



MAINSHEET

Hollowell Sailing
Club

WINTER 2009

www.hollowellsc.org.uk

Out & about from Hollowell

Hollowell sailors have been active and waving the Hollowell flag around the world:

New member, Megan O'Brien represented GBR at the European Laser 4.7 championships in Helsinki

Arran Holman represented GBR at the Irish Optimist National Championships coming second in the junior division.

Hugh Brayshaw represented GBR at the 420 World Championships at Lake Garda, Italy, and then the European Junior Championships at Lake Ballaton, Hungary.

Stephanie Harding sailed in the RS Feva European Championships

Sarah Small and Alex Peck sailed at the Topper World Championships in Austria.

In addition to those sailors mentioned above, Mike Harding, Natasha de la Fuente, Luke Berry, Chris Berry, Amy O'Brien and Rachel Higgs all sailed in various national events in Toppers and Optimists around the country.



Hugh Brayshaw with helm, Mike Wood, in their 420 winning the National End of Season Championships

Squad Members Roll of Honour

Hollowell juniors currently in RYA and Class Squads:

- Hugh Brayshaw – 420 RYA National Youth Squad
- Megan O'Brien – Laser 4.7 RYA National Squad
- Stephanie Harding – Laser 4.7 RYA National Squad
- Natasha de la Fuente – Topper National Youth Squad
- Sarah Small – Topper National Youth Squad
- Arran Holman – Optimist nationally ranked top 10
- Sophie Otter – Topper RYA Junior North Zone Squad
- Luke Berry – Topper RYA Junior North Zone Squad



Arran Holman, as competitive as ever at the NSSA National Team Racing Championships

Inside this issue:

Commodore comments	p. 2
Membership Fees remain the same for 2010	p. 4
2010 Social Calendar	p. 5
Laser and Solo Fleet News Rutland Cruise 2010	p. 8 & 9
Sign up now for 2010 Duty Rota	p. 10
Youth Squad Season Roundup & Youth Coaching	p. 12 p. 13
Powerboat and dinghy training for 2010 & Child Protection Update	p. 16 p. 17
Calling for room or water by Russell Brayshaw	p. 18

Winter Highlights

- 2009 Year end race results and trophy winners - see page 6 for details
- 20 March Dinner - on page 5
- New and refurbished boats for the club fleet - see page 11



New boats, new races & new volunteers

Mike Pipes—Commodore

Sport England £10,000 award

We start 2010 with marvellous news: Nicola Wilkinson was successful with her application on behalf of the Club to Sport England. We have been awarded £10,000 to purchase a Laser Bahia and at least 3 Laser Picos. Well done, Nicola!

Both Picos and the Bahia were selected by our instructors as the most suitable boats for Hollowell. The Bahia will replace one of the club's Wayfarers and experience will tell if more Wayfarers will be replaced.

The Bahia is being purchased primarily as a training boat but it is also a very good family boat with options to use the trapeze and spinnaker. It will be available for hire to members. The Picos will supplement the one Pico we already have. This has been a very popular boat for training and for hire and is suitable for older youngsters and lighter adults.

New racing formats

David Holman has taken on the important role of Sailing Secretary and has already included some new ideas in the programme which accompanies this newsletter.

Look out for several days of sprint races, a 12 hour race from 12 noon to midnight and team racing in Picos.

Management of the Tea Bar

You will be pleased to hear that the search for a new Tea Bar Manager has been successful. Mary Mallard has undertaken the job with great enthusiasm and capability for 5 years. A meeting of the Membership and Social Committee established that she was effectively covering three key roles and I am delighted to announce that we have volunteers for each of them.

Sue Prouse will take over the lead role as Tea Bar Manager and will provide leadership to members undertaking Tea Bar duties throughout the year.

Martin Gibbs has taken on the dry goods shopping to ensure we have loads of sweets and soft drinks available as well as supplies for our cleaner. Kevin McAllister will ensure that money paid into the safe is accounted for and banked on a regular basis.

The Bar

Gill and Barny Creaser have done a great job with the Bar including the reintroduction of draught beer at appropriate times. They too would like to hand over to some one who would relish shopping for their favourite beers.

The most important part of this role is to ensure there is plenty of beer, particularly County. You need to

buy the odd can of coke as well.... Please speak to Gill, Barny or myself if you would like to add this opportunity to your CV.



Christmas party

Those that attended the Christmas party had a wonderful time and particularly enjoyed Ian Mackay's version of the Seven Dwarfs. The venue had to be changed at very short notice to Guilsborough Village hall as the access road all the way from the electric gates to the club house was badly iced up and unsafe to use. That's global warming for you!

I look forward to seeing you all at the AGM and Mad March Pursuit and after that too.

Continued Club Improvements in 2009

New kerb

Contractors installed a new kerb around the clubhouse to prevent potential flooding around the front door. We had a couple of near misses during the summer when flash flooding caused water to lap around the front door. The contractors also repaired the main slipway and cleared some of our forest area for trailer parking.

Naseby Pontoon

The wrinkly work parties on Thursdays continue to refurbish the Naseby pontoon. It is slow and difficult work but the end result will be a life extension of about 15 years and a safe landing surface for members.

Sandy foreshore

Sand and gravel was spread on the foreshore in front of the club boats by a very energetic work party. This will make it much easier for youngsters (and the rest of us!) to bring their boats up onto the grass.

Laser and Enterprise slipway

More good works by the wrinkly people prevented the potential collapse of this slipway which has now been shored up on both sides by reinforced concrete. It is amazing the erosion that had taken place on what is deemed flat water.

New floor in the race office

Using very good quality flooring provided by Hazel Cook the Race office and the utility room in the gents has a bright new look. Another little wrinkly job!

We still have lots of flooring available which we can't use in the club. Please contact me if you would like to bid for some.

New cupboards

New cupboards have been installed in the Disabled changing room, mainly for the storage of T Bar dry goods.



