

SailTime

Nov '22

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Commodore's Thoughts.....

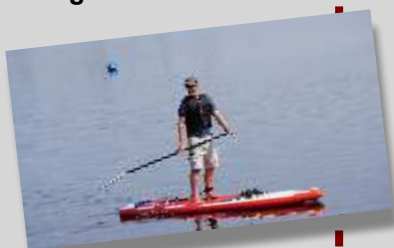
By Phil Gamlen



The Summer Season 2022 is coming to the end. Formal Racing fixtures cease at the end of October, but even so there is still a lot of activity on the water with Training Courses and Safety Boat familiarisation taking place.

The Club is very grateful to our Bosun, Syd, who has done a sterling job over the last couple of months taking a lot of people through the SB familiarisation course. Over the winter period it is still permissible to sail or paddle on the reservoir, there is just no organised programme and no formal safety boat cover. Clearly, individuals will need think carefully about the additional safety considerations when on the water in the winter, and 'buddy sailing' is strongly recommended.

It's a casual assumption to make that folk only sail at TSSC, but quite wrong ! Reflecting on this I can list folk enjoying the variety of dinghies and cats at Beach Club holidays; chartering cruising boats at home and abroad; dinghy cruising in Europe; travelling to dinghy Open Meetings around the UK, and some folk going even further afield.



....One of these is Trevor Thurlow, and we are delighted to have him as a speaker at the TSSC Prize Giving and Social at the end of November, when he will share some of his experiences on the latest Clipper Round the World Yacht Race. Details of this event are in this edition and it will be a great opportunity to relive some of the highlights (and traumas !) of this year's racing at TSSC, and then hear about the reality of the biggest possible yacht race from Trevor.

The Annual General Meeting (AGM) will be in the New Year and, in contrast to the Prize Giving, we will run it as a virtual meeting. A number of long serving members will be retiring from

Committee at that time and I'd like to celebrate their contributions here.

For around 20 years Eddie Fearnside has been the

Club's Mr Fix-it with an extensive practical knowledge; a compendious tool box; a big trailer, and above all, a can-do attitude. His presence on the Committee has kept some of its wilder flights of fantasy firmly grounded. But.... let's not dwell on his competitive streak on the race course !



Annabelle Lepage has been Sailing Secretary and bore with good grace the uncertainties and restrictions from the Covid pandemic that decimated her carefully constructed schedules in 2020 and 2021. A skilful racer able to use the fickle winds of Thornton Steward to get regular appearances on the podium, she is also a voice on the Committee that gently subverts the otherwise overly male perspective.

Robert Wyatt has been the TSSC Treasurer for the last few years and for a much longer time has been a key player in the TSSC RYA Training Centre Activities..... If you have sailed in a Club Fusion then you can thank Robert who got the grant from Sport England for these boats. His ability to manage and communicate the financial fortunes of the Club has been invaluable to the Committee.

Thank you all for what you have done for TSSC over the years - Phil Gamlen

COMMODORE'S CUP SUP....DUCK ?!



The scheduled date for the Commodore's Cup, 28 AUG 22, had everything: blue skies, sunshine, water in the reservoir, and a great turnout of members. A programme of events for dinghies and SUPS had been drafted, in advance ! The only thing missing on the day....the wind. Glass-like hardly did justice to stillness of the water. Dinghy racing was necessarily abandoned for the day and rearranged to follow Bart's Bash on the 11 SEP 22.

So, it was a day for the Stand Up

Paddleboarders, and even a few of the committed dinghy racers had a go using the Club's boards. A

slalom course was laid with temporary buoys, and then, re-laid. How could the buoys laid actually be moving on a windless days ?

