



MAINSHEET

Hollowell Sailing
Club

SUMMER 2010

www.hollowellsc.org.uk

Hollowell Youth Squad take part in 2010 NSSA Double Handed Team Racing Championships



Earlier this year Alex Peck, Sarah Small, Jason Robbins, Rachel Heggs and Sophie Otter - all from Hollowell Sailing Club joined by Richard Kelsall from Banbury - sailed for Northamptonshire in the second of the National School Sailing Association team racing championships. This event took place in March 2010 with sailing in Firefly dinghies at Oxford Sailing Club on Farmoor Reservoir. Eight teams from around the country took part from Northampton, Worcestershire, Cambridgeshire and Oxfordshire.

All of the teams raced against each other in a single 28-race round robin: Magdalen College School A was undefeated, Abingdon School second and Northampton third. The next stage involved a knock out with Northampton losing to Worcestershire 10 point to 11 points,

Winning team Magdalen College School

thanked the organisers and the NSSA for a great day and all the teams enjoyed tea after the prize giving. Chief Umpire Bill Brockbank commented that the sportsmanship and rule observance was the best that he had seen at a youth team racing event for many years.

It is hoped that this event will run again next year at Oxford and it will continue to grow. If any younger sailors are picked for the RYA team racing or the NSSA team racing then some training might well put them in a stronger position. Ideally some double-handed experience might be arranged as a group. Anyone interested in sharing the costs of training estimated to be in the region of £35 per person (e.g. Fireflies at Farmoor) then please contact Angela Peck on email: angie_gallie@yahoo.co.uk.

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RYA Volunteer Award Winner 2010 is Ian Hall

Mike Pipes—Commodore

Well done Ian Hall

Ian is an RYA Volunteer Award winner for 2010. The Volunteer Awards are made to those who have made a significant contribution to their club and Ian has certainly done that. As Membership Secretary, it was Ian who set up the membership database which is still in use today.



As Commodore and afterwards he was instrumental in the planning and design processes for the changing rooms upgrade. A change in the Lottery funding rules meant we didn't get any money but we did put a good set of plans together with which to obtain planning permission and careful stewardship of club funds facilitated what we have today.

Ian continues to play a key role in developing the club. The lease he negotiated with Anglia water gave us additional boat parking which is the envy of other clubs. Many of you will have learned to sail with Ian's help as an instructor and some of you have benefited from his Duty Officer courses which are key to the racing side of the club.

Ian has an excellent grasp of the rules of sailing and the procedures for running racing events and these came to-

gether in a very well planned and organised National Schools team racing championship in 2009. Ian maintains the website and introduced Sailwave and helped with other IT initiatives including broadband and the webcam facility.

Throughout, Joyce has supported him, giving him a pointer here and there, and helping rescue boats which are a critical part of any RYA course. Thank you both.



The OnBoard courses were again fully subscribed bringing additional members and revenue. The children thoroughly enjoyed themselves thanks to the efforts of Larissa and Richard Barker, Keith Miller, Clive and Natasha de la Fuente and Jenny Small. On September 18th the club will host the OnBoard festival to which all this year's participants in Northants and South Warwickshire will be invited for a fun day of pirates and generally getting wet. Let me know if you would like to help.

Taster Sessions

Running alongside OnBoard sessions were taster sessions organised by Carol Halliday for a multitude of organisers. Many thanks to members who took out guests on the water. Of note were the Baptist group who made lots of jokes about being immersed in the water but went home early because they got cold! A Word is needed, John!

Safety Boat Training

We have a club target for all members who drive rescue boats to be qualified to RYA Safety Boat level. We think this is important because the Safety Boat course demonstrates how to rescue fellow members. We continue to offer the RYA level 1 & 2 powerboat courses which teach you how to drive the boats but there is not enough time to teach rescue techniques too. Please register for these free courses with Carol Halliday.

Junior week

This was a great success with 38 candidates on the dinghy course and 13 on the fully subscribed sailboard course. Many thanks to Larissa Barker, Mike Playle and their supporting instructors and powerboat crews. Well done to Natasha de la Fuente who led her first course, most of whom achieved Junior Stage 2 certificates. A real achievement.

The other stars of the week were the mums and dads who volunteered to provide a T Bar service including very welcome hot meals- and helped to keep the place clean. Around £600 was taken by the T Bar over the week and parents asked if some of it could be used to help with youth sailing. A proposal to buy more spray tops to keep the children warm on future courses was supported unanimously by our instructors. Thanks to Greg O'Brien and Purple Marine, we got far more for our money than anticipated. We now have an additional 16 spray tops and 8 pairs of waterproof trousers. Many thanks Greg, that's what they call a 'win win'!

Club Improvements - Summer 2010

We have a 5 star T Bar

Daventry District Council health department check on us every couple of years. The 5 star award is made when all correct processes are in place and the establishment is clean and tidy. Well done to Sue Prouse who gave up time from work to answer the questions and credit is also due to previous T Bar managers who wrote the procedures and continue to explain to members how the place works. And another pat on the back to the team who upgraded the T-bar last year because that is what scored the 5th star.

Other improvements:

- We now have 4 swings thanks to David Holman.
- New lights in the main Training room- the others fell to pieces when light tubes were replaced
- New external hose reel by the bar for boat cleaning and lots of other jobs
- New external socket by the hose reel for the power washer
- External sockets in the patio area replaced after the old ones were bashed by the picnic tables
- A lower hanging rail in the training room so that smaller people can hang things up instead of leaving them draped on the chairs

- 24 new buoyancy aids
- A new hot drinks boiler to replace the Burco which sadly passed away after not very long in service. It blew its circuit board, poor thing.

Don't try to pinch our powerboats!

Clubs nearby have had their programmes disrupted by thieves trying to remove powerboat engines. They include Northampton, Draycote, Rutland Sailing Club and the north side activity centre at Rutland and Datchet. If the engine is locked onto the boat (which is normal) they will cut it away with power tools.

To try to protect our engines, they have had red metallic paint applied. This dramatically reduces their resale value and has been successful elsewhere in preventing theft. All of our engines are also now protected with SmartWater which identifies the engine specifically to Hollowell and the scheme provides a forensic service which has led to a 100% successful prosecution rate.

Other club equipment is also protected. It is unlikely you will come in contact with this stuff but if you do, it will not harm you but may lead to some questions if you take part in a police ID parade!

However, even with these protection measures we are not entirely safe. At Northampton the thieves launched a boat from the other shore to get into their secure premises. Our best defence is our members challenging strangers on site and we are grateful to the surveillance offered by John and Hayley Strowbridge in 'the Big House'

And finally, the electric gates

There was a bit of bother with these over the summer. There were two problems. Firstly the spiders created a web over the detectors so they couldn't see anything (these are country cousins of the same spiders who set off the club alarm system and stop the wind detector going round). Secondly, the piece of metal in the middle of the road which stops the gates going back too far got flattened (spiders?).

As a consequence the gates tripped their own detection eyes and repeatedly opened and closed before a cut out stopped them mucking about. A new piece of metal has now been installed in the road. We now have a special key to release the gates and instructions on its use are included in the reissued Guidance for Duty Officers available from me or Stewart Elder.



Well done to Arran Holman and Hugh Brayshaw on their most recent achievements - a great credit to Hollowell Sailing Club

Hugh 5th place with helm Mike Wood sailing for Great Britain in the International 420 class junior European Championship in La Rochelle in August. Arran 2nd place in the July Optimist Flanders Regatta closely missing the title of 'Champion of Flanders' for Great Britain. Provisional results as Mainsheet goes to print put Arran in 3rd place at the Irish Optimist National Championships 2010 Senior Division at Waterford Harbour Sailing Club.