Boxing Day at Hollowell—Snowflake series abandoned
(photo thanks to Ian Small)

Housekeeping—work parties

JANUARY 2010	9th & 30th
FEBRUARY 2010	13th & 27th
DECEMBER 2010	18th
JANUARY 2011	8th

Trailers

I am concerned that in spite of repeated requests very good trailers remain in the abandoned boat park. The months notice is now up and in theory the Club could sell them. However, Ian Brett has rightly pointed out that this could cause considerable distress to members who do not read emails, newsletters or check on their trailers from time to time. For the moment we are hanging on to them and Ian will let you know when they are available for sale in the spring.



Membership Fees for 2010 to remain the same

Elaine Coulton

Happy New Year to you all, and some good news to start off 2010: our membership fees have remained the same as in 2009.

Fees for 2010 are:

Family £145.00
Single £115.00
Young adult £57.50
Junior £30.00 and
Social £30.00

Boat and Trailer fees also remain the same: 1st craft/sailboard £40, 2nd craft £30, trailer £15 if not under craft (20% discount to senior citizens)

This year you will find your membership renewal in your envelope with this edition of the newsletter.

I would be grateful if you could send me your renewals promptly, and in return I will send you your confirmation of membership 2010 and a new sticker for your boats and trailers.

This is especially important if you wish to pay by direct debit.

A DD form can be downloaded from the Club website. Your membership fees will then be

taken over 6 months with the first payment going out in April 2010.

Don't forget to sort out your duties with Stewart before you return your renewal form.

Please do ensure you place your new 2010 sticker on your boats and trailers as soon as you receive them.

Reflections on 2009

As I complete my first year as Membership Secretary, I can reflect on what a super year it has been.

I have learnt a lot, met many new people, and welcomed new members. I have also sadly said farewell to a few past members. This has inspired me to see how we can retain more members next year and in the following years by doing a little bit of marketing work to see what members wish to gain from our club, apart from the sailing of course, be it Junior coaching, windsurfing courses, or just a leisurely approach with perhaps some crewing.

With this in mind the membership application form will be reworded

from 2010 and I intend to follow up new members requirements closely.

I hope this will encourage new members not to give up after the first year which is where we lose most of the new membership.

Having said that, the membership numbers are very buoyant. We do want current members to stay on and enjoy your time at the Club.

If you are a new member and not sure who to approach regarding courses etc my number and email address are at the bottom of this article.

We have increased our communication to members by way of updates to those members who wish to receive correspondence by email. If you are reading this article and are not receiving our emails then please send me a quick email to the address at the bottom and I will include your email address on our circulation list.

We have an exciting 2010 planned with many other new ideas planned from all aspects of the club. Roll on March so we can get those boats out again!!!

Peace and Joy to all in 2010.



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 / 07941 760672
membership@hollowellsc.org.uk

Socials for 2010

Tony Otter



Look out for more details about the Annual Members Dinner —20th March 2010

MARCH 2010	6th & 7th—Dinghy Show, London 20th—Members Dinner (more details from Tony Otter)
MAY 2010	8th—Pig Roast at 6.30pm 29th, 30th & 31st—Spring Family Camping Weekend (BBQ on 29th—bring your own food)
JUNE 2010	5th & 6th—Wayfarers Cruising Training (contact Mike Playle for details) 19th—Summer Party & Family Camping
JULY 2010	17th—Ladies Fun Day 12 noon to 4pm
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.

SIMPLY MUST DO THIS YEAR!

DATES FOR THE DIARY: 5TH & 6TH JUNE 2010 WAYFARERS CRUISING TRAINING & WAYFARERS RUTLAND CRUISE—SATURDAY 11 SEPTEMBER 2010

Join Helen and Mike Playle this year on a Wayfarer's cruise at Rutland Water in September. The size of Rutland Water allows sailors to thoroughly enjoy cruising, exploring the lake, fine company and a famous strawberry tea! Contact Mike Playle for more information and download a training booking form from the HSC website.

HSC OPEN DAY 2010

Saturday 8 May 2010

(pig roast for all at 6.30pm)

Visitors can try sailing and windsurfing free of charge and visit the Club's facilities between 11am and 4pm on Saturday 8 May 2010.

Do bring your friends along – the BBQ will keep them

well fed, the T-bar will keep them watered, and the bar will be open later. The rail of 2nd hand sailing kit is always popular, and there is always the 'Boats for Sale' area. Joining offers are available for those who pay on the day.

Newcomers are invited to tour the Club facilities and receive details about our Training Centre for RYA courses.

Following the Annual Open Day, all Club Members are also invited to the Annual Pig Roast at 6.30pm. Please spread the word!



Mike & Helen Playle



Clive de la Fuente

RACING RESULTS 2009

www.hollowellsc.org.uk

Summer Saturday	1st Pete Jackson SOLO 3693	2nd Roy Richardson SOLO 4020	3rd Mike Seal SOLO 4599
Autumn Saturday	1st Roy Richardson SOLO 4020	2nd Barney Creaser SOLO 3071	3rd Paul Mallard SAILBOARD K I
Autumn Sunday	1st Mike Playle WAYFARER 4028	2nd Roy Richardson SOLO 4020	3rd Martin Hudson LASER 176822
Autumn Sunday Fleets 1st	Enterprise GPI 4 Handicap Topper Laser Sailboard Solo	Dave Hollyoak David Harris Mike Playle Charlotte Playle Martin Hudson John Smith Roy Richardson	
Frostbite	1st Pete Jackson SOLO 3693	2nd Mike Playle WAYFARER 4028	3rd Laurence Creaser LASER 27073
Christmas Snowflake	Abandoned		

See website for full list of 2009 Trophy Winners or ask any Committee Member for a printed copy



Some of 2009's Trophy Winners collect their awards—David Harris, Sue Prouse, Arran Holman, David Holman, Alan Winters, Russell Brayshaw, Barney Creaser, and Sophie Otter



