

SailTime

Nov '23



Cover Page

Fusion fleet ready for the off!

- Commodore's Commentary
 - Around the Club
 - Membership plans 2024
 - New Annexe
- Prize Giving - book a ticket!
 - Walking on Water
 - Racing Round Up
- From the Bosun's Chair
 - AGM/Model Yachting
 - TSSC & BYN
- Lee Shore Rescue technique
- Tales from the 2000 nationals
 - Our Sponsor

Commodore's Commentary

By Phil Gamlen



It is the end of another season, and a time to reflect on the memorable events of the year. Inevitably high on the list is the vagaries of the weather that caused such disruption to the scheduled events. Either too much wind or too little, but more often nothing like the forecast. Event days had to be postponed and training days switched to the classroom. The racing programme closed, bloody but unbowed, with the **Laser Championship** described in gory detail later in this Edition. One of the delights of the year has been watching Jacob Hyder carrying the torch for the youth sailing section.

John Knopp, James Proctor, and Mark Meadows with their team of trainers, have taken several beginners through the RYA Level 1 and Level 2 programmes and we look forward to seeing new faces on the water in 2024. Congratulations to Trevor Bradley for gaining his RYA Dinghy Instructor (DI) certification.

The **Radio Controlled** (RC) Model Yacht activities develop steadily under the guidance of Simon Tomlinson and David Dixon. Buoys marking the racing course have been laid and the Club has purchased two DragonForce 65 boats for Club Members to borrow to explore the activity. A weekly racing programme will be added next year.

Something we are in danger of taking for granted is the wealth and beauty of the Natural World

around the reservoir and its familiar progression throughout the seasons. The surprised delight when a fish jumps alongside; the shrill calls of the first Oystercatchers as they arrive; the speed and precision of the Osprey taking lunch, and the powerful beat of swan's wings as they climb off the water. TSSC are partnering with Yorkshire Water in their **Beyond Nature** Programme and this winter should see the first work begin with remaking the stock fencing and planting new hedgerows around the reservoir.



It will be my last season as Commodore and I shall step down at the end of the **AGM** in February next year. TSSC is a club run by the Members for the Members and it is time for someone else to work with the Committee, the **Bosuns**, and the other TSSC teams to help them keep the Club moving into the future. The omens are good – essential systems and processes are in place; much of the infrastructure has been renewed, and new ventures e.g. RC yachts and SUP, are building in confidence. I'm very grateful for the patience, support, and the contributions of my team mates in the Club over my last 5 years in the role. Here's to the Future !**Phil**



From around the club



**See our 2023
Commodore's Day Gallery
Here**

Our Bart's Bash day this year, coincided with the annual Fusion championship race.



A single race was dedicated to the Andrew Simpson Sailing charity and I'm pleased to announce a donation of over £100 has been made to support this worthy cause.

Many thanks to those members that took part or donated.

If you missed the event you can still make a donation, by visiting our [on-line membermojo](#) shop and choosing a donation of £5, £10 or £15 or more if you wish!



....traditionally runs a series of Youth Courses during the year - the late May Bank Holiday, 3 courses during the Summer Holidays and a final course during the Autumn half term. The first and last courses are very much for the more experienced as the weather can be unpredictable and sessions provide a boost at the beginning of the season or a bit of a finale at the end.

Compared with previous years, COVID excluded, this has been a quiet season, we had no takers for the May course! The summer courses were quieter than normal, we can take up to 12 students per course (36), this year we had a total of 25. We do not guarantee that the student will get a specific qualification as everyone learns at a different rate and we only have 4 days. For those that have never sailed it is a steep learning curve on what is predominantly a practical experience. But everyone gains something even if it is the knowledge that sailing is not for them!. Primarily intended for 'youths' of about 9/10 and upwards we are happy to take on some adults on the courses. It all started when a father, not to be outdone by his children, asked if he could join in.

