SEP 2022

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THUNDERBIRD

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Commodore's thoughts



Clubhouse....Looking great with our new chairs!



Our club works..... Because the committee works. Help shape the club and it's future *Take a turn on the committee*

Whatever way we take to the water the weather and the future weather are always on our minds. This summer has brought the sunshine, but winds have been notoriously fickle, either too much or none at all. Today people have their favourite apps to predict wind speeds and directions, and often a decision to go out or not is determined by an algorithm.

TSSC Member Trevor Thurlow didn't have that luxury on the Clipper Round the World Race. He returned at the end of July after 40,000 miles circumnavigation, and had to take everything the weather gods threw at him, including storms in the infamous South Atlantic. It's a race which is a tough test of seamanship. That's a word that one might not associate with sailing on a reservoir, but with the recent strong and squally winds having the right boat handling skills means that it is still possible to take to the water and have a safe, enjoyable and (relatively) comfortable experience. Indeed, in the crash-and-burn world of dinghy racing sometimes you can get better speed round a course in strong winds if you shorten sail by reefing or setting a smaller sail. Seamanship matters, whatever your craft.

The Commodore's Cup day is coming up soon. We'd like to make it a fun day for all with events for SUPs and Dinghies. There will be a traditional handicap race for the dinghies, but also some 'fun' events that will be a test of craft handling skills ! If the weather permits, we'll make sure these are close to the spectators. **Bring your cameras!** The Committee's job is to ensure the members have a safe and enjoyable environment in which to carry out water sports. This entails everything from the upkeep of the premises and the boats; through delivering a programme of activities including training, to arranging for the grass to be cut and making sure there are always toilet rolls to hand !

Some Committee members have specific roles, and for instance we are pleased to welcome Kay Marriott onto the Committee as the Club Welfare (and Safeguarding) Officer. The other defined roles are Chairman, Treasurer, Secretary, Membership Secretary and Sailing Secretary. Members without a named role bring experience, ideas and a breadth of views which is essential for ensuring the voice of the membership is always heard in the discussions.

In the natural order of things two of the present members will be retiring from the Committee at the next AGM. If you'd like to have a turn on the Committee then have a chat with some of the members to find out what it's like, and let the Commodore. Phil Gamlen, or the Secretary, Merrin Froggett, know of your interest.

One of the roles coming vacant is that of Treasurer. If you have any relevant experience or know your way around a spreadsheet then we'd love to hear from you.



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Commodore's Cup 28th Aug 2022

The Commodore's Cup - Traditionally takes place on the last Sunday of August at the end of the Camping w eek. It's a stand alone occasion and over the years has taken a variety of forms, usually dictated by the w eather ! This year w e w ould like to have a mix of fun and racing events for the sailors and the paddlers.

The current schedule looks like this, (though things may change dramatically on the day of course !)

• 1) Ball chase

Collect the small plastic balls (counted out) that have been distributed by the safety boat. After 20 minutes, most balls collected is the winner.

Sailors and padders to do this separately. So, how will you collect the balls, and how will you hold onto them?.

• 2) Dinghies - slowest sailor

Dinghies start from being stationary, holding to a line stretched between a buoy and the safety boat.

Release line and sail to the parallel finish line about 100 yards aw ay, across the prevailing wind direction - No tacking and no gybing. Last person to arrive w ins.

• 3) SUPs - backwards

(but, for the avoidance of doubt, not in high heels !)

Complete a course but travelling stern first. Must travel stern first at all times and face the bow s,

First boat across the line wins,

• 4) Dinghies

- close the day with a Pursuit race.

Short course, lots of buoys; 35 minutes duration.

As part of our 11th Sept Race Day.....

We're celebrating BART'S BASH. If you would like to make a: \$5, \$10, \$15 donation to this worthwhile charity, can be paid through your membership portal as a "Store Purchase" option using PayPal,

Credit/Debit card <u>here</u>..... All proceeds will go to:

The Andrew Simpson Sailing

Foundation,

further information about this charity is available here:







Can you bring any skills to

the club?