Open events 2010

MARCH 2010	Saturday 27 March—Windsurfers
APRIL 2010	Saturday 24 April—Topper/Optimist
JUNE 2010	Sunday 27 June—Laser/Solo
JULY 2010	Sunday 11 July—Anglian Water Junior Series
SEPTEMBER 2010	Sunday 26 September—GPI4/Enterprise
OCTOBER 2010	Sunday 31 October—Iced Tankard Handicap



Mary and Nicola receive their awards at the 2009 Christmas Party



See HSC sailing programme for details of full calendar of all sailing and social events taking place at Hollowell Sailing Club this year

CONSUMER REVIEW TYPHOON ROCK BOOTS

Stewart Elder

Having had them for 6 months now I am surprised Typhoon makes no mention of their use for dinghy sailing. They were originally designed to be used on rocky beaches or when kayaking or diving. Be assured they are also very suitable for sailing. They are extremely comfortable both in the summer and winter. The outer looks like a training boot with a thick hard-wearing sole and has an inner sock of 3mm Neoprene. Because they lace up they fit much better than ordinary sailing boots, although they are only fractionally easier to put on over a drysuit.

The laces need to be a bit longer and more substantial, the ends fell off very quickly and the miserable length of them means I cannot fully lace them when wearing a dry suit. This issue though is insignificant compared to their comfort qualities. Highly recommended.

(Got great kit for sailing? Let Nicola know on: newsletter@hollowellsc.org.uk)



Stewart's Star Guide

PRICE	£40 approx	4 stars
COMFORT	Good even when wet	5 stars
QUALITY	Some loose stitching after 6 months use	3 stars
PROTECTION	Especially good on rocky ground	5 stars

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 8 members now available to crew and 3 members looking for crew. Email: crewregister@hollowellsc.org.uk

Laser Fleet - top tips get 2010 season underway

Alan Greenaway



Laser & Solo Open—Hollowell Sailing Club 2009

Firstly I'd like to wish you all a "Happy New Year" and bring you up to speed on the forthcoming year. For current and potential Laser sailors I thought it may be useful to include a few notes on what to look out for if you are buying a second hand Laser, or even if you have recently bought one Allan Broadribb's tips on "Buying a Used Laser" may highlight some useful points to check.

Firstly the Laser and Solo Open has been agreed for this sailing year (27th June) so if you haven't attended this event before then come along and take part. Any queries you may have about the event can be answered by many of the Laser or Solo sailors at the club.

Secondly plans are underway to organise 4 training sessions for Laser sailors throughout this year. Two sessions will take place before the Laser Open, and two more before the winter chill starts. The Club has generously agreed to provide some subsidy towards this training and I would like to finalise the details by the beginning of February. If you are interested in attending these sessions and have suggestions for training material could you e-mail me at alan_greenaway@msn.com (2 underscores) by the end of January at the latest. I hope to mail out to all interested around mid-February with the details.

The following extracts have been taken with thanks from Allan Broadribb's tips on "Buying a Used Laser". See the following website for the full article and his suggestions on how to put things right. www.schrothfiberglass.com/LaserMaint.htm

THE HULL

Check the obvious. Is it clean? Has it been looked after? A 10-year old boat that has had covers put on it all the time may be in better shape than a 4 year old boat left out in the sun all day. Check the stiffness of the deck, especially the area where you sit to hike and the bottom of the cockpit. Do this by pushing on the deck with both palms side by side.

Check for water in the hull by opening the transom drain plug and lifting the bow. Check the cockpit drain plug area. Check the joint between the hull and check at the top of the centreboard slot.

The mast step can be a problem area. If it has been replaced then it's probably stronger than new. If not and the bottom looks worn then you might want to put an inspection port in to reinforce the bottom of the tube where it meets the hull. Your hull should weigh about 60kg. Don't necessarily look for a light boat, you are sacrificing stiffness and durability for an insignificant gain in speed. However you probably don't want a 70kg Laser.

THE SPARS

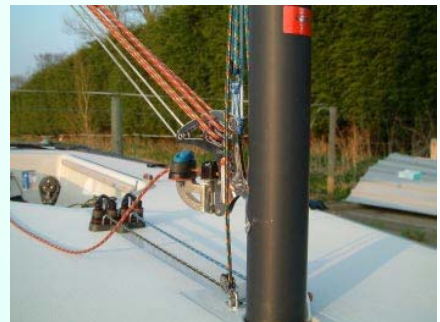
It's critical that the bottom and top sections of the mast are straight. The only exception is the 4.7 rig which has a pre-bent bottom section. Roll the top section on a flat surface to see if it has a slight bend at the collar.

Check that the centre board and rudder blades are straight with no chunks missing from them.

SAIL & OTHER STUFF

Make sure the sail has the red Laser patch near the clew, if not it's not legal for racing and you'll have to buy a new one.

Check the rig and consider buying new ropes or a kit. If you race then you'll need a bailer and decent tiller and extension. You should also get an anti-friction plate to drop in the mast step. Ask about the race record for the boat.



THE PRICE

You should be able to get out racing in a reasonably equipped competitive Laser for about half the cost of a new boat. Used boats which have been taken in exchange by Laser dealers usually cost more than Lasers purchased privately, but on the other hand the dealers will usually put the boat in good shape and back the product to a certain extent afterward.

When deciding on price take into account whether you'll have to buy a new sail, ropes, tiller, bailer, etc. Also take into account the extras that come with the boat like a carry all bag, top and bottom cover, spare sail, trailer, dolly, etc. You might also need a mainsheet ratchet block and cleats.

SOLO sailing at Hollowell

Ian Hall—Solo 3714

2009 has been another successful year for the Solo Fleet at Hollowell. Roy Richardson continues to be as competitive as ever; really only Pete Jackson always able to beat him. Others are getting closer though with intense competition always there, followed by lively banter in the bar afterwards.