EVENTS 2010

www.hollowellsc.org.uk

*See HSC website
and clubhouse
notice board for
full details of all
sailing results
this year*

Date	Event	Results
7 March	Mad March Pursuit	1-Laser176822 Martin Hudson 2-Laser27073 Lawrence Creaser 3-Cadet 9752 Arran Holman; Sophie Otter
20 March	Sailboard Open Meeting	Results on: www.raceboard.org.uk
3/4 April	Rita Richardson Spring Pursuit	1-Laser27073 Lawrence Creaser 2-Solo3714 Ian Hall 3-Solo3071 Barney Creaser
5 April	Easter Egg Handicap	1-Optimist5608 Arran Holman 2-Laser4.7185597 Matthew Rhodes 3-Topper44381 Sarah Small
24 April	Topper Open	1-46124 Dan Venables Shustoke 2-46023 Matt Venables Shustoke 3-46855 Bradley Hilton Rutland
24 April	Optimist Open	1-SnrSq5285 Fraser Woodley Burghfield 2-Snr Sq5803 Robert Baddeley Burghfield 3-Jnr Sq5343 David Labrouche W Mersea
25 April	Sprint Racing	1-Laser176822 Martin Hudson 2-Handicap Wayfarer4028 M Playle; H Playle 3-Solo3714 Ian Hall
3 May	Mayhem Pursuit	1-Laser 4.7 195294 Greg O'Brien 2- Optimist 5802 Michael Harding 3 - Buzz 976 Laurence Creaser
9 May	Sail4Cancer Personal Handicap	1-Laser 78489 Alan Greenaway 2-GP14 10509 Alistair & Olivia Montgomery 3- Laser 156162 Phil Osbourne
31 May	Rose Bowl	1-Optimist 5802 Michael Harding 2- Laser Radial 160487 Lawrence Creaser 3-Solo 4755 Mike Partington
12 June	<i>Cransley Tiller, Broken Spar & Broken Daggerboard</i>	<i>Results at Cransley Sailing Club</i>
13 June	Sprint Racing	1-Laser 176822 Martin Hudson 2-Solo 3080 Steve Lee 3-Solo 4755 Mike Partington
27 June	Laser Open	1-Laser 197769 Alan Bishop Girton SC 2-Laser 169045 Lawrence Creaser HSC 3-Laser 195924 Hugh Brayshaw HSC Radial: 1-Laser Radial 1136 Aimee O'Brien HSC
27 June	Solo Open	1-Solo 4605 David Liddington Rugby Dav SC 2-Solo 4628 Neil Wilkinson Shustoke SC 3-Solo 4878 Keith Lancaster Rugby Dav SC
11 July	Anglian Water Junior Open	1-Laser 195294 Lawrence Creaser HSC 2-Laser 4.7 185597 Matthew Rhodes Mid Nene 3-Optimist 5954 Max Odell Northampton SC
1 August	RNLI Personal Handicap Pursuit	1-Solo 4755 Mike Partington 2 - Solo 3071 Barney Creaser 3-Solo 4020 Roy Richardson

Event	Results so far in 1st place
Spring Saturday	Solo 4020 Roy Richardson
Spring Sunday overall	Solo 3693 Pete Jackson
Spring Sunday fleets	GP 13544 Stuart Elder Handicap Wayfarer 4028 Mike & Helen Playle Laser 176822 Martin Hudson Sailboard V John Smith Solo 3693 Pete Jackson Topper 44416 Sophie Otter
Summer Saturday	Solo 4020 Roy Richardson
Summer Sunday overall	Solo 4891 Greg O'Brien
Summer Sunday fleets	Enterprise 18736 Russell Brayshaw & Nicola Wilkinson GP14 12893 David Harris & Sue Prouse Handicap Wayfarer 4028 Mike & Helen Playle Laser 176822 Martin Hudson Sailboard V John Smith Solo 4891 Greg O'Brien Topper 27116 Robin McAllister
Autumn Saturday	
Autumn Sunday overall	
Autumn Sunday fleets	
Frostbite	
Christmas Snowflake mini series	

Sailing Comment

The Summer Series has completed. Roy Richardson wins Saturday and Greg O'Brien wins Sunday. Autumn series now underway.

Tiller and Spar at Cransley on Saturday 12 June 2010 - North to north easterly force 2 winds over the Cransley woods required Hollowell intrepid visitors and regular Cransley sailors alike pay a watchful eye to the constantly shifting winds across the water. The day proved competitive and friendly and above all Cransley excelled in their generous hospitality.

Laser & Solo Open on 27 June 2010 - There was a disappointing entry to the Solo Open at Hollowell on Sunday 27 June, no doubt caused by the England debacle in Bloemfontein and the lovely summer weather but little breeze. In the event 5 visitors joined 6 home boats for what turned out to be a good days racing, with different winners of each of the three races, although in each race the fleet split as the wind varied over the lake. David Liddington and Neil Wilkinson ended up tied on 3 points each with Liddington winning on countback. For the Laser Open, 16 Lasers competed in all with Alan Bishop from Girton Sailing Club winning on 2 points followed closely by Lawrence Creaser and Hugh Brayshaw from Hollowell. Well done also to Aimee O'Brien. Congratulations are due to the Race Officer, Larissa Barker, and her team for completing the racing to time to listen to the second half!

Tuesday and Thursday evening informal sailing will be coming to a close in the first week of September. Events to watch out for include the Warwick Trophy at Northampton (so free sailing at Hollowell) on 5 September, the Rutland Cruise at Rutland on 11 September and others as outlined in the full Sailing Programme.

Hollowell Sailing Club's 12 hour race

- 31st May to 1st June 2010 - by Georgina Newton



The first leg of the 12 hour race got off to a flying start in 10 knots of wind on a sunny Sunday afternoon in May. The teams lined up, with Russell Brayshaw (Team 3) and the family adversaries of Lawrence (Team 4) and Barney Creaser (Team 5) as team captains.

Their trusty vessels for this epic challenge: three club wayfarers – more stable, reliable boats you would be hard pressed to find. On-shore teams stood by to receive the baton after the first legs were complete. No team wanted a slow changeover - vital seconds might be lost!

Within 45 minutes of the starting hooter, the excitement mounted as Lawrence's leading team capsized in spectacular style and Stuart Elder and Rachel Heggs (Team 3) raced into the lead. This was to become their fastest lap. Shortly after, John Smith and Barney came ashore for Team 5 having handed over to the capable father and daughter team of Jenny and Iain Small. Team 5 had perfected their handover routine already!

By 2pm Tony Otter and David Harris returned to shore in buoyant mood,

and in stark contrast to their boat, which looked anything but buoyant. Indeed, it limped into harbour under jib alone, the mainsail having been torn asunder by the gusts along the furthest shoreline. Boat 2 had the relevant "spares" purloined by Admiral L Creaser. Boat 4 was duly bailed, new rudder attached, fresh sail and crew installed. The Admiral would attempt to make up the 2 lap deficit which had now built up. Meanwhile in boat 3, Stewart Elder and Russell Brayshaw set sail, only to return immediately to shore for repairs. Boat 3 was letting in water (with those two in, it was no surprise). The pits team was on hand to assist in the draining process, which lost them their entire lead and saw them depart again with the winning Heggs/Elder combination neck and neck with Barney Creaser who had by this time teamed up with Nicola Wilkinson in boat 5.

After lap 11, Team 5 was 15 seconds ahead and the first ever 12 hour race trophy was clearly up for grabs. Only Lawrence and Sarah were left, bringing up the rear, with a 3 lap deficit resulting from their technical hitch earlier in the day. By the windward mark on lap 12, only 17 seconds sepa-

rated teams 3 and 5. It was clear this was going to be close and that team 3's pit stop had paid off. Their boat was now lighter, freshly re-tightened and pointing really well. Following Barney and Nicola, Jenny and John formed the next partnership, changing over in their customary slick style.

