



CONTENTS:

- Development Plan
- Sprint 15 Class
- The Bosun's Thoughts
- Social Scene
- Beware Wet Concrete
- New Patrol Boats
- 2007 Sailing Season
- Secretary's Comments
- Anyone Out There
- Look out Below
- Fire Officer
- Which Way's Home
- Boat Labels
- Sea Fever
- RYA Training Courses
- Stop Press
- Website
- And Finally

Editorial

by Phillip Hadaway (Webmaster)

I hope that everybody had a good Christmas and happy new year. I would like to take this opportunity to wish you all a good year's sailing, and once again the committee have put together a good program for the years events. This year they have included more cruises, within the sailing timetable so those less confident members, can go out for a sail around to hone their skills

without the pressures of racing, while there is a patrol boat on the water.

So its time to start thinking about getting your boat out and giving it a bit of TLC and a good dusting down.

The 11th of March has been set aside to rig your boats, that way if you need some help I'm sure someone will

come and help you, and give you some advice on how to get the most out of the rig.

The newsletter needs your help!! If you have any memories or have experienced anything while at SSC, and would like to share it with everyone else, then please send your article to:

Newsletter@seasaltersailing.org.uk or hand it to me while I'm at the club.

Please remember the next Work Party is on 10th March from 10am. We need as much help as possible as there is a lot to do.

Development

by Frank Avery (Vice Commodore)

The Club Development Plan is being updated this year. Please could you let me know your views, during the next month, on developing the club within the next 5 Years (E-mail: frankavery@btinternet.com)

Sprint 15 Class

by Chris Stafford (Communications Manager & Sprint 15 Fleet Captain)

Well another season is almost upon us, so now is the time to look over and sort out your boats and check your sailing gear. We all know that wetsuits shrink over the winter and the ramp over the wall gets longer and steeper!

The coming year could be a bit competitive with the battles between John and Kevin Dutch

with age and experience versus youthful bravado. Also we have Martin trying to regain the "Pots" with the ex Bob Carter Boat, not to mention Ben and John Holmes snapping at their heels if they make a mistake. I also expect to give my 15 a few outings at the start of the season not mention other refugees from the 18's, lets hope Jeff

manages to get out on the water after his house move. We need to hone our skills with the Sprint 15 TT on the 14/15th June, maybe we can pick young Kevin's brain on how to do it right.

So let's get the Sprints going right, right at the beginning of the season M arch 17th for the hardy ones.



Bosun's Thoughts

by Dave Lincoln (Bosun)

From the end of the bar.

To all that made use of the club boats in 2006 , I hope you all enjoyed your time on the water.

Perhaps you have not got a boat yet, or

would like to try something different or just want to sail.

At present the club has lost one dinghy sailor to the "CATS" so hopefully we can encourage more people into dinghy sailing.

So remember the club boats are available, and if you use them (£5 donation) look them over and report any problems to somebody, preferably me.

Good sailing/ cruising



Social Scene... by Lesley Stafford (Rear Commodore, Social)



I would like to take this opportunity to thank all those that supported the Galley & Social events held in 2006

In 2007 we intend to hold an event on the 3rd Saturday of the month, see notice board for details. There will be a social

evening on the 17th march and the fitting out supper on the 24th march. A Wine and wisdom evening will also be held on the 14th April.

We would be grateful for any unwanted presents or donations which could be used for raffle prizes.

We continue to be open on Friday evenings from about 7pm onwards. May be we can have a Scalelectric series over the winter. Any ideas for activities would be welcome for a social evening

Beware Wet Concrete.. By Steve Willis (Rear Commodore, Sailing)

As part of our works to give wheelchair access to the club and to make moving the patrol boats easier, we will be building a concrete ramp outside the club porch on the weekend before the main

work party.

In order to prepare for this we will be removing the brick facing to the existing plinth under the porch a few days before.

SO – If you are visiting the club between about 1st March and 4th March please beware of the uneven edge to the plinth and then **WET CONCRETE** over the weekend.



New Patrol Boats. By Steve Willis (Rear Commodore, Sailing)

Over the past few seasons we have had a number of problems with reliability and the weight of our two main patrol boats. Most of the problems have related to the remote controls to the engines, but the number of people required to handle the boats means we are virtually unable to launch a second patrol boat if needed, whilst most people are afloat.