As a volunteer club, we're always looking for knowledgeable and skilled club members that can help with the numerous jobs - small and large that need doing throughout the year. Our (almost resident) handy person/chief engineer, Eddie Fearnside is soon moving away, and we will find it hard to fill his boot, so if you can offer your helpPlease get in touch

Sailing/Racing/Training/News

It's been a busy time for the training team.

In July we hosted fifteen Year 6 leavers from Thornton Watlass and Hackforth & Hornby Primary schools for an experience day. After a morning sailing with instructors in the Wanderers and 2000s, things got decidedly wetter as they practised 'float to live' survival skills and were let loose on the SUPs. Cue lots of shrieks, splashes, and laughter (especially when their teacher fell in). Some of the children were really nervous at the start of the day and it was fantastic to watch that fear fall away and confidence grow. The staff were delighted and keen to come back next year.

John Knopp and his merry band of Instructors have run several courses focused on youth beginners and intermediates through the summer holidays, this autumn we're planning to re-start sessions for Carmel school and put on another RYA Level 1 / 2 course. If you would like to take part in a Sept course, register your interest here

As many hands make light work

• Could you help with training next year?

• Are you interested in becoming an Assistant Instructor or Dinghy Instructor?

If you'd like to help, click to get in touch with John Knopp or myself.

Racing got off to a relatively busy start but has quietened down over the past 2 months as fickle winds and the holiday season arrived. So far this year 20 different helms have taken part in the Wednesday and Sunday racing series, with Wednesdays proving more popular. Jacob's parents can't keep him aw ay and he's now posing a serious challenge to the old-timers. One to watch for the Laser trophy?

There are some one-day events coming up soon so do come along and support them:

28th August - Commodore's day (mixture of family fun and racing – see Phil's note)

11th September – Bart's Bash Come and take part in the largest sailing race in the world! Charity fund raiser for the Andrew Simpson Sailing Foundation. There will be cake available too!

18th September - Laser and Fusion Cups Both craft are available to hire from the club fleet (so no excuses for not taking part!)

Annabelle LePage - Sailing Secretary

Welcome Kay....

We're pleased to announce that Kay Marriott has joined our working committee with responsibility for welfare at the club, keeping us on the straight and narrow as our welfare officer!



About Kay

I started sailing in midlife in that classic 'starter boat' the Mirror, which I sailed with Merrin Froggett at Beaver Sailing club when we lived in South Yorkshire.

We read Margaret Dye's books about dinghy cruising, fell in love with the idea and had several holidays on the Norfolk Broads in hired traditional half-deckers with a boom tent.

This led to getting a Wayfarer, the optimal cruising dinghy in which we enjoy several cruises each year. We are going to the Wayfarer International Rally in the Gulf Du Morbihan, Brittany next month.

I sail at TSSC in my Hartley 12 which is a fantastic boat, and can usually be seen sailing with Merrin in her Hartley 10 - the blue boat girls!

Kay Marriott Welfare Officer





Click >>>> to view footage of the rescue mission in our TSSC gallery!

DRAGONFORCE DOWN!

We will all at some time get to experience a capsize. The sense of things getting out of control; the horizon going wildly adrift, and then the sharp shock of cold water!

David Dixon experienced all of this, but from 30 metres away on the shore. A misplaced hatch cover on his DragonForce 65 model sailing boat, some lumpy waves, and David could only watch as his boat did a Jack Sparrow and foundered elegantly into the waters that have already claimed Buoy #7. Quickly he took bearings of the point of disappearance, but at that point there wasn't much else he could do.

Over the next day David contacted other model boat owners at TSSC. Three days later a rescue force assembled at the reservoir; David with the bearings and Adam and Cameron Makewell with one of their underwater ROVs possessing most importantly a 'grab' arm. About the size of a large dinner plate the ROV has an umbilicus for control commands, a battery life of about 2 hours, and most necessary in the turbid waters, an onboard light.