Lawrence and Sarah were doing great at the back, picking up some speed and doing all they could to mount a challenge in this increasingly two horse race. The political parallels were astounding! Then came another setback in the form of a total capsize. Admiral L Creaser could now fully empathise with the earlier maritime misfortunes of Messrs Otter and Harris. Some more frantic bailing ensued, Admiral Creaser implored his team to "dig deep" and John Smith proclaimed "as it turns out the most vital piece of Wayfarer equipment turns out to be a BUCKET!"

More action on the beach then followed with boat 3 suffering a broken mast and making a further replacements from the other club boats which were by now looking like derelict remains of a vindictive scrappage scheme. Sally Ann and Stewart now set sail in force 5-6 winds in boat 1 – Kitwiwee (the most avoided of club boats so far). Lawrence's team suffered further water logging and a faulty fairlead track. This only contributed further to the distance team 4 needed to make up in order to be in with a chance. Still, night would soon be falling, and everybody fancied their chances of running off with the prize by moonlight. Sailing in the dark would surely be a different matter altogether! So, at around 9.30pm, after a constant 8 ¾ hours sailing, the intrepid competitors now had illuminated buoys and a shortened course to navigate. Mercifully, the wind was now dropping somewhat and the white horses had disappeared from

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the waves. The fleet of club Wayfarers was now festooned in multi-coloured glow sticks and their crews in a fetching combination of fluorescent pink and flashing cycle lights. As day turned to night, the trusty rescue crew of Peter Wilkinson and Clive de la Fuente continued their sterling work, donning another couple of layers as the temperatures dropped to single figures.

Now for the final legs of this epic race: David Heggs and Russell relieved Natasha and Rachel at 10.30pm after boat 1 loomed out of the darkness for a secretive changeover. The lone figure at the end of the pontoon, sitting in 6 thermal layers, hat, scarf and gloves (this was almost June, after

all) counted ships in the night like normal people count sheep. Fortunately these ships in the night did not meet, as a healthy distance had now built up – 41 laps to 41 laps to 32 laps. Actually, hang on a minute, after over 10 hours racing and numerous unexpected “hitches” this was going to be close. Was Barney now going to be able to hold on to the lead he had had since 4pm?

By 11.30 pm the lead margin was only 4 ½ minutes. Could team Brayshaw/Heggs/Heggs/Elder/Crozier do the necessary? With the formidable duo of Steph Harding and Jenny Small taking over in team 5 this would be no mean feat. And, indeed, it proved too much to ask. In the wee hours of the morning on 1st June 2010, Barney Creaser and his team took the cov-

eted title and were crowned the first ever winners of Hollowell’s 12 hour race, by the margin of 4 ½ minutes.

Congratulations to all involved on a thrilling day’s racing, facilitated by Russell Brayshaw and made possible by the tireless rescue work of Peter Wilkinson and Clive de la Fuente. Winning team: Barney Creaser (Capt.), John Smith, Jenny Small, Iain Small, Nicola Wilkinson, Ray, Melissa and Stephanie Harding. Same again next year?

(Many thanks from everyone who enjoyed the race to Georgina Newton for recording minute by minute progress, maintaining high energy and support levels for the full 12 hour race).

Photos Clive de la Fuente

Enterprise Fleet News

Dave Holyoak

Not a lot to report this time due to not being able to sail and thus not being down at the Club. I hear that Russell and Nicola have been to an Open meeting or two and got a very good result at one of them: 3rd at the 2010 Midland Area Double Chine Series sponsored by Speed Sails at Sutton SC on Saturday 19th June.

Enterprise Training & Open

The most important news is our Training event on the 25th of September 2010 and the Enterprise Open on the following day. The Training day is free to Enterprise Association members (www.sailenterprise.org.uk) or £25 and get membership free for a year. Two people from the Association pre-

sent the training and it's tailored to the level of competence, so you will benefit from it. The format is usually a short session around the table before moving outside for boat set up, then on the water for race starts, sail settings, crew and helm training. The trainers give their time freely to promote the class and encourage Enterprise sailors to get the best out of sailing Ent's, not just racing. Moving onto the Open event on Sunday 26th September; briefing 10:30, first race 11:00, 3 races. It could be hard work, it could be a great day, it could be great fun, and it could even be a bit of all three. All you have to do is turn up and enter to find out. I will need an idea of numbers for each day. For the Open Event it is customary to provide something for the tea

table after the event. So again please let me know what you are bringing to the table.

Finally, we need a good Hollowell turn out. Use the crew register, available on the Hollowell S C web site (members area) and the list is posted on the Club notice board.

I am looking for a crew for both days. Free training on the Saturday as I am a member of the Enterprise Association and putting all into practice on the Sunday. I am happy to split the two days if anyone is unavailable for both days. Dave Holyoak E21997

ent21997@talktalk.net or call me on Tel: 01455 283591

GP14 Update

Alistair Montgomery



the Open to its September date having been moved to July in 2009 when we made way for the successful National Schools Team Racing Event at Hollowell. Hollowell are again part of the GP14 Midland Bell Traveller Series with 15 Midland sailing clubs participating in the series and last year there were a total of 111 boats in the competition. **The GP14 Open 2010 occurs on the same day as Enterprise Open at Hollowell.**

In the GP14 AGM it was remarked that the boat has an unfortunate tendency to quickly completely invert when capsized. This is to be addressed by the GP designers to see if this can be alleviated. GP14 sailors have all had experience of this and the way to prevent this is to place a 'long balloon' at the top of the mast stopping

Alistair Montgomery attended the Annual General Meeting for the Midland Area for GP14's at South Staffs Sailing Club in November 2009 and secured a date for the Hollowell Open on 26th September 2010. This returns

the boat turning turtle. Have a look at Stuart Elders GP as an example. There is a small performance drop but it is well worth having this in place in strong windy conditions saving a lot of time righting the boat.

Laser Fleet

Alan Greenaway

Training for Laser Fleet

As you may remember from the previous edition of the newsletter I have been looking to arrange a day or two training at the club for any Laser sailors who are interested. I am waiting on confirmation of the date but it is expected to be around late September, early October and the cost will be £150 total. So if we can get good turn out it should be a reasonable expense per head for what should prove to be a useful day. As soon as I have confirmation I shall e-mail out to everyone, alternatively just let me know if you are interested when you see me down at the club.

Laser Open 2010

The Laser open this year was well attended with around 16 boats participating on what was a gloriously warm

and sunny day. Congratulations to Lawrence Creaser (HSC) who finished second and to Hugh Brayshaw & Martin Hudson who finished 3rd and fifth respectively. The overall winner was Alan Bishop from Girton SC.

Laser Racing Basics

I thought it would be useful to share with you an article I have found. The guide focuses on dinghies such as the Laser and the FJ so should prove useful to most people and for those who can't wait to view it online I have included excerpts from the first 2 chapters below.

The article has been written by Mark Johnson who has kindly agreed to us including some excerpts in this newsletter. The full article can be viewed on:

www.uiowa.edu/~sail/skills/racing_basics/index1.shtml.

Laser Racing Basics

Mark Johnson

Chapter 1 = Priorities for practice
Chapter 2 = Rigging
Chapter 3 = Starting
Chapter 4 = Beating Upwind
Chapter 5 = Rounding Marks
Chapter 6 = Reaching and Running
Chapter 7 = Finishing

Introduction

The Racing Basics Guide is a detailed introduction to the sport of sailboat racing. It focuses particularly on inter-collegiate racing in dinghies, such as the FJ and the Laser. When a sailor begins to race, many questions come up, such as, "How do the sails work," "Why do I always get passed on the mark roundings," and "What's a mark rounding?" You can answer many of these questions by pouring over various texts on aerodynamic theory and tactics manuals. In fact, that's one of the best ways to improve your knowledge about the sport in a thorough and detailed way. However, this short intro should provide some quick answers to basic questions in a relatively painless and comprehensive way. It should also provide some background

to make the reading of other sailing literature more familiar.