We had planned to replace the red rib at the end of 2007 as part of our normal replacement programme. However after much discussion it was decided to bring this forward and to see if we could obtain two lighter boats with tiller steering – doing away with the cables and controls that have given us most of the problems. It was also decided to part exchange the Yamaha RIB (the

white one) now before its condition deteriorates and because of its high weight and difficult engine lift.

We are now awaiting the arrival of 2 Valiant D380 RIBs (see photo) with 25HP two stroke engines and these are due to arrive in mid February. These boats are similar to the red Valiant but about 200mm shorter and narrower. The key thing is that the combined weight of boat and engine will be about 140kg compared with about 210kg and 250kg for the existing boats. The normal list price of these two boats is £8000, however our supplier has managed to purchase us 2 ex RNLI one year old engines that are currently being completely refurbished at the manufacturers workshops. With the part exchange of the Yamaha

and the reduced engine cost we will only be paying £3400 for the pair of new boats.

We will have to refurbish one trailer and build a new one for these boats and this is in hand. We will keep the 30HP Red RIB with its remote controls as a committee boat and the spare 25HP engine as a back up for the new boats. The last item remaining is to purchase a second hand small (10-15HP) long shaft engine for the Dory.



2007 Sailing Season

by Steve Willis (Rear Commodore, Sailing)

Those who have renewed their membership for 2007 will already have received their new Programme, again printed courtesy of Steve Sobey, together with the new door codes that were changed on 4 February. We have 3 visiting fleets this year for TT events, The Shearwaters, Catapults and Sprint 15s. These events are concentrated on June and early July and everyone who can provide some help running these events will be welcomed – a good chance to learn about serious racing and to have some fun.

A number of members have asked for 'free-sailing' sessions where they can practice both sailing and race tactics as well as have a few cruises. This year we have included a number of these sessions when no racing will take place but we will operate both the tower and the patrol boat(s) on those days. We will circulate details of what we intend to do on each session a few weeks beforehand but the aim is to give those who do not race the chance to sail in company with others and to get instruction if they need it.

To get us all started we intend to hold a 'rigging' day on 11 March, the day after the work party, to help each other rig our boats and check them over. However now is the time to check your rigging and equipment so you have time to buy all those things that you keep forgetting about, until you have the mast halfway up. In addition, if you check things now you have the chance to go to the Dinghy Show at Alexandra Palace on 3 & 4 March and get a good deal on your clothes, buoyancy aids etc.

Secretary's Comments

by Joan Willis (SSC Secretary)

Hello Folks!

I hope you are now looking forward to the beginning of the new sailing season as much as I am. Some of you have been sunning yourselves across the oceans whilst others, needing the adrenaline buzz which sailing gives in summer, have been off ski-ing for the winter! Whatever has been keeping you busy, now is the time to dig out the subscription pa-

perwork, renew your membership if you haven't already, and start preparing for March sailing!

We are hoping to keep our very loyal membership base and build on this again, encouraging young and "not so young" to join us. The winter break has been a very busy time for the Committee and we hope you will all enjoy the benefits of

this during the spring and summer.

We have a new, reasonably priced supplier of SSC logo embroidered leisure-wear, Heron Work wear. If you are interested check out the examples when you are next at the Club and place your order. When we have our open events the SSC members involved will appear dressed in red shirts! Aahh!

Any One Out There??

By Steve Willis (Rear Commodore, Sailing)

VHF Radio Communications

For 2006 we replaced our three handheld VHF radios for new modern waterproof units from ICOM who gave us 20% discount as a local club (they are in Herne Bay). In order to keep our communications clear of Whitstable Yacht Club we chose to use channel M2 instead of the normal M1 for the area. This generally worked well for local sailing but we have been unable to use the tower fixed set as that would not operate on channel M2. This gave us some major problems on the Open Fowley race last autumn.

For 2007 we have replaced the tower

radio with a new ICOM fixed unit which will operate on channel M2 and this is now fitted in the tower (again at 20% discount thanks to The Dinghy Store and ICOM). In addition, following some detailed mapping and calculations, we have decided to replace the loft aerial for this radio, with a new external one on the top of the club mast (to raise it up by about 3 metres). For long races we will also use a 3metre fibreglass rod with an external aerial on the handheld sets and in this way we should be able to have reliable radio operation up the Swale as far as Kemsley.

