



# March 2014 News

## From the Commodore



**Now, how many of you are still popping pills to calm the nerves after the last four months of storms?**

Wow! Like all momentous moments, we all remember where we were and what we were doing. As for me, I will always be able to recall the stormy weather period because I spent a lot of time constantly moving my study downstairs only to move it back upstairs after each storm, spending long periods with earmuffs on, and watching the trees giving up straining against the elements and ending up waiting for the chainsaws! Here is hoping that you all survived relatively unscathed.

I would like to take this opportunity to thank all of you who have been prepared to undertake the numerous roles required to manage the Club. A lot of work has already been completed such as developing the sailing programme, refurbishing parts of the clubhouse and organising the 'Fitting Out Supper'.

At the last AGM I mentioned in my report that it was important that we constantly look for ways to increase our sailing membership and, especially important, is having more children and their parents joining us. Whilst the Executive looks towards formulating a strategy, it would help if in the meantime, members try to encourage as many of their friends and neighbours to visit us.

As usual, the Editor has told me to 'zip it' so I will end with wishing everyone an enjoyable and successful year.

*Graham Tomlin*  
Commodore

## Sailing Programme

The 2014 Sailing Programme is available to download from the website and you will see from it that your Sailing Committee have been very busy planning it over the Winter.

As well as all the normal club sailing events, we have more Committee Boat starts this year and two Open Events—the RS Open and the Contender and Multihull Weekend.

I am particularly excited about the plans in place for informal racing on Saturdays this year and, potentially, having the Sea Cadets and children from Spray joining in with us.

A big thank you to everyone involved in developing our excellent programme.

Graham

## The Rear View

**A huge thank you to all who came to the club on February 1st for the painting party and to those who lent equipment, but could not attend. The club room looks great.**

I would like to remind everyone to keep an eye on the date your parking permit runs out. I need a month's notice to order, pay for and get each permit. I am only going to be making one order each month. I will need to be informed by the 14th of each month. Please do not remind me until the month your permit runs out, I will not remember if you remind me in March that you need one in June!

Permits will not be ordered, this year, until I have received payment or have been notified that payment has been made. The cost this year will be the same as last year, £37.00.

There is a waiting list for lockers, I will be emptying yours if you have not paid by May 31st. A number of members, who have locker keys, did not pay last year.

Happy Sailing, this year.

Dick

*Dick Bromage*

Rear Commodore

## Diary

15/16 March - Laser European & World Qualifier at PBSC

Sat 22 March - Club Working Party & Boats Back to the beach

Sun 23 March - First sail of the season



## Congratulations!

Congratulations to Andy Jeffries and Allyson Ody, who got married In February.

Congratulations also to Ben Daigneault and Nikki Norman, who announced their engagement in the New Year!

Best wishes to both couples from everyone at the club!

## Social Dates For Your Diary

Sat 12 April - Quiz Night with a twist!

Sat 5 July - Night at the Dogs

Sat 16 Aug - Masquerade Party

More details to follow!

## ESSC at the Bloody Mary

### ***“Possibly the best event in England!”***

I always hear of people saying they'll use their time during the "off season" to complete those jobs around the house that have been building up all year. A bit of painting here, some decorating there etc etc! For me ,its always about reading and watching what's happening in the sailing world, studying those training aids and failing to take it into the next season, and competing in one of the greatest sailing events in the country, the Bloody Mary.

Held at Queen Mary SC, the Bloody Mary is now in its 41st year and has become the biggest pursuit race in England. Anyone can enter, from the occasional Sunday sailor, right up to some of the biggest names that regularly pop up on Yachts and Yachting. Numbers have to be limited, as with Queen Mary being a man made reservoir, there's only so much water available, even for this dinghy only event.

On Saturday 11<sup>th</sup> January, Ben G.D. In his RS600, James P.C. and myself would make the 1 hour 45 min trip hoping that the weather gods would play nice and increase the light wind forecast of 5 knots. As we arrived, it was clear it was going to be a beautiful, if a little cold day. The sun was shining down, enveloping the many Toppers already rigged and ready for the off.

With the boat park already nearing capacity, we managed to grab a space to rig next to the path we would need to exit on later, thinking ahead already! We quickly unpacked the boats from the double trailer and stepped the masts into the boats. A quick bit of boat tuning for the conditions and we were ready to go.

During this time many more boats were arriving, one of which being Alex K. in his new "Chopper" Foiling Moth. Looking very sleek and shiny, it certainly looked impressive and in tune with the fast development in the Moth fleet.

Registering online a week before was certainly worth it, not just because of the packed club room but also as it was just a little bit cheaper. A bonus to this was being able to see a video of the Race Officers briefing, negating the need for him to do it on the day and giving everyone a proper chance to take it all in. A great idea in my opinion! The only thingleft to do was make a note of which marks we'd be rounding and in which order.

Ben would be starting 47 minutes after the Toppers, with James and I starting a further 12 minutes later on 59. Alex would have a while to wait, starting on 95!

Launching at Queen Mary isn't too much of an issue, with somewhere in the region of 50 volunteers to assist in all areas of this event, it makes for light work all around. Ben only had one other 600 to worry about,(apart from the masses of other competitors!), whereas we would be taking on 4 other 800s.