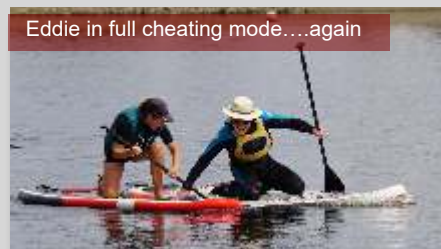
Outlandish ideas of fish playing water polo were summarily dismissed and the most credible suggestion was the interplay of water currents from the inflow of water to the reservoir and the air curtain in the middle. Heavier weights solved the problem and the contest began. Competition between the Whitby family members was high but in the end the exhortations of the on-lookers spurred Claire home first. Then it was the SUP Fetch contest and the retrieval of plastic balls and ducks scattered by the Safety Boat. Creative



approaches to holding the articles recovered was key to success, as was avoiding the melee of other competitors and churning paddles.

Eddie Fearnside came ashore with the highest number collected, and that didn't include the ducks he had stuffed down his buoyancy aid before starting ! To finish off there was a Splash and Dash from the shore to #4 Buoy and back. Toby Gamlen won this, surviving a call from Eddie for a VAR judgement on the basis of Toby being 'offshore' ahead of the gun. Eddie and Claire came ashore in a dead heat.

Eddie in full cheating mode....again



Activities over, it was then time for tea, cake, and plenty of chat. A fun day in spite of the lack of wind.

By Phil Gamlen



See Commodores
Cup Gallery Here



As the nights once again draw in and we look to our slippers instead of sailing boots, the inevitable march of time is upon us again and it's membership renewal season for the coming year once more!

...Mike - membership sec



Renewal time is upon us!



✉ membership@thornton-steward-sailingclub.co.uk

☎ 01609748989

🌐 www.thornton-steward-sailingclub.co.uk

Memberships

Early Bird Single Adult renewal -£10 discount until 01/01/23 ¹	£110
Single Adult Membership ²	£120
Early Bird Family renewal -£10 discount until 01/01/23 ¹	£145
Family Membership ²	£155
Single Adult over 75's (50% discount) ²	£70
Family Membership over 75's (discounted) ²	£95
Junior & Cadet Membership ²	£40
Model Boat Associate Membership ²	£30
Social Membership ²	£20
CGSC Registration Only (For individuals of Major & Minor Units) ³	Free
CGSC Family Membership	£50
CGSC Single Adult Membership	£40
CGSC Major Unit Membership	£250
CGSC Minor Unit Membership	£150

¹ Expires 02/01/2023

² Expires 31/12/2023

³ New member rate, renewal Free

Join Us / Renew

Payment: PayPal, card, Cheque, BACS or Cash.

Posted to this page are the 2023 membership renewal

rates for another year of.... Great Sailing,

Paddleboarding, Model Boating, Canoeing and Kayaking and offering a great opportunity to socialise in our newly refurbished lounge area!

As with previous years, all renewals will be handled through your membermojo account, by logging in with your e-mail address.....Click the Membermojo icon above to go straight to the log in page. It goes without saying (*although I'm going to say it anyway!*).... along with many other living costs, the running expenses of the club has risen sharply this year including; Yorkshire Water's Annual Rent for our clubhouse, electric and energy bills, safety boat fuel and servicing costs have all increased and need to be budgeted for in the coming year.

This has resulted in a small but necessary rise in membership fees for 2023. Our committee has endeavoured to keep these increases as low as possible and hope you'll agree our membership fees still represents one of the best value and lowest leisure club memberships available in the area

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

- Single Adult member- discounted renewal for £110.00 - saving **£10.00**
- Family Membership - discounted to £145.00 - saving **£10.00**

These special offers are open for renewals immediately up to 1st Jan 2023 when fees will then return to full price. All memberships cover 12 months up to 31st Dec 2023.

I'll be sending out regular reminders to all members as we approach the end of the year... Our membership income funds much of the costs involved with the upkeep of club facilities and is vital for keeping the club in a healthy financial state.

Thanks for your support - Mike - Membership Secretary

THE RACE OF MY LIFE!



By Trevor Thurlow

The Clipper Round The World Yacht Race provides the opportunity for amateur and completely novice sailors to sail across the world's oceans as a member of one of the eleven teams who take on this bi-annual challenge and pit themselves against the full force of nature in the raw.

You can either sign up for just one of the eight legs, combine several or for a truly adventurous few commit to attempt the full circumnavigation.

