



# MAINSHEET

Hollowell Sailing Club

WINTER 2010/11

[www.hollowellsc.org.uk](http://www.hollowellsc.org.uk)

## Frostbite Series : Sailing at minus 6°C

Insane, mad, crazy: I was not alone! There must have been twelve more boats out on the 28 November 2010. There was no wind at home just 2 miles away, but when I arrived there were boats rigging up and the wind was straight down the lake: just right!

The cover came off the boat like a piece of plywood! All rigged I realised that the mast was not rotating - it must be frozen. After an initial attempt with hot water and putting the boat in the sun out of the wind there was still no improvement. A hot air blower soon sorted out the water freezing on the decks and the centreboard but I missed the first race. After lunch I headed out to check other parts of the boat and realised the frozen main-sheet was not flowing through the blocks. Later I found that at each mark it needed help to go through, as did the cunningham, kicker and outhaul. Raising the sail was beautiful as tiny flakes of ice fell to the deck in a shower catching the strong sun-light.

You know me; standing up is normal when sailing the RS300, but not today! The ice and slush on the deck resulted in me sliding about the boat from side to side on my bum and the introduction of a new yachty term: 'slide tacking'. Despite all this I completed the second race of the day and stayed on the water for the last one. Hands and body were warm but my

feet were failing to communicate! With the wind light and the heat of the sun disappearing, the slush on the deck started to freeze the wind indicator just had no idea what was happening. I was thinking about pilots of a plane with no instruments and how they manage to land. Was it the cold in my feet setting in and affecting my brain? While icicles formed on the front of the boat, I made it up the final beat. The flag was up and I was on the final leg home: wind dropping, frozen instruments and deck freezing, I called for water at the mark to a swathe of boats clogging up the finish line - or were they the welcoming party at the finish? I think a good walk or chopping wood may have been a better idea!



*Wishing you all a Happy 2011  
Ian Brett RS300 442 'purple moth-like flying machine'*

Russell, I withdrew the request on compassionate grounds! On our final duty of the series, we patrolled the water to find just 20% of the lake without ice. Wind-surfers talked about how they may be able to launch their kit from the end of the pontoon although common sense prevailed. Thanks to the Committee for a great years' sailing. The Club looks great and the growing membership certainly reflects a winning formula.

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# COMMODORE COMMENTS

Mike Pipes—Hollowell Sailing Club Commodore

This is my last newsletter item as Commodore. Three years have rushed by and as a club we have seen a lot of improvements. One significant event at the end of Larissa's time as Commodore was the completion of the Changing Rooms project.

Not only did that dramatically improve the club facilities, but it meant that we didn't have to hold back on capital expenditure any longer as the major planned expense was out of the way. We introduced the budget system so beloved of any business but it created a method where different schemes could be discussed rationally and the ones with majority agreement were implemented.

## Thanks

Money is important but Hollowell would not be what it is without its volunteers. We are all volunteers so that's all of us! Of absolutely critical importance to our continued success have been our Instructors, Coaches, Assistant Instructors and the good people who man the safety boats on our courses. I think new members relate to these people more than any others and this is a key reason why they stay. But also of great importance are the members who serve on the General Committee be they voters or non voters. We take it for granted that fuel appears on a regular basis, that Open Events run so well, that food appears in the T-Bar and the bar itself is well stocked, and that

the grounds are maintained so well. Boats and trailers are mended, floating boat sheds appear like magic, and members appear for each session as per the rota. Thank you to every one of you who quietly undertake all the tasks that facilitate the running of this club.

## Arran Holman

At the time of writing this item, Arran Holman is in Malaysia representing the UK in the Optimist Worlds championship. He is the leading young Optimist sailor in the UK and a great credit to the club and his parents. We wish him well.

## Back on the Water

'Back on the water' is an RYA initiative to encourage members back on to the water who may not have their own boat or perhaps the confidence to sail after taking one of the courses. For six Thursday evenings from **Thursday May 12<sup>th</sup> until Thursday June 23<sup>rd</sup> 2011** (the half term Thursday is excluded) members are invited to sign up for refresher training and encouragement from an RYA coach.

The cost is only £30 for all 6 sessions and coincides with the Thursday personal pursuit series and concludes each week with an enjoyable supper and the opportunity to meet lots of other casual sailors. Sign up and give it a go- the form (adult training) is on the website or in the entrance area. If you don't

want to do the course, come anyway; there are plenty of boats to hire.

## Christmas party

For the second year this was held at Guilsborough village hall and was a great success due to the team work of all the volunteers who provided a great meal and entertainment afterwards. Father Christmas appeared with loud encouraging words for us all and presents for the children. He was ably assisted by a rather large pixie and another Father Christmas who looked as though he would explode at any moment. The size of the hall allowed over a hundred members to attend and enjoy the prize giving, eating and singing.

## Global warming

For 'global warming' read 'snow and ice'. The club was closed over the Christmas period and the temperatures were so extreme that the outlet pipes for two of our boilers froze up and shut them down. This was a national problem shared with over 2000 premises and we were fortunate that our boiler maintainers returned immediately to sort them out. We will be re-engineering the pipe work to ensure this doesn't happen again. It seems that 'once in 20-year weather events' are becoming an annual feature.

(Continued on page 3)

# Commodore Comments continued....

## Wrinkly work parties

We welcomed Will Buckland into our small group as soon as he had retired and he has made it his business to trim all the areas our contract mower can't reach. This has tidied up the parkland and also forced back the undergrowth which would take the place over if we did not keep it in check. All the floating boat sheds have been re-roofed and one of them has been made higher to accommodate the new Jeanneau.

## New Jeanneau safety boat

A new Jeanneau powered by a new 25hp 4 stroke engine has been ordered along with two road trailers. The Jeanneaus are the smaller orange boats which you drive using a tiller instead of a steering wheel. The idea of the two road trailers is that out of season two of the Jeanneaus will be stored in the brick boat shed. This will avoid the need to remove the very heavy engines and they will be much easier to launch again when the season starts again.

## A new rowing boat too!

Many of us find it a bit of a slog rowing over to the safety boats and the transfer from one to the other can be a bit of a challenge and we have had several near misses. For the beginning of the 2011 season a new rowing boat will be provided powered by a small 4 stroke engine so you will be able to travel out in style. This boat can also be used for coaching purposes when all of the other boats are committed.