At our start we managed to bag committee boat end with reasonable speed on. With the first mark biased to our starboard side, we threw in a couple of tacks to ensure we'd have some rights coming in on starboard. Having arrived second to the mark, we were feeling pretty good. As a fleet, we seemed to have a gap in the masses of boats moving around the course, making for easier tactical decisions. A short two sail reach to the next mark, combined with a little tea-bagging, saw the back three catch us up. 30 seconds later and we were hoisting the kite for a short downwind blast to reach the mark just off the club. Still in light breeze, we were coming up higher than other asymmetric boats to get good pressure in the sails. A couple of gybes later and we arrived at our first busy mark rounding, having caught up some RS700s, the Thames A Raters and a Laser 5000. Coming in on the port didn't help, but we managed to pull off a rushed gybe drop inside 3 boat lengths and rounded up onto another two sail reach heading up to the arm of the reservoir. Our speed was good, but increasingly gusty breeze made it difficult to maintain twin wiring.

Again passing many boats, we made it to the top and could once again hoist the kite for a short blast across and down the backside of the separating arm at QM. We quickly realised the wind was heading us away from the next mark. Seeing some of the other 800s struggling to maintain their heading with 3 sails we decided to pinch high and let the others blast off downwind, drop and come back up to a beat. It wasn't fast, by any means, but it did pay off as we all came back together again. Our decision to stay high with the kite saved some time at the next mark as the other 800s would have to bear off, hoist and set once again, whereas we had held the kite and so could just bear off and head downwind again! By this stage the lead 800 had gone, I mean really gone! We couldn't even see him. I've since learned not only was he a QM member but he regularly features in the top ten at opens and nationals, so no surprise really. Still our battle with the others was still going strong. The last 800 had dropped away so it was just us three left to battle it out, amongst the other 327 boats!

Once again a couple of gybes saw us come into the next mark, this time on starboard and with a clean inside lane. A quick drop by James and it was onto another two sail reach. By this time the wind had picked up slightly to around 8-9 knots, bringing with it more difficulty staying twin wiring up the reach. Again passing more boats with our speed, we eventually reached the lowest point of the course and proceeded to head upwind. Not too much to think about as we all had to stay one side of the course, and so, with a couple of tacks up the beat, we had reached the next mark. Yet another two sail reach saw us complete our first lap. It seemed like ages ago we started this race!

Our battle with the other two 800s was still raging on. At one point we were holding the kite on an ever lifting reach, only to see the 800 in front tip it in to windward. I looked at James, he looked at me, and we both knew this was an opportunity for the taking! Famous last words. As we approached their position, I thought we were ready for any lulls that may come, only to find that once we hit it I couldn't get off the rack quick enough. Sure enough, we tipped in. Very embarrassing when your watching Toppers, Lasers, Larks and enterprises passing you by, whilst you're up to your neck in water!

So up we got and continued on our way. It was fairly sedate after that, until our last reach up the back of the course. We had rounded the last mark with the youth squad in their 29ers and after much shouting and swearing we had all found us to be in a 15 knot blast up the leg. It was hairy, dodging many other boats whilst flat out twin wiring, boom way out and thinking we were screaming along only to look behind and still see the 29ers right up our backside! As the common saying now goes at ESSC... "pesky kids"! Rounding the next mark onto the beat was interesting as the 29ers ahead of us had all rafted up together. We chose to throw in a quick but messy tack straight around the mark to take us out into the middle of the course and clear of any action. Clearly the better option as more and more boats piled into the previous mark creating havoc.

Only a few boats followed us, one of which being a chasing 800. He was favouring a low fast beating lane, whereas we were staying high. The only problem being we were ahead but below him, so you can see what was going to happen. Sure enough, as we were now twin wiring, I looked behind to see a spinnaker pole heading into the side of the boat and a forestay on my shoulder! A quick main dump by them managed to avoid a catastrophe and we both went our separate ways.

The next leg saw us eventually reach Ben in his 600. It had taken us the best part of 1 hour 30 mins to catch him up! He was still having a good fight with the other 600, sailing no more than 30 yards from him. The next leg saw a shortened course flag pop up on a rescue boat, and not a moment too soon. Fortunately for us, it wasn't too far from the club so after crossing one of the finishing lines a quick 180 degrees gybe saw us blasting back to the bank and dry land.

All in all an exciting race, with not the best conditions for an 800 as two sail reaching is not the preferred mode around a course, yet James and I still had a good time and would definately return again! The winner was a National 12, helmed by a previous victor of the Bloody Mary. Not surprising, really, as it was light wind conditions that favoured the smaller, earlier starters. The final finishing positions for ESSC were 228<sup>th</sup> for James and me, 241<sup>st</sup> for Ben and 291<sup>st</sup> for Alex, who was OCS!

*Ben Daigneault*

## From the Galley!

Another season will soon be upon us and Lynn, Nicky and Liz will again be in The Galley looking forward to greeting everyone with home cooked cakes, pastries and savoury foods.

Wednesday evening sailing will be but a stone's throw away and hopefully everyone will be able to come and enjoy a sociable evening watching the racing, having a drink or maybe even having an evening meal. As always, we welcome suggestions as to the evening meal, within reason.

*The Galley*



## Barcelona Sailing Experience

We have been contacted by the Barcelona Municipal Sailing Centre, located in Barcelona, Spain, who say that they have recently launched the Barcelona Sailing Experience. This is aimed at people who are passionate about sailing and who would be interested in doing a weekend's sailing in Barcelona.

They have said that they will offer a discount to club members. If any of you are interested in finding out further details, please contact me and I will give you their contact details.

*Graham Tomlin*