Looking for a new challenge, as I approached 'advanced middle age', I signed up for one leg of the 2019-20 edition of the race in March 2017, little knowing at that time that this would become a 5 year commitment and I would actually end up participating in what is now thought to be the longest single sporting event, from start to finish, in history!

After initially committing to race for one leg and commencing the mandatory four stages of pre-race training I, like many before me, then decided to add another leg, then another until I got to the point where I said "what the heck I am not going to ever do this again" so why not sign up for the full circumnavigation?

Was this a wise decision? Well time would tell.

As a member of Team Zhuhai I sailed out of London's St Katherine's Dock on Sunday 1st September 2019 to commence the eleven month race which would see me hopefully return as a successful circumnavigator in August 2020. Well that was the plan but things didn't actually turn out as planned.

The race down to Portimao, Portugal, provided an unexpected pre-cursor of what we could potentially expect later in the challenge as the fleet was battered by unseasonal storms and big seas in both the English Channel and Bay of Biscay, resulting in a surprising number of people leaving the race either injured or deciding that "this was not for them" after just a week at sea.

After partially recovering from my own injuries and being reminded of the need to always maintain "one hand for the boat and one hand for you" I rejoined the race which

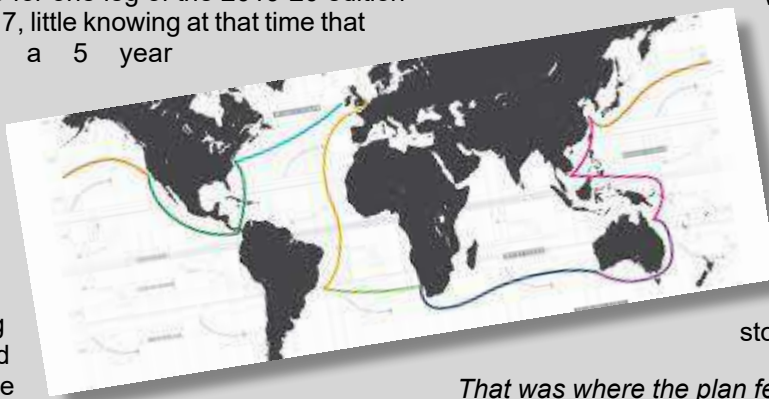
would then take me down to Uruguay; across to South Africa; dipping down into the Southern Ocean to reach the West Coast of Australia; facing the Roaring Forties as we rounded Tasmania and made our way up the East Coast to the Whitsunday Islands before setting off for China and the planned three host port stops.

That was where the plan fell apart as Covid-19 first reared its head.

China closed down and we were diverted to the Philippines. The race eventually being suspended in March 2020 and crews returning to their home nations before all flights in and out of the Philippines were cancelled.

What was expected to be a fairly brief race suspension actually lasted for 2 years before we were finally allowed back into the Philippines in February 2022 to re-start the race.

With China remaining closed we set off to cross the notorious North Pacific Ocean for the USA and Seattle, in



THE RACE OF MY LIFE!

By Trevor Thurlow



what became at 7,047 nautical miles and 37 days the longest single race in Clipper Race history.

Many challenges and extreme conditions had been faced in the race to date but the crossing of the North Pacific was truly brutal and not something I, or many others, would want to face again. After that we made our way down to Panama; through the Panama Canal and out into the Caribbean Sea and Bermuda; up to New York; across the Atlantic for the third time to reach Derry-Londonderry and finally London on Sunday 30 July 2022.

My personal circumnavigation saw me sail over 47,000 nautical miles; visit 6 continents and 10 countries; cross the equator twice and the international date line; but most importantly successfully face the challenge of crossing the world's mighty oceans: The North and South Atlantic, the Southern Ocean and the largest expanse of water in the world the Mighty North Pacific.

I have seen nature in the raw and most importantly survived to tell the tale.

So was committing to circumnavigate the world a wise decision?

In hindsight yes - I am a circumnavigator and not a lot of people can say that. Knowing what I know now would I do it again?

Not on your life!



You're invited...