The guide is separated into the major steps you will go through during a regatta, in chronological order. Each chapter outlines the main ideas and theory associated with these steps. Some chapters include "TECHNIQUE" sections explaining particular ideas which are important to boat speed, and which are mentioned in outside racing literature. Also, "SKILLS" sections may be included, providing particular tasks to practice, directly applicable to the leg of the race upon which the chapter focuses. The remainder of this introduction and the following chapter, "PRIORITIES...", outline some major themes and gives you an idea of how to use the manual, and how to think about the sport.

Attitude: This is probably the most important aspect of racing-attitude. The one thing that can win or lose a race faster than anything is the attitude of the racer.

Mistakes Every race, you'll make many mistakes. The key is to forget

about them for the moment, and go on with the race. It never helps your game to dwell on a mistake. All the energy spent on the last blunder takes concentration-concentration that is needed for sailing a great race. It might help to verbally vent your frustrations, but only once.

After the race, it will be time to recall the mistakes and put them on paper. Get a notebook and write as much of the race as you can remember, outlining it from start to finish. The point of your notebook is not to dwell, but to compile a list of frequently-made errors which can be easily fixed. For instance, I often run into trouble at mark roundings with other boats. Knowing that, I try to concentrate a little harder on what will happen before I get to the mark, in order to avoid problems. Use your mistakes later to clean up your game, but don't let them interfere at the time they happen.

Being a Student - Another area in which attitude is important is in your ability to take criticism. No matter

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the form of the criticism or the messenger, it can almost always be used to advantage. Keep in mind that even well-intentioned remarks can be wrong, so you must take each with a grain of salt.

How to Practice - Keep in mind that sailing, like any other skill, should be practiced. You should always make a list of priorities, with the goal of making the biggest improvement possible. Here is a list for the beginning racer:

After learning the basics of this manual, you should be able to pinpoint weaknesses on which to focus, resetting your priorities accordingly. Most importantly, keep in mind that the easiest things to practice are the things that you can do well. You will improve your sailing most by concentrating on skills you don't do particularly well. Many of the skills mentioned in the following chapters can be practiced alone with no props, or with one buoy in the water.

Chapter 1 Priorities for Practice

- **Beating**-stay on the wind. Learn to "feel" the wind.
- **Transitions (tacking and jibing)**-this does **not** mean roll tacks, just master the basics first.
- **Sailing Close to Other Boats Without Getting Nervous**-this mean centimetres.
- **Starting**-learn to get a consistent start. This means lots of boat handling practice.
- **Mark Roundings**-large gains and losses are made here.
- **Reaching and Running**-

Too many times new racers concentrate on skills that add very little to their speed, given their skill level in other, more important areas. It is far too easy to practice skills that are fun or that have already been mastered. Also, many of the "tricks" you can learn, like the roll tack, take a great deal of concentration and practice to do them correctly in a race. Don't

crowd your brain with too many things to do-the basics are what are important. You will notice the huge emphasis on boat speed and boat handling in the discussions below. Many times you will hear the phrase, "get your head out of the boat," meaning you should watch what's going on around you. That's **BAD** advice for the new racer. What you should be doing if you're new to the sport is "getting your head into the boat." You must develop the skills necessary to make the boat go fast before you can worry about strategy or other boats.

Learn the basics first, or you will find yourself unable to use your new tactics and go-fast tricks because you will be 1/2 mile behind by the first mark. The remainder of this guide is ordered chronologically, given the context of an actual race. This has been done to make reference to ideas quick and simple. The priorities in this chapter, however, outline the order you should follow to improve your racing skills.

Read this guide once, straight through, to see each idea. Then, following the list above and referring to the appropriate chapters, practice each skill and idea until it is mastered at a moderate level. At that point, you'll notice different weaknesses because of your improved skill level and awareness. You can then form a new priority set, requiring new resources. These new resources can include self-speed evaluation, observation of other racers, conversation with other racers, aero/hydrodynamic texts, and sailing texts. Each offers a more detailed look at a particular area, such as downwind tactics or the causes and effects of induced drag.

When sailing, your attention should be split about 70% boat speed and 30% other things. As you improve, you will be able to put more emphasis on the other things, since your body and senses will take over most of the boat speed things. Going fast will just feel right. Learn to drive the car before you learn to change the radio station and overtaking. After some practice, you can overtake everyone while listening to Led Zeppelin, **without** crashing.

Chapter 2 - Rigging

This chapter contains information about how the sails work and how you can control them.

Basic Sail Theory

There are two themes that are important to understanding the theory of sails: lift and flow. Lift is the force which makes the boat move, and the flow of air over the sails generates that lift. It also generates drag, which slows the boat down.

Lift

Sails, contrary to popular belief, are not merely "pushed" along by the wind. A sail, like a wing of an airplane, is an airfoil which changes the shape of the wind as it flows over the surface of the sail.

Drag

There are basically two types of drag which are important to the sailor. These forces, holding the boat back, can be reduced partially. It is important to understand how drag is formed, in order to lessen its effect.

Frictional and Form Drag

Frictional drag is what we all think of when we hear the word "drag." It is the scraping of a box on the ground as you try to push it across the driveway when you're moving. It is the reason there is oil in car engines, and one of many reasons we use edible body oils. Frictional drag is generated from the side stays, from the seams in the sails, as well as from the skipper and crew. You can think of this force as friction on the form of each of the elements of the boat and crew.

Induced Drag

Watch a movie sometime with an airplane flying through a cloud. In that footage, it is easy to see large vortices of fog swirling off the tip of the wing of the airplane. What is happening is that the low and high pressure areas meet at the tips of the wings. Much of the air and fog "leak" suddenly from the high pressure side (the windward side) to the lower pressure side, creating big swirlies. These swirlies require a lot of energy to form-energy which could be better used in propelling the airplane or boat forward.

How do you celebrate your 50th? Carol Halliday



for a late breakfast! One gybe and one change of spinnaker later it was up with the Jib. One tack and we settled down sitting on the side of the boat, feet over the side watching the south side of the Island, in a huge pack of boats. We rounded St. Catherine's point thinking it was lunch-time but realised it was actually about 9.30 a.m! We saw some of the SB 3s, distinctive as the only "dinghy size" boats amid all the "yachts", (Hugh Brayshaw was racing one of them) as we passed Sandown Bay the wind seemed to pick up and we began to try to spot the gusts to help the helm. We finally put in a tack near Bembridge which at last

Answer – Run away to sea and do the Round the Island Yacht Race!

I'm usually seen at Hollowell in a rescue boat or the biggest dinghy I can find – a Wayfarer. Well I actually enjoy my boats even bigger, that is, on the sea with an engine for harbours or if the wind drops. Last year whilst sailing with John from Wetstuff I discovered he competes in his 40ft Sigma called Prime Evil in the Round the Island Yacht race. I have tried a cross channel race (we failed to complete due to bad weather) and fancied going "round the cans" at sea. Going round the Isle of Wight seemed a good idea hopefully with minimal navigation and a fair speed.

There were 12 of us on board. I met 5 of them on a training weekend in April. We spent 2 days getting a great tan, changing headsails and hoisting spinnakers, all while still tied up in Gosport! Zero wind. The other half of the crew did the same in May - again no wind. We all finally met on the Thursday night for a meal and spent Friday practicing sail changes and getting from Gosport to

Hamble Point Marina – not much practice due to light winds, but the motor came in handy. After a meal and early night we left the Hamble at 4.30 a.m. on the Saturday morning and breakfasted on bacon butties on the way across to the start line off Cowes. I finally got on deck about 5.30 a.m. as we hoisted sails and cut the engine and joined all the other boats on the start line.

