

The NEWHAVEN & SEAFORD SAILING CLUB *mag* mainSheet

March 2019



A Message from the Editor

Go to church? Visit Morrison's? De-flea the dog? What are you meant to do on Sundays in March now that racing at the pond has finished for the season and Seaford racing doesn't start until the end of the month? Well, one thing that should definitely be happening is boat maintenance. This involves wiggling the tiller to check the rudder is still turning, and ensuring that the tyres on the launch trolley don't have punctures. Well, that didn't take long did it? What else could our members be doing in March. Well, I know what they're not doing, and that's turning-up for the Race Night at the Seaford clubhouse last Friday. Having dug-out the DVD, checked the stationery, found the DVD player, spent three days hunting for the remote, tracking down loads of change, ensuring the Galley was ready for the hordes, laid out the tables and persuaded Diane to be my assistant all we needed was some punters. That part of the organisation didn't happen. We had fewer people there than is needed to have one bet on each horse in the first race. So the whole thing was cancelled and those brave souls that turned-up had a pleasant Friday evening socialising instead. If anyone knows why some events seem to succeed in dragging out a few dozen on a Friday and some don't I'd like them to share their insights with me. We do have another social event on Friday 29th March with a Bingo night. That's usually well-attended so while Craig's dusting-down his bingo balls, we should all be preparing for a fun night out. Adele (from the social committee) tells me that they're planning something different for the start of May: a music night. Watch this space for more details.



There are some activities going on in March that can be quite good fun even if they don't sound it. These are the work parties. We have Piddinghoe work party this Saturday (9th March) and Seaford's on 23rd March. Wear old clothes (for most of us that's our day-to-day clothes) and if you cannot bear the thought of being asked to do some hedge-trimming without your favourite secateurs then bring along your own tools (but keep an eye on them). Sign-up on Dutyman for both Work Parties.

Richard Beal, Mainsheet Editor


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Committee Boat Starts—Part 2

Editor's Note: In last month's Mainsheet, Rupert Smith presented part 1 of a short series on how to manage races from the committee boat (Ark) rather than the race-box. He has now produced part 2 which covers the use of flags, the start sequence, and controlling the race.

The Start Sequence and all those Flags!


Last month I went through the procedures leading up to the start sequence for a Committee Boat Start. If all has gone to plan, you are in Ark with a perfectly set start line and course and it is 10.20 AM. 30 boats are milling about checking for bias on the start line and passing compliments about your efficiency and inspired course. All the necessary flags are tied on ready for use and the Assistant Race Officer is calmly awaiting further instructions.

Okay, even with the best laid plans, you might not be quite ready. So now comes the first flag you *might* need: The Answering Pennant (postponement) – long red and white stripy one – like 'Where's Wally' but sideways.  Give two sound signals when you hoist it, which can be any time before the start – if things go wrong, you can even put it up after you have started the five minute sequence. Just a word of warning – leave it up too long and the compliments tend to stop flowing.


Where do I find the flags?


So, the flags you need are stored at the back of the Race Box. Hopefully you have remembered to bring them with you – if not you've got problems. There is a milk crate which is perfect for storing rolled up flags and being able to check you have the right ones.


Which flags do I need?


Answering Pennant – postponement: 

Class flag(s) – five minute signal(s): 'K', NP4, NP6 or NP9 – refer to sailing instructions


'P' – four minute warning signal: 

'X' – individual recall: 

'First Substitute' – general recall: 

'S' – shortened course: 

Blue flag – shows you are on station and ready to go

'N' – for if things go badly pear shaped and you want to go home early: 

If you want to be flash, you can take others with you, but for normal club racing that should be enough.

When do I start?


On time if you can. If not, start on a five minute mark on the clock – (10.35 or 10.40, rather than 10.37). Take the postponement flag down with one hoot a minute before the 5 minute signal. *Make a note of the time you actually start!*




What if there is meant to be two starts?

For example, if there are more than a couple of Catamarans, start them first to get them out of the way. Their start signal doubles as the 5 minute signal for the second (dinghy) start, for which you will need a different class flag.

What if someone is over the line?

Make another sound signal and hoist the 'X' flag . Also shout the offending sail number or helms name. This gives the rest of the fleet a chance to take the mickey and feel smug that it wasn't them.

What if loads of boats are over the line?

Quickly ask yourself 'Do I know all of those over the line?' If the answer is 'No', then make two sound signals and hoist the 1st Substitute flag . This means you have to do the whole start thing again, which nobody really wants. Take the 1st sub down 1 minute before the next start sequence.

What do I do after the start?