The fleet continues to grow, although this year we must say goodbye to Mike Seal, Duncan Bradley, and Phil Scott, all of whom have left the area. We hope to see you back at Hollowell if you are passing. Welcome particularly to Will Buckland who has seen the light and joined the fleet.

The Solo open meeting was well attended: 10 visitors

joining 5 home boats and showing us how to sail a Solo quickly. Chris Brown, a perpetual Nations runner up prevailed, and the practice at Hollowell obviously stood him in good stead as he went on the win the Solo end of seasons at Draycote.



Frostbite series—6 December 2009 at Hollowell
(photo thanks to Paul Mallard)

In 2010 the HSC Open is on Sunday 27 June, again we are sharing with the Lasers. Put the date in your diary now and see how the top sailors can make a Solo go. Northampton's Solo open is the following weekend on 3 July – well worth the short trip to sail on a bigger water (and practice for the Warwick Trophy later in the year!).

To help us improve I will try to organise some training, but the

calendar is extremely full, particularly in June just before the open meeting – there is some sort of training on at the club every Saturday!!! As ever if you have any questions about Solo sailing come and ask - I am around battling with Roy most Sundays.

Cruise in company at Rutland—11 September 2010

Are you frustrated at having to react to Hollowell's fluky wind? Do you have a trapeze, or a spinnaker and long to use them over a reasonable distance without constant headers? Are you a windsurfer longing to get hook in to your harness? If so - set aside this day for a cruise on Europe's largest man-made lake.

This is a "cruise in company" where we "buddy sail" and keep an eye on each other. Competent windsurfers are welcome too. We traditionally sail the North Arm in the morning and the South Arm in the afternoon. Distances are around 5 and 7 miles respectively. The day sailing base at Whitwell provides plenty of sheltered space for rigging and parking. If you can sail round Hollowell and get back you can probably cope. This is a great opportunity to expand your sailing experience in beautiful surroundings with the support of people you know.

A strong Westerly can raise surprisingly large waves. Rutland Water can become rough in fresh winds compared with our own sheltered lake - but this might be why you want to go!! It is still much safer than tidal estuaries or coastal waters. There is general rescue cover but NOT dedicated to us. Those of us with VHF radio can call up the rescue service. Both Whitwell and the Rutland Sailing Club operate safety boats. Meals include bringing a picnic lunch and barbecue dinner. Maybe Helen's famous scones will make another appearance around tea time too.

Sign up for the 5 & 6 June 2010 weekend Wayfarer Cruising Practical Training Course

Written by Nicky Quick Sunday, 31 May 2009



The course was held at Hollowell Sailing Club near Northampton on a dry, sunny but chilly weekend. I've owned my Wayfarer for two seasons now and have got to know my boat quite well, but I knew that I would benefit

from some more training. I couldn't miss the opportunity to train in a Wayfarer with instructors who have so much experience with this class of dinghy. The whole weekend was very useful and I was pleased to discover that although the course hadn't been held for a few years, I was lucky enough to get a place on it this year

To understand more about special preparations or find out more contact Mike Playle (email: wuffa@tiscali.co.uk).

(Nicky Quick's comments are taken with thanks from UK Wayfarer Association website <http://www.wayfarer.org.uk>)

The Duty Rota

Stewart Elder

It's the time of year again to apply for duties- and I am ready for your enthusiastic and timely responses. As they say in all the best reality TV programmes 'the lines are now open'. There are no major changes to the process this year and just to recap – This is my 6th year of doing this job and

You contact me and obtain your duty dates BEFORE sending back your membership Renewal form

for the vast majority of people it's a relatively painless process (as is changing the dates if it later turns out to coincide with something more important). Dates do fill up very quickly especially the early and later parts of the sailing calendar, so please don't let this process drag on. The General Committee are fully committed to the rule that doing duties are a pre-requisite to membership. That means if you DO NOT write your duty dates on the renewal form you are NOT a member of Hollowell Sailing Club.

You will find that both Elaine (Membership Secretary) and I will be a lot less flexible on this matter. We are both volunteers for this work and it is our intention that our 'pending trays' remain empty this year. Any incomplete forms will be sent straight back. Sorry if this may seem a bit harsh but if you had the job of filling 900 duty positions – what would you be doing? Remember that there are implications if you are NOT a member of Hollowell Sailing Club and keeping a boat on the premises.

HOW DO I GET DATES?

On receipt of your renewal form contact me either by email or telephone. If you phone and I'm not in don't leave a message about dates, phoning after 6pm is best but I am not too troubled if it's earlier.

If you are a single member it's the equivalent of two full day's duty, if you are a family member then it's four full day's duty. Most Saturdays Thursday and Tuesdays count as half days. The full duty rota is on the Hollowell web site but from January to March I find it difficult to keep it up to-date as it can change hourly. In an eight week period I expect to deal with 300 enquiries. So for some there maybe alternative dates offered despite the fact when you checked the rota the dates were vacant. I will always send out a letter or email headed 'Confirmation of Duties'. Please do check that the dates you applied for are the dates on the confirmation.

WHAT CAN I DO?

DUTY OFFICER – They have overall responsibility for safety, the club and the organisation of sailing. A comprehensive instruction sheet is available from me for DO's giving details of how to open up and key security. There are no changes to it from last year so if you need a copy please request one.



NSSA 2009 at Hollowell Sailing Club—
Chris spots the surprise passenger!
(thanks to Stewart Elder for the photo)

ASSISTANT DUTY OFFICER – Firstly, what it's not, despite the title you are not second in charge- the only thing you are in charge of is a clipboard. ADO duties do not require any special qualifications or training. They assist on the 'Committee' boat with flags and anchoring. Your main task is to record sail numbers and enter the results on to the computer. Please come prepared to multi-task – you maybe required to

crew a rescue boat. The Duty Officer will allocate jobs for the conditions prevailing on the day and putting out two rescue boats for example may be an option for the DO to consider. ADO's are first reserve ABO's.