To help with the ROV search pattern the safety boat anchored over the presumed location of the wreck. However, it was a squally day, and the safety boat had other customers, so they dropped a marker buoy and left the scene to shadow Chris in his reefed Laser 3000 as he (practised ?) his capsize(s).

Fifteen minutes after the marker buoy was put in place the sails of the DragonForce 65 were seen on the video feed from the ROV. Now to lift the wreck and get it back to the shore. Easier said than done and it required real teamwork between Adam and Cameron to get a grip on the boat keel with the grab arm and then to guide the ungainly combination of ROV and wreck over the rocks and back to an overjoyed David on the shore.

The only thing he could say '...Miraculous !!'.

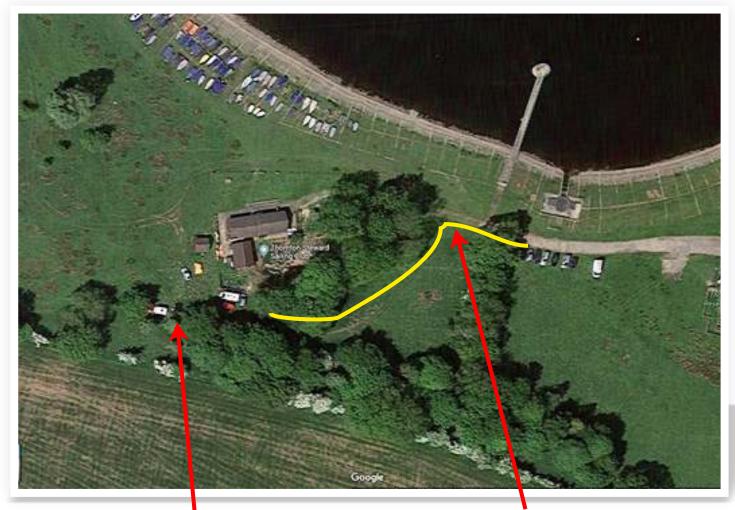








Thornton Steward Sailing Club Camping week 20th - 28th Aug 2022



PITCH



CAMPING WEEK

Yorkshire Water grant TSSC two weeks in the year when members can camp at the Club.

The next available week is 20th to 28th AUGUST 2022

The area where we can pitch tents/caravans and the access route is shown above. ** Please only use the access route marked in yellow **

The Public have access to the Reservoir at all times, so be mindful of their enjoyment of the peace and tranquillity of the location.

Please observe the Countryside Code View a copy of the code here

In view of current drought conditions - no fires or BBQs to be used during your stay following recent government advice and guidance.

It would be appreciated if the last user at the end of each day would lock up the

Clubhouse......Enjoy !

bove.

Membership now stands at its highest level with many new members joining in 2022 **JJ**

Mike-Membership Sec



Safety Boat & Race Officer duties

As we reach the peak sailing season and start the inevitable wind down towards the end of scheduled safety boat duties in Oct, we now need a final push to cover the remain 14 dates and times on the volunteer rota for both safety boat and Race Officer coverage.

Much of the safety boat coverage this year has relied on our regular pool of Helms and Crew members, who have carried out more than their fair share of duties!.....Therefore we're calling all newly joined members that have not yet volunteered for their safety boat crew duty to step up and book onto a familiarisation day or book a crew duty! *Please remember this is a condition of club membership that all members are expected to carry out 2 or more duties each season.*

The dates shown on this page have been set to run "SB Familiarisation" days to cover the basic requirements of crewing the safety boat, new members will always be tasked to work alongside an experienced qualified Helm. The day will include an explanation of how to prepare the boat and equipment for use on the water, launching / recovery of the safety craft and basic rescue techniques. Eventually it is the aspiration of the club to train all members to the RYA "PB2" level standard, this is a world-wide recognised qualification allowing hiring of motor & Powerboats.