## New tables and chairs

New tables and chairs have been placed in the lounge and T Bar areas. We have bought just enough of each for a sit down dinner so that the place doesn't get too cluttered up. They all stack easily. The old chairs will be used in the training rooms in the Naseby Lodge and brick boat shed. The old stackable tables are stored for use as necessary whilst the tables which didn't stack have been disposed of. The tables and chairs on the carpeted lounge area are unchanged though they really need refurbishing.

## New freezer

A new upright freezer has been provided near the galley area. If you are on T-Bar duty cooking for the multitude, then feel free to help yourself to anything in the freezer. This is where the ice lollypops will be in the finer weather and the special bag of peas for use on bruised heads.

## And finally,

We need Ten T-Bar managers! Sue Prouse will move up to take on the Treasurer's role (subject to your approval of course). A replacement volunteer would be marvellous, but no one has materialised yet. So we are trying a new tack. We are asking for a volunteer for each month to take overall control of the T-Bar. You will be a reference point for those actually doing the duties, advising what food, if any, to buy, what time to be there and when to go home. Please contact Elaine Coulton if you can help. You can volunteer for 3 months if you like.....



**July 2011**

MON	TUE	WED	THU	FRI	SAT	SUN
				1	2	3
					4 Sail and Cook Coombe Green Hollowell 10.00-12.00	5 Sail and Cook Coombe Green Hollowell 10.00-12.00
6 Racing Boat Coombe Green 10.00-12.00	7 Racing Boat Coombe Green 10.00-12.00	8 Racing Boat Coombe Green 10.00-12.00	9 Racing Boat Coombe Green 10.00-12.00	10 Racing Boat Coombe Green 10.00-12.00	11 Racing Boat Coombe Green 10.00-12.00	12 Racing Boat Coombe Green 10.00-12.00
13 Racing Boat Coombe Green 10.00-12.00	14 Racing Boat Coombe Green 10.00-12.00	15 Racing Boat Coombe Green 10.00-12.00	16 Racing Boat Coombe Green 10.00-12.00	17 Racing Boat Coombe Green 10.00-12.00	18 Racing Boat Coombe Green 10.00-12.00	19 Racing Boat Coombe Green 10.00-12.00
20 Racing Boat Coombe Green 10.00-12.00	21 Racing Boat Coombe Green 10.00-12.00	22 Racing Boat Coombe Green 10.00-12.00	23 Racing Boat Coombe Green 10.00-12.00	24 Racing Boat Coombe Green 10.00-12.00	25 Racing Boat Coombe Green 10.00-12.00	26 Racing Boat Coombe Green 10.00-12.00
27 Racing Boat Coombe Green 10.00-12.00	28 Racing Boat Coombe Green 10.00-12.00	29 Racing Boat Coombe Green 10.00-12.00	30 Racing Boat Coombe Green 10.00-12.00	31 Racing Boat Coombe Green 10.00-12.00		

## HOLLOWELL CALENDAR FOR SALE!

Includes Full Sailing Calendar  
£8 for A4 £10 for A3 + £2 postage and packaging

Please contact Natasha de la Fuente on 01604 831076 or email: [natasha\\_de\\_la\\_fuente@hotmail.co.uk](mailto:natasha_de_la_fuente@hotmail.co.uk) to order. Hollowell Sailing Club member, Natasha is undertaking a World Challenge expedition to Peru and Bolivia in the summer of 2012 where she will participate in community projects. Part of the challenge is to raise the funds to go on the expedition. Profit received from these calendars will go towards this goal. Thank you.

**Kindly sponsored by Purple Marine [www.purplemarine.com](http://www.purplemarine.com)**

Please refer to Hollowell Sailing Club's website for adhoc event changes.





# Sailing News Extracts

David Holman - Sailing Secretary

A new system for Personal Handicap Racing introduced in 2010 involved adjusting the handicap rating of boats depending on whether the helm was placed in the Gold, Silver or Bronze fleets. The idea is that any sailor regardless of experience can win the event if they sail well. The Weekend of 4/5 September saw the RS Teras taking over at Hollowell. Tera training was followed by a four race open event on the Sunday. Participants enjoyed camping on the Saturday night.

The Tiller and Spar annual team event was hosted by Cransley in June 2010. The Hollowell team was well represented at this enjoyable event with juniors, and slow and fast fleets taking part. The second instalment of the sprint racing series took place on Sunday 13th of June with nine 15 minute races during the day providing a great opportunity to practice starting and boat handling in a relaxed racing environment.

The first 12-hour race was successful with some very positive feedback from participants. It was very windy for the first 7 or 8 hours, which found the boats out a bit. Three teams took part, one lost by a long way because they kept capsizing, the other two finished only just over 4 minutes apart at the end of 12 hours of racing. A

few things to do differently next year but we should definitely do it again.

Thanks to those sailors who took part in the 2010 inter-club Warwick Trophy event against Northampton and Cransley held at Pitsford. The slow fleet races were won by 3 separate Hollowell sailors but we did not have good results in depth and lost the leg by just a few points. Hollowell's fast fleet meanwhile despite some good individual performances had a pretty torrid time at the hands of some well sailed Northampton Phantoms and Flying 15's. Commodore Pipes' acceptance speech therefore remained in his pocket for another year. Our team captain Russell

Brayshaw seeing the writing on the wall at an early stage elected to sail for the Cransley team who were a boat short, but even his good performances could not have saved the day. I was intending to act as Duty officer for the snowflake series as we had no volunteers, however I was not around over Christmas due to Arran getting selected to sail in the Optimist world championships in Malaysia at the end of December. (In the end extreme conditions forced cancellation of this series).

*(Extracts from David Hollman's 2010 Sailing News emails)*



Iced Tankard at Hollowell Sailing Club on 31 October 2010 - Pete Jackson Solo 3693 finished in top position

# HSC Trophies 2010



Derek Bunting receives the Commodore's Trophy and deserved resounding applause at the Christmas Party attended by more than 100 club members. Thank you Derek.