An interesting sideline for the more experienced youth is that Sailing is part of GCSS Sports Studies. The syllabus requires a demonstration of skills both as an individual and in a racing context. Our first attempt was in 2022 with 2 students and we are pleased to say their and our efforts were rewarded, they both passed the sailing element. The challenge for us is to provide a workable video recording of the activity, we appear to have a good production team in Kirk Lester and Syd Nye.

The Autumn session will run with 3 youngsters and one adult on the course and additionally one student will be going for his GCSE sailing assessment. We hope the weather is kind and certainly do not want a repeat of Storm Babet.

One piece of hot news is that Trevor Bradley from TSSC and Robert Mendes from CGSC have both just gained their RYA Dinghy Instructors qualification at the Army Inshore Sail Training Centre, Thorney Island.

By John Knopp



Membership 2024



Thanks for your support - Mike



Contact Us



Mike Smith

membership@thornton-steward-sailingc...

07773386208

www.thornton-steward-sailingclub.co.uk

Memberships

Early Bird Single Adult renewal - £122.50
£10 discount ¹

Single Adult Membership ¹ £132.50

Early Bird Family renewal -£10 £160
discount ¹

Family Membership ¹ £170

Single Adult over 75's (Discounted) ¹ £77

Family Membership over 75's
(Discounted) ¹ £105

Junior & Cadet Membership ¹ £45

Model Boat Associate Membership £32.50
¹

Social Membership ¹ £22.50

CGSC Registration Only (For
Individuals of Major & Minor Units) ^{2,3} Free

CGSC Family Membership ³ £50

CGSC Single Adult Membership ³ £40

CGSC Major Unit Membership ³ £250

CGSC Minor Unit Membership ³ £150

¹ Expires 31/12/2024

² New member rate

³ Membership requires approval

Join Us / Renew

Payment: PayPal, card, BACS or Cash.



Renewal time will be upon us soon!

As well as Sailing, Paddleboarding, Model Boating, Canoeing and Kayaking, Windsurfing at TSSC, offers a great opportunity for all

members to enjoy our club, I hope you'll join us for another 12 months as a member! As with previous years, all membership renewals will be handled through your "membermojo account", by logging in with your e-mail address.....Or click the Membermojo icon above to go straight to your log-in page. Along with many other living costs, the running expenses of the club has again risen sharply this year - Insurance, Energy costs, Safety boat fuel, Servicing and General club maintenance together all need to be budgeted for carefully.

As a result, there will be a small increase in membership fees for 2024..... Still representing one of the best value and lowest leisure club memberships available in the area.

.....And further good news, our **-£10** discount scheme for early bird renewals is available once again for renewals completed before 1st January 2023. Choose between:

Single Adult member- discounted renewal for £122.50 - saving

£10.00

Family Membership - discounted to £160.00 - saving £10.00

These special offers are open for all renewals effective immediately and will be valid until 1st Jan 2024 when fees return to full price.

All memberships cover 12 months up to 31st Dec 2024.

Our New Annexe

By Graham Whittall

Many thanks to Graham Whittall, our Annexe project manager!

Our new changing facility, has been converted from the newly acquired ex-fisherman's toilet block

The conversion has created 2 new changing areas, 1 with toilet and wash basin. Designed to alleviate space in the main changing rooms in the clubhouse when the club hosts schools and during busy periods.

The secure access is via a push button code door entry (code to be sent under separate cover to all members), provides a safe storage area for kit and personal belongings when on the water.

Please follow guidance notices posted inside the changing rooms....most importantly, check that the light switch is off when exiting. ☀



Our new 2-room annexe!



With racking and benches



Kitted out and ready to use



Push button door entry



Prize Giving - 2023

Social and Prize Giving Night

This year's social and prize giving evening will be held on Saturday 2nd December at

The Buck Inn, Thornton Watless. HG4 4AH.