All those on race tower duty will need to familiarise themselves with the new

fixed radio before undertaking a duty. I propose to hold a short training session at about 13:35 at the work party on the 10th March to cover as many people as possible. I will also be preparing an encapsulated guide sheet to be kept by the radio for reference.



Look Out Below

By Steve Willis (Rear Commodore, Sailing)

Mourning the demise of the club mast!

Whilst we luckily escaped damage from the recent high winds, our club mast is no more – it broke off at its bottom pivot point and broke into 4 pieces on the sea wall. It also destroyed the wind anemometer fixed to the mast head. We have purchased a new ane-

nometer head and, together with the new VHF aerial, we will fit these to the replacement mast when it is available.

Chris Stafford was going to modify the mast in order to enable us to raise the club pennant to the top without blocking the anemometer. Now the work is somewhat more extensive. We are hoping

to obtain a replacement mast from Whitstable Harbour where one is being removed. Graham Hadaway is trying to obtain that for us. Whether we get a new one or have to rebuild the old one, this will be a key job for the work party on 10th March.



Fire Officer

by Steve Willis (Rear Commodore, Sailing) - For Bob Walker (Fire Officer & Dart 18 Fleet Captain)

To comply with new Fire Regulations that came into force in October 2006 the committee has appointed Bob Walker as our Fire Officer. Bob has to carry out a full risk assessment of the club premises and then prepare a risk diagram showing the risks, to give to the Fire and Rescue Service. We will also have to upgrade some of our fire signs and emergency lighting.

It becomes ever more important for safety that members keep all areas of the club clear at all times.

A fire could happen at any time and everyone must ensure that they do not block exit passages with their kit bags, sails etc. even for short periods.

The main briefing area is not a storage area for members' equipment and rubbish – masts must be stored on the racks provided. Currently there are old boat covers and bits of equipment littered around the room that could cause someone to fall and/or injure themselves trying to make a normal exit let alone a quick one. Anything left in

this downstairs briefing area by 10th March will be removed and disposed of and in the future will be removed to be disposed of if remaining at the end of a weekend's sailing.

The storage of gas bottles other than those actually in fire appliances, empty or full, within the club building will be prohibited. Smoking within the club buildings is already prohibited by Club Byelaws.

Which Way's Home??

By Steve Willis (Rear Commodore, Sailing)

We have witnessed a few days where thick sea mist has come down quite suddenly and by luck we have not been out sailing at the time. Many of us would swear we could maintain a course to land safely but realistically such conditions usually end up with little or no wind. If you start paddling how many of us could keep a boat straight? The answer is to always carry a compass. It is not necessary to buy anything

major and most class associations prohibit the fitting of compasses that could be used as an aid to racing. Help is at hand though. The 'Nauticalia' group of shops (Bluewater and Canterbury) do a small compass that slides on a watch strap and can be left there – they cost about £2.95. Beware though some others I have seen do not point north!!! If you check the 'Nauticalia' ones in the shop please note

that they are often stored together and they have a magnetic stock strip on the pack they come in – remove it from the packaging for a couple of minutes before making sure it works.



Boat Labels

by Steve Willis (Rear Commodore, Sailing)

Identification for RNLI and Coastguard

During 2006 we had two dinghies removed from their parking places on the beach. One was set afloat and drifted along the beach and the other was left on its trailer near the club pole at low tide.

I represent the club on the Herne Bay and Whitstable Water safety Committee that includes HM Coastguard, the RNLI, Police and Canterbury City Council. We have been asked to help the Coastguard with boat identification by registering boats with them, so that if they are found then they have details of who owns them and who to contact. For 2007 onwards we will be providing adhesive labels, marked 'Seasalter SC' and with a reference number, for you to fix on the port side of your rear transom or hull. We will maintain a list of reference numbers

issued with membership details so that we can advise the Coastguard of a boat's owner when requested.