Enterprise	Summer Sunday	Jack Shine Trophy	R Brayshaw & N Wilkinson
GPI4	Spring Sunday	Silver goblet	S Elder
GPI4	Summer Sunday	Silver goblet	D Harris & S Prouse
GPI4	Autumn Sunday	Silver goblet	D Harris & S Prouse
Handicap	Spring Sunday	Handicap Shield	M & H Playle
Handicap	Summer Sunday	John Walrond Trophy	M & H Playle
Handicap	Autumn Sunday	Gordon News TV Trophy	M & H Playle
Handicap	Spring Pursuit	Rita Richardson	L Creaser
Handicap	Autumn Saturday	Autumn Tankard	B Creaser
Handicap	Spring Bronze	Tankard	D Harris & S Prouse
Handicap	Spring Silver	Silver Plate	R Heggs
Handicap	Autumn Bronze	Tankard	D Harris & S Prouse
Handicap	Don Howard Trophy	Don Howard Trophy	G O'Brien
Handicap	Spring Saturday	Len Humphries Spring Cup	R Richardson
Handicap	Summer Saturday	Len Humphries Cup	R Richardson
Handicap	Hollowell Rose Bowl	Hollowell Rose Bowl	M Harding
Handicap	Summer Bronze	Tankard	D Harris & S Prouse
Handicap	Club Championship	Silver Jubilee Trophy	M Hudson
Handicap	Summer Silver	Silver plate	J Smith
Handicap	Autumn Silver	Tankard	S King
Handicap	Frostbite Series	Cannon	I Brett
Handicap	Thursday Ladder	Shield	C Brett & F Redding
Laser	Spring Sunday	Laser Plaque	M Hudson
Laser	Summer Sunday	Laser Cup	M Hudson
Laser	Autumn Sunday	Single Handed Tankard	S King
Overall	Autumn Sunday	Mercury & Herald Cup	M & H Playle
Overall	Spring Sunday	Spring Handicap Trophy	P Jackson
Overall	Summer Sunday	Rayleigh Cannon	G O'Brien
Sailboard	Spring Sunday	Two Seasons Cup	J Smith
Sailboard	Summer Sunday	On Board Magazine Trophy	J Smith
Sailboard	Autumn Sunday	Oundle Cup	J Smith
Solo	Autumn Sunday	Mary Warden Trophy	P Jackson
Solo	Veterans	Captain's Cup	R Richardson
Solo	Spring Sunday	Puffa Cox Trophy	P Jackson
Solo	Summer Sunday	Jackie Shine original	G O'Brien
Special	Veteran's Trophy	Marble Barometer	R Richardson
Special	Best of the Rest	Watney Mann Trophy	Joyce Hall
Special	Junior Girl	Terry Cashmore Trophy	S Otter
Special	Optimist	Endeavour Trophy	R Heggs
Special	Junior Boy	Junior Cup	R McAllister
Special	Club Ambassador	Plate	A Holman
Special	Ladies Cup	Wright Cup	L Barker
Special	Most Improved Helm	Brixham Bell	D Harris
Special	Crew's Trophy	Crew's Trophy	S Prouse
Special	Commodore's Trophy	Silver Salver	D Bunting
Special	Up the Creek Trophy	HSC Paddler-Bailer	R Brayshaw
Topper	Spring Sunday	Silver Goblet	S Otter
Topper	Summer Sunday	Silver Goblet	R McAllister
Handicap	Easter Egg Handicap		A Holman
Handicap	Mad March Pursuit		M Hudson
Handicap	Mayhem Pursuit		G O'Brien
Handicap	RNLI Pennant		M Partington
Handicap	Sail4Cancer		A Greenaway

# GPI4 Fleet News

Alistair Montgomery - GPI4 Fleet Captain

A GP 14 Open meeting was held at Hollowell Sailing Club, Northamptonshire on Sunday 26th September 2010 in challenging gusty heavy wind conditions.

It was a closely fought at the top with different winners of all three races.

Peter Jacques of Chase Sailing Club with his crew Peter Tate came out on top in the end with Simon Potts, Chase SC second and Ross Kearney, Northampton SC third.

Peter Jacques remained top of the GPI4 Midland Bell Traveller Series with two rounds to go at Redditch SC on the 9th October and Chelmarsh SC on 17th October.



Peter Jacques of Chase Sailing Club - 14039

GPI4 Open Meeting at Hollowell Sailing Club on Sunday 26 September 2010



The Midland Bell includes the Area Championships and 14 Open meetings with qualification requiring participation at 5 events.

GPI4 Open -  
Spinnakers Flying

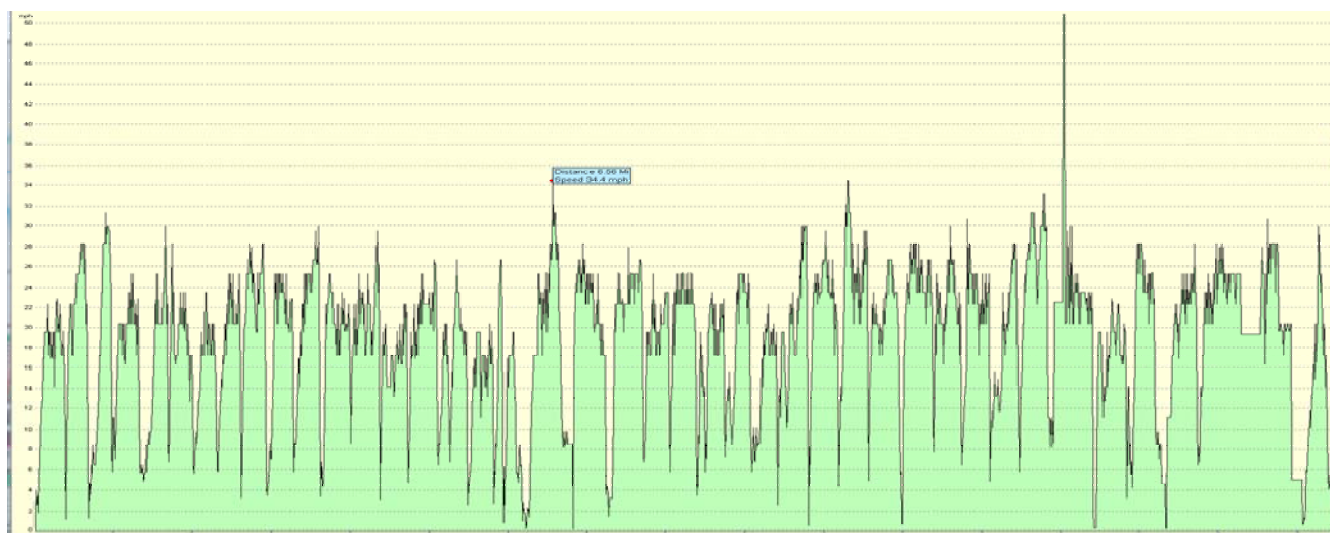
Photographs Alistair Montgomery

# The need for speed

Paul Mallard - Sailboard Fleet Captain

Why sail a windsurfer? Good question! I sometimes wonder myself. However, every now and then the wind turns to the North and picks up to a force 5+ and suddenly, nothing happens..... the wind has dropped again. But soon it picks up again and an awkward log that drags its tail round the lake turns into a sleek missile that skims across the lake. You have a tiger by the tail and it's not so much like sailing but more like low flying. This is what keeps me going; it's not the rubber and the shouting after all. Gone are the frustrations of coaxing the thing round the course in shifty light winds - the exhilaration of the ride takes over. But ooops! Whats this? Its a gybe mark! No problem, slight pressure on the leeward rail, weight forward and you carve round the mark flat out and off on the next leg.

