

**Spring  
2010**



## **COGITATIONS FROM THE COMMODORE**

An AGM actually in the clubhouse! We'd run lights along the foreshore, piled the tables out of the way, arranged the chairs theatre style and with the aid of two fan heaters soon had the place as warm as toast. Around thirty-five members turned up for pre-meeting coffee and biscuits and after a very convivial, good humoured meeting with no contentious issues, off we went to the pub.

Boxing Day, and the club room in use yet again! After a very well attended race run in ideal conditions, upstairs some lovely ladies provided us with mulled wine and mince pies. With the clubroom full of sailors, friends and relations, some idiot suggested we sing a carol. (I just happened to have some carol sheets inside my dry-suit). Guess what? Dittisham Sailing Club is full of really tuneful choristers. (Maybe it was the wine?) Not quite Choir-of-the-year material yet but who knows? Next year perhaps we should try two carols, one before and one after the wine. (I've left the sheets in the drawer of the dresser.)

I know the Sailing Committee is already hard at work cramming as many races as possible into the Sunday tide windows and so as not to disappoint you we're also planning some Work Parties. These will concentrate on refurbishing our long neglected starting-box and finishing off the remaining jobs from the programme. Two or three sessions should polish them off and finish the remaining jobs from the build programme.

We are also thinking about improvements to the Dinghy Park to provide more room for rigging, launching and Visitor's boats without either increasing or decreasing the number of boat spaces. An interesting challenge of which more later. There is good news on the safety boat front. We have acquired the smaller DRYSA

Rigiflex boat on very good terms and have already up dated the first of the two engines on the main boats to more powerful, hydraulic-lift, more fuel-efficient versions. The plan is to buy the second, as funds allow, later in the season.

As you will have gathered if you came to the AGM I'm keen to see our new facilities used more fully and will be on the look out for ideas for more social/sailing/training events to achieve this. If you have any red-hot ideas, cosy up to any committee member and whisper in their ear.

With all these things planned I am already looking forward to the 2010 season. As I write this (Sunday 17<sup>th</sup> Jan) the snow and ice have gone, the sun is out, there's a great breeze and if it wasn't for the fact that high tide is at 7.30 I'd have rung around to see if anybody wanted a race!

And finally, if you have already given up on some of your original New Year's Resolutions here are some new ones which will make the coming DSC season even more successful than the last. Persuade a friend to join us as a racing member. Do at least one of the mid week series if you are a racing member. Contact your team leader and make a firm commitment to do at least one duty!

**Jonathan Weeks**  
(Commodore until they find someone better)





## CLUBHOUSE ACCESS AND SECURITY

In response to a great many requests from members wishing to use the new clubhouse facilities at times other than race days, we are installing a new electronic access system to enable this to happen. This is how it will work:

On request (and for a returnable £5 deposit!) you will be given a coded key fob which will open the port-hand side door. This will give you access to the Gents toilets and the downstairs wet-room. If you should need to get into the starboard extension, the outboard storage area and Ladies toilets, you will find an old fashioned key hanging just inside the door on a very large piece of chain - to stop you taking it home by mistake. (We could install an additional electronic lock on this door but they cost about £1000 to install so we are trying to avoid this.)

To unlock the door you simply swipe the sensor at the side of the door. To lock it you swipe again (Maybe twice- but there will be instructions on the door.) If you have also unlocked the starboard boat house with the key on the chain please make sure you put it back when you lock up. The fobs are waterproof so the best plan is to hang it round your neck with your whistle and knife when you go sailing. If you attach it to your key ring and leave the keys in your pocket you may get back to find it has been locked inside the clubhouse by someone conscientiously locking the door after them! (You will then be faced with having to contact Penny Matthews at the Red Lion or Stephanie Ashton at "Lauriston" in Riverside Road, a long walk and an inconvenience to you and them.)



For the moment we are not planning to make the upstairs club-room accessible outside club opening hours or events, so this will also be opened by a separate key available to the OOD or event organiser. Each fob will bear a unique code identifying the person it was issued to. The system will record the time and date of entry and exit against the fob-holders name. If a fob is lost or stolen or if a member resigns from the club and retains their fob it will be deleted from the system and will not then work the lock.

Richard Symons has kindly agreed to set up the system and administer it for the first year so if you would like a fob please e-mail him at [rtsymons@gmail.com](mailto:rtsymons@gmail.com) and he will make the necessary arrangements. Richard will try to contact Committee Members and Team Leaders separately, to see who would like a fob. (Still £5 deposit I'm afraid)

A general point on security. The club and your possessions are at risk if you don't bother to lock the doors when you go out sailing. This applies equally to individuals using the club on non-racing days, to training sessions and to the whole fleet when a committee boat start takes all the officials off the shore. With this new system it should be a lot easier to get in and to lock up when you leave, even if you are only planning to be away for a short sail. Fortunately we have not had a spate of thefts for some years now but please take extra care now that our facilities and equipment are so much more valuable and make sure that all doors are locked before you leave.