Enjoy more of Trevor's experiences with a special talk and slide presentation as part of our

2022 prize giving

and social evening.....to be held on:

WEDS 30th NOV 2022

Venue:

The Countryman's Inn - Hunton

This year's prize giving event is being combined with a

talk and slide presentation by: Trevor Thurlow

about his experiences competing in the:

2019 - 2022 CLIPPER

Round the World Race

"The longest sporting event in history!"

- **7:00pm Hot Buffet by ticket - £8 per person**
- **7:45pm Prize giving commences / free**
- **8:15pm Presentation and talk / free**
- **9:30pm Evening ends approx**

Join us for an enjoyable social evening.
Book free tickets and Buffet tickets online below

(Buffet tickets limited to 40

Free Prize giving and talk - unlimited numbers)

Book here

5 - 4 - 1 - GO!



By Merrin Froggett

I launched my Hartley 10 dinghy into a lively breeze that would normally have kept me ashore. Participating as a single hander in club racing recently fulfilled a long held ambition. I'd run out of excuses, was embarrassed by the unfailing encouragement of club members', and couldn't face ducking the New Year's resolution again. With only six entrants it was otherwise an ideal day to get it over with.

I wasn't the last over the start line or at the first mark, but soon learned that premature raising of the centreboard when turning off the wind can lead to a squeakily close margin at the buoy; note to self. Settling down after the adrenalin of...well everything really... I remembered that one is supposed to look outside the boat, and I closed on the second mark sandwiched between two others. This must be an 'overlap' I thought, but by who, and what must I do? So, I gave way and invited the boats to pass unimpeded now knowing that this rule is relevant to me and my knowledge of it was superficial.

Next, a long dead-run, and are those waves breaking? I shuffle back and for the first time in my boat I am planing. Soon I am flying by the lee, and oh, this is feeling unstable, and I don't fancy putting any centreboard down because it's a trip hazard, isn't it? So, I turn off course away from the wind and let things settle, not least



my heartbeat before plotting a new course to the mark. I feel pleased for working through that but wonder what options existed had another boat blocked that one?

Hardening up at the next buoy I drift a metre off my intended line, and now I'll have to put an extra tack in. Perhaps it is better to lower the centreboard before pulling in? I was so focused on the sail, and the kicker, and I've only got two hands. Next time I'll do better.

The boats in front all take different routes upwind to the next buoy. Some sail long legs, some short with more tacks. I know I lose speed in a tack but then I'm not going to be a fast boat on a long reach anyway, more decisions. Then there are the vagaries of the wind...

I complete my first lap exhausted with concentration and decision making but with a big smile, thrilled, motivated, and with a learning and practice list like never before. Go on, take the plunge, there's no better club at which to get started.

*With thanks to:
Mark Meadows and Trevor Bradley
for early season Kick Start Racing sessions.
By Merrin Froggett*



The Hartleys are coming!



By Kay Marriott

Hartley 12 - Specification

Length 3.65m
Beam 1.55m
Draught 1.08m
Weight 62kg
Sail area 7.1m²
Jib 2.0 m²
Performance Main 7.5 m²

This new generation of rotor-moulded boat has been designed by Phil Morrison not only to last the rigours of time but to be the most outstanding 12ft (3.65m) dinghy ever designed with unique sailing benefits and qualities to become, in time a world leader.

This was no small challenge but became even worse when Hartley Boats presented the list of requirements they wanted to be incorporated into his design and benefit list.

The remit was to build the most STABLE 12ft (3.65m) dinghy being the number one priority on the list of requirements, with a centreboard fitted instead of the dagger board as used by other manufacturers would be a great advantage, with comfortable seating and a dry cockpit and a self-draining floor.



Expansion of the Hartley fleet at **TSSC**

Members will be familiar with the sight of Merrin and I in our blue Hartley boats. Recently the 'fleet' has expanded as Graham Whittall is now the proud owner of a Hartley 12.2, the newer version of my Hartley 12, both the big sisters of Merrin's H10. Both the H12 and 12.2 can be sailed single or double handed. The 12 and 12.2 have foresails (although can be happily sailed without) and Graham also has an asymmetric spinnaker.