Enough of this hyperbole. How fast? You ask. Well below are some speed logs from my GPS wot I took with me on a couple of races: one on my long board and one from my short board on Pitsford. Well, quite quick at times. It just goes to show how variable the speed can be, not to mention the acceleration. I would take the 50 mph spike with a pinch of salt, these speed spikes can appear but I am not sure why. Anyway , if you feel the need for speed, get yourself on a board and forget about all that tedious messing about with fast motorbikes and cars. Here's to bigger and better winds and happy sailing in the New Year.



# Noticeboard

## Hollowell Hobblers

I shall be going on a few walks in the area between Hollowell and Leicester over the non-sailing season, most probably on Sundays and you are welcome to join me. I'm keeping the timing loose due to the weather, I am afraid I am a fair weather walker and am easily discouraged. My walks are generally between 5 and 9 miles depending on the path availability. I will email those interested a few days before with a description of the route and a .gpx file of the proposed itinerary, meeting place etc. Some of my walks can be found on trailzilla.com in that area. My nom de plume is mad\_drongo.

So, if anyone is interested in going for a tramp in the fields over the off season please drop me an email and I will contact you nearer the time with the arrangements.

Happy New Year.  
Paul Mallard

P.S. My email is :

[stutteredtightpoint@yahoo.co.uk](mailto:stutteredtightpoint@yahoo.co.uk)



*"I would just like to say a big thank you to everyone that has helped with the T-Bar this year. They are the fairies that shop, cook, do the washing up and clean the area before they leave. I won't name them individually, they know who they are and so do you. These are the people providing you with hot meals, sweets, cups of tea, coffee and chocolate and slices of cake. They have been very creative with home made meals, cakes and on occasion delicious puddings. But we are not here to spoil you. This also includes those that have picked up the supplies from Cash & Carry to the local shop in Guilsborough. Even with the best laid plans, we are amazed how much tea is drunk at Hollowell and there is always someone that will pick up milk when we have run low. We have been very busy and helpers have not only created lovely meals but served them with a smile. Even on the busiest of days. Thank you all."*

## 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.**  
Email: [crewregister@hollowellsc.org.uk](mailto:crewregister@hollowellsc.org.uk) OR Contact Dave Holyoak E21997 on [crewregister@hollowellsc.org.uk](mailto:crewregister@hollowellsc.org.uk) or [ent21997@talktalk.net](mailto:ent21997@talktalk.net) or 01455283591

**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](mailto:ian@bltmarine.com)

Develop your skills - 'Private lessons'. Advanced Sailing lessons available. In your boat or a club hire boat. Spinnakers racing techniques and Trapezing.

Please contact :  
Instructor - Ian Brett Tel: 01604 843374  
Email: [ian@bltmarine.com](mailto:ian@bltmarine.com)

# By Wayfarer from Bedford to Cambridge

Mike Playle

## BACKGROUND

I needed a cruise that could be fitted in to a part week – and that could be planned quickly. An inland trip on a navigable river in the Midlands fitted the bill. Having largely explored the Soar and Trent the next nearest rivers to us are the Nene and Great Ouse.

One influence was the set of books written by Lucy Boston based on the ancient manor house at Hemingford Grey on the Ouse which painted an idyllic picture of slow moving streams and remote backwaters. After a couple of exploratory walks to establish the nature of the river and find a start point the ‘Ouse Cruise’ was born. One added bonus was our son setting up house near Cambridge – just right for him to act as taxi for the car/trailer shuttle.

The holiday plan was to sail in a 3 day Broadland regatta at Beccles – then convert the boat back to cruising mode (basically put the older mainsail back on and return the oars and rowlocks) and set off to the start point at Bedford. I estimated that the intended cruise could take 4-5 days with time needed at the end for the trailer shuttle. My last minute crew for the cruise was a windsurfing colleague “John”; Helen being diverted elsewhere by domestic matters.

## THE RIVER

The Ouse rises near Brackley in Northamptonshire and becomes officially navigable at Kempston above Bedford. From source to sea is 260 km. Locks usually have a powered guillotine gate at the top and conventional mitred gates at the bottom. Because of the overhead obstruction of the guillotine gate the mast had to be dropped for every lock. £10.08 got us a pass for 31 days (which is much better value than the Broads) and £10 a key to operate the guillotines, which I get to retain.

Some people will have a perception of the Ouse as a pair of huge straight drains, as engineered by Cornelius Vermuyden, hidden within high banks as they march across miles of empty fen. While we did get to see the start of these massive works, and to experience slight tidal influence via one of these channels, our route did not involve navigating either of them. More of this later!

The river was an important navigation for many centuries which has left a legacy of fine mills, ancient stone bridges, historic waterside pubs and beautiful riverside residences with fine lawns and boathouses. Commercial traffic has now gone and pleasure traffic is light, especially at the top of the river. Regrettably, for a sailor, a lot of recent tree planting has screened the river. Where ten years ago there would have been open views and clear wind now there is a green claustrophobic tunnel. It was particularly distressing to see very new planting below St Ives with young poplars every 50 yards on a stretch where we sailed beautifully all afternoon and with great views of the surrounding country. Five years hence when these aliens have grown things will be very different, and not for the better.



Below Huntingdon

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## **MONDAY - Bedford to Great Barford**

*6.5 miles, 3 locks, 5 hours elapsed time. Dropped mast 6 times for overhanging trees.*

The start point was at Priory Marina on the North side of Bedford. We were given use of the slipway and unlimited parking for the princely sum of £6 with a refreshing absence of rules and restrictions. The long handled windlass that was offered for the locks, at £16, was not such a bargain especially as we found that it was far too long for the very light and high ratio lock gear. This made operating the unpowered gate paddles frustratingly long winded as our winding arm whirled through a ridiculously large circle. Out of the marina we tied to a weather shore willow, hoisted and were grateful to set off with wind in the top third of the sail. Another two years and the new trees will put a stop to that! We passed a boat club and various interesting bungalows and came to a lock and waterside pub with a wedding reception. While we waited for our lock there was a bit of mutual interest between us and the wedding guest ladies in their posh frocks.