Safety Boat Familiarisation days:

- Sat 3rd Sept
- Sat 10th Sept
- Sat 24th Sept
- Sat 1st Oct

Book your place now on our booking system, click link below

There is no charge for these days Although cancellations will also need to be confirmed on-line as places will be limited.

Bookings can be made for:

- Safety boat duties
- Familiarisation days
- Race Officer duty









The Bosun's chair



We have recently replaced four punctured tyres on Fusion trolleys with solid wheels (as a trial).... If you use these trolleys please let us know what you think about them. *An improvement or a bad idea?*

We would encourage all members using the Club Boats to launch and recover from the slipway, to prevent damage to the new tyres.

One of the self-bailers on a Club Wanderer has been damaged, it appears that it was left open during launching and caught on the trolley, so please if using the Club Wanderers ensure you close the self-bailers on launch and recovery.

To make life safer for Safety Boat crews we have purchased a four wheel cart to carry the fuel and all safety equipment to and from Robinson (see photo), this alleviates the need to drape all the kit on the engine trolley, hopefully you will find it easier to handle.

Thanks to all SB crews for entering the outboard engine running hours in the Day Book maintained in the Robinson building....It really helps us to schedule the appropriate service interval at the end of the year avoiding unnecessary work on the outboards. If any damage is incurred to the Safety Boat or other Club Boats/ Equipment please enter in the Day Book for our attention.

Another good job completed has been to create some stronger tie downs eyes and side tie-downs, hopefully preventing craft from being lifted during strong winds.

Safe sailing, Bob and Syd"













News from the fleet



RYA training in 2022

Headed up by our chief instructor - John Knopp...

Our Junior training course held between 26th & 29th July was a great success...despite fickle winds!

The usual training crew, Bob, Syd , Kirk and John, ably assisted by Ava and Charlie trained 9 students attending the course to RYA standard.

Weather was not the best for novices learning to sail, very light fickle winds, mostly from the North and the East with more than occasional light showers, but all students achieved their qualifications in the end.

Well done and Congratulations to all!

Eddie and Di Fearnside

are completing the Great North Run on Sunday 11th September and are raising money for prostate cancer research as it's 10 years since Ian, Eddie's dad, died of cancer which started in his prostate.

If you feel this is something that you can support with please go to their just giving page to donate. Many thanks in advance!!!

You can reach Eddie's and Di's just giving page here



FREE....

To a good home.

Eddie Fearnside's Miracle which has been sitting in a barn for the last 10 years and is need of a decent amount of TLC is looking for a new home.

It's a decent boat with a launching trolley and road trailer. There are 2 sets of sails and various other bits and bobs. It was a fantastic family boat that sails well and will take an outboard motor.

Migration and retirement means that it needs re-homing. Call Eddie on 07980 989 350....if you're interested.

If you have an interesting story to share with the members, please send text and images to the <u>webmaster</u> for inclusion in a future edition of SailTime....All formats accepted!



A Super Salcombe Sail...by Philip Cosson



shower! I had to make several round trips from beach to the car each morning with gear, and change in

go thethe car park ready for the drive back tobliday in theDartmouth.y of trailing

Race one on the Sunday was in light winds. In fact, I really struggled to get to the start line against the tide. The start line is fixed across the estuary from the Salcombe yacht club race office. On most days the wind was from the south west, so the start was to bouy one at the black stone. This was the gybe mark. Then 3,1,3,2,3, finish (across the start line).

It is very different sailing around all the moorings, one can't simply tack where one likes!

I got confused as they had delayed the Laser and Solo start by 10 mins hoping the wind would fill in. I started with the wrong fleet, and although sailing the course I got a DNC. Good experience though. I realised it was important to hug the east coast on the way up to 3 as the tide was stronger in the centre of the channel. The west side is out of bounds as it is the clearway for craft entering and leaving.