Tickets: £15 for a hot buffet - Choose from:

Chicken, Ham & Leek Pie or Beef Bourguignon

Served with Jacket Potato or Chips and Mixed Veg.

Irresistible desserts of:

Sticky Toffee Pudding or Vanilla Cheesecake with forest fruits with custard or cream.

When booking please select your menu preferences when booking. Any specific dietary requirements (veggie, vegan, gluten etc) must be requested when booking so these choices can be individually catered for.

Food will be served at 7pm.

If you wish to join the evening excluding a buffet choose the free ticket option.

We are delighted to have as guest speaker Simon Horsfield, reigning 2000 Class National Champion....

(yes, there is someone who can beat Trevor Bradley!).

Simon is the Navy Sailing Manager, has been Services Sportsman of the Year and RYA Coach of the Year.



Sat 2nd Dec 2023

Venue:

The Buck Inn, Thornton Watlass

- 7:00pm Hot Buffet by ticket - £15.00 pp

Or join the evening free of charge for:

- 7:45pm Prize giving commences
- Speaker Simon Horsfield
- 9:30pm Evening ends approx

Book your free tickets for prize-giving and speaker only..... Or include a hot buffet for a great night out!

On line booking is now open for buffet tickets or free prize giving tickets.

**(Buffet tickets limited to 40
deadline for confirming buffet numbers 24th Nov)**



Book here

Walking on water!

By John Knopp



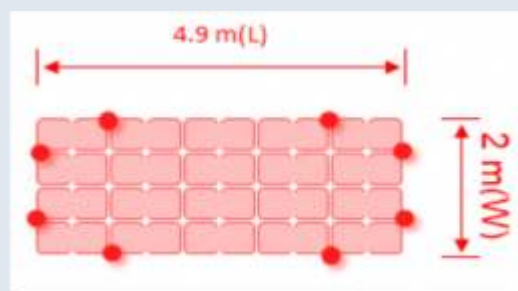
The Pontoon.....

The pontoon works, a simple statement but as was commented on by the supplier, VERSA Dock, this was not an application they had ever seen before. Normally their other applications stay in the water and nearly all are permanently afloat. Retrieval after use because of the constraints placed upon us by Yorkshire Water meant the Bosunry team had to come up with a simple launch/recovery system.

Why the pontoon? Two main reasons; one to keep the main slipway and gravel launching area free of powerboats when we have courses on, particularly in the early stages and as a training platform for any powerboat and dinghies coming alongside for practice and as a rest stop for SUPs!

The pontoon can be launched straight in with one end on the shore with the outer end in enough water for OBMs and centreboards. Or as in the picture, using the wheeled stage and creating a T shaped platform. It is secured to the shore with ropes to steel eyes embedded in the "Grasscrete", the pallet is to keep your feet dry!

Inevitably we had a lot of suggestions about retrieval. Launching is relatively easy, rollers and gravity is with us. Recovery is a little more testing – drag it out using a car or an electric/battery powered winch or possibly a Tirfor hand winch. In the end we went for the simplest, a 4 part block and tackle and pulling a rope. Once ashore it all locks down securely.



Using the Pontoon is a two-person job to launch and recover, the Bosuns can show you how to operate.

Racing round-up

Laser Champs 15 10 23

The day of the Laser Championship dawned bright and sunny - it was just a pity about the frost and frozen puddles on the boat covers ! Plenty of water in the reservoir – except it was being whipped into white horses by the excess of wind ! Not a day for the faint of heart, or the summer weight wetsuit. By 11.45 hrs the six contestants could not delay the 11.00 hrs start time any more. The coffees had been drunk, and the gloves and Balaclava's tweaked enough times. Jacob took to the water first and demonstrated that survival was possible, and his elders had no excuse to delay further. The first casualty was unfortunately Bob who got about 4 boat lengths off the shore before having to return and report to Nurse Pink to have a gashed hand treated and taped up. Now there were five.

