to attach a tow rope. This inevitably leads to difficulties when trying to tow, as anybody trying to get a capsized boat off the dam will know only too well !

Tim and I fixed a bridle to the back of the boat. We put two loops through the holes on the back of the boat (we were using the small boat, the big boat actually has cleats on

the stern quarters). The engine retaining rope is still permanently fixed at one end through the hull hole, but after threading between the prop shaft and fairing it is now tied off to the loop on the other side. The bridle runs from loop to loop behind the engine, and we ran it double so that it could be attached to one of the fixed loops with a carabiner, for quick attachment and release. The length is important so that it does not entangle the prop. The tow rope was one of the blue ropes with a carabiner so that it could quickly be clipped onto the bridle.



By playing about on a windy day (when the safety boat is most often needed of course) we made a number of observations that might be worth sharing.

- it is best not to tow using the painter on the boat being rescued as the foredeck fitting is probably not strong enough to take any jerks under tow. Better to wrap the tow rope round the mast.
- unless you are towing into the wind it is essential to get the sail down or rolled up on the boat being towed.
- it doesn't seem to matter whether the centreboard is down or not
- it really matters that the rudder is down, otherwise the towed boat becomes almost uncontrollable veering from side to side. If the rudder is missing or broken then it might be worth using the centreboard held over the stern a small way into the water so the forces are not too great, or in extremis using the boom, but you definitely need something to help stop the veering from side to side.
- it doesn't seem to be critical where you sit in the towed boat, front or back, but sitting at the back stops water coming in over the bows under tow.
- rescuing a Topper (and probably a Pico but not tested) is definitely best done by laying the boat on its side alongside the safety boat and bringing the mast down across the safety boat and somebody sitting on it to hold it down. The rudder should be raised before tipping the Topper otherwise it flops into the water and drags. It isn't critical to lower/or wrap the sail unless there are significant waves.

So, if you are manning the safety boat familiarise yourselves with the equipment and how it is used and, as always, take the opportunity to practice when you can.

# Basic rules



Ultimately the rules are about safety and making boats predictable. But be thoughtful and look ahead, if someone is having problems, or there is an obstruction, etc, even if you are the "right of way boat" please keep clear.

<p><b>Boat on port gives way to boat on starboard</b></p> <p><b>Port boat keeps clear</b>—Tacks or dips behind</p> <p><b>Starboard boat sails on</b></p>	<p><b>Boat astern gives way to boat ahead</b></p> <p><b>Boat ahead sails on</b></p> <p><b>Boat behind keeps clear</b></p>
<p>When boats are overlapped <b>windward boat keeps clear of leeward boat</b></p> <p><b>Windward boat keeps clear</b> (they have better wind)</p> <p><b>Leeward boat sails on</b></p>	<p><b>Boats tacking and gybing keep clear of others</b>—do not tack or gybe in front of another boat</p> <p>Tacking and gybing boats must do so only when they will not affect others</p>

# Rules when racing

When you first start racing the 4 basic rules plus one on "room at the mark" will get you going. Beyond the basics, however, racing can be rather like chess and there are exceptions to everything. Get yourself racing and ask others for help and explanations, plus look at a rules book - TSSC's copy should be in the racing box. Using the rules can help everyone - sometimes it is the boat "trying to get out of the way", rather than doing what they have the right to do, which can be more of a problem as they are not predictable!

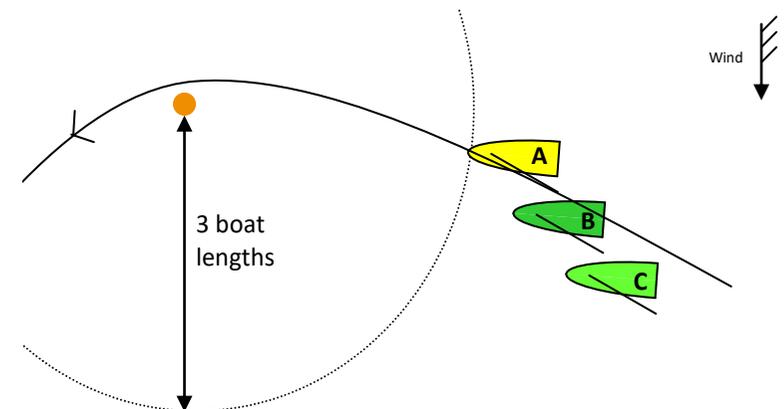
## "Room at the mark"

If boats are overlapped as they approach an offwind mark (you do not have to tack to get there) the outside boat has to give "room" to the inside boat if they are overlapped when the lead boat touches the imaginary 3 boat length circle. This includes any other boats overlapped on the inside. So in the example below A must give "room" for both B and C.

In an ideal world sailors approaching a mark sort out in advance who will have rights so everyone has the space they need for a "seamanlike manoeuvre" and a call of "Room at the mark" from the inside boat(s) usually initiates request(s) for space.

In truth the "room at the mark" rules can quickly get complicated and are easiest learnt as you go along and can discuss examples.