If you started on time with nobody over the perfectly set start line, pat yourself on the back and feel a bit smug for a couple of minutes. Also, be very nice and complimentary to your ARO who, let's face it, is doing most of the running around pulling flags up and down while you just look at a clock and press the button for the hooter.

Next you need to get ready to take lap times, as you would in the race box. I like to put the fastest lapping boats at the top of the list – I find it makes them easier to find. Also keep an eye on the racing – it just helps to know what everyone is up to. As each boat crosses the line on each lap, make a note of the time – see it as practice for the finish times. If it all gets a bit hectic with lots of boats crossing together, get rough times or at least just mark that each one has done that lap.

How do I finish the race?

If you have your course the right length (which of course you have), the faster boats will be lapping the tail enders after about 30 minutes. Aim to finish the leading boats after 35 to 45 minutes. When the leading boat reaches the last mark before the finish line, make two hoots and hoist the 'S' flag ■ (white with a blue square in the middle). Really, you should just finish boats that cross the line after the leading boat, but you can take pity on tail enders and finish them now. This helps get the next race started sooner. As each boat crosses the line, give them a hoot and record their times. Simple!

What do I do next?

As you have been keeping an eye on the race, you will have noticed any permanent wind shifts. This means you might need to tweak the windward mark a bit – you can get the RIB team to do this as soon as the last boat has passed the windward mark, while other boats are finishing. When everyone has finished, get the RIB to adjust the line, if needed, and you are ready to go for the second race.

What about calculating results?

If it's a nice sunny day with light winds and flat sea, you can start calculating results of the first race while the second race is underway. If the fleet is lapping fairly quickly, or it's a bit lumpy sitting at anchor, it's probably best to leave it until you get back ashore. This is where the neat and accurate recording by your ARO is going to be really appreciated.

I've finished all the races. What do I do now?

Pull up the anchor and head for the marina! Leave the RIB teams to do all that heavy work of lifting marks (unless you're feeling like they might appreciate some help). Tidy up the boat, moor it using all the correct warps and go back to club for a cup of tea/pint. Modestly accept all the adulation from the competitors recounting an excellent days racing, and who will no doubt buy the drinks for you and your team!

Next Month – Course setting, calculating results and anything else I've forgotten so far!

Rupert Smith



Cha, Java & Dosh

Please don't forget that teas and coffees at Piddinghoe are not free. If you use any of the club's materials (tea-bags, instant coffee or milk) then you must pay 50p per cup. And you must do that at the time when you make the drink.



There are no exceptions to this rule. On very rare occasions (like work party days) the club might provide a free hot drink but that is only with the agreement of the Rear-Comm Piddinghoe (Nick Blackburn).

Road Works Ahead

The beach driveway at Seaford clubhouse has a number of large potholes. A couple of bags of type 1 stone has been delivered. Instead of waiting for work party dates can people with a bit of spare time fill the odd hole now and then? Many hands make light work and all that,. If you let Terry Jones know what you have done (membershipsecnssc@nssc.org.uk) it will save you turning up on a work party weekend.



Coup de Grâce

If you know how to use a ride on mower or want to learn how, we need volunteers to keep the grass at Seaford trimmed. It takes about an hour and a half to do the whole area. You will need to do a check of the area first to see if there are any stones or debris that may cause a problem. Instruction can be given, contact the Rear-Comm Seaford: seaford-nssc@nssc.org.uk



Seaford Sea Safety Skipper (4S) Update (and a picture of a cuddly guinea-pig)

Editor's Note: The Sea Safety group's activities are reaching fever-pitch. People are being put through the 4S course on each Saturday in March (with follow-on courses planned). I went on the first one and had a thoroughly enjoyable day (mind you, the weather gods were smiling). If you want to helm a safety boat on the sea, you must have been sheep-dipped through the 4S course beforehand. E-mail seasafetycommittee@nssc.org.uk and they'll get back to you with dates when there are vacancies. Here's a report from Jo Whitehead with a few pictures, thanks to Geraldine Anscombe, on the next pages. These are from the early course they both attended (having been key to the organisation of these events). There are also a couple of few snide comments and daft pictures from me to get in the way of Jo's eloquent prose.



After a fabulous turn-out at the club for the Skipper's handbook launch on a Friday night at the end of February we set out on the Saturday with 7 hardy guinea-pigs to see how it worked in practice. We spent some time in the classroom with Paddy and his excellent oratory and teaching skills, no question was too small or silly to ask [*And boy, did we ask some silly ones, Ed*] and we set off down to the Marina. Rupert, Paddy and Bill have spent many hours over the winter getting Ark and RIBs into tip-top condition and we spent time familiarising ourselves with everything. Notably there are additions of easily located tow ropes on every boat, easily placed mooring-ropes, tidy-buckets for all anchors and marks, a depth-gauge on Ark and much much more [*I'd have preferred some depth-charges but you can't have everything go your own way. Ed*]. We had a couple of hours on the sea practicing our skills (including all manner of towing and anchoring procedures) and repaired to the clubhouse for tea. We have had feedback from everyone and have tweaked the training in response to this.