There were 1754 boats divided into class by size and type, each with a different colour class pennant. These make it easy to see if you are passing or being passed by a boat from the same or an earlier/later start than you. Classes started at 10 minute intervals for about 2 hours, so that that's about 150 boats at a time! I'll never complain at the start of a Hollowell race again!

The North Easterly wind made for a spectacular sight as we crossed the start line just before 6 a.m. and everyone hoisted spinnakers for the run down to the Needles. We had missed the big 60+ footers who had set off around 5 a.m. and were home

the sunny side of the boat. Three or four more tacks and we had an exciting finish trying to pass other boats before the line. We crossed the line just after 2 p.m.

Then it was a quick trip into Cowes, which resembled Piccadilly Circus in the rush hour, with rough water from all the boats milling about. We put in our final details and collected the boat's tankard before motoring back to the Hamble eating a late lunch of hot dogs in fresh baked rolls in time for a quick rest, shower before a celebratory evening meal.

We achieved our target of safety, having fun and doing as well possible for a crew who hadn't sailed together before. We came 432nd overall. Didn't see Ian Brett who must have beaten us on the water as he came 175th or so overall. I'm booking again for next year, so if anyone wants to join me I'll put them in touch with John. I also fancy some cruising on Prime Evil later in the year if anyone wants to make up a group.

A friendly hello to new members - Wendy Middleton-Smith

Last year we visited the club several times as our children wanted to participate in some Junior activities with some of their family who were existing members. Peter and I joined as social members and the children joined as Juniors. We felt a little lost at the club when we came down the first few times as other members, naturally, were more interested in existing friends than in new 'faces'. We were new to the sailing scene, so we didn't know what we were doing and assisting the children was difficult. Nobody seemed to speak to other members. The children were uncomfortable as they didn't find anyone particularly friendly and they didn't really want to come back after their Junior Week. We tried a couple of Junior coaching sessions, which were excellent sailing-wise, but were not successful in making them want to return to the club.

We eventually took them to a Daventry Club, as it was clear that they enjoyed the sailing, just not the club atmosphere. We were all made very welcome and the children were very happy there immediately, being whisked off in boats with other junior members before we had even reached the clubhouse - they just loved it and started to sail more often. They had so much fun that I even had a go myself.

We returned to Hollowell to try again at the beginning of this year. The children were not really enthusiastic about attending, but we persisted, putting them down for Junior training which they thoroughly enjoyed once they got going. We decided to enrol them on the Junior Week. That was a tremendous success. The children really enjoyed improving their sailing and learning to windsurf and became much more confident on the water. They met a lot

more of the other members and made lots of friends, both children and adults, and now they are eager to come down and sail at every opportunity. I have even been able to start sailing myself as the children are safer and happier.

Coincidentally, a couple of new members commented to me only last week that they were new and felt a little lost. They couldn't get into the changing rooms as they had not been given the code and they felt a little uncomfortable as people didn't seem very approachable, so Hollowell has much to do yet! I hope I reassured them that Hollowell is a friendly club.

I can say to those who are considering joining and are a little unsure, that it is well worth the effort! The sailing is very enjoyable, duties not too arduous and once you get to know them, the members really aren't that bad!! I have just enjoyed my second Ladies Day last weekend, both Ladies Days were absolutely superb.

Now we are down at the club more often and sailing, other members are coming over and introducing themselves and being very helpful and friendly. I have had some much appreciated good advice whilst sailing and looking for a boat recently and the children have been encouraged and helped enormously. I am so pleased that we persevered, we are all really enjoying the club now.

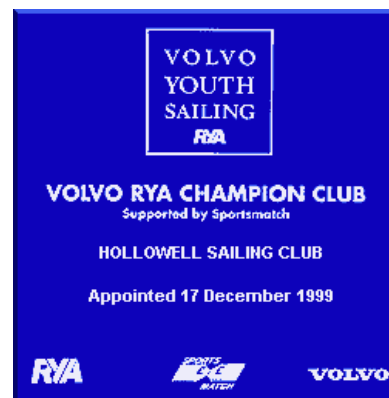
And to all the existing members, who feel a little shy about speaking to people at the club they don't know, I would say, just do it! A friendly hello makes a big difference and will help other new members feel at home.

Buying or selling a boat? Need a trolley, trailer or cover? Please call for advice. I can help you collect and choose.

Ian Brett 01604 843374 ian@bltmarine.com

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Please contact :
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Tel: 01604 843374
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Junior & Youth Sailing

Dates for the 2010 Diary



Coaching

Sunday mornings followed by the first race in the afternoon for the Squad

SEPTEMBER 2010	19th
OCTOBER 2010	10th & 24th

Anglian Water Series

Events with coaching and racing designed for juniors making their early steps into racing

Sun 19th SEPTEMBER 2010	Cransley Sailing Club
Sat 16th OCTOBER 2010	Northampton Sailing Club

RYA/programmes/Volvo Club Coaching/Coaching video clips

Simple guide to racing rules

<http://www.youtube.com/watch?v=h52LTF4gb4>

Hannah's Word Search



Word search answers on page 23.....

My ISAF Adventure

Hugh Brayshaw

For those of you who don't know, the ISAF (International Sailing Federation) Youth World Championship is the biggest event that a youth sailor can go to, it's the RYA's key regatta for the youth programme and it shows in the amount of money they throw at it. Because of this, it's also the hardest event to be selected for.

My 'journey' began when I teamed up with 2007 Topper world champion Mike Wood to sail and compete in the 420, a boat very similar to the Olympic 470 class just a bit smaller and used as a stepping stone to that Olympic class. We started in September 2008 and after a packed year of championships around Britain and Europe we won our first 420 event at the end of season championships late 2009. So, following our intense training through the cold winter and early season events, we knew we had a chance of being selected. The selections were held at the Wey-

mouth and Portland Sailing Academy, which is also hosting the sailing at the 2012 Olympics, but we were there for the UK National Youth Championships. We had months and months of preparation for this event and we knew it would be all over in a week so just went onto the water knowing we were ready for anything the event could throw at us. And it did, as the first day gave us 24 knots and huge rolling waves which we relished, posting two 1st positions and from there we tied together a rack of top 3 positions and finished the event as champions leading throughout the event.

From this point we were thrown into it all: starting with the prize giving, as Olympic Gold Medallist Sarah Webb and Ben Oakley called out those that were to represent Britain in the ISAF Youth World Championships. We all stood at the front and were clapped for our achievements and, with little time to take it all in, whisked off to collect our polo shirts and go for team and individual photos, then individual, filmed interviews, then with the coaches and parents to the RYA Performance Centre to have a team

briefing about the event, an event we only got selected for an hour or so earlier.

This was very much a team event so the RYA had put on two team building sessions: one was a three day camp on Portland and another was the Round the Island Race. Before Portland the team hardly knew each other, which might have been a problem if we were going to spend 2 weeks together and so there were a series of team building exercises, my favourite being the sumo wrestling which we did between talks. These breaks were needed as the talks were pretty full-on, talking about the weather of the area which was the south west of the Bosphorus Straits, Istanbul Turkey. Other talks were going through all the event documents in great detail and some on climate, hydration and nutrition and then even more talks about psychology and media training.