Below the next lock was a group of teenagers (boys and girls) swimming. Signs prohibit swimming in, or within 50m of, locks thus there is an inference that it is acceptable anywhere else. Clearly there is a well established tradition of wild swimming in the river which is still re-

spected. I found it very encouraging that the youngsters were enjoying outdoor exercise rather than X boxes or sniffing something. We saw swimmers, and obvious bathing places, at several points on the trip.

After lunch, three locks, several mast drops for bridges and trees, 6.5 miles and 50% sailing and paddling we came on the historic Great Barford Bridge dating from 1441. When built this caused the Burghers of Bedford to protest as it provided an alternative route with a consequent loss of trade for them. We moored outside the Anchor Inn 5 hours after starting.

## **TUESDAY**

*Through St Neots and Offord. 12 miles, 4 locks, 10 hours elapsed.*

Rain overnight and most of this day. This was a day for kingfishers. After a bit we stopped remarking on them. One lock down, at Roxton, the river level entered. This had been included in our earlier explorations on foot and very attractive it was with sparkling clear water, ancient bridges and plentiful fish. Unfortunately for a navigator, the map, and signs, announced that navigation is now prohibited. The AI became an unwelcome adjunct for half a mile – but then crossed the river and mercifully diverged. More paddling, two more mast drops for trees, 4 locks. Very few boats were seen; fewer boats than kingfishers!

Lamb hot pot for supper moored alongside a meadow in nice open countryside. We opened a bottle of red wine. Apart from two dog walkers we saw no one. Rain stopped and the evening sky cleared to give us a lovely sunset, but a cold night and a great deal of condensation which dripped on us from the inside of the tent.

## **WEDNESDAY**

*Offord to Earith. 17 miles, 7 locks, 10 hours elapsed*

Woke to zero wind and made the decision to row. We shared Brampton lock with two gents in a canoe who had started at

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Quintessential riverside villages of Hemingford Abbots and Hemingford Grey

(Continued from page 10)

Kempston yesterday. They were thus travelling at twice our speed and aimed to reach Kings Lynn in the next couple of days! We made good progress with the oars and nearly caught them – but, at the next lock, they chose to portage, got ahead, and we did not see them again. Passed under the A14 from where I look longingly at the river on every occasion I cross and wish myself

tinuous occupation. This area would be well worth exploration by canoe with numerous islands and backwaters.

At St Ives lock a boater in a hurry to come up lifted the guillotine gate too fast and my lock contents poured out so that I nearly lost control and went under the gate with it. The water exited so fast that it bounced off the water below and created a return wave that rushed back

in under the gate and took me back up the lock. It took three oscillations to die down and left me unappreciative of the man's haste. Downstream of the lock we came on a new bridge carrying the ill fated Cambridgeshire guided busway which is very over budget and programme. Below this – tree cover dropped away and we made good progress over the next 5 miles – but were dismayed to see that someone had recently planted young poplars so that future sailors will be frustrated.

I was intrigued to see how Brownshill Staunch differed from a lock. I

had always understood staunches to be gaps in weirs through which a boat was pulled up forcibly or went down by shooting the flow. In the event it transpired to be a lock in all but name – but with guillotines at top and bottom. Below this staunch the river is directly connected to the Wash via the New Bedford River and hence is slightly tidal.

At this point the weather went gloomy and the landscape went flat as we entered the edge of proper fen country and Earith appeared. Earith has almost turned its back on the river that caused it to be there. Among the warehouses that once fronted the river was one owned by the well known Mr Jewson. None of these warehouses seem to have survived. Our map indicated that two pubs had riverside moorings. We took the pontoon offered by the Riverview Inn and erected the tent. While engaged in this we spotted a face with whiskers staring at us from the river. With the tent up we went to enquire about dining. Much to our surprise the landlord suggested we dine 50 yards downstream at the Crown instead. As we left the pub we saw signs inviting

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St Ives Historic Bridge

down there to explore. There were very picturesque mills, houses and gardens through Huntingdon. Stopped at a little boat yard for John to search the town for meths for the Trangia stove and ask for water. The lady owner had none, nor did she have any toilets on site. She made clear that she did not feel very well served by the authorities. As a consequence we had to beg water from a waterside bar further down who were fortunately very obliging. More boats were to be seen now – both private and hire.

Round about Houghton lock were the first, and only, rowing boats we saw for hire which seemed more in keeping with the river scene than the flashy motor cruisers. The river here was very attractive with low banks and views across the meadows. Tree obstruction was correspondingly reduced and we were able to stow the oars and sail a fair bit. Hemingford Abbots and Hemingford Grey were passed soon after lunch and very attractive they were too: matching my vision of quintessential riverside villages. I got a glimpse of the old manor house which is claimed to be the oldest English house in con-

(Continued from page 11)

passersby to “spot the seal” from the pub garden. The seal evidently had a family in the nearby marina but regularly swam down to keep track of events, like people mooring, in the pub gardens.

The pub dining arrangement mystery was solved when I elicited from the Landlady of the Crown that she owned both establishments. We walked through Earith to tomorrow’s first lock at the start of the “Old West River” which would take us out of the tidal river and East towards the Cam. The lock keeper was very pleased to see us and really wanted to chat all night. I don’t think he got to see a lot of traffic.

enjoyed bread and cheese with a can of beer a family appeared in a smart car, very well dressed, struggled to the grass alongside the river with a vast hamper, laid out a blanket and set out a mouth watering picnic with an array of wines. Before we left, a father and young son appeared with a blow-up canoe for its first outing. It came out of a rucksack like pack and converted into quite a respectable craft.

At Popes Corner and the Cam confluence we were only 5 miles above Ely but time was pressing and we needed to utilise the obliging West wind and turned right up the Cam. This was the only occasion where we needed to beat- and luckily only for four short reaches, as we found that the weed growth made this near impossible and the

paddle had to be deployed. Most of the Cam was open and sailing was possible especially in the final length used by the sailing club. Here our voyage ended and we tied up on the club quay heading next to a Broads One Design designed by Linton Hope in 1900 – which made me feel quite at home.