The Coastguard do however recommend that all boat owners sailing on the sea or storing their boats adjacent to the sea complete Form CG66 for each of their boats and send it to the Coastguard. It is however easier to complete this form online via the MCGA web site (search on 'CG66' on their website). Initially you provide a log on name and password and the MCGA e-mail you a reference number that you can then use to identify yourself and fill in the form. This will be done for all the club owned boats and we strongly recommend that you do so for your own boats.

If you complete this form then the Coastguard will know who to contact if they find your boat afloat unmanned – they ask for a 'next of kin' type of contact as well in case you were actually aboard but have become separated from your boat – this contact should be one that you would normally tell you are going sailing (as you should do every time!).



"Sea-Fever"

By John Masfield (1878-1967). Chosen By Joan Willis (SSC Secretary)

I must down to the seas again, to the
lonely sea and the sky,
And all I ask is a tall ship and a star to
steer her by,
And the wheel's kick and the wind's
song and the white sail's shaking,
And a grey mist on the sea's face, and a
grey dawn breaking.

I must down to the seas again, for the
call of the running tide
Is a wild call and a clear call that may not
be denied;
And all I ask is a windy day with the
white clouds flying,
And the flung spray and the blown
spume, and the sea-gulls crying.

I must down to the seas again, to the
vagrant gypsy life, (!!!)
To the gull's way and the whale's way
where the wind's like a whetted knife;
And all I ask is a merry yarn from a
laughing fellow-rover
And quiet sleep and a sweet dream
when the long trick's over.

RYA Training Courses

by Steve Willis (Rear Commodore, Sailing)

It is now several years since we held RYA courses for members. The key reason for the delay has been the unreliability of our patrol boats for powerboat training – hopefully now resolved.

Mike Fitzpatrick of the RYA has agreed to run a Club Race Officer course for us and we await his return from holiday to set the date. This is normally a one day course on how to run races safely and successfully at Club level and the emphasis is on helping those sailing to enjoy their racing. If interested in attending please let Steve Willis know (he already has seven members who have expressed an interest). Those complet-

ing the training will be awarded the RYA Club Race Officer Certificate.

With the new patrol boats we intend to hold a one day Powerboat II training course at the club and when arranged this will replace the club sailing for that day. Once the new boats arrive we will set a date. This course is useful for everyone as it concentrates on checking, driving and manoeuvring small powerboats – if you want to hire a motor boat when on holiday the PB II Certificate awarded is ideal to show the hirer that you are competent. Again let Steve Willis know if you are interested.

Our aim is to have all members who do duty on the patrol boats Certificated to at least PB II level and this gives them the opportunity to use these boats to gain more experience. In addition, in case we need to launch to a second patrol boat for assistance, it would be best if the tower duty assistants are also PB II trained – they can gain experience by rotating duties within each race team.

Whilst the cost of these courses cannot yet be confirmed the normal price is in the order of £10 per person.



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Stop Press

By Steve Willis (Rear Commodore, Sailing)

Martin Searle now goes national

Following the decision of the Sprint 15 Association webmaster, Jonathan Perkins, to relinquish his role, Bob Carter asked **Martin Searle** to take up the reins and he has accepted the post. He has immediately brought the Association web site back up to date.

This means that we now have a Sprint 15 Association Committee Member in our midst – with Nick Dewhirst, the Chairman, just down the road at Whitstable YC. Well done Martin for taking on this important role.

The Sprint 15 Association is very active with an extremely good web site set up by Jonathan and we are sure that Martin, with his IT skills, will maintain the high standard.



Website

by Phillip Hadaway (Webmaster)

The website has a new look for this new year. I have made it easier to navigate around, however I am still open to suggestions on how I can make it better still. Please take a look and tell me what you think. The new online program and duty rota will be published shortly!

There is also a 'For Sale' page on the website, if you are selling a boat then contact me and I shall put an article on the website for you.

I am always on a look out for people to write me some race reports especially if

I'm not around on a weekend, so if you have something that you think should appear on the website please send it to me:

Webmaster@seasaltersailing.org.uk



And Finally...

by Sue Hadaway & Lesley Stafford

We were sad to hear about the death of Brian Wickham, but we will always remember his enthusiasm for sailing, and his motto was; "Life is For Living"

So lets get out there and enjoy it !!!!

In Memory of May Fulcher and Brian Wickham



In January May Fulcher, Wife of Pat, sadly passed away after a long illness.