Jonathan Weeks

## RNLI - Boat Sea Safety Checks

**Every year our lifeboats respond to thousands of incidents, many of which could have been prevented with simple safety precautions.** The RNLI would like to offer you a completely free, friendly and confidential service that looks at the safety of your boat. They can talk to you about safety equipment, and distress and emergency procedures and provide you with free publications helping to ensure that next time you go afloat you are more prepared. This important free service is available at your convenience. If you would like more information or to arrange a SEA Check, please call John Yunnie. Alternatively call

**0800 328 0600**, email [seasafety@rnli.org.uk](mailto:seasafety@rnli.org.uk) or visit the RNLI website [rnli.org.uk/seasafety](http://rnli.org.uk/seasafety)

**John Yunnie** Lifeboat Sea Safety Officer

**Royal National Lifeboat Institution**

Coronation Park, North Embankment Dartmouth TQ69NL

Station 01803 839224

Mobile 07768 007365

Home 01803 712413

**The RNLI is the charity that saves lives at sea**





## SAILING SECRETARY'S REPORT

In spite of the generally appalling weather in 2009 most DSC sailors were not deterred and turned out in sufficient numbers for all the scheduled series to be completed and all the Cup events to be contested, although some had to be rearranged to avoid the very worst conditions.

The list of all the Trophy winners can be seen on the DSC web site. Now to look ahead with optimism to better weather in 2010. The programme for racing is much the same as last year but you will notice that the Commodore's picnic is on a Saturday. This is not a mistake but an experiment to see if we can get some of our junior Topper sailors to join in (they hold their sailing sessions on Saturdays)

The only addition to our programme which is not on the card is that we would like all competitors to try to stay behind for about 1/2 an hour after the racing on the first Sunday of each month, when feasible, to have a general discussion about the application of any rules which competitors may be uncertain of how to apply (e.g. when calling for water) and may even be infringing. We also hope to gather ideas as to how suitably events are being run and if any improvements could be made.

These sessions are not intended to be a post mortem but, rather a friendly exchange of views over a cup of coffee or even a can of beer. We are hoping to have one or two separate talks just on racing rules and the

dates for these will be displayed on the notice board in the club house so do keep an eye on it periodically. I hope they will also be posted on the DSC web site.

We are looking for volunteers who would like to be trained to manage the starting and finishing of races either from the starting box or from a committee boat. Men and ladies are all welcome, we are especially hoping to gather a team of competent and confident race starting officers who would not normally be competing in the racing, but who would like to be more involved in the activities of the club. We already have several interested members but would welcome more, so if any of you would like to give it a try do contact me, Stephanie Ashton 01803 722319 or [stephanieash-ton@tiscali.co.uk](mailto:stephanieash-ton@tiscali.co.uk). We intend to have at least 2 explanatory lectures followed by sessions for real, when you will be working with a more experienced officer (ideally there should always be 2 officers working together) again dates of lectures will be displayed on the notice board and the web site but if in doubt do contact me. In conclusion I would point out that the first race on March 7<sup>th</sup> is not very far ahead so get prepared for what we all hope will be a successful season. Enjoy your sailing and good luck in 2010.

**Stephanie Ashton**  
**Hon Sailing Sec.**

### **An introduction to Starting Box Skills**

**Bones will be giving a talk on** starting procedures. 1900 at the Clubhouse on March 19<sup>th</sup>. All welcome. Please contact Bones for more information **Email: [seaspace@blueyonder.co.uk](mailto:seaspace@blueyonder.co.uk)**  
**Tel: 07980436451 or 01803862721**

## **Dittisham Sailing Club Winners 2009**

Easter Trophy; Jonathan Weeks	R/U Frank Seear	Ladies Cup; Anna Stillman
Dolphin Cup; Richard Allen	R/U J. Weeks	Ton-up Mug; Mike Bennett
Haarer Cup; Peter Symons	R/U John Phillips	½ Ton Mug Peter Symons
Dangar Cup; Jonathan Weeks		Blackawton Brewery Jonathan Weeks R/U Bones
Typhoon Cup; Richard Symons		Leatt Cup; Sam Mogridge R/U Bones
Adie Cup; Sue Thomas		River Dart Cup; Joint winners Richard Allen and Roger Morley
Davis Cup; Sam Mogridge	R/U Richard Allen	Iceberg Trophy: Sam Mogridge R/U Alex Johns
Winter Warmer; Mike Bennett	R/U J. Weeks	Stoyle Cup: Paul Mogridge
Booth Cup; Jonathan Weeks.	R/U Richard Allen	Primrose Salver: Brian Fereday.
BJMC Cup; Mike Bennett		Deverell Mug: Joshua O'Brien
Castle Ledge; Mike Bennett		





# ACTIVATE YOUR LASER

Recently I walked through the boat park and counted twenty five Lasers looking in a very sorry state, covers torn, foils left in the puddle in the cockpits, basically all looking very sad and unloved.

There are 44 lasers in the club but we only see about 10 out on a Sunday and that is only if the sun is shining!

To remedy this we plan to run an **“Activate Your Laser”** day. Come on down to the boat park, take the cover off, pump up the tyres, remove the foliage and rig it up. We will help you rig and give tips and ideas on how to make rigging quick and easy; there will be some spares available to get you on the water. Then with the help of the regular Dittisham Laser sailors we will go for a very relaxed sail with top tips on how to sail your laser rather than fight with it as we all do at times.



with the rest of the fleet.

