

Seasalter Sailing Club

Newsletter



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15 JUNE 2005

SEASALTER SAILING CLUB

SPECIAL POINTS OF INTEREST:

- Club open from 19.00 on Friday Evenings for Drinks, games and other entertainments.

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Editorial

by Martin Searle

The start of the season has seen an upsurge in the number of boats out on the water and this is too be welcomed since it makes the racing more fun for everyone and offers greater competition.

This year has also seen the start of the new split fleet system in which the Catamarans and Dinghies sail similar courses but don't race against each other,

this means that the Catamaran fleet enjoy a full race duration. So far it all seems to work well although I wonder if there is going to be enough silverware to award 2 cups for each event!

The shearwater event was a success and thanks to all that assisted with the running of it this was of great financial benefit to the club.

This quarter I have received

some contributions to the newsletter from people other than Chris and Myself so I have included all of their contributions. Feel free to email me submissions to:

newsletter@seasaltersailing.org.uk

Open Day 2005: If you can volunteer your time to help on the beach or club be willing to take people out for a sail then please tell a committee member ASAP

SSC CLUB MEMBERSHIP going up!

By Joan Willis

The new season has seen a healthy increase in membership including whole families joining to sail. The happy outcome of this is that we now have many different classes of dinghy and catamaran, so no matter what type of craft you may have, if it floats, is safe and seaworthy you are welcome! Just a glance at our boat field shows a flock of dinghies settled in one corner, breeding I'm sure! Is this a new colony due to global warming perhaps?

We are developing a very hardy bunch of sailors, having started the season on 12th March in desperately cold windy weather with rain fog and sleet, we are now reaping the benefit by a regular attendance of a dozen boats each weekend. Some new members have spent their pre-season time attending RYA sailing courses at Dover Watersports in

preparation for this season and choosing/buying and restoring their own boats. The advice from experienced club members has been invaluable in this respect as it has provided encouragement and guidance to the less experienced. We have been fortunate in being able to offer new members the opportunity to try our Club catamarans and dinghies (the latest being a newly refurbished Solo – thanks to the Club Bosun), this has helped them make the right choice of craft for their own use.

It has not gone unnoticed that our younger teenage members are particularly keen competitors so the seniors are now having to keep a keen eye on them on the water! We also have healthy rivalry and much fun with sailors within families, son/daughter vs.

dad, and husband vs. wife, making for much "after-sailing" protesting about rights of way on the water etc. There is also a growing interest from the "young keen ones" in the organisation of racing, providing our Race Officers with useful assistance, are these the future Club Race Officers maybe?

Attendance of members for their duties has generally been very good so far, enabling us all to enjoy more sailing, thank you everyone.

We are all looking forward to building our membership further with our Open Day coming on 25th June, so please let all your friends/colleagues know this event is coming up! It should be a lot of fun!



It's not all serious !

;))



2005 Season's Sailing – the story so far By Steve Willis

To date we have managed to complete four series of races and two more are in progress. The change to sailing the catamaran and dinghy fleets as separate races has much improved our ability to finish races more quickly – giving maximum use of water for the second race of the day. But the biggest improvement has been in the number of boats turning out – with 10 to 12 boats becoming the norm.

Competition is increasing with a number of new boats out and the Hadaway fleet of Graham, Phillip and Sarah is now to be challenged by John Holmes and Elizabeth Van Elk / John Suffee buying Dart 15s (sorry now Sprint15s !) and Eric Sales bringing down his newly restored Solo. Phil Dinley has also now increased the Mirror fleet – but make sure he leaves the outboard motor off! It appears that we will reach a total fleet of 40 boats this year.

A point for the pot hunters though – each time you use a different boat in any one series you get entered again. Thus if you sail two different boats in races in one series you will get scored as 'Did Not Sail' for one boat for each race you use the other one.

Dave Lincoln has meanwhile been slaving away with new timber, belt sander and paint to restore another Solo, donated by Eric Sales, as another club boat to add to the fleet shortly – Dave you are a star.

Unfortunately we have lost five days sailing so far, four due to high winds and one to fog. It is very frustrating for everyone to drive all the way to the club to find racing cancelled, particularly the duty team members. However please be mindful of the fact that we have to consider safety first and it is often only possible to make a judgement once we are on site.

On the point of duty teams the turnout has been generally excellent. Those that gave up their whole weekend to help run the Shearwaters TT event in some very high wind conditions are to be congratulated – the income that this event generates for the club plays a major part in financing our club running costs. HOWEVER there are a few members who have not turned out for duty – or let anyone know they are not coming. Our thanks to those who have stepped in, at the expense of their own sailing, to help the day's events go ahead. We will be reviewing the duty

For Sale – Enterprise Dinghy (wood) plus road trailer, launching trolley and male wet suit.

Due to personal circumstances Vic Strange is putting his completely restored Enterprise dinghy up for sale. Vic, a retired shipwright, has lovingly restored the boat over 2 years and is looking for offers in the region of £400-500 for the complete package. (Sail No in the region of 8183).

