



A Message from the Editor

You've probably all seen the club bulletin announcing that Zoe McCaig is standing-down as Commodore. I'm sure this came as a great disappointment to all those who knew Zoe or had seen what she'd been doing for the club. Back at the start of 2018 a group had formed to try to put forward a set of candidates for the numerous board vacancies that we know would arise at the AGM. Zoe was part of that group and after much arm-twisting she agreed to stand for Commodore. Once her candidature was in place the team felt that we could move the club forward, and that proved to be the case. Zoe was a great unifying force, always representing many groups and points of view rather than entrenching herself in one position. And she did what she did with a strong personality and a wicked sense of humour. She was also a damn-fine sailor, regularly leaving many of us in her wake. That, of course, will continue. She will still be an active sailing member. She will be missed on the board.



The NSSC board has decided that the position of Commodore will remain open until the AGM in May. If you have an issue that you feel should be dealt with at the Commodore level, then call or e-mail one of the board (see the website).

In December our President, Steve Clapham resigned that position. The President's role is not defined in

One of Alan Simmon's photos from the Winter Series on the pond



our articles of association. They tend to operate in an advisory capacity, using the experience of many years in the club, frequently having been an officer themselves in the past. They “emerge” rather than be elected. Should anyone like to nominate someone for this role, they should speak to someone from the board.

I apologise for the lack of a Mainsheet in January. The new year didn't seem to inspire anyone in the editorial offices to put an edition together, and even the lengthening days have not lifted them from their January blues. But that will all come to an end soon. There's much to look forward to. On Friday March 1st there's a Race Night at the Seaford clubhouse. Bring the family along for a fun evening and have a cheap flutter with horse racing shown on the big screen (equine flu will not stop us). Winter sailing on the pond will finish in three weeks' time and we'll soon be preparing another season of racing on the sea (I think I'm getting a bit ahead of myself here). But of course you'll not be able to do any of this if you haven't paid your 2019 subscriptions. Don't forget that there's an easy-pay monthly direct debit system now in operation so you will not have to pay the whole year's fee up-front. Go to the web-site and sign-up.

There's an article in this Mainsheet on the enhanced training our sea safety-boat skippers will have to go through before they can sign-up for safety helm duties. It was felt that some of the skills that are needed by our safety-boat skippers needed to be reinforced and enhanced so that our sailors can enjoy their racing in a safe environment, and that the club's assets are protected. You'll see that there are various training days planned for the spring. Sign-up for one now if you're PB2 qualified.

Finally I'd like to thank David Hitchins from Rowland Gorringe (Seaford) for offering to do the photocopying of Mainsheet for those handful of our members who do not use the internet. You'll see an advert for his company near the end of Mainsheet. This is the sort of relationship with local companies I'd like to encourage. We can offer free adverts in Mainsheet, or small-ads on our web-site in return for services to the club.

Richard Beal

Mainsheet Editor

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Committee Boat Starts

Note from the editor: Rupert Smith is putting-together a short series for Mainsheet on Committee Boat Starts, and this is his first instalment. Committee boat starts involve using Ark as a mobile race-box out in the bay. Rupert describes the advantages of doing this below. We've spent a lot of money in 2018 on Ark and it's been through the wars. If we can use it more for starting races then we'll "sweat the asset" a bit more and get our money's worth out of it. I, for one, am already terrified enough when Race Officer (RO) when we use the race-box, and haven't yet contemplated using Ark with its added complexity. I intend to follow Rupert's advice and give this a stab early in the 2019 sea-sailing season. I'll report back on how it went. I've added some photos Jonathan Vernon took while in the committee boat race in 2016. Here's Rupert's first article:



Rupert's first article:

Why have Committee Boat Starts?

In short, it makes for better, more enjoyable racing. The RO can set a windward start and a line that gives everyone the same chance of a good start, as well as making all boats start close together which makes it a bit more interesting.

There is an additional safety boat that can be called into use if bad things happen.

As Race Officer, you are right in amongst the racing and able to get immediate feed-back about the excellent quality of your organisation and course laying!

When to have Committee Boat Starts?

Whenever you can! Obviously, the weather and sea state will affect your decision, but if it looks comfortable to be afloat, go for it. When there is an offshore wind is a good time to do it for the first time – flat sea and it will be the only way to get a windward start.

Open Meetings should always be run afloat. If it isn't possible to anchor Ark because of big seas, the chances are any visiting boats won't want to launch anyway.

What do you need to take from the Race Box to run the race?