The second session was based on the Isle of Wight for the Round the Island Race for which we would be racing three SB3 yacht/ dinghies around the island along with hundreds of other boats. We got there the day before for some pictures and general press things, having interviews with a local radio and a local paper. Here we met Shirley Robertson and Paul Goodison both Olympic gold medallists who obviously had more media experience than we did, as they lapped up the attention with some, possibly, fake smiles, but there were a few genuine smiles during the human table football Paul vs. Shirley and the team split. We were

(Continued on page 15)



also introduced to our boats and took them out for a spin. Now, when your whole sailing life you have been sailing the boat as flat as a pancake, being told to sail it so far over there is water coming into the boat, took some getting used to. Our helm was Ben Oakley our selector for the ISAFs who is a former European champion in the SB3 and so taught us the roles, and as we sailed a constant stream of yachts motored into Cowes. After a big dinner and a reasonably early night we were awoken too soon for comfort at 3 o'clock in the morning driving down to the boats in the dark and rigging in the morning gloom.

This is one of the great experiences of the race, although it is early, the number of people doing the same as us was amazing. So we got our sails up and took our breakfast out onto the water ready for our start; one of the positives from being an early start is that you get to see all the massive yachts taking part including Ellen MacArthur's old yacht B and Q which would be the fastest to finish in front of the extreme 40s that sipped around on one hull, and there was an Americas Cup boat which had a massive crew lined up along the rail. And so after a hard search for the start line we got away with the three RYA boats starting at complete opposite positions on the line, but it wasn't something we concentrated on too much as the sight was behind us with hundreds of boats putting their spinnakers up cruising down wind with the sun raising up behind them - it was worth the early wake up. On to the race, we were third SB3 at this point but made our winning blow at the Needles cutting in on the inside missing out on the park up downwind of us, from here we said goodbye to the other RYA boats and sailed with the big boys and having a dabble at first place until extra wind

filled in giving them a good advantage to sail past us. A large part of the tactics were not to get in with the bigger yachts overtaking you as they could really slow you down but you couldn't go too close to the shore as there was less wind. And so after 8 hours 48 minutes and 51 seconds we finished ahead of the other RYA boats and in 6th SB3 out of 21 which wasn't too bad for our first time. I would love to do it again but in a yacht with more comforts, if anyone is offering.

And so with the team as best friends, we were ready to take on Istanbul, for this big event. We were allocated the boats in which we were to race, still basically in their rappers, which gave us a day to build and personalise them to a limited extent. The event gave us lighter breezes than we expected with lumpy sea which was not as clean as we hoped with oil and unmentionables in the water. We struggled through a difficult event which only saw 7 races sailed out of the 12 scheduled. The wind we expected after our talks weeks ago at Portland was given to us only on the last day when we posted a third position which moved us up to a more respectable 6th place overall. The experience was more to remember than anything as there were photographers and film crews circling the boat park which was all fenced off from the rest of the world. But the event is different from any other and it showed as a week later at the 420 Open World Championships in Israel the ISAF youth champion only came 14th and the runner-up did not make the gold fleet. So, for me, it was more the experience than the result but what an experience?

Junior Dinghy Week - Monday 26 July to Saturday 31 July 2010

We decided to camp for the Junior Week this year. We had not camped before, so we were not really sure what to expect. It was a little hard on the old bones, but the most tremendous fun! Being able to use the clubhouse for showers and to cook was helpful, and we enjoyed meeting up over breakfast before we set up the boats for the day. The children all got together and were thrilled to swap and share tents with the others. They did go to sleep eventually each night, just from pure exhaustion! Unfortunately I had to work most evenings, so missed out on the socialising much of the time, but it was great fun when I did get together with the others. The first three days were sailing. This was clearly very successful. Even as new to sailing as I am, I could see how the children were improving on each of the three days. They were discussing what they had done and how to improve during the next session each time they had a break. They were all very excited. It was good to see them develop their skills and confidence each day, the improvers gradually sailing further out and becoming more accurate in their turns and getting around marks, becoming better at launching and recovery. The experienced group sailing courses and becoming quite competitive, discussing techniques and their experiences. They all sailed over to the other side of the lake for a picnic lunch on day

three and even though it became very cold, they were all eager to demonstrate their boat handling skills on their final afternoon. The most difficult part was getting them off the water each day, which proves how much fun they had. Even after dragging them in for showers and a change of clothes, as soon as we turned around they had pulled out a board and were playing and splashing about in the water together again. They were pulled off the water to be fed and they managed to get in some ball games (although I have no idea how they found the energy) before being encouraged to retire to sleep, but within minutes of waking were down at the water raring to go again – well done Russell, Larissa and Rachel for inspiring them to try harder. The second three days were windsurfing. Only a couple of the children had done any windsurfing before, some had no sailing experience at all, so there was a very wide range of ability within the group, which must have been an enormous challenge. At first just getting up on the board was tough, never mind actually staying up there! Gradually over the three days the very enthusiastic and patient instructors managed to get everyone sailing across to pontoons and back and even around markers. Even though at times the children were clearly quite exhausted from trying to get back on the boards and lift the sails, such was their enthu-

siasm they would not give up and most of them sailed back home to the clubhouse from all the situations they got stuck in. They became very competitive again, discussing their technique and ability when they were dragged in for food! It was really wonderful to see such a large group of children develop their skills together, helping each other and getting along beautifully. They all enjoyed their picnic lunch across the lake on the last day. I heard my son chatting to one of his new friends before nodding off one night, both of them expressing an interest in getting some windsurfing coaching like they do the sailing squad training as they didn't want it to stop after the Junior week – a great testament to Mike, John and Rachel (?) who made learning windsurfing such fun.

Quite a few people camped throughout and that developed the camaraderie further. Everyone who came down to the club was very friendly and helpful, with lots of people volunteering for extra safety and tea bar duties, ensuring that all the children had a super week. Well done everyone for making this so successful and enjoyable. And an enormous special Thank you to all the coaches and helpers for all your hard work and patience. No wonder we have such a great Junior Squad at Hollowell.

Wendy Middleton-Smith

Hannah and Ed comment on Junior Week 2010

A few weeks ago I went to a junior sailing week. The first three days (Monday, Tuesday & Wednesday) were training for sailing and then Thursday, Friday and Saturday were training days for windsurfers. Many people camped overnight on a large area of grass in the sailing club premises. In the windsurfing week our coaches were Mike & John. For the sailing week our coaches were Russell, Sarah, Larissa, Jason & Rachel.

On the sailing week there were three groups Swallows, Amazons and the Youth sailing group. In the sailing week the Swallows and Amazons groups did training for RYA Junior Stages 1&2 every day from 9am - 12noon.

The youth sailing group did their training toward their "start racing" everyday from 9am - 4pm. By the end of sailing on Wednesday everybody got the stages or start sailing awards that they had been working to.

On Thursday about 18 people showed up for the windsurfing course. There were 2 groups for windsurfing: in the top group there were about 13 people and in the beginners group and 10 people. Great experience was found in everyone by Saturday. Instead of giving out awards on Saturday Mike Playle gave out certificates with tick boxes on what you are able to do.

Ed (age 10 yrs)

Sailboarder Report

Robin

As you all probably know at the beginning of the school holidays the club had its annual sailing week beginning with dinghy sailing and finishing with sail boarding. This year I did both courses and camped over for the week so I was in with most of the action that happened.

Sailboard course – Day 1

With the wind barely more than a breeze and everyone taking their time getting to know their kit we managed to get on the water by 10:30am. The beginners group spent some time paddling on their boards before standing and practicing balancing with Mike driving round them in the rib creating waves and trying to knock everyone off. The improvers group started sailing to a buoy and back before remaining permanently on the water. Of course, this being Hollowell the wind didn't stay the same all day. About twelve noon, the wind increased to provide optimum speed windsurfing. The opportunity was too good to resist so I spent the afternoon blasting around on a reach with assistant coach, Lizzie. When I did return to earth, I found everyone falling in. A lot. Of course this was rather amusing but short lived as I promptly fell in myself.