A final note is until a rule change a few years ago the call was "water at the mark" and this is still used by some sailors



# Safety Boat Notes—Some basics

## Basic equipment on board:

1. Heaving/throwing line
2. Anchor
3. Paddles
4. Boat hook
5. Knife (crews personal ones)
6. Bailer

## Priority:

1. People
2. Safety boat
3. Dinghies/craft

If sailors are cold, injured, etc, take them ashore and then go back for the craft if necessary

Crew should be dressed and prepared to go in the water if necessary

## Notes:

1. Practice driving the different boats in varied conditions
2. Go in bow first as much as possible
3. The driver should aim to keep themselves between the engine and the person/boat/craft/etc—That is keep the engine away from people
4. The prop guard is a prop guard, not a “people guard”

Much of the time when attending capsizes, etc, it is more about going quickly to the vicinity of the craft and standing off. All final approaches must be done slowly. Often the sailor(s) are able to right and sail the craft off again themselves and the safety boat has more of a “moral support” role.

## Towing - 2 common methods

Be aware of sail in relation to wind

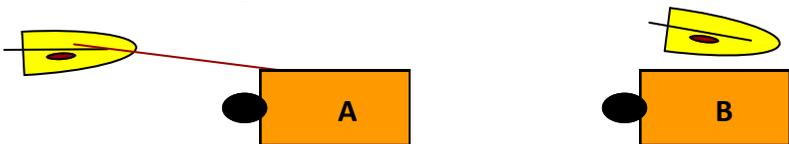
May take it down/wrap it

### A. Tow behind

- Wrap rope round mast (winding from the bottom up) and on safety boat so it can be released if needed. Pick tow up slowly.
- Rudder down and boat steered to one side of safety boat
- See if boat better with half or no centreboard down

### B. Tow alongside

- Watch for fingers
- Dinghy bow slightly in towards safety boat
- Will need to go slowly



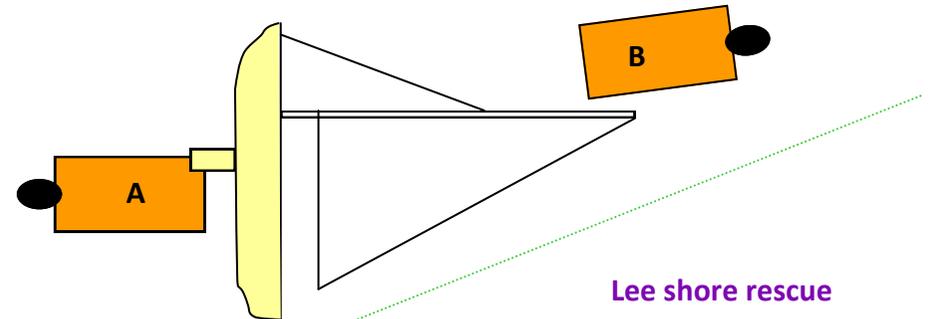
## Righting a capsized boat - 2 common methods



- A. Go to centreboard and press it down
- B. go to mast top and either “walk” up the mast or forestay towards the boat

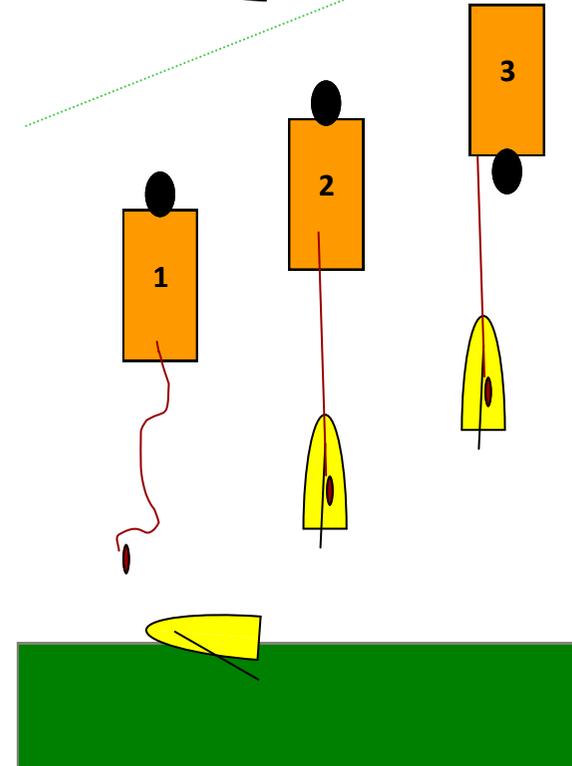
Front of mast or centreboard facing upwind

If a boat is turtle right it as soon as you can if someone is underneath



## Lee shore rescue

1. Safety boat stands off and throws/drifts heaving/towing line down to boat.
2. Line wrapped around mast 2-3 times (from bottom up) and safety boat very gently takes tow up and reverses away from shore.
3. When there is enough space, turn the safety boat around and tow into deeper water or to the landing area as required.



Any safety boat crew ashore go into the dinghy as safety boat will not be able to pick them up due to the dinghy in tow.

Pull out sheet