All together it was an enjoyable, fun and informative skill-sharing few hours with yer mates. Highly recommended and essential for Skipper's duties on the sea.

Roll up, roll up and sign on for your 4S!! E-mail seasafetycommittee@nssc.org.uk and it will all get arranged.

Jo Whitehead

Sea Safety Committee

Pictures From The 4S Course





Nick's Bits

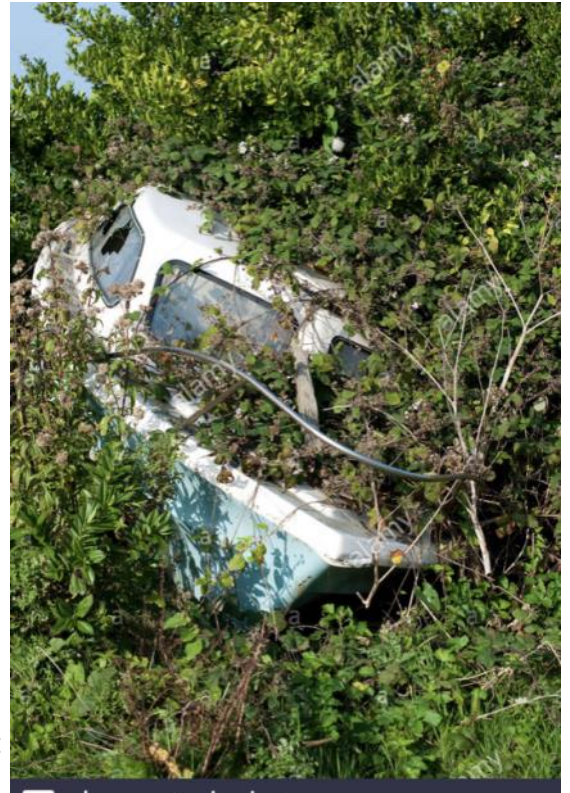
Piddinghoe Pond

Sorry it's been a while, hope you're all well. Just a brief bit, now it's getting warmer and we start to return to the lake (apart from the race crew!), we have several jobs to get done.

Berthing

As you are probably aware, the green stuff that grows around your boat (or small trees in some cases!), needs cutting and looking loved and cared for! Some of your berths are not brilliant, so I will be doing a 'name and shame' picture and caption every month, with a shame board on the worst berth!!

The team of helpers and myself spend many hours each week, all through the year, to keep the pond looking in good shape, so please make an effort this year so our work is not in vain. If you have any genuine problems which mean you are unable to look after your berth, please speak to me about it and we will be able to help or even tend to it for you, so don't be shy!



Help needed

If anyone can help with the cleaning of the galley and changing rooms (eg; cleaning work tops, putting clean utensils away – the fairy doesn't do it, wash floor in changing rooms and toilets), there's no rota for this, but if you are there and notice something needs doing, please feel free to do it, we're all volunteers and I get bored of always being lumbered with it!!!

Also, in general terms, there are always jobs to be done at the lake, including the work involved in keeping the fleet of boats afloat! I'm sure Mr Suter would appreciate the help (he does have a good sense of humour once you get to know him haha).



Windsurfing

As normal I will be down most weekends so if you're interested in having a go let me know.

Work party Saturday 9th March

Loads to do! Sign-up on Dutyman

Open day & Family weekend 13th April

After last year's success -with every volunteer flat out, we really need more help and support this open day, so please sign up on Dutyman (if you can work it!), we also have the Family Weekend on the same weekend, so it should be a great weekend! If anyone has any new ideas or fancies making cakes or something like that, or even (I can't believe I'm saying this....) something healthy! then please do.

Camping

We will all be thinking of camping soon, so if you are planning to, please remember to email Piddinghoe

(piddinghoenssc@nssc.org.uk) because due to our camping regulations and insurance we need to know who's there and when.

Further info can be found on Webcollect (<https://webcollect.org.uk/nssc>) and you can pay (Members £5 per tent per night, Non-members pitch when accompanying a member: £10 per tent per night) there through the normal system (if you have the patience!).

Thanks

Nick Blackburn

Rear-Comm, Piddinghoe

piddinghoenssc@nssc.org.uk



Seaford Berths 2019

As we start the new 2019 season it is important that we identify ALL the boats and trailers. We know there are still quite a few at Piddinghoe racing and will return to Seaford before the start of the season on the sea. I have, with Terry Jones, in my position as Seaford Berth Master identified most but not all the boats, we need your assistance before warning notices are attached to the boats for possible disposal.