## SUMMARY

Would I recommend it as a Wayfarer cruise? No is the short answer – unless you like quiet secluded rivers and a lot of boat handling challenges and physical effort. It so happens that I do – along with an appreciation of wildlife, water meadow views and glimpses of fabu-

lous waterside properties. I estimate the mast was lowered 43 times for locks, bridges and trees in the upper reaches. We were lucky with the wind direction and strength. I would prefer to paddle or row rather than deal with a gusty wind. A fresh wind with so much obstruction would be difficult to deal with and reefing would lower the sail plan relative to the trees. I won’t be offering it as an official Wayfarer cruise. For anyone who would like the challenge I recommend you do it soon before the young trees become much bigger.

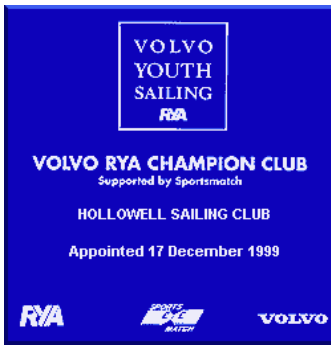


Streatham Pumping Station

## THURSDAY

*Earith to Cam Sailing Club (Waterbeach). 18.5 miles, 2 locks, 9 hours elapsed.*

After being South West for three days the wind today gradually veered to West. How lucky was that as we were turning first East and then North? Half a mile down from the pub we locked out of the tidal river, through the (only) manned lock, into the original course of the Ouse. The first mile was alongside a busy road AND a continuous screen of willows – and it rained. Fortunately the willow screen went away with the road and we got some reasonable sailing. Past Twenty Pence Road Bridge and The Lazy Otter we came on Streatham pumping engine house. This opens occasionally but not today. The landing stage outside made a nice lunch stop. While we



# Junior & Youth Sailing

Russell Brayshaw



## Sunday Coaching

Sunday mornings brought laughter across the reservoir through 2010 as our junior activities have become increasingly popular. If the kids didn't get up early enough, then they didn't get a boat.

For the coaches and instructors seeing the kids have fun and developing their sailing skills at the same time is massively rewarding, and I guess it must be pretty satisfying for the parents too. Onboard, Junior Start Sailing, our Sunday morning coaching for 3 different groups, the junior week during the school holidays, the Anglian Water Series events and our own Topper and Optimist Open Meeting have introduced and developed a record number of young sailors.

Many families have cultivated the social side of the club, making, in particular, the camping weekends a great occasion. For those of us who have supported and seen it grow over the last five years, (Larissa Barker, David Heggs, David Holman, Clive de la Fuente, Ian Small are worth highlighting) it has been tremendously satisfying. At a regional and national level we are well respected as a club for junior and youth sailing, not only for the number of children who we introduce to the sport but also the number of stars who go on to greater things.

## Reaching new heights

Optimist sailing is reaching new heights with a record 400 hundred-odd boats attending the National Championships this year; at the top

is our own Arran Holman who has won the Inland National Championships, the End of Season National Championships and the Winter National Championships. As I write, he is about to start the World Championships in Malaysia as part of the 5 strong British team.

Meanwhile Hugh Brayshaw has had a great season at Youth level (16 and over) in the 420 winning the National Youth Championships and, as a result, going forward to the ISAF World Youth Championships as the British representatives in the 420 Boys class coming a creditable 6<sup>th</sup>. Hugh has now moved into the Laser Radial and qualified for the RYA National Youth Squad this winter.

Although we can claim little credit for getting Megan O'Brien to her current level, we are proud that, as a Hollowell member, she currently ranks as the best female Laser 4.7 sailor in the country coming third overall in the National Championships.

## Regional & county success

On a regional level Sophie Otter has been joined by Robin McAllister in the RYA Topper North Zone Squad and will be enjoying some cold training weekends during the winter. On a county level, there has been an enthusiastic band of youngsters doing the Anglian Water Series circuit which finished at Pitsford in October this year. Our stars don't tend to sail in this series so Middle Nene Sailing Club were able to walk away with the top club trophy and unfortunately there were few individual prize winners.

The King sisters have been picking up prizes at the individual events with Isabelle proving how much she has come on this season by securing a safe third position in the very competitive Topper fleet at the final event.

## Bright prospects for 2011

The prospects for 2011 look very good. There is a gang of excellent young sailors who have moved up to the top group on our Sunday morning sessions following their progress made through the season. The junior week in the summer has been especially successful at bringing these youngsters on. Every year it is oversubscribed – Larissa, who has been running it for years, and I have seen the kids develop their sailing, as well as having a huge amount of fun and bonding as an enthusiastic and supportive group of friends.

I would like to thank the coaches, instructors and helpers who have been involved in our various activities. The calendar suggests another fantastic year ahead for our juniors. I look forward to seeing continuing progress, fun and maybe some new emerging stars.

# Anglian Water Junior Series

The Northamptonshire Schools Sailing & Canoeing Association (NSSCA) has organised the Anglian Water Series. Run each year since early 2000, this is a five event series for young sailors in the East Midlands.

During the year, one event is held at each of the participating local sailing clubs including **Hollowell, Middle Nene, Northampton, Banbury and Cransley.**



*Anglian Water Junior Series at Cransley with a great turnout from Hollowell Sailing Club*

Events take place in the Spring, Summer and Autumn and dates tend to vary each year with some on a Saturday and some on a Sunday to accommodate all who want to take part.

Since 2004, the format has included coaching and racing with fleet specific coaching in the morning, a full debrief over lunch, and three short races in the afternoon before a prize giving with trophies for the top three in each fleet. The largest single fleet is Toppers and there are also fast and slow handicap fleets with everything from Optimists to 29ers racing.

The average number racing at each event has been around 30 boats. The idea behind the series is to provide local, friendly events that encourage young sailors from local clubs to sail away from their familiar environment. It is open to all and there have been sailors

from as far as Yorkshire and Hampshire over the years with RYA National Junior and Youth Squad sailors participating alongside first time racers. Those sailing in their first open event are usually recognised particularly if they succeed in taking part in all three races. Competent participants may go on to sail in National School Sailing Association events.

In 2011, Hollowell Sailing Club will host the Anglian Water Junior Series Open Meeting on Sunday 10 July 2011.

There will be no free sailing on that day and all parents are needed to help.

Look out for other dates in the Spring Mainsheet and the other sailing club websites.

Isobel Lambley has kindly agreed to coordinate participants from Hollowell Sailing Club in 2011. Please contact Isobel if you plan to attend any of the events to liaise on boats and transport etc.