Day two, Tuesday, very different weather! It was drizzle, with quite a breeze. The course was similar with 1 being the first bouy and the gybe mark. This was now a challenge in a chop due to the tide being against the strong wind. Course was 1,4,5,1,3,finish - it was a 2 hour race for me, with winds of force 5 at 1 yet virtually becalmed at 5!

Wednesday Wind again from the southwest, sun got out half way through. Course was 1,4,5,7,2,3,finish. Apparently, they shortened the course after 7 but several of the fast handicap fleet (me included) did not register, so we turned at 2 and made our way to three and across the line, puzzled not to hear the bell!

There were three fleets, the Lasers and Solo's went of first at 10am, then the fast handicap fleet at 10:10, which included me with a range of other boats including a 505, an Albacore, a Merlin rocket, two Fireflies,

In Summary a very enjoyable holiday! ,,

an Enterprise, a Laser Stratos, a Leader 11 and a mini yacht-like thing called a Herschoff Islander. The Salcombe yawls started from 10:20. By the end of the race there were a real mix of competitors in my race, I was overhauling the laser 4.7s and then battling it out with the radials, but the fast yawls were catching and passing me. I was overhauling the Enterprise and Fireflys on the downwind leg, especially in the higher winds when I was planning. But they were out pointing me upwind.

Thursday the wind was from the northwest. I was told that this is somewhat unusual and very fickle. This was the first time we headed into the estuary for the start. Course was 7,5,7,2,finish. Wind was light until we got to near 5 and then picked up. This caught out a yawl close to me, they must have had their main cleated, over they went! They had to be towed to the shore by the rescue boat and beached so they could bail the boat out. I was doing well until I got to 2 - my progress back against the tide with virtually no wind was pathetic, as can



be seen by my track - I lost places to the Enterprise and Firefly who seemed to get wind from who knows where.

So, in summary, this was a very enjoyable holiday involving about 8 hours competitive sailing (I skipped the pursuit race on Friday in favour of family outings to National Trust properties). There were a lot of 'firsts' - first long range towing, first estuary sailing, first tidal sailing, first multi day regatta, first event with multiple starts, first launching off a beach (my slot gasket did not hold up to the sand! I had to replace with gaffer tape).

This signals the end of my Solution sailing for now. I advertised the boat before setting off, as I thought it would be a golden opportunity to attract buyers across the country who I could deliver too on the way home. This proved to be worthwhile, and I delivered it to its new owner in Buckinghamshire on Sunday. I'm now looking for a Laser if anyone knows of one for sale!

This year, we decided to forego the airports and take our family holiday in the UK, which raised the possibility of trailing the dinghy along.... Salcombe town regatta week was selected and accommodation for six booked (or so we thought).

In preparation for the 750 mile round trip, I bought new wheels and tyres for the road trailer and gave the bearings a re-grease. As the road base is designed for my Phantom and the Solution is nearly 2 ft shorter, I borrowed a variable hitch post from another trailer.

We set off at 3am and arrived at Mill Bay beach at 10:30am. Nothing had prepared me for the last few miles of Devon single track road! All opposition had to retreat!

Mill bay beach car park is owned by the national trust and is £6 a day parking fee for non-members. Despite the size of the approach road, it is quite large and there were upwards of 50 cars parked somehow most days. The last 100 yards of approach is over sand, so my poor car did struggle. A small 4x4 would be an advantage, perhaps a Suzuki Jimny.

Boat delivered on launching trolley (and £10 fee paid for the beach permit), we headed to the farm field allocated for trailer storage for the week. Which was on the town side of the estuary, 45mins drive away.