Sailboard course - Day 2

Again, winds were light at the start of the day. The beginners group, having gained confidence on Day 1, went straight out on the water. Lack of wind caused some sail-

ors to drift towards the dam and need rescuing. Despite this the group kept at it, with Niall and Edward showing determination and a will to keep going. The wind picked up after lunch and the improvers group sailed a box course with some sailing larger boxes than others! Alice Hunt sailed the course particularly well.

Sailboard course - Day 3

The morning was spent practising our skills for the afternoons' race. At lunch the whole group sailed across to the other side of the reservoir for a picnic. This was an impressive feat for the beginners group who had only been windsurfing for two days – all credit to our coaches; Mike Playle, John Smith & Paul Mallard. After the picnic we had some time free sailing and most of the group sailed to the pontoon in the middle of the reservoir and dive-bombed off it. The race had a beach start, the winner of the beginners group were Niall & Callum and I won the improvers race (yes I did, Arran, because I started PROPERLY).

The course was great fun and both beginners and improvers learnt a lot. On junior training days there will be an opportunity to continue to practice windsurfing skills. Finally, I would like to thank everybody involved with the entire week; the coaches and their assistants, the galley and safety boats.



At the sailing part of the dingy week I was with Loveday in a Pico. We reefed our sail so it didn't go too fast as it was windy. It was fun. I learnt lots all week. Occasionally the boat tipped and I fell off! Larissa taught the group with Jason helping and sometimes Wendy or Andrea helped on the safety boat with John or Russell. We broke the record at the end of the week with 'Sink the Topper'. Larissa's group got to play the game twice.

I have not been sailing for long so I really learnt a lot. I got my RYA Junior Stage 2 and was very pleased with that. I moved up into Russell's group which was a lot harder for me but I had fun. On the last day we had a wa-

ter fight and Jason had a bucket. It was fun – everyone started calling Jason 'Dorothy'. We had three groups, Swallows, Amazons and Youth Sailing. I got scared when the boat tipped and I nearly capsized! I nearly fell off the boat. Then my brother Ed and I spent an evening capsizing and I wasn't scared any more!!

At the windsurfing part of the week, Mike Playle was teaching the beginners group, which was quite hard as we hadn't tried windsurfing before. John was teaching the experienced group. Mike said that I was a quick learner and was good at windsurfing for a beginner and that made me work harder. I needed to stand up-

right more because when I leant forward it hurt my back, because I was always trying to lift the sail up. I felt that windsurfing was harder than sailing, but I felt that I was better at it than sailing.

Camping out – I loved it because we had different food – we toasted marshmallows and dipped them in chocolate. For tea the first night we made spaghetti Bolognese in the clubhouse – it was really tasty because Mummy made it. I especially loved camping out because I camped with my friends and family and sometimes slept in other tents, including Lizzie's.

Hannah (age 9 yrs)

Membership & Socials

Elaine Coulton

Despite testing conditions, we held another very successful open day again this year with a total of 22 new memberships joining us, and a further 29 since then of various categories which makes the number of memberships at our club up on last year. It is super to see so many of our new members using the club regularly and willing to participate in club events, and to get used to our duty system.

The numbers of young sailors now taking part in the juniors training is especially pleasing. When we have junior memberships with Mum or Dad as a social member we really would like to encourage the social member to take an active part in the duty rota on the Tea Bar and shore duty as well, and also to complete the self-declaration form that we ask parent helpers to fill out and send to Will Buckland, these are in

the rack in the club reception area. As well as helping your own children at the club it will be useful to have this clearance so that even social members can assist other children as well as take on a more active role in the club. It is this 'Hands On' approach that make our club the friendly, efficient club that it is today so to all new members please do pitch in and help where you can. It's a great way of getting to meet people as well. On Board has been another great success for the club, with 3 new memberships (Higher than expected), and it does raise the profile of the club far and wide. If you have a boat, board or trailer at the club without a sticker.....please ????

I cannot be held back any longer from issuing Formal Notices so be warned. *Ian Brett is also on the lookout for boats to sell all our new members. A month*

ago I received an email from a past member who had not been to the club for 5 years to ask if we still had their boat storedDidn't think for a minute that our previous secretary's would have missed that one, the answer was a great fat NO, the same will apply to your boat if it doesn't have a sticker on it!!!!!! If you don't like the colour of the sticker then email me and I will ask Nicola to change it to a colour that co-ordinate's with your boat next year!!!!

If you are reading this and are not receiving regular updates on club activities but would like to then please do email me at the address below to be added to the list, also please do use this membership email address if you have any queries about your membership or club activities.

Interested in receiving regular email updates about Club activities? Unsure about who to approach about training courses? Have any queries about your club membership? Then please contact me:

Elaine Coulton
Hollowell Sailing Club
Membership Secretary
Tel: 01604 780026
Mob: 07941 760672
membership@hollowellsc.org



Contact Tony Otter - Social Secretary for details of all social events at Hollowell & keep a look out on the club notice board



AUGUST 2010	14th—Ladies Fun Day 12 noon to 4pm 28th & 29th—Family Camping Weekend 30th—Junior Regatta & Fun Day
SEPTEMBER 2010	11th & 12th—Rutland Cruise at Rutland Water
DECEMBER 2010	19th—Prizegiving & Christmas lunch party 26th—Boxing Day fun sailing. Mulled wine & mince pies, walk and chat.



Gaps to fill says dutyman Stewart Elder

dutyman@hollowellsc.org.uk

Duty Gaps still to fill for this year: 35

There are 35 duty gaps in the sailing calendar up to the end of the year. Any additional help from members would be greatly appreciated.

More than half-way through the sailing season and we're at the point where the Dutyman can sit back and put his feet up - in theory anyway! I don't have much to say at this stage of the sailing calendar other than to mention that a significant number of members took over 6 months to renew their membership application and apply for duties. This made it impossible to complete the duty rota by the end of March as I would prefer. A big thank you to those who stepped forward to fill in some gaps particularly in July and August. Within two days of the round-robin email I filled all the duty gaps for the remainder of August. Well done! It shows why this is such a good club.

Advice for New Members - Please Get in Touch!

Since our 2010 Open Day on Saturday 8 May, there has been a constant stream of new members. I try to fit you into a day duty that is full wherever possible. This should give you an insight into how the club gets set up for a days racing, where things are kept and who the key people are. The intention is to give you experience in a variety of tasks.

If you are still waiting to hear from me then please get in touch. It is better to have face to face contact rather than bouncing emails back and forth. I sail most Sundays and look forward to arranging something with you.

Crew register available to members

Dave Holyoak

Crew register was set up in 2009 with the aim of getting more double-handed boats onto the water by trying to match empty boats to potential crews/helms from within the existing membership and potential new members. There are now 9 beginners and 3 intermediates available to crew; 3 helms looking for crew.

Email: crewregister@hollowellsc.org.uk

There is a slow trickle of new registrations. I have had some feedback (thanks Nicola) as to how the register is working. It seems to be basically working although the phone calls and e-mails have not been flying across the telecoms network. I am still going to stick with it. One good idea came from the feedback which will be followed up.

Ideal opportunity for Enterprise helms and crews

In the meantime, we have the Enterprise training day and open event coming up this could be an ideal opportunity to bring helms and crews together for some good quality training and maybe a few more Hollowell Enterprise's on the water. I should mention in all fairness that there is also the GPI 4 open event on the same day as the Enterprise open.

Contact Dave Holyoak E21997

crewregister@hollowellsc.org.uk or ent21997@talktalk.net or 01455283591

Training



HOW TO BOOK A 2010 TRAINING COURSE:

Training fees and booking forms are available on the club website and at the clubhouse.