The first race was white knuckle rides interspersed with all varieties of capsizes for everybody except Eddie Fearnside. He sailed a blinder completing 4 laps in 19 mins 25 secs, a whole lap ahead of the second finisher, Jacob Hyder, and two laps ahead of Nick Hatch in third place. What made the sailing so tricky was not so much the force of the wind but rather the abruptness and size of the wind shifts. Jonathan was swept onto the lee shore by #7 buoy. With Syd Nye and Andrew Hyder in the safety boat in close attendance he battled heroically for a long time to right his boat and sail back to the fleet.

A poll of the contestants confirmed they were up for a second race, and Bob Scorer rejoined the fleet. By now the air temperature had warmed and the frequency of the gusts moderated a little. Nonetheless previous form was of limited guidance. At the start, Jonathan, Nick, and Jacob set off in close formation for the first mark, with Eddie not starting until 20 secs later. As before the key was minimising mistakes i.e. staying right-side up. As the leaders faltered Steady Eddie and Artful Phil Davies relentlessly worked their way into a thrilling last lap. Eddie came through to win but Nick fell at the last buoy from a port/starboard brawl with Phil Davies and his capsize meant he finished last.

Over lunch as the bruises and knocks made themselves all too evident there was a consensus that discretion was the better part of valour, Eddie was a worthy winner, and please, Mr Race Officer don't ask us to go out again !

A day to remember. Well done everybody, and hearty thanks to Syd and Andrew in the safety boat for their close attention to the many casualties, and to Dave Sedgewick for his help to the Race Officer.

Visit [Gallery](#) for all [Pics](#)



CONTESTANT	RACE 1 POINTS	RACE 2 POINTS	OVERALL POINTS	FINAL POSITION
Eddie Fearnside	1	1	2	1
Jacob Hyder	2	3	5	2
Phil Davies	7	2	9	=3
Nick Hatch	3	6	9	=3
Bob Scorer	7	4	11	5
Jonathan Davey	7	5	12	6



Laser Champs...Last
one Standing!

- RO Phil Gamlen

Bosun's Chair



By Syd & Bob

Thanks to all those who have written in the day book this year, we have a good record of the engine hours used; it was really helpful that the problem with the Wanderer's masts was highlighted, that problem has been fixed.

We are shortly going to fit a new self-bailer to the leaky Wanderer. Again thanks for reporting that there was a tear in one of the Fusion sails, this has been repaired and remedial action taken on the other Fusion sails. *We can't fix things if we don't know they are broken!*

Some of you may have noticed the nice new storage area for the model boats, Bob, David Anderson and Graham have done a cracking job installing it.

Housekeeping....

We have moved all the club Lasers to the top of the boat berth park together with all the club Toppers, allowing more shore-side berths for the Fusions and Oppi's.

We will "winterise" all club boats in November by removing the trolley wheels and storing the sails and equipment in the Robinson building, although we intend leaving two Fusions ready for winter solo sailing, *(these will be the Fusions with the solid wheels on the shore side berths).*

Note: Fusion sails.... Please be careful when storing the sails, they should be rolled around the mast, place them in the rack rather than resting them on the frame and sliding, which can cause damage, *(Ensure the down-haul is slackened off before storing).*

The old blue Topper by the clubhouse is for those wishing to practice land drills, we will take it down in November and put it back next season. *Syd & Bob - Bosuns*



May we suggest that all boat owners check their boats and secure for the winter. Last year some boats were damaged by the strong winds dislodging them from their berths.

Whilst we will check the boat park over winter regularly, please help us by ensuring your craft is well secured for winter.

Happy Sailing"

Lee Shore Rescue

By Syd Nye

Lee shore rescue - non casualty/injury

Probably the most awkward rescue at our club is when a boat is stuck on the dam wall and the recommended way of recovery is by using the anchor.

See the map....As long as the safety boat is inside the transit line shown there is enough line to anchor and drop back onto the wall.