BOAT OFFICER / ASSIST BOAT OFFICER - A good pro-active Boat Officer is essential. In many respects these are the most important positions to fill. A number of requirements are necessary:

1. One person on the rescue boat must have Powerboat level 2 and be aged 18+. Assist BO should be 16+ and ideally have qualified to operate a power boat.
2. You must be physically fit. There is a requirement on the membership form to sign that you are able to do this duty - please do not sign it without proper reflection. Have I kept up with RYA training and instructions? Have my reactions and eyesight deteriorated over the years and I refuse to accept the inevitable? These questions require honest answers by you.
3. A safety boat must have at least two people. A careful watch over the water is necessary at all times. I am a regular sailor and a lack of proper observation by those on the rescue boat is a major concern of mine. Twice this year I have had to abandon a race to sail towards the rescue boat to alert them of an incident. No wonder, I don't win anything!

TEA BAR - This role involves meals and supervision of the 'tuck shop' and tea/ coffee making. There is a safety aspect in that you are the 'responsible' duty crew on shore – this will be for assistance in dealing with casualties, for example. You are also 'on shore' observer for incidents on the water. There is also a need for this person to act as 'reception' for visitors. All TB's should be able to use the hand held radios, training in which takes a few minutes – if you are not sure ASK. Please don't leave it so that the first time you use it is for an emergency.

DUTY REMINDERS BY TEXT IN 2010

So you have your dates and it's on the calendar –yes the one hanging in the kitchen by the fridge. What happens next? Unfortunately, nothing – it's forgotten – from past experience a dozen of you might as well write the dates in the January snow. The Duty Officers instructions request that they contact their duty crew before the event – this is a pain for them and the fact is they do not get a reminder themselves. This year I am going to experiment with sending out reminders by text message. It will be a universal text along the lines of **'Hollowell SC reminder – you have a duty date coming up. Do not reply to this message'.**

Dealing with the last bit first – Do not reply to this message, it is there because I cannot enter into communication with you through text messages. If it suddenly occurs to you that the duty cannot be completed contact me by landline or email. If the duty date is for that week – don't think I have a secret resource of people to replace you at such short notice, contact the Duty Officer he or she will make a decision about the implications of your non-attendance. The message will be sent fortnightly covering two full weeks I am sorry it cannot be more precise but this is the most efficient way for me.

On receipt of the TEXT DUTY REMINDER message why not send an email to the Duty Officer confirming your attendance? It will save him/her contacting you.

Boats and things

Peter Betts—Boson

Here is an update to keep you abreast of what's happening pre- the 2010 season.

Naseby Jetty refurbishment

The main 'Naseby Jetty', will be almost completed by the new season with a total refurbishment to the main timber structure and a new non-slip surface. The current weather conditions have held us caused some delay, but we hope to have it completed early 2010.

New boats to the club fleet

The new year will also see the addition of new boats to the club fleet. The first, a 'Laser Bahia', a two man performance dinghy aimed at training and the availability of having this type of craft for the progressing junior members.



The other addition will be a number of 'Laser Picos', currently a nationally acclaimed training craft for all ages. It is a roto-moulded dinghy (like the Topper) which is quite resilient and a very good handler.

Responsible use of club fleet

On a serious note regarding new boats and the like, during the 2009 season on a number of occasions I have found blocks and rigging left 'lying around', sometimes thrown on the floor, some-

times left lying on the top of other boats or the 'beach'. This in the main refers to the 'Junior Fleet'.

These items are very expensive to replace if lost and create a problem for the next person sailing a particular boat. As an example of cost, a Topper kicker is £100, an outhall is £55 and a ratchet block is £49. We cannot continually replace items such as these. Therefore can I stress a point to all Junior sailors and their respective parents to help us in this matter.

Report breakages in Boson's Log

The boats are rigged as the Club wishes and should not be altered in any way. Should there be a breakage before or during sailing then the trainer must be informed. We then have a system in place to remedy. If the trainer cannot affect a repair, they will enter a report in the Boson's Log where it can be traced, a new part ordered and fitted. This minimises the time the boat is not available for use. This system has worked well during 2009 and has ensured the Club Fleet is in good order and operational for the use of members and the training team alike.

Hire fleet refurbishments

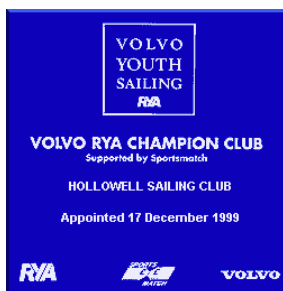
The 2010 season will see the refurbishment of some of the current 'Hire Fleet' to offer members craft which are well presented, while ensuring our training team can maximise their efforts in the area of training, rather than fixing boats before they can use them.

A good many people give a lot of time in helping others. Let us all do our bit in keeping the boats 'at the ready'.

It remains for me to wish you all 'Good Sailing' for the forthcoming season, and the best of luck for the New Year.



“Well done to all of our young sailors, not just those at the top but also to those who have just learnt to sail and all those in between. I look forward to another great year in 2010.”



Hollowell Youth Squad—Season Round Up

Russell Brayshaw

Another thoroughly rewarding, busy and successful season is completed again, when we have seen our established sailors move to even greater heights and seen terrific promise appear from our newer sailors. Overwhelmingly, we have seen a load of kids having a great time on the water!

Sunday Coaching Sessions and Junior Week

The Hollowell Youth Squad have been doing their stuff, primarily with a view to progressing their racing skills, however the basics of doing well on the race course is boat handling so there have been a few games and fun activities thrown in to develop boat handling without noticing. We have also been lucky this year to receive a few extra days coaching and support from the RYA. Duncan Adams has been the coach we have seen most of and he has had a visible effect on the sailors who have all come on significantly during the year. Notable most improved youngsters have been **Sophie Otter, Robin McAllister, Charlie Laundon, Isobel King and David Lennon**. Not surprisingly they are the ones who have been coming most often!