- Someone who can skipper the Ark. This could be the RO or ARO – it doesn't need to be an extra pair of hands
- Flags from the Race Box. I will give a sepa-



rate list of which ones you need and what they are for. It isn't complicated, but we have been a bit spoilt by using the automatic lights system

- Race time sheets, clipboard and pens
- Digital clock or watch
- An assistant with neat hand writing.

What do you need to do before leaving the Club-house?

You need to do all the usual stuff you would do if staying ashore – signing on sheet, draw the course

on the white board etc. Make your course diagram relative to the Ark and the wind rather than fixed points, then if the wind changes before you lay the course you can always adjust it to suit.

Fly the 'C' flag from the signal mast. This tells the competitors that they are starting from Ark and need to get afloat in time to get to the start.

Make sure you leave enough time to get to Newhaven and lay the course. Some of our most experienced RIB teams can do this in 10 minutes, but probably best to leave at least 30 minutes from the harbour entrance to the start time.

How do you lay the course?

You don't. You let the RIB team(s) do it for you! Drop anchor where you want to start and direct operations from there. Make sure the first mark is to windward of you. Have a flag on top of the wheelhouse to give an idea of where the wind is, and listen to the RIB team as to where it's blowing where they are.

While the course is being laid, get the flags ready to go and the time sheet ready. (Gentlemen please note – this is what is referred to as 'Multi-tasking')

Once the RIB has laid the big marks for the course, get them to lay the start line. Make it a decent length – short lines have to be more accurately laid, which can be tricky in deep water, and you don't want it too crowded.

To check you have the line laid correctly, stand on the engine box and face the wind (you should also now be facing the first mark). Stick your left arm out at right angles while facing the wind, and you should be pointing directly at the start mark (or ODM). If you are not pointing at the mark, the line will be biased one way or another. This isn't a problem if it's only a little bit – it will make them have to work out which end is best. If it is very biased, get the RIB to adjust it.

Next Month – the Start Sequence and Finishing.

Rupert Smith



Race Starts on the Sea



Following the success of the “split-start” experiment near the end of 2018, we will be establishing this as the norm in 2019. Typically, there will be two starts: one for the cats, and one for mono-hulls. If the start is to be at 10:30, the countdown sequence will start at 10:25 for the cats, leading to a 10:30 start for them using the familiar “5,4,1,go” system. The start sequence for the mono-hulls will start one minute after 10:30 leading to a start at 10:36.

If you’re the RO, and in the race-box, press the “Two race” button to manage the two starts automatically. In Rupert’s next article on Committee Boat starts, I’m hoping he’ll tell us how to manage the flags for a split start.

Should there be a general recall in the first start (the cats), then they go to the back of the queue and the next start will be for the mono-hulls.

Assisted Saturday Sailing

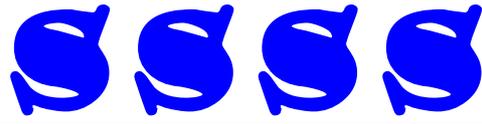
Assisted Saturday Sailing (ASS) is open to all members and will continue to run on Saturdays at Piddinghoe, weather permitting, from 10 until 1 ish.

A safety boat will be on the water and advice on hand if needed. Boats are available to hire for £6 per session.

If the session cannot go ahead a notice will be put on the club’s Facebook page.



Skippers' Handbook



The Skippers' Handbook is Go!

We are ready to start upskilling all of our PB2 Helms and transform you into Seaford Sea Safety Skippers!! - 4 Ss!!!

We have set aside dates in February and March to refresh all Skippers on anchoring, towing, mark laying and retrieval as well as rescue of sailors and boats. This is intended to ensure that NSSC is at the top of our game on racing safety. As the season progresses there will be the opportunity for more members to gain their PB2 and become a 4S thereby covering all safety duties in advance, so all of us can have a carefree season of glorious sailing on the sea!!

Several members have signed up for the first session of upskilling. For safety sake, no one will be able to undertake skippers' duties without the 4s in future. Can all PB2 Skippers please sign up for one of the following dates as soon as possible by e mailing seasafetycommittee@nssc.org.uk:

23rd Feb

9th March

16th March

23rd march

30th March

6th April.

In addition to the above sessions, we would like to introduce you to the Skippers' Handbook on 22nd February at Rupert Smith's "RO, ARO & Safety Boat" session at the Seaford Clubhouse, and and to look at the vital role that an RO plays in the safety of NSSC sea sailing. We are inviting Jo Whitehead and Geraldine Anscombe to present and answer questions as well as take on board comments made by RO's. We will set new guidelines together and we hope it will prove an informative, interesting and interactive session. The aim is to start the new season with revitalised teams of RO and Safety Boat members. We want as many of you on board with this so please come along to the session. You wont be disappointed!!!