They may not be the fastest boats but they are very stable and forgiving. All three versions are high sided for sitting comfort, but open backed should you need to climb in from the water. Their buoyant masts make them virtually impossible to invert and they right from a capsize incredibly easily.

The rotating centreboard make the 12/12.2 particularly easy to manage. We are delighted that Graham has joined the Hartley family.

Kay Marriott

Q: What do you call a fleet of Hartleys?

A: A Jam?

Bosun's Chair



As the season draws to a close we are pleased to announce only minimal damage to our flotilla

of club boats, thanks to all Safety Boat crews who recorded the engine running hours in the day book, it makes arranging the correct level of service for the outboards so much easier.

As last year the Bosuns will prepare all our boats for winter and store the kit accordingly. We intend to leave two Fusions (the ones with the solid wheels) for winter sailing, but we will take the wheels off all the other Fusions, Op-pi's, Toppers and Lasers and raise the Wanderers wheels off the ground, if you use these please return them as you find them.

We will put extra securing lines on all club boats to secure against the stronger winter winds, we would respectfully suggest that all personal boats also should have extra lines securing them to avoid the damage that happened last winter.

We are planning to have clean out of the Robinson Building over the winter months and carry out servicing of some of the club boats, whilst there was minimal damage we have a few items to replace due to wear and tear on some boats and some rigging to replace on others.

When the club reopens we will have all the boats ready for the new season, it was a good year this year so let's hope for an even better one next year.

Syd & Bob....Your Bosuns



A Great North Run

By Eddie Fearnside & Di

As a focus for 2022 Di put us both into the ballot for the Great North Run. I got a place, she didn't! She decided to get a charity place and signed up to prostate cancer research. Then we had a bonkers summer. 5 days after we put our house on the market we'd accepted an offer and we had moved at the beginning of September with loads of stuff shuttled up to storage in Scotland. It was so hot that training was hard going, and a great week sailing in Scotland late August all added up to us not being very prepared!!



The queen passed away a few days before, so the start was much more muted than previous years, but thankfully the event took place; putting 57,000 runner off at short notice would be a tough call!

We finished in decent times after the training we'd done, I managed 2:04:01 and Di 2:48:04, thanks to all the generosity of friends and family we managed to raise £1030!!



The Great North Run is a fantastic event. I've run quite a few different half marathons, the support and enthusiasm of the crowds along the route of the GNR is incredible, like no other run I've done. If ever you're thinking of raising some money for a cause close to your heart you'll be hard pressed to find a better place to start. And much as it's called the Great North Run there are loads of people who jog and walk round.

Donate



After a few users have reported difficulty in locking our newly installed electronic lock on the club house door, perhaps the following tips may help!

Enter our universal 4 digit code XXXX followed by # regardless of whether the lock is in locked or unlocked state, this serves to activate the lock, ready for the next command. Shut door and lift handles as usual. Re-enter the code to now lock (or lock via APP), ensure green lights signal acceptance. **WAIT 20** seconds before checking door is locked otherwise the code is overridden (This is a failsafe in case of accidental lock out).

If you wish to add the APP to your smartphone, request is by invitation from Mike Smith membership Sec by e mail, you'll receive an invitation via e mail with an install code.

You know what they say about old sailors.....



That's it! The formal programme of organised activities in 2022 has ended. And what a full season it's been after 2 bumpy years when Covid stopped play.

The combined Training Team of TSSC and CGSC instructors have really pulled out the stops this year, covering Safety Boat Familiarisation, RYA Power Boat Level 2, RYA Level 1 & 2 Dinghy Courses and RYA Youth Programme courses for Carmel School in term time and TSSC/CGSC members in the school holidays. A HUGE thankyou to everyone who has given up their spare time to make all this happen, in particular our Power Boat and Dinghy Instructors John Knopp, Rob Wyatt, James Proctor, Kirk Lester, Mark Meadows, Syd Nye, Martha Mohon, Bob Scorer, Tim Wilson (apologies if I've missed anyone off this list).