Email: [issy.lambley@tesco.net](mailto:issy.lambley@tesco.net)

## 2010 RYA Team15 Midlands Regional Champions

Pitsford Pirates' team of young windsurfers celebrated after being crowned 2010 RYA Team15 Midlands regional champions sealing their place in the national RYA Team15 Champions Cup grand final.

Jon Sweet, Pitsford Pirates' Team15 co-ordinator, said: "To be crowned the 2010 RYA Team15 Midlands champions is a massive, massive achievement for the team. The progress the windsurfers have made this year has been huge and that's all down to the dedication and commitment not only of the sailors to want to improve but also so many volunteers who



make it possible for the team to train and compete regularly".

Among the shining stars for Pitsford Pirates at Carsington Water was Robin McAllister in the 4.5m<sup>2</sup> class who had only been windsurfing for six months.

Pirates' Robin McAllister on his way to 4.5m<sup>2</sup> class pole position at Carsington Water, Derbyshire, 4 September 2010

*Acknowledgements to Royal Yatching Association*

## 2 & 3 October 2010 - Upton Warren NSSA Championships



were competed in and the Northamptonshire B Team took the overall Championship Trophy (the HMY Britannia Gig's Yoke) and the Under 16 Trophy (The Angus Westley Trophy).

Over 50 volunteers gave their time during the weekend and beforehand to making this a successful event.

The 2010 National School Sailing Association Team Racing Championship was held at Upton Warren in Bromsgrove. A total of 32 teams of under 19 year olds represented 14 counties sailing in Topper dinghies. A total of 178 team races

*Congratulations to Hollowell Sailing Club sailors Rachel Higgs, Alex Peck, Natasha de la Fuente and Sarah Small*



And the news from the dutyman is –“It’s the same as last year.....” If it ain’t broke – don’t fix it!

Stewart Elder - dutyman@hollowellsc.org.uk

## Peace & Harmony in 2011

It is always difficult to put a new spin on an old story – what I need is a politician to give me some advice. This is a club that runs (very successfully, I might add) on the fact a duty obligation must be met. My sole job is to supervise this aspect and ensure leisure and race sailing can take place within a safe organised structure. One way to make this easier for you, and me, is to have a system for completing duties that is easy to understand and consistent. So as this is the ‘good news’, news I can say the method of obtaining your duty dates remain the same as in previous years. **You contact me and obtain your duty dates BEFORE sending in your membership renewal.** You would be a very lucky person if you knew in January what you’re commitments were for the coming year, so if you are 1) Male, and 2) Still waiting for the half-price calendars/diary’s to come up for sale (round about March, I think), then consider this:-

- 1) Does my potential duty date fall on wives/mothers / girl friends /dogs /cats birthday or my wedding anniversary? I mention this in the interest of peace and harmony,
- 2) Does my duty date fall on Mothers Day/ Fathers Day/ Valentines Day? You never know your luck – you might be taken out for a meal (you will be paying though, so on reflection you might want to do a duty that day).

### 3) Booking dates so far in advance...

clearly has the potential of clashes - so as in previous years be assured that I will make the process of offering alternative dates as easy as possible – just let me know as soon as you can. Most other sail clubs have a system where your name goes on a list requesting a swap with someone – if no one offers, then you have problems – this is not the case for Hollowell.

- 4) The Thursday series this year was particularly successful - one reason for this was a consistent team who just did Thursday duties. So please consider this option for Thursday/ Tuesdays and special events (eg the Club Championship). I find Tuesday duties are a popular choice; however, it is difficult to assign the right people

to it. What I require is a Duty Officer who is in charge of opening and closing the club house (remember there is no race sailing to organise). If I have a DO who is powerboat trained (most are thankfully) then all I need next is an able bodied person to be an ABO. Again it would help if members could consider just doing Tuesdays for example. I will personally show any new DO to this duty exactly what to do here. I am one of the key holders and sometimes required to turn out when the alarm goes off. Therefore I have a vested interest in showing you exactly how to open and lock-up the club house and grounds.

- 5) 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. **DO IT NOW** .
- 6) If you do not write your duty dates on the renewal form you are NOT a member of Hollowell Sailing Club. **Please do not write in dates without checking with me first.** 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? If you are a single member you are required to do the equivalent of two full day’s duty, if you are a family member then its four full day’s duty. Most Saturday’s Thursday and Tuesdays count as half-days. Don’t assume that all Saturdays are half-day duties – if there is an open meeting then it will be a full day.

## How do I get dates?

On receipt of your renewal form contact me either my email or by telephone. 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 may be 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. I may give the impression of being Mr Perfect but it may surprise you that I just occasionally make the tiniest little errors in that respect.

# The naughty boat - where you go if you don't apply for your duties early!



Call 01858 462607 or email [dutyman@scelder.org.uk](mailto:dutyman@scelder.org.uk)

## What duties can I do?

**DUTY OFFICERS** have overall responsibility for safety, the club and the organisation of sailing. A comprehensive instruction sheet is available from me for duty officers giving details of how to open up and key security. Note that there is copy on the website but this does not have the codes for the gate and the key safe.

**ASSISTANT DUTY OFFICER** – Firstly, what its not: despite the title you are not second in charge- the only thing you are in charge of is a clipboard, pulling up racing flags and anchors. **ADO duties do not require any special qualifications or training.** Your main task is to record sail numbers and assist in entering 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 this is the most important position to fill. A number of requirements are necessary: One person on the rescue boat must have Powerboat level 2 and be aged 18+. The assistant BO should be 16+ and ideally BE qualified to operate a power boat. You must be physically fit. There is requirements on the membership form to sign that you are able to do this duty- please do not sign it without proper reflection. Ask yourself - Have I kept up with RYA training and instructions? Am I physically up to the job? These questions require honest answers by you.

## What makes a good rescue crew?

This can be summed up in two words– **good observation.** A good BO will make an assessment of those on the water and identify new and unsure sailors. They will be proactive – i.e. looking for potential incidents and reacting accordingly. The BO is 'second in charge' and will communicate directly to the Duty Officer. There was a good example of this in 2010 where competent sailors were on the water and sailing without problems. The winds however were strong and becoming more difficult. The BO advised the DO that should a capsize occur the DO would effectively lose all rescue cover. While there was no direct safety issue at the time, the correct decision was made to abandon racing.