Dinghy courses: Contact Alison Linnell on Tel: 07941 178686 or Email: alison_linnell@yahoo.co.uk

Powerboat courses: Contact Carol Halliday on Email: duncand-carol@cdhalliday.freeserve.co.uk

Sailboard Courses: Contact Paul Mallard on 01604 495027 or Email: stutteredtightpoint@yahoo.co.uk

Date	Course
Aug 21 & 22	Dinghy Level 1 or 2
Sep 11 & 12	Dinghy Level 1 or 2
Oct 2 & 9	Powerboat
Oct 2 & 9	Powerboat Safety Boat
Oct 30 & Nov 6	Powerboat
Oct 30 & Nov 6	Powerboat Safety Boat



LOTTERY FUNDED



SPORT ENGLAND

Tuesday Night Is Taster Night

We had 11 weeks of "Tuesday Tasters" this year from May to July. Most weeks there were 4 Wayfarers sailing. This meant over the 11 weeks over 150 mainly teenagers from Guides, Scouts, Brownies and church youth groups had a taste of sailing, or as some of the evening winds were light to none existent they practiced paddling. A huge thanks to all the instructors and rescue boat crews who helped out.

The numbers stretched the supply of small size buoyancy aids, but hopefully some of the groups will be interested in Onboard next year and the leaders will be interested in the club. Some enquired about the junior and adult start sailing

courses. We already have 4 or 5 groups who missed out this year and want to book for next year.



Hollowell Ladies Days 2010 - impressive progress

It was with great trepidation that I approached Hollowell SC for the July Ladies Day. A new sailor, freshly graduated from the weekend dinghy course only two weeks earlier, and with the ink on my membership forms not yet dry, I confess to a sudden panic about spending an afternoon doing something I wasn't very good at, with people I didn't know. Would I remember anything from the course? Would everyone else be an expert? Why was I doing this? All my fears were needless. As I parked my car, I saw the smiling face of Lynn, who had also been on the beginners course, pulling up next to me. We walked in to the club house to find friendly faces, a delicious lunch being laid out, and Larissa working out a cunning plan for an afternoon's sailing, for a group of assorted abilities. The cunning plan also included us having to rig the boats before we were able to eat any of the fine food on offer! Lunch over, we took to the water. As a novice I can't really tell you much about the wind. It seemed quite windy to me; certainly enough to make me capsize in the first five minutes. Well, it's always best to get the first one out of the way early, I think. We sailed around a course then practised tacking and gybing to a whistle. All too soon, the afternoon was over, and we were packing the boats away. Thanks to Alison, Larissa and Mary for organising the day and thanks to the other sailors for being so friendly. I can certainly recommend the day to newcomers as a great way to get sailing and meet other members.

Rachel Mayman

Having thoroughly enjoyed the Level 1 Dinghy sailing course in July, I attended Ladies' Day which helped reinforce my newly acquired skills! Everyone was very friendly and the atmosphere was great. Having eaten a feast together, I spent most of the afternoon burning the food off from plenty of swimming and pulling myself back into my

boat. A thoroughly good afternoon. Many thanks for everyone's help in trying to keep me upright!

Lynn Campling

I was encouraged to take part in the July Ladies Day. I felt as I was such a novice that it might not be appropriate, but how wrong I was. Larissa broke the ice by getting everyone together over a bring and share lunch first, so we all had a chance to meet everyone before we started (and enjoy a yummy lunch!) and describe things we wanted to work on. She then covered some theory before we set off. Although I was completely incompetent when we went out on the water and struggled around some of the marks, after a couple of hours Larissa had all six or seven of us gybing and tacking on the whistle; I could not believe it! Everyone was very friendly and helpful and all those who took part, clearly learnt a lot and had a tremendous amount of fun. The improvement in sailing as a group in just one afternoon was very impressive. Well done Larissa, for somehow herding us and getting us all sailing together so well. I have also just enjoyed the August Ladies Day. Despite the thunder and lightning, Larissa managed to give us lots of useful tips and advice again and I came away having learnt some new techniques which I then practiced on the following day. I feel much more confident on the water now and at last I am starting to feel the wind. A long way to go, but I am very pleased with my progress. The Ladies Day is a super way to learn in a friendly, relaxed environment, regardless of ability. Both days were very helpful. My thanks to Larissa especially and to the whole team of volunteers, who were all also very helpful and surprisingly patient! I came away from both days feeling I would put my name down again for Ladies Day and would recommend it to everyone.

Wendy Middleton-Smith

Better Rescue Boat Cover - Carol Halliday

We started the year with the aim of improving our rescue boat cover. The clubs' policy is that to be a Boat Officer or Duty Officer and drive the powerboats you should have Powerboat 2. We have also decided no longer to offer the Powerboat 1 course and only to offer the 2 day Powerboat 2 course. If you only did the Powerboat 1 course you need to get in touch and book onto a level 2 course. Some things have changed both from RYA recommendations and our own club systems, not to

mention the RIBS, so if you need a refresher let me know and I'll arrange it. I know some of you haven't actually got Powerboat 2 yet, but are experienced drivers, so again get in touch and arrange a direct assessment to give you the qualification and get you up to speed on any recent changes.

We are aiming in the next couple of years to have all our Boat Officers qualified to Safety boat level, which requires you to have Powerboat 2

before you start the course (some time driving is also very useful). We hope to offer more Safety boat courses; sadly pressure on instructors and boats means they are destined for colder times of year! So, please check your experience and sign up. If the October/November 2010 courses are full we will be running courses in March/ April 2011, so I'd like start a waiting list and contact you as soon as we have the dates (which may be before you get next year's sailing programme).

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Boson's Grouse

Peter Betts - Chief Powerboat Instructor

I'm taking the opportunity to raise an item with all those members and friends who may use the Club's hire fleet. We are now blessed with quite an array and choice of sailing dinghies of different shapes and sizes, but they all have something in common, they are fragile.

We as a Club have spent a lot of money in upgrading our fleet for the benefit of members. As a major asset we have to preserve the fleet to ensure we can offer the same facility for years to come as excessive replacement is not on the agenda in the immediate future.

Guidance for users of club hire fleet

The maintenance is carried out on an ongoing basis to retain the operational fleet in a good working order, however there are things the 'users' can do to help maintain the sailability of all the craft. May I point out a few simple principles in ongoing boat care. When using a Club boat please carry out the following:-

- Pre-launching take care to replace all bungs, check halliards when raising sails, ensure sails are not hooked up on boat clutter-this prevents torn sails.
- When launching please make sure the boat is launched into wind and clear of all concrete slipways.
- When returning please ensure the boats sits correctly on to the trailer, before leaving the waters edge wash out all the muck you may have accumulated and empty via the self bailer, this will leave a clean boat for the next user.
- Return the boat to its designated park, remove transom

bung to drain any water between the skins of the boat, and replace.

Emptying Water

The correct way to empty the water trapped between the inner and outer hull is to remove the bung and lift the boat on it's trailer NOT sit on the transom while the boat is hiked up on the trailer bearers with no support to front half the boat. This will cause damage in two areas, it will eventually break the 'back' of the boat or cause the trailer to collapse. Both these costs can measured in £000's, not a cheap or quick fix.

Attach halliards to mast!

Finally when tucking the boat up in its cover, make sure the halliards are attached to the mast, or the next user will possibly have to retrieve them from the masthead, and make sure all the ropes/clips are fastened properly on the boat cover.

On my weekly visits I have found all manner of kit left lying out and about this will be lost, and subsequently when the next person hires a boat bits will be missing, in addition boat covers left off or not attached properly All this is both very frustrating and unnecessary, It would also be nice if the boats are returned clean and empty, nothing is more unpleasant to find than a mucky smelly boat. Would you leave your own like it?

Let's all take ownership of the boats that the Club has provided, a little more TLC will help us all to have enjoyable sailing without unnecessary frustrations and quality boats for time to come.

Thank you in anticipation.
Good sailing.

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Hannah's word
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Sprint Racing 2010 at Hollowell - Photo Stewart Elder



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