Bill Wates

Sea Safety Committee

seasafetycommittee@nssc.org.uk

Board Meeting Dates

Traditionally, the NSSC board meets on the second Tuesday of every month. This has been moved to the third Monday. This means that the next board meeting will be on Monday 18th February, after which the “third Monday every month” rules applies. The change has been made to allow for previous month’s finance report to be available and to avoid the new “Cadet Tuesdays” in the summer. All of the dates for 2019 are now in the club calendar: <http://www.nssc.org.uk/cms/index.php/calendar>.

You are reminded that all members are welcome to attend board meetings as observers. The rules for attendance are:

- Any confidential discussions should be delayed until the end of ordinary business when observer members will be excluded
- The board encourages member observers because of their belief that information should be shared with members except where it cannot, rather than communicated to members only when it must be
- Members will be attending as “observers only” unless specifically invited to present on a specific subject
- Observers should not contribute ad-hoc to discussions. If they feel they have something special to contribute, they should ask for permission, but contributions should concentrate on:
 - Clarifications
 - Reporting on opinions that are widespread within the membership
- Observers should not use board meetings to express their personal opinions. These can be expressed by lobbying individual board members outside board meetings
- Observers should not use the board meetings to raise subjects not being discussed under agenda items or AOBs. These can be raised by members through lobbying of individual board members outside the meeting.

Richard Beal

Company Secretary

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WOW!

Planning is underway for the 2019 Women On Water season at Piddinghoe. WOW is there to help people get on the water and get sailing in a supported environment where there's always someone there to help. There'll be a safety boat ready for action (not that it's usually needed). This isn't a formal training session: it's up to you what



you want to do, but there are usually more than enough people willing to offer helpful (or otherwise) advice.

WOW is on a Thursday evening from 5 to 7 but it's not the end of the world if you cannot get there for the start. Although it's advertised as "Women" on water it's open to anyone who'd like the opportunity to get in some practice .

This year we're starting on Thursday 25th April and will go through to August 1st (the week before sailing week). We'll then restart near the end of August and continue until it gets too dark.

Got any questions? Mainsheet Editor will pass them on: mainsheetnssc@nssc.org.uk.

Do You Know Who I Am?



Teresa and the Galley staff have found that it has become necessary to ask customers for proof of membership, particularly if they don't visit the Club regularly or the member of staff is new. Please will you carry your membership cards with you when going to the Galley and don't be offended if you are asked to show them. This also applies to Cadets who are issued with their own cards. Many thanks.

Bea's Blog

My Youth Bursary and Trophy



Editor's Note: Bea West is writing a blog (<https://sailingsnowy.wordpress.com/>) about her sailing experiences. I've reproduced her recent article about a bursary she's received.

I found out in December that I have been awarded a Royal Yachting Association London and South East Youth Training Bursary, I am really happy and excited. I will use the money from the bursary towards the cost of my zone squad place as it costs lots of money to be in zone squad.

To get the bursary I had to fill out an application form. On the form I had to say what I would give back to my club if I got it. I said;

"I will support younger members of my club when we go to other clubs for events. At our club we have Monday cadets [now Tuesdays] where every Monday in the summer kids go sailing in groups and have lots of fun. I will go out and do demos for the younger and beginner group to show how to tack, gybe, go around marks and set up the sail for the right weather conditions. I have also set up a blog, sailingsnowy.wordpress.com. I will write about the sailing events that I go to and write about what I take to events. I will also write up about different venues and what they are like."

I was awarded my bursary at our sailing clubs prize giving. I was also given a massive cup called the Tony Barr Trophy. This is awarded to the cadet at our club showing most commitment to sailing, I think I got this because I have done lots of sailing this year: monday cadets, events, nationals, zone squad and club races on the sea on sundays. I was surprised when I got it and worried I would drop it on the way back to my seat. Our house is very small so it was hard to put it somewhere but we put up new shelves and we thought we could put it on them but even they where too small so it is on the floor!