There will also be an A3 sheet posted on the notice board showing the Berths/Boats/Members so if you have any concerns, please discuss with myself first.

Terry has already issued the photos on an earlier e mail to all members. To date we have received a poor response, so notices will now be attached for possible disposal. If you think you can identify, please let me know.

Mike Godwin

Berthmaster, Seaford

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CATZ CHAT March 2019

2019 Sailing Season



And what a season this promises to be for the Cat Fleet!

New, but previous member, Matt Baker has re-joined the club and has purchased the Dart 18 from James Clapham that has not sailed for a couple of years, which is really great news. Matt used to sail with James in the past.

James Dandridge has now completely over-hauled the previous Jamie Lynch owned Red Dart 18 and apparently it's looking like new (not so sure you should have sold on Jamie)!

Jazz Turner is threatening also to sail a Cat and will most definitely challenge the fleet and will be greatly welcomed.

NEWS NEWS NEWS NEWS NEWS NEWS NEWS

NSSC Club Dart 18 ***POSER***

This has been kindly donated free of charge to the NSSC from Bexhill SC. It does need some work, new parts and TLC. The Cat will be refurbed in readiness for the new season. If you want to rent/borrow the Cat, please ensure you are confident and capable of sailing this powerful Cat (£10.00 for the day or part of). Assistance will be available - ask and book in advance. There's a special offer for April and May only, so that we can attract more sailors, (sorry single-hull thingies), you will be able to rent/borrow with no charge. Of course you will also be able to just sail for fun before or after the more serious racing.

But why be a Cat sailor? Remember, we are not getting any younger, those aching limbs, tired muscles and the uncomfortable hiking positions.....when you could be super comfortable on a Trampoline and travelling at speed. And launching and landing is easier. What is the worst that could happen? Yes, you buy a Cat and join us, and "GIVE IT A GO".

Cat sailors are really pleased that we continue with the two start system, it means there will be no advantages to *any* of the fleets if on the inner or outer side of the starting mark.

Once I get together with the Fleet, I will give you an insight into what some have been spending their hard earned money on, new crispy sails, ropes, etc

So enough chat, lets get out there.....enjoy and have fun.

Mike Godwin

Fleet Caption – Cats

catsnssc@nssc.org.uk

CATAMARAN FLEET

Fleet Captain: Mike Godwin
(Updated Feb 2019)

SPRINT 15 Chaz
 Howard
 Jason
 Mike
 Terry
 Ian/Pete
 Paul
 David

Dart 18 Dave & Alan
 Jamie
 Colin & Joe
 James
 Matt

Dart 16 Kevin & Marie

F16 John

Hobie 16 David

Prindle 15 Andy

Topper 16CX Colin & Rob

So why are you not joining us? Second hand boats are always available on the Internet, have a look and if you need any assistance, ask any of us in the fleet for help.

Mike Godwin

Fleet Caption – Cats

catsnssc@nssc.org.uk

CLUB 18!

Thought that would get some of you oldies taking a closer look...no, not "The" Club 18 for the youngsters!

This just an update on the "Free" acquisition of the Dart 18 Club boat.

Jamie Lynch and I took an inventory of what we need to replace and or repair. We even gave it a wash. Yes, it will need TLC, Glass Fibre, Resin and some Gel coat.

All this can be done before the season starts when hopefully we can get into the bottom shed.

So if you have the necessary skills and even if you do not, your support will be greatly appreciatedif there are enough of us, it might even warm up the shed. Details and times of when, will be issued shortly.

We will need a storage area for sails and other parts, that can safely be secured during the season.

Rudders will need some work but generally good, just new bearings to be fitted.

Have taken a photo as most of you will not have seen the boat.



See March Catz Chat for more info.

Mike Godwin

Fleet Caption – Cats

catsnssc@nssc.org.uk

WOW!



Don't forget, WOW starts April 25th at Piddinghoe (sorry for the "tyranny of pink").

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

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For all your property needs contact the Seaford Office

Rowland Gorringe (Seaford)

Station Approach, Seaford, BN25 2AR

01323 490680 | seaford@rowlandgorringe.co.uk

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Sailing Week & Cadet Week

Don't forget that Sailing week and Cadet Week will be with us in the first half of August. Try to keep your calendar free for the 3rd to the 11th for Sailing Week at Seaford (camping, gales, chariot races), and the 12th to the 16th for Cadet Week at Piddinghoe (camping, children, more fun than you can wave a stick at). These are in the club's calendar here: <http://www.nssc.org.uk/cms/index.php/calendar>.