The junior week was a great success again this year. As a poor windsurfer myself, I am always amazed at how

well the kids do during the windsurfing half of the week and this year's band of juniors were exceptional. We didn't get the best weather but I know that didn't stop anybody enjoying themselves.

The key for the squad now is for them to get out racing more often, not just come along to the coaching sessions. Once a few get out there and race against each other, the more fun and competition will follow and then we will see leaps forward in the performance. I know the grown-ups on the water will welcome them, even though they may slightly resent being beaten by them.

Anglian Water Series

The Anglian Water Series has been a great success this year with a record number of juniors (83) entering from across the whole county. Nineteen of Hollowell's junior sailors sailed at one or more of the events in the series giving them new opportunities of racing away from their own water. Their positions in their fleets were noticeably improving during the season and I can't wait to see how they will do next year.

Alex Peck, Lawrence Creaser, Arran Holman, Nial Holman and Mike Harding all picked up prizes from at least one of the events and **Mike was top under 13 sailor** in the series overall.

NSSA Team Racing 2009



I was particularly proud of how well we hosted the national team racing event. What was even more delightful, as chairman of Northamptonshire Schools Sailing and Canoeing Association, was the fact that we put out 5 teams from Northamptonshire with the major share of the sailors from Hollowell. The cherry on the cake was the fact that we had 2 teams, nearly 3, in the semi-finals with one getting through to the final. I hope to develop the team racing more next year.

Natasha de la Fuente
Member of Northamptonshire B, and
Runner up at the NSSCA National Team Racing Championships

Youth Coaching

Larissa Barker—Senior Instructor

Youth Coaching in 2009 has been extremely successful with up to 28 young sailors participating on a Sunday morning.

On occasions we have run out of club boats. We will have some more Picos in 2010 thanks to Nicola's successful application for Sport England grant money, and we have other plans so that we shouldn't run out of club boats in 2010.

So, plans for next year:

- Have a Swallows and Amazons group for those sailors who do not wish to race. We'll have fun on the water, play games and sail around the reservoir.
- Involve more instructors and especially our younger assistant instructors in coaching.

- Russell will run Youth Squad coaching with outside coaches such as Duncan coaching as well.
- If using a club boat, all young sailors will need to book their boat for approximately 4 sessions. There will be "booking in" days and a charge for the use of club boats, £4 if booked in advance and £5 if booked on the day. The first event to book your boat is on Sunday morning, 9.30, 11th April.
- Better e-mail communication about youth coaching. Elaine Coulton has very kindly offered to help with the administration and keep e-mail distribution lists up to date.

For Russell and myself this means that we should have a better idea of how many young sailors to expect and can gear the programme appropriately.

As a young sailor you will know:

- which boat you will have to sail for youth coaching,
- that your boat is rigged correctly for sailing next time, and
- that, if you wish to race in the afternoon, then you can have it free of charge.

So, I look forward to seeing all young sailors on 11th April to check out your own boat or to book and check your club boat, and make sure that you and your parents know how to help you rig it correctly.



Juniors and Youth Sailors (and their parents!) - is email your thing?

Are you happy to receive email communications about junior and youth sailing activities, including the youth coaching?

Want to know who to approach about training courses?

Yes? Then please make sure Elaine Coulton has your correct email address by sending her an email with "Junior & Youth Sailing" in the subject title.

Send your emails to:
membership@hollowellsc.org.uk

**Saturday
24 April
2010
Topper and
Optimist
Open
Meeting at
Hollowell**

Junior & Youth Sailing Dates for the 2010 Diary

Coaching

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

APRIL 2010	11th (signing on and boat prep.), 18th & 25th
MAY 2010	16th & 30th
JUNE 2010	20th
JULY 2010	4th & 18th
AUGUST 2010	1st & 15th
SEPTEMBER 2010	19th
OCTOBER 2010	10th & 24th

Note: there will almost certainly be all-day coaching sessions with an RYA professional coach, these may be additional dates to the above or just extended sessions.

Junior Week - Always over-subscribed so book early

DINGHIES	Monday 26th to Wednesday 28th July 2010
SAILBOARDS	Thursday 29th to Saturday 31st July 2010

Anglian Water Series

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

Sat 29th MAY 2010	Middle Nene Sailing Club (Thrapston)
Sat 26th JUNE 2010	Banbury Sailing Club
Sun 11th JULY 2010	Hollowell Sailing Club
Sun 19th SEPTEMBER 2010	Cransley Sailing Club
Sat 16th OCTOBER 2010	Northampton Sailing Club

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Training



Powerboat training

Mike Pipes

One of the most important functions performed by members at Hollowell is manning the rescue boats. In the last couple of couple of years powerboat provision at Hollowell has changed out of all recognition.

At a meeting of powerboat instructors we identified some training opportunities for members which will make the rescue service safer for everyone.

From 2010 we will only offer two types of power boat courses:

Start Power Boating will be a two day course which will bring members up to the current standard at Hollowell required to helm a rescue boat. Prior to this course it is assumed members have had little or no previous powerboat experience.

Safety Boat course will build on the helming skills of 'Start Power Boating' and teach members to rescue most of the types of boats in use at Hollowell. For this two day course members must have passed the Start Power Boating course and also had some hands on helming experience.

Both courses will be free to members. Commercially they cost up to £300 each. We record everyone who takes our powerboats courses and certificates can be issued at a charge if requested by the Principal of the Training Centre. That is currently Mike Pipes.

From 2010 Carol Halliday will deal with all powerboat training bookings. Her contact details are on the new booking form.

Carol will also encourage current level one and level two powerboat members to move up to Safety Boat level. She will also arrange free refresher training for anyone who needs it.

Additional powerboat courses are on offer this year starting in February 2010.