Bea West

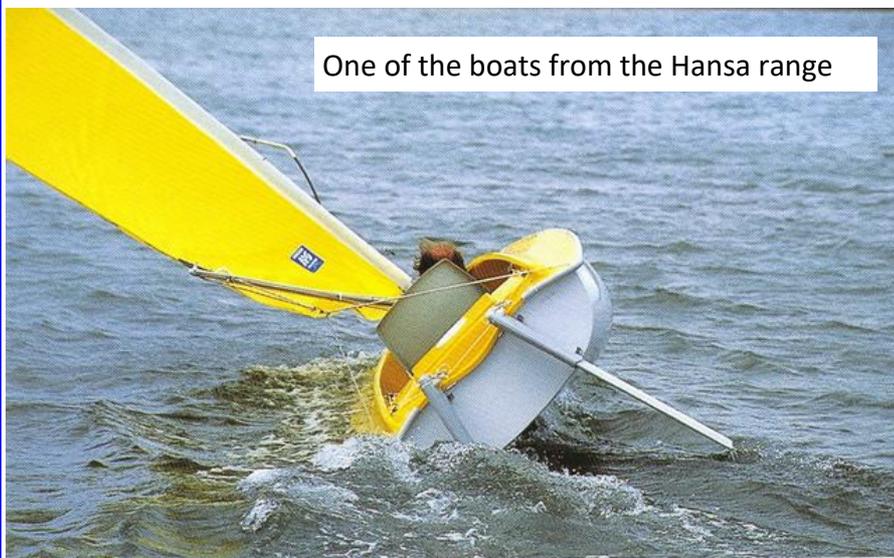
Jazz's Journey



I struggle with a condition called hypermobile Ehlers Danlos syndrome. The effects of this condition have increased as I have got older. This means my joints bend in ways they really shouldn't – this can make getting in and out of a wetsuit quite interesting - as female sailors can attest to. All my joints can dislocate, even when just changing position whilst sitting, and I injure easily causing chronic pain and fatigue. It also affects my insides, causing difficulties with basic body functions, such as breathing and eating. **It is my 'normal'.**

It is an invisible condition meaning many of you will have seen me walking around normally and wondered why sometimes I'm in a wheelchair, sometimes on crutches and sometimes running around madly as if nothing is wrong. The changes are because the effects of my condition change daily, where I have better days and worse days. However, underlying every day is the pain my body is in and the struggles it goes through to do normal everyday things. Since being a kid I have pushed my body to its limits in the process causing more pain and damage. To ensure I can do sport for the future I now am trying to learn my limits. A lot of the time I still push it too far and then pay for it later!

Since starting sailing, instead of following the normal trend and going from low to high performance boats, I have done the opposite going from the Fireball, to my 'yellow submarine', the Hansa. This is as I have had to begrudgingly accept my physical limitations. Some of you may have noticed that in the middle of a race I would randomly stop halfway round the course, this was because I was having to reattach a joint. I have now moved into disabled sailing boats, such as the Hansa and the 2.4m so that I can compete on the same level as everybody else without being handicapped by dislocations and pain.



One of the boats from the Hansa range

The Hansa (yellow submarine) is a Sailability boat which is used to get people into sailing. It is primarily a training boat and it is our club's first disabled sailing boat. I am hoping to get more disabled sailors involved in our club at the pond as it is a perfect location for people to learn. I am attempting to race it on the pond in the winter series. The boat works by me staying in a seated position and allows me to manipulate the controls with my hands. It means that I

don't have to move around and, therefore, am less likely to dislocate in the boat. To prevent it capsizing it has approximately 20kg of concrete in the bottom of the daggerboard. This means it is hard to get going but once moving does maintain momentum. As many of you will have seen it has a very wide turning circle and doesn't like to tack or jibe very quickly!

Some of you may have noticed the funny looking micro yacht next to the shed in the boat park. This is the 2.4m. It is my racing boat which I have on loan from the RYA. It used to be the sailing Paralympic boat when sailing was a recognised para sport. Some of you may recognise it as the boat Helena Lucas sailed. Helen won gold in 2012 and a silver in 2008. Again, I stay in a seat in the middle with just my head poking out the top. I then have the most complicated display table in front of me with more controls than a fireball! Both the Hansa and the 2.4m have hand steering where a joystick in front of me controls the rudder at the back. I am using the 2.4m to do events as it needs to be launched in a harbour. I am trying to rapidly get time on the water in preparation for the youth nationals in April which will be my first major event. It is a huge, steep learning curve.

The cat sailors will be very pleased at this next part. I am joining the dark side! Next season to have something to sail off the beach with, I am looking at sailing a cat with Lucy, possibly the Hobie Dragoon. So cat sailors 'Look out!' we're coming for you.

Jazz Turner

Rowland Gorrige is pleased to support the Newhaven & Seaford Sailing Club

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**ROWLAND
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Dart 18 For Sale

Sail no. 6743

Sails in good condition

New rigging required and small hole in tramp need
includes trolley (big wheels) and road trailer

Hulls in good condition, small repair to front of star

£1000

Contact: James Clapham <jam_436@yahoo.com>

[The picture is not of the boat for sale]