Approach the beached craft and turn into the wind and drop the anchor, allow the wind to push you back towards the beached craft.

If you stay about half a boat length away from the shore you will probably not need to cut and lift the engine (if the waves are high, check the depth with the boat hook, if in doubt cut and lift the engine)

Attach the carabiner to the safety boat towing bridle and pass the loose end to the beached craft.

Instruct the crew to remove the craft's centre board, raise the rudder (if not already done so) and detach the kicker. Take three turns of line around the mast and have sufficient tail to be able to hold on to it from the centre of their boat. Ask the crew to ease their boat into the water as the safety boat moves away, Instruct the crew to get in their boat, once clear of the wall lower their rudder and steer to the back of the safety boat.

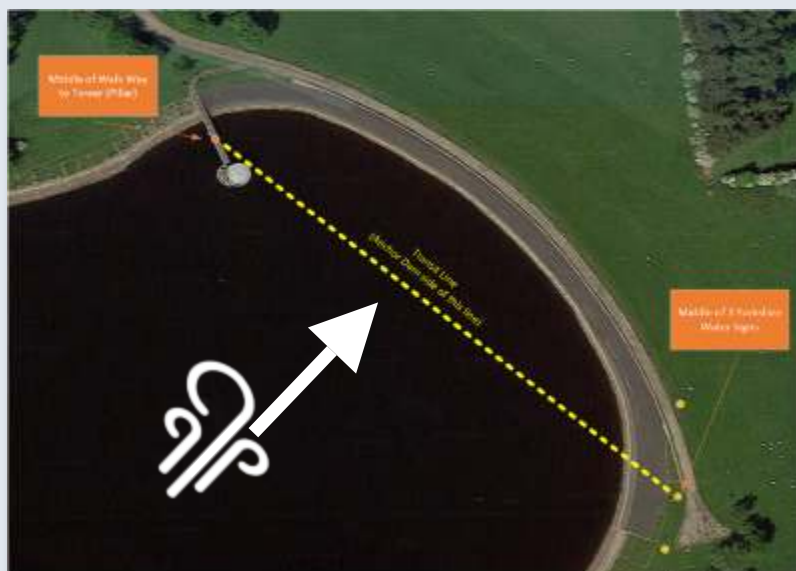
Start pulling in the anchor rope (coiling it into its stowage) and move away from the wall, if the wind is really strong you may need to gently come ahead with the engine however, a fit crew should be able to pull both boats on the anchor line.

When the crew informs the helm that the anchor line is straight up and down be prepared to engage outboard engine and slowly move ahead keeping the boat into the wind. Once the anchor is inboard and stowed move towards the centre of the lake, depending on conditions the sail boat can reconnect the kicker, refit the centre board and continue sailing or recover the boat back to the club.

Top Tip when on safety boat duty, before you do anything put the bungs in!

This manoeuvre is covered on the club SB Familiarisation course, if you think you would like to practice this and other boat handling manoeuvres Book a SB-Fam Day on line and join the course, SB days can be run on most Saturdays if there is sufficient interest.

The default safety boat is TSSC2 and the 10HP outboard, if used correctly this boat is more than capable of any rescue on our lake. It does help if the bungs are secured in the safety boat, otherwise the boat will sit quite low in the water and be a bit under-powered, also it will be a right rascal to pull out of the water and it takes quite a while to drain out!



AGM 7th Feb 2024

Thornton Steward Sailing Club AGM

will again be held virtually online on:

Feb 7th 2024 - 7.30pm

Invitations will be sent to all current club members at the time to join the MS TEAMS meeting.

Access will be available through any Smartphone, Tablet, Laptop or Desktop PC with an internet connection.

Details to follow by e mail news



Members enjoyed our annual camping week during the last week of AugustCulminating in Commodore's Day on Bank Holiday Sunday 2th Aug.

Facilities at the club are open to any member wishing to bring a caravan or tent during this week every year and will again be available August 2024.