“By Spring 2013 we have an ambition for all members who helm powerboats at Hollowell to have achieved Safety Boat level.

It is as important to know how to rescue as it is to drive the boat safely.”

HOW TO BOOK A 2010 TRAINING COURSE:

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

Dinghy courses: Fees include certificates, logbooks and handbooks where appropriate. Contact Alison Linnell for further information and complete a training booking form on Tel: 07941 178686 or Email: alison_linnell@yahoo.co.uk

Powerboat courses: Powerboat certificates, logbooks and handbooks are included for non members and will be provided to members on payment of an additional fee. To book a powerboat course please contact Carol Halliday on Tel: 01604 406177 Email: duncandcarol@dchalliday.freeserve.co.uk and complete a training booking form

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

For junior courses marked with * on page 17, preference will be given to those who have parents able to assist with the running of the course (note that this assistance will not require any particular skill). To comply with our Child Protection Policy parent helpers will be required to complete a self declaration form. Subject to availability, courses are open to non members for the payment of the fees shown on our website. In addition to the above courses as part of the 'On Board' programme we run a series of Taster Sessions for Clubs and Groups in May and June. FOR ALL COURSES follow the [links](#) on our club website to details and booking form or see phone contact details on page 20.

*** AVOID DISAPPOINTMENT - BOOK EARLY! ***

Date	Course
Jan 31	Small Craft First Aid
Feb 20 & Mar 6	Powerboat Level 2
March 13 & 20	Powerboat Level 2
March 13 & 20	Powerboat Safety Boat
March 21, 28 & Apr 17	Assistant Dinghy Instructor
May 15	Race and Duty Officer Training - Ian Hall
May 16	Improve your Racing
May 22 & 23	Dinghy Level 1 or 2
Jun 2	Sailboard Beginners
Jun 5 & 6	*Junior Start Sailing *
Jun 5 & 6 **	<i>Wayfarer Cruising—contact Mike Playle</i>
Jun 12 & 13	Dinghy Level 1 or 2
Jun 19 & 26	Powerboat Level 2
Jun 19 & 26	Powerboat Safety Boat
July 3 & 4	Dinghy Level 1 or 2
July 17	Ladies Fun Day
July 26 - 28	*Junior Sailing Week (Dinghies)*
July 29 - 31	*Junior Sailing Week (Sailboards)*
Aug 7 & 8	*Junior Start Sailing*
Aug 14	Ladies Fun Day
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

** Wayfarer cruising training is organised by Mike Playle through the Wayfarer Class Association

Child Protection..... an update.....and forthcoming changes

Will Buckland—HSC Child Protection Officer

We are now in the fortunate position of having 63 people cleared through the in-house vetting system to work with children and other vulnerable people and in the autumn of 2009 we started CRB checking those people who are directly involved with children. Twenty eight people were approached and so far thirteen people have been cleared by the RYA and more will follow.

It is important that anyone directly working with children are on the in-house self declared list and this includes instructors, safety boat crew and tea bar. You may ask why the tea bar, but they could be responsible for coping with a cold child and overseeing them into a warm shower. Whilst the club may only ask those people on the list to undertake these activities, if you are asked and you know that you are not on the list you **must** politely decline. This will become even more important when you read on.

As many of you will have read in the papers the Government has created the Independent Safeguarding Authority (ISA) and they will undertake the Vetting and Barring Scheme (VBS). The ISA was set up after the Bichard Inquiry which was commissioned following the murder of school girls Jessica Chapman and Holly Wells by the school caretaker Ian Huntley.

The Government has divided work with children into 'regulated activities' and 'controlled activities'. The work we undertake with children comes under 'regulated activities' and is defined as

- Any activity of a specified nature that involves contact with children or vulnerable adults frequently, intensively and/or overnight.
- Any activity allowing contact with

children or vulnerable adults that is in a specified place frequently or intensively. 'Regulated activity' is when the activity is frequent (once a month or more) or intensive (takes place on three or more days in a 30 day period).

You may have heard that the Government has asked the ISA to clarify exactly what it means by this definition and until it reports back we will have to work with what we currently understand.

From October 2009 increased safeguards were introduced with a wider definition of 'Regulated Activities'. It is now an offence for a barred person to work in a regulated activity and for an employer to knowingly employ someone who is barred.

It will be the individual's responsibility to apply to register with the ISA and there will be no charge for volunteers applying for registration. This is a once only registration and once registered you will be given a unique number that employers can use to access the ISA register and the employer will be automatically notified should your status change.

The timetable for change that we know so far is:-

From July 2010 all people who are newly recruited can apply for registration with the ISA.

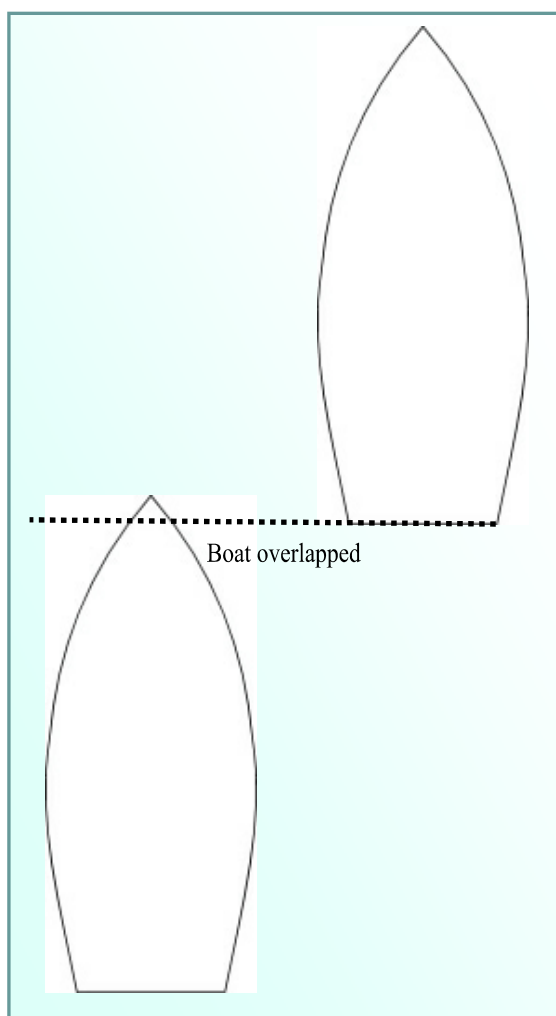
From November 2010 registration will become mandatory for all new employees and volunteers. It will be illegal for the Club to employ a new person to work with children after November 2010 who is not on the ISA list and the club could be liable for a £5000 fine or imprisonment.