Also, thanks to Trevor Bradley, Tony Merry and Mark for laying on race training and Race Officer Training earlier in the year. It's been great to see new people take up racing or help run races and in particular, Jacob Hyde making progress to the front of the fleet.

The team are always on the lookout for budding future Instructors, or just an extra pair of hands to help out on the day (e.g. Assistant Instructor). That could be YOU! Believe me, it's incredibly rewarding and you never stop learning yourself. This could include being a 'Happy Helper' on a Saturday to meet people who would like a bit of extra support to get on the water, perhaps if it's their first time afloat in a while or they've only just completed a course. Martha and Tim have been brilliant helping people in this way. If you could help in 2023 or are interested in becoming an Instructor, please email [here](#)

Looking ahead to next year, the programme is being pulled together and we will publish an outline in time for Christmas 12

A regular programme of weekly races on both Wednesdays and Sundays was new this year and seems to have been well received: feedback is, people like having something on every weekend as well as a mid-week race so we will look to continue this format in 2023. In total 25 different people took

part in racing, and I hope we can build on this next year, particularly by encouraging new entrants, and people moving on from RYA courses (especially youths/juniors). With so many people out paddling this year it shows that TSSC is more than just about sailing. Indeed, the SUP (or DUCK) activities on Commodore's Day were a fun change and we can look to do more of these sorts of things in 2023. Give us your ideas!

Although the formal programme is over, the water is still open for sailing etc during daylight hours. It's highly recommended for safety reasons you don't go out on your own but 'buddy' with another water user, especially in these colder months. A group of regular sailors have used WhatsApp to co-ordinate plans for sailing and will likely continue to meet on Sundays for the next month or so when the weather and will permits. Everyone is welcome so drop me an email if you want to be added to the group.

And finally, a reminder that **the annual prize-giving will be held at the Countryman Inn on 30th November (see Page 6).**

With supper and a chance to hear about Trevor Thurlow's adventures in the Clipper Round the World Race as well, it looks like a great evening - I look forward to seeing you there.

Annabelle LePage - Sailing Secretary



Many hands etc!



Preparing for last place Again!



Phil ready to go

Final Sail Training for 2022 with Video!



A very successful Improver's course was held over 3 days during the October half term, in particularly testing winds. The courses that CGSC runs during the summer have traditionally been aimed at youngsters, hence their listing as Youth events. However in 2022 we have stretched the age limit and allowed some adults to join us. This session was no different, our students ranged from 9 years of age in their first season of sailing.... to a gentleman of mature years! We expect that all-comers will have some sailing experience as the uncertainty of what the weather can bring at this time of the year can put beginners off sailing for ever.

To add a real sense of purpose to the proceedings 2 of the students are currently taking their GCSEs and asked if we could video their sailing as part of their Physical Education Exam assessment, this was definitely a first for us.

The requirement is for video evidence of their ability both as an individual skill and as part of a group activity, in this case dinghy racing. The standard expected is to reach RYA Youth Level 3 which is fairly easily understood when checking progress against the syllabus on a course. Seeing this standard written down, marks awarded for the level of ability.... and requiring an unedited video to prove that ability, very definitely ups the ante and leaves the instructor questioning what more could be achieved to gain the best grade!

To make the task a little trickier we had typical autumnal weather - everything bar snow!. Intermittent rain throughout, mixed weather on one day with near flat calm on the other two days with steady winds of Force 3 to 4 gusting Force 6 on the last day, not ideal for demonstrating individual skills and close contact racing.

We all learnt a lot: taking good video from a bouncing safety boat is not easy but the coaching feedback is invaluable, we need to know more

about the GCSE PE assessment process as it is expected that more youngsters will be wanting to give it try. Importantly the standard of sailing of all students both young and old improved considerably in the very variable gusty conditions.

We hope we can have more time with these 2 to work on their skills so their final offering is the best achievable.

The students have agreed to allow access to their coursework videos and a great selection can be viewed from the video links below, stored on the club's secure photo & video gallery.

By John Knopp - Chief instructor



Thomas & Freya in Race 1



Freya in Race 1



Thomas & Freya in Race 2



Freya in Race 2



Freya Capsize

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