A chance to relax and get away from it all in the peace and tranquility of Thornton Steward....Particularly as mobile reception can sometimes be poor!!



16th - 27th Aug 2024



Model Boating at TSSC

Simon Tomlinson and David Dixon are planning a day to show off our newly acquired Radio Controlled Yachts.

Simon Says -David & I are planning to be available on Sunday Nov 5th for a model yacht trial day..... Anyone interested in trying out the club's 2 new model yachts is very welcome. This will be dependent on the weather of course.

Please let us know if you are **interested**. ””



Beyond the water's edge

In a separate agreement with Yorkshire Water we agreed to participate in their initiative called "Beyond Nature".

Yorkshire Water are one of the largest landowners in the county and their land strategy focuses on 'Delivering exceptional land for Yorkshire, forever.'

By Merrin Froggett

To date, the BYN initiative has concentrated on ecological approaches to farming to support sustainable agriculture by helping farmers use YW land for livestock whilst still providing a home for nature, creating spaces for recreation, storing carbon, natural flood management and much more.

But the BYN initiative is about much more than farming, and TSSC is now an exemplar in the provision of recreation and well being activities, which is another strand in the BYN ethos. Our challenge is to 'deliver this to a diverse demographic, whilst operating in a sustainable manner and supporting the surrounding natural environment'. So, now you know why we can't use weedkiller, why it is vital to follow the safety boat fuel handling SOP and why you must wash and dry your boat when it has been sailed on other waters!

BYN experts came to Thornton Steward early in October to put some detail on the plans for enhancing the natural environment. Ecologically, the land around the reservoir already has riches, but it is leased for grazing and sheep nibble the lower parts of hedges. This is leading to hedge bases becoming bare and woody, with loss of bird and small mammal habitat and food sources. The old hedging below was properly laid a long time ago.

In some places large gaps have formed in the hedging which means that wildlife on the move is exposed to birds of prey (see image below of lost hedging along this fence line).



Most of the work to be done is on the boundaries and will have no effect on the sailing conditions.

Hedges will be fenced to

both sides so that growth can recover, and saplings established so that hedging can self-regenerate in the long term. Large gaps will be replanted with a mixture of native hedging species; autumn berries and insects will provide feed for birds.



The woodlands on Long Hull (top of the hill to the NW of the outlet tower) will be fenced so that the woodland floor can regenerate and provide a more varied habitat. There will be boxes for tawny and barn owls, and some for small bird species.

Gorse, of course, is good for wildlife, but this will be partially reduced and managed.

What the team did discover, and were excited about, is that some of the healthy existing hedging is very old indeed. Apparently, you can estimate 100 years for each native hedging species present and we found hawthorn, blackthorn, hazel, elder and holly in some stretches.

A few scattered groups of small native trees will be planted in a couple of areas to the south of the club and NW of the reservoir to provide linking islands of cover for wildlife. It was easy to show the effect of wind shadow on the water on the day of the visit and this has been considered in the plans which will be available for consultation shortly. Some of the work may start this winter.

We have a favourable environment for bats; if you see any please let me know! Merrin



LONE SAILING ?

PREPARE

CHECK WIND AND GUST SPEEDS FORECAST (E.G. TSSC WEBSITE, XCWEATHER)

DO YOU HAVE THE SAILING COMPETENCE AND PHYSICAL ABILITY TO COPE WITH CHANGES IN CONDITIONS ?

BUDDY UP ? TWO CRAFT ON THE WATER

LET SOMEONE KNOW WHERE YOU WILL BE

SIGN IN AT THE CLUBHOUSE ON ARRIVAL

ON THE WATER

WEARING A BUOYANCY AID IS MANDATORY AT ALL TIMES

WET/DRY SUITS ARE STRONGLY ADVISED. THE WATER IS VERY COLD ALL YEAR ROUND.