From 2011 all those existing volunteers who do not have a CRB check will have to apply for ISA registration. Following that we will ask those who have been CRB checked to apply for ISA registration starting with the oldest CRB checks first. The ISA and the RYA have yet to issue detailed guidance on the timing of this process.

ROOM or NO ROOM?

Russell Brayshaw

“Room,” “Water”, “No Room”, “No Water” and may be a whole load of other expletives – these are things you may well have heard as a you approach a mark of the course, heard at various volumes with varying levels of urgency and assertiveness. “What does it all mean?” said one member recently. Let me try to explain.



As you go round a buoy on the course, you normally want to be the inside boat and you want to avoid being on the outside, especially if there are a few boats rounding at the same time. The outside boat will normally lose places. The crucial factor of whether you can get round on the inside is if you have an overlap over a boat on the outside.

Overlap

If you were to draw a straight line off the transom of a boat and your boat is across this line or ahead of it, then you have an overlap.

You must be given room to round the mark on the inside, if you are the inside boat and you are overlapped with the boat on the outside of you. The crucial point at which the overlap must be in place is three boat-lengths from the mark. To make sure of this, you should ask for room at the mark; if you are almost certainly going to be overlapped at this point, it is wise to call for room early so all the affected boats can prepare. If you are the boat ahead and you don't believe that there is an overlap, then it is also wise to advise the boat behind that you will not give any room, just in case they are tempted to sail into a gap that you are about to close.

So really, it's as simple as that; so why is there so much shouting going on? There are a number of points where things can go wrong.

How far is 3 boat-lengths?

This was probably the biggest rule change at the start of 2009, it used to be two boat-lengths, not everybody may be up to date.

An exercise that coaches occasionally do in the boat yard is to get sailors to stand 3 boat-lengths from a fixed point: almost invariably the majority of sailors underestimate just how far away this distance is. You must note that it is the length of the boat ahead that you must go on, so it's significantly shorter if it's an Optimist and longer if it's an RS400 with the bowsprit out. If it's a GP 14, for instance (a pretty average sized boat for our water), it's 3×14 feet = 42 feet or 12.8 metres. Measure it out on land and try to keep that distance in mind when you go on the water.

Are the boats actually overlapped?

You tend to sit a couple of metres from the front of the boat so it's difficult to tell whether you are overlapped, if it's a bit of close decision. There's no real

(Continued on page 19)

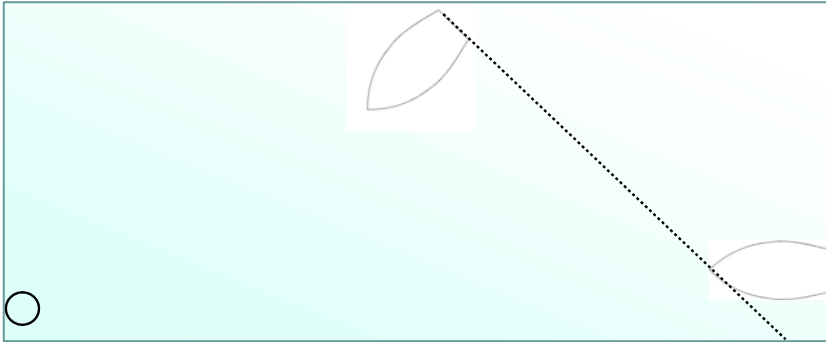
answer to this other to bear in mind the rule mentioned in the final paragraph.

If the overlap takes place within the 3 boat-length area, an inside boat may be tempted to try its luck and take the inside line even though it has no rights. Assertiveness and early warnings from the boat(s) ahead are required.

This can make an interesting situation as the boats bear away for the mark towards the end of the leg: sometimes you could draw that line off the end of the transom of the boat ahead and find it takes up most of the boats behind it (see diagram).

You should be aware that, if you are the inside boat and you have boats outside you, you must round the mark tightly; i.e. you cannot take the efficient, wide approach, tight exit route that you would take if it were an uncontested mark rounding.

Finally, the thing to note is that, according to the rules, if there is a doubt whether an overlap is in place, then the outside boat must give room to the inside boat even though he/she believes that they were clear ahead at the 3 boat-length point. The argument must then go ashore to a protest.



An overlap outside 3 boat-lengths might get broken at the 3 boat-length point. It's interesting just how much luffing, pumping and ooching takes place on the approach to the mark as boats try to gain or break overlaps.

The protest committee or arbitrator will normally go on the last known fact; i.e. if the boats had been overlapped earlier in the leg then it will be considered that they were still overlapped at 3 boat-lengths, if the inside boat was gaining from behind and hadn't been overlapped at any earlier point in the leg then it will be considered that no overlap existed at 3 boat-lengths.

If there are a lot of boats in a close area on an offwind leg, they will often sail an arc rather than a straight line course to the next mark, as they all vie to keep clear wind.

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Deadline for Spring Mainsheet articles:

Deadline: 23 March 2010
Mailing date: 12 April 2010

Deadline for Summer Mainsheet articles:

Deadline: 28 July 2010
Mailing date: 20 August 2010

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