Not only will this build great Laser fleet sailing for all ages and abilities but will make the boat park look more like an active sailing club’s boat park and not a grave yard for lost and forgotten boats.

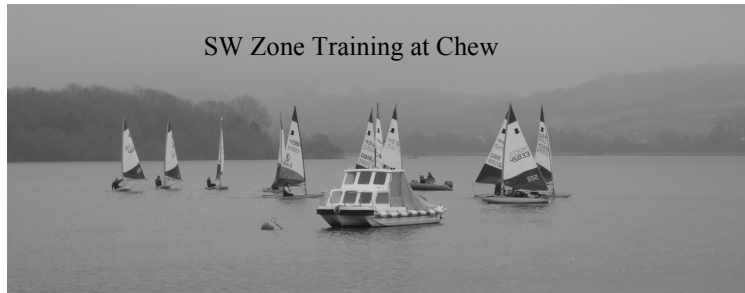
I will contact all Laser sailors as soon as the weather warms up to confirm a date. In the meanwhile if you decide you are not going to sail your Laser again or you would like to buy a Laser please contact me and I will endeavour to put buyers and sellers in contact with each other.

**Bones**

**Email: [seaspace@blueyonder.co.uk](mailto:seaspace@blueyonder.co.uk)**

**Tel: 07980436451 or 01803862721**

After, we can have a chat over coffee and hopefully encourage you back on Sundays or evenings to sail



## BOAT PARK NEWS

Just a few words to introduce myself as your new Boat Park Officer, and to thank Barrie Kenyon for his dedication over the past few years to keeping the boat park in order and resolving all the difficulties. He will be a tough act to follow.

We all know that the boat park is not large enough to provide lots of space for every-one, and for the past two years there has actually been a waiting list, which shows no signs of disappearing. Room to move boats in and out of the park is very constricted, and most berths are too narrow and short. In these circumstances we rely on good will, good sense and cooperation to make things work. If you have any problems or useful suggestions, please let me know, and I will do my best to ease things along. Whatever the difficulties in the boat-park, we can enjoy one of the best dinghy sailing venues in the country!

**John Phillips**





# Pre-season Set Up

This time last year I wrote an article on pre-season maintenance. In that article I touched on setting your boat up, this year I would like to expand on that by running through setting up your mast. It is aimed at the more technically minded racer but it's well worth thinking about setting your boat up correctly even if you are only cruising.

The position of the mast is crucial to the balance of the boat when sailing, by that I mean it should be set upright (from side to side) with the correct mast rake (how far it leans back) and pre-bend (how much the mast is bent by the spreaders and rig tension before you put the main sail up). All of the above, if set incorrectly, will be felt on the helm; it would be like driving your car with a half flat front tyre, you know something is wrong because it does not feel right! Most people don't sail as much as they drive so may not be in tune with the boat's feel so a check of the rig settings at the beginning of the season is time well spent.

The first thing to do is go to the class association for your boat and find the tuning guide, if there is no class association go back to the original or current builder or ask other people with the same boat what figures they use. The tuning guide should give all the figures to set up the boat to suit your mast, sails and crew weight.

Spreader length and deflection is very important to set the pre-bend of the mast and to control the amount it bends when sailing.

Spreader length is measured from the point at which the shrouds pass through the spreaders to either the spreader fixing point or to the mast grove (check with the tuning guide), make sure that both sides are the same length.

Deflection is the amount the spreaders angle back from the mast and should be measured once the spreader length is set. To measure the deflection put a straight edge across the shrouds at the ends of the spreaders to form a triangle with the mast, measure from the straight edge to the mast. There are a number of makes and types of spreaders, each adjust in a slightly different way, after a little time studying them it should become apparent how they are adjusted.

Next check that the shrouds are the same length, to do this pull them down to the bottom of the mast and see if they match at the mast grove, also check the mast is

not bent by sighting down it with one eye; masts with slight bends can be straightened with care.

Now it is time to put the mast up, the mast foot should normally be as far forward as possible on the mast step or as class rules allow. Attach the shrouds and forestay and apply the rig tension recommended in the tuning guide; the rig tension is put on by tensioning the forestay or jib halyard and is measured by a rig tension gauge normally on the shrouds at about shoulder height. Now measure the mast rake with a long tape hauled up the mast by the main halyard, the rake is the distance from the top of the mast to the reference point on the transom or rudder fitting as detailed in the tuning guide, if this measurement is too much the mast will need to be raked back more, release the rig tension, move the shroud rigging pins down one hole on the shroud plates or tighten the bottle screws (dinghies normally have pin adjusters on the shrouds) set the rig tension again and re-measure, make a note of each set up, which hole the shroud pins are in, the rig tension and the rake measurement, this way you have a record for the future. If the measurement is too little the mast will need less rake so lengthen the shrouds (move the rigging pin up a hole) to allow the mast to go more upright.

Once you have the mast set up correctly you can now hoist the sails and set sheeting angles etc , I will not