**TEA BAR/ SHORE OFFICER** - Currently there are a number of changes applying to the organisation behind this position and at the time of writing these have not been finalised. For the moment the positions are being filled as in previous years. Whatever happens re the catering side the position the Tea Bar will still exist. The Shore Officer role will still involve a supervisory control 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 T-Bar officers 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 it's for an emergency.



# Hollowell SC Membership Matters

Elaine Coulton - Membership Secretary

## Happy New Year to you all.

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 for 2011 and a new sticker for your boats and trailers. Please do ensure you place your new 2011 sticker on your boats and trailers as soon as you receive them.

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

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.

Fees for 2011 are:

Family	£150
Single	£120
Young adult	£60
Junior	£30
Social	£30
Boat and Trailer	1st craft/sailboard £40 2nd craft £30
Trailer	£15 if not under craft
Senior Citizens	20% discount

Once again, we have an exciting year planned. Roll on March so we can get those boats out again! Peace and Joy to all in 2011.

## Tales from the bar



### Steve Broadbent — Bar Manager

Well, this sailing lark is all very well but let's get down to more serious business. What have you all been drinking at the bar this year? I'm here to tell you. Top

seller in the bar this year was of course the draught Nobby's Best Bitter, from the Ward Arms up the road in Guilsborough. Not counting the actual pub we must be his closest outlet so it's always fresh, and Nobby brews a consistently good pint. We sold about 350 pints of Nobbys (almost one for every member, so well done!) during the year – mainly on Thursday nights I think.

I collect and set up the beer on Wednesday so Thursday is the best time to taste it, and come Sunday evening most weekends sadly it's almost run out. Unfortunately it doesn't keep more than a few days in the summer so we can't order more than one barrel and it's the luck of the draw come Sunday I'm afraid. Still, Nobby has been bottling his beers this year so there are usually some bottles (real ale in a bottle) behind the bar for die-hard Nobby addicts.

Second best selling beer was Becks lager (258 bottles), closely followed by Black Sheep Bitter (255 bottles), and then Thwaites Bitter (181 cans). Wine has also been a consistently good seller (40 litres) and the most popular soft drink was Coke (plain and diet) at 430 cans, followed by J2O in all its flavours (260

bottles). Gin and tonic in a can (with ice and lemon) sold well too during the summer. I've tried to bring in a bit of beer variety this year, and will continue to do so next year, but if I've neglected your favourite or if there's anything else you would like to see behind the bar (or not) please let me know at [steve.broadbent@talktalk.net](mailto:steve.broadbent@talktalk.net).

Bar opening rules (in case anyone is not aware) are that the bar can be opened at any time by a committee member, and if there's no-one serving behind the bar, you are welcome (over 18s only) to serve yourself provided you put the money in the cash box below the bar.

Finally of course I'd like to thank you all for your custom during the year, and your contribution to the club's finances. Please keep up the good work (in moderation of course)!

# spectator sport?

Ever broken a mast and sat on shore watching somebody else win your series, while your insurance company sat on your claim for weeks on end?

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## Hollowell Sailing Club

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[www.hollowellsc.org.uk](http://www.hollowellsc.org.uk)

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the members by the members

[newsletter@hollowellsc.org.uk](mailto:newsletter@hollowellsc.org.uk)  
Tel: 01604 858576

## Tuesday Night Is Taster Night

A fun way for a group to try sailing. Up to 4 people per boat in the club Wayfarers for about an hour with an Instructor. Ideal for youth groups or group of work colleagues. If there are more than 16 people we rota them round.

The sessions are the Tuesday evenings 3<sup>rd</sup> May – 12<sup>th</sup> July.

The sessions last year booked very early and very fast, so I have a waiting list for this year already!

If you missed out last year, or have realised you have a group who would be interested, please contact Carol Halliday on 01604 406177 or e-mail me at [duncand-carol@dchalliday.fr](mailto:duncand-carol@dchalliday.fr) or [eeserve.co.uk](mailto:eeserve.co.uk) to express an interest and I'll get back to you with dates and 2011 prices.

## COMMITTEE CONTACTS

### OFFICERS

Commodore	Mike Pipes	01788 823139 or /07896 730241
Vice Commodore	Russell Brayshaw	02476 614788
Secretary	Clive de la Fuente	01604 831076
Treasurer	Steve Willcox	01455 557041
Sailing Secretary	David Holman	<a href="mailto:holman879@btinternet.com">holman879@btinternet.com</a>
Membership Secretary	Elaine Coulton	01604 780026
Rear Commodore	Larissa Barker	0116 2402758

### FLEET CAPTAINS

Enterprise	Dave Holyoak	01455 283591
GPI4	Alistair Montgomery	01604 791624
Handicap	Brian Atkins	01604 644602
Laser	Alan Greenaway	Email: <a href="mailto:alan_greenaway@msn.com">alan_greenaway@msn.com</a>
Sailboard	Paul Mallard	01604 495027
Solo	Ian Hall	0116 2338274
Topper/Youth Team Captain/Youth Squad Leader	Arran Holman	
	Russell Brayshaw	02476 614788

### Other voting Members (max 7)

Maintenance Manager	Mike Playle	0116 2776687
Social Secretary	Tony Otter	01604 740119
Tea Bar Manager	Sue Prouse	07711 652674
Bar Manager	Steve Broadbent	07880 780204
Duty Co-ordinator	Stewart Elder	01858 462607
Chief Instructor	Martin Hudson	01327 351752
Chief Powerboat Instructor	Peter Betts	01455 554110

### Non-voting Members

Training Coordinators	Juniors: David Heggs	0116 2780670
	Powerboat: Carol Halliday	01604 406177
	Adult: Alison Linnell	07941178686
	Sailboard: Paul Mallard	01604 495027
Fuel Coordinator	Allan Winters	01788 822085
Engine Maintainer	Maurice Barnes	07778 029674
Bosun	Peter Betts	01455 554110
Newsletter Editor	Nicola Wilkinson	01604 858576
House Manager	Mike Pipes	01788 823139
Harbourmaster	David Blackburn	01604 767438
Grounds Manager	Harry Bartlett	
Race Scoring	Ian Hall	0116 2338274
Webmaster	Ian Hall	0116 2338274

### Trustees

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Martin Hudson	01327 351752
Peter Jordan	01788 823990
Mike Playle	0116 2776687

Please visit [www.hollowellsc.org.uk](http://www.hollowellsc.org.uk) for more details of sailing results, sailing programme, and other information about services and facilities at Hollowell Sailing Club



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