He lives near Manchester and has the sailing gear etc with him. However if you are interested contact Steve Willis (01227-750415) and the boat can be viewed in the club field. Vic will be in the area for a few days from 16 June and we can arrange for him to bring all the equipment and for those interested to have a sail.

Racing News

by Martin Searle

The table below gives the UNOFFICIAL results for the series that have been completed to the end of May. This table is also available on the website as well a complete listing of results for each of the series so you can see where you came in each of the races. Quite a few of the races have a little report and a summary of the conditions.

Remember if you would like some advice or tips ask one of the more successful sailors in your fleet to help!

Series	Fleet	First	Second	Third
Sally Forth Trophy	Dinghy (Slow Handicap)	Martin Searle (Laser)	Philip Hadaway & Ben Saunders (Miracle)	David Lincoln (Solo)
Sally Forth Trophy	Catamaran (Fast Handicap))	Joan & Steve Willis (Dart 18)	Steve Sobey & Chris Stafford (Dart 18)	Steve London & Josh Humphries (Dart 18)
Ace Cup	Dinghy	Bill Tipple (Topaz Uno Race)	David Lincoln (Solo)	Sarah Hadaway (Byte)
Ace Cup	Catamaran	Joan & Steve Willis (Dart 18)	Martin Searle (Sprint 15 Sport)	John Dutch (Sprint 15)
Commodores Challenge Cup	Mixed	Joan & Steve Willis (Dart 18) & Martin Searle (Laser)	Bob Walker & Jeff Kiddle (Dart 18) & Peter & Lynn Reynolds (Pacer)	Pat Fulcher (Sprint 15)
Cedric Wren Cup	Catamaran	Martin Searle (Sprint 15)	John Dutch (Sprint 15)	Chris Stafford (Sprint 15)
Cedric Wren Cup	Dinghy	David Lincoln (Solo)	Mark & James Wilkinson (Mirror)	Philip Hadaway and K.Saunders (Miracle)
Koreela Cup	Catamaran	Jeff Kiddle (Sprint 15 Sport)	John Dutch (Sprint 15)	Pat Fulcher (Sprint 15)
Koreela Cup	Dinghy	Martin Searle (Laser)	Bill Tipple (Topaz Uno)	Brian Wickham (Miracle)

Tides & Tide Times – Tips for those new to very tidal areas

By Steve Willis

A few members have commented on the fact that we seem to be out on tide times for race starts. It is inevitable, due to the natural forces governing tides (up to 7-8 different factors let alone wind), that times will vary. Our aim is to ensure that we get the maximum amount of time on the water – especially on tides with a low level of high water. So we have set out the programme to ensure, as far as reasonably possible, that we get on the water as soon as it is deep enough. Up to last year we used the Whitstable Approaches high water time but, following research, we now use the Sheerness times as a closer approximation to water height in the Swale estuary.

Some new members, not having sailed on very tidal waters much, have only recently begun to realise the effects of the tide in light winds. In general:

First Race: will have a bias to push you towards the Swale that will decrease during the race – greatest effect at the beginning of the race.

Second Race: will have a bias towards Whitstable that will increase as the race proceeds.

To compensate, and make the marks, you have to steer a course to overcome this effect. With a tidal flow from 1-4 mph and winds of 5-10 mph this compensation can be quite marked – but note the flow is stronger the further you go out of the bay or towards the Swale channel (towards Sheppey). In addition deeper tides will give a greater flow rate – the height variation we will see this year is over 1.2 metres.

Try this out some time – On a day with 5-10 mph of wind sail out about 300-400 metres before first race and turn to sail towards the shore. Pick out two things on the shore you can line up on in a straight line (e.g. the club building and an electricity pylon) and try and sail straight down that line for several hundred metres. See what angle you have to sail the boat at to keep moving down that line. After racing do the same thing on the ebb tide – assuming the wind is in the same direction as before.



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The Seasalter Club is on the North Kent Coast just to the west of Whitstable.

The sea is shallow and we can only sail +/-2.5 hrs of high water but the swell is quite interesting (great to surf down on the leeward leg). The courses are always spot on.

Lady Helm Cup and Novice Cup Postponed By Steve Willis

The two races that make up each of these series were postponed due to the high winds prevailing on the day and these are supposed to be a challenge not a battle.

We will re-arrange these events for later in the season. Those ladies who are also novices sail in both events concurrently. The events will be run as a combined fleet – not separate dinghy / cat races as there is one cup for each event.

And Finally.... By Steve London

The story below was submitted by Steve London, it occurred during the Saturday of the Shearwater TT event:

“I diligently checked the patrol boat, paying particular attention to the engine controls that had recently been replaced. I found them to be working very well (good bit of work Chris). Myself and Josh then went out and placed the two markers as instructed. We then came back to position ourselves for the first race. I let Josh have a go of driving so we were at full throttle (exuberance of youth) when the engine cut out. The throttle mechanism had given up the ghost! I radio'd back and fortunately Pat Fulcher took my place with his speedboat. We were subsequently left to get the rib back, Josh on the wheel and me hanging off the back of the rib, holding the throttle open with a pair of pliers!”

Apparently it was the metal bracket, connected to the throttle, that had broken and not the throttle cable **Ed.**