FIT A MAST HEAD FLOAT IF YOUR DINGHY NEEDS IT TO AVOID INVERSION

WEAR THE LEASH ON YOUR SUP

ENJOY THE WATER SAFELY..

2000 Class Nationals



“Trevor excels at ‘soaking deep!’”

What a strange summer it has been, one minute no wind, next a tempest. It was the latter that greeted the 2000 Class at Key Haven on the Hampshire coast for their Nationals in August.

All practice was cancelled, and tent pitching became an extreme sport. On the opening day of the competition winds of 15-26 knots (then add 4 knots for the effect of the tide) deterred a fifth of the fleet of 54 from starting. Many starters never finished but did update the depth soundings on this area of the Solent 'protected from the worst of the tide' by the isthmus on which stands Hurst Castle.

We were at the apex of a start line bulge when the gun went and the individual recall flag went up. Trevor opted for a penalty turn. It's a gamble, but only one boat was recorded as over so it must have been us. We crossed the line for the second time in all the foul air so went out wide and chased the fleet. By not gybing the spinnaker on the downwind legs, but instead, dropping it and wearing round, we stayed upright - that was no mean achievement, thank you Trevor - and got a decent 29th placing. Feeling that our luck might not hold for a second race, we returned to harbour.

On Monday it was still blowing F5-6 out on the course and with pouring rain this truly was water sport. We sat back on the beat to lift the bows up the waves and came 30th in race 3. After a long delay for course adjustments, we were caught well downwind of the pin end with 5' to go for race 4 and had to dive into the middle of the start line. After cutting assertively into a parade of starboard boats at the top of the course and bearing away the

speed across to the spreader mark was phenomenal. However we got stuck in irons twice in the wind-over-tide chop when wearing round, were involved in a collision at the leeward mark, but fought on determinedly ending in 20th place.

Tuesday was a delight with sunshine and light winds, conditions that should suit a light



pairing, and we finished 21st and 16th, cheered on by our supporters on the specially arranged cruise boat. Trevor excels at 'soaking deep' (sailing more directly downwind than is typical with an asymmetric spinnaker) and in light winds the shorter course thus sailed regularly gained us places. We even managed to recover from teetering on the edge in a melee of boats when all three sails were pulling hard, and the end of the boom was submerged.

One poor team had had eight capsize by now and would be worthy winners of the TSSC submarine trophy.

After a rest day, racing resumed on Thursday. The wind had swung round from west to east and the top of the course was positioned out in the Solent where it was more exposed to the tide. With 5 seconds to go the first start was abandoned as the windward

mark broke free and set off for the Isle of Wight with safety boats in pursuance. In both races of the day, we lost some places when throwing in extra manoeuvres to avoid getting washed onto the marks, but we finished the day in 25th place and so in the top half of the draw.

The gales returned for the final day and the windward marks were barely visible through curtains of rain. We struggled to keep the boat flat upwind at first and then the crew possibly overhauled the outhaul and restricted the power. Up the course and into the tide, the waves were steep and breaking and we met a few stoppers

when needing short tacks to keep clear of the marks. With finishes of 27th and 30th (the latter in part due to a spinnaker tangle when I didn't spot that a flailing sheet had caught

round a cleat) we didn't manage to improve on our overall 25th placing. However, it was a pleasing result and a great experience, leaving me keen to do more, and better.

The winning helm and RYA and British Army race coach, Simon Horsfield, is the speaker at our prize giving and social event.



By Merrin Froggett

Great insurance deals from our Sponsor - VISICOVER



Are you paying too much for boat insurance?

- ✓ Get a quote and buy online
- ✓ Tailor make your policy to your needs
- ✓ Update cover online whenever you want
- ✓ Interest free instalments
- ✓ Agreed value or market value options
- ✓ Discounts for experience, boat security etc

For an instant quote visit our website today www.visicover.com

Authorised and regulated by the Financial Conduct Authority under registration number 585660.