We had had our house booking cancelled due to my children and their partners all being adults. The host was obviously nervous of the partying



potential of a six-adult booking. We had therefore secured the only decent accommodation left... in Dartmouth. This meant a 45 min trip for me each morning for the 10am race. It was a scenic drive and at least I was on the east side of the estuary. Those staying in Salcombe used the foot ferry each morning to get to the beach. They either changed on the beach or went across in wetsuits. No such luxury as a

Lord Birkett Event

Rated as number eight in the Yachts & Yachting top 50 'must do' sailing events the Lord Birkett Memorial Trophy draws sailors from all over the country and abroad. The iconic long distance event was established by Ullswater YC in honour of Lord Norman Birkett who died in 1962, two days after making a successful speech in the House of Lords preventing Ullswater from becoming a reservoir which would have restricted public access.

Having invited me to crew in his 2000, Trevor Bradley was probably hoping for light winds in which a lightweight crew might be of advantage. Instead, there was a brute of a prevailing South Westerly in which more muscle and ballast might have been preferable! The wind on Saturday created a windward-leeward course the full length of Ullswater. With gusts up into the 30s (kph), and nearly 200 boats on the line stretching from shore to shore, the start was not for the faint hearted. Enter Trevor, whose assertive "don't come down on me" repelled the large cruiser eclipsing the sun to starboard as we squeezed through the melee at the starboard end of the line. Despite getting away first time and halfway down the fleet, it soon became apparent that boats taking the port end of the line had a significant advantage. That's where all the locals were.

We held our position up a wet seven mile beat until another 2000 (on starboard tack) appeared from nowhere in the fiercest of gusts leaving us no escape but to poleaxe them. The penalty turns lost us a few places before rounding Norfolk Island at the south (Patterdale) end of the lake. With the large asymmetric spinnaker up, we planed down the lake, the hull thrumming like a Ferrari. It only stopped, briefly, when we missed a gybe and washed all three sails in the middle of the lake. By the time we turned at the leeward mark near Pooley Bridge for the short beat back up to the line, I had jet lag!

On Sunday the lighter winds had shifted slightly West, so we got some long close-reaches up the course. Trevor gave us a terrific start and we held our position in the front of the fleet all the way to the recall! Everyone got away third time on a black flag start when again we were well placed. This day's passage up the lake felt more like my Wayfarer cruising experiences on Ullswater, there was time to lift one's eyes to the stunning surroundings. However, the wind picked up for the downwind leg and funnelling down the valleys in the famous dog-leg section, it suddenly came from both sides at once and I had my first experience of being inside an inverted hull. If that's going to happen, you'd like to be with someone like Trevor who you know will manage to get the boat back up before long. Meanwhile, you try to make sense of which strings to release or pull from this novel and inverted viewpoint.

A Fantastic sight!

Your hardworking committee interrupted a recent meeting at the clubhouse to watch a barn owl hunting over the dinghy park and surrounding slopes at sunset. Earlier in the day an osprey had been

observed over the reservoir and it put in another appearance during Wednesday evening's racing – but despite Ospreys having a PY number of 930, James Proctor in his Laser was unbeatable.

Remarkably, a pair of ospreys have bred and raised a pair of chicks on Bolton Estate this year where ponds have been stocked and platforms built to encourage them. Ospreys have not been recorded breeding in Yorkshire since recording began in 1800 and were considered extinct in the UK for 150 years. So, keep your eyes open to see this wonderful bird and a piece of history.

As part of TSSC's new lease with Yorkshire Water we will be participating in their 'Beyond Nature' initiative. As one of the biggest landowners in the region they recognise that their land is not just important for capturing water and flood management but also for providing a home for nature, storing carbon, offering opportunities for recreation and environmentally responsible farming. Proposals are taking shape at Thornton Steward to encourage wildlife and biodiversity

Get in touch if you would like to be involved.By Merrin Froggett

We came up stern-to-wind and took off at a lick, with Trevor body surfing from the transom and me letting the main out which of course only makes the boat go faster! Despite, or perhaps as a result of this watery escapade, we finished rather well placed.

There were 200 entries, we were 102nd and 68th, finishing 82nd overall and fourth out of 12 Laser 2000's. Just outside the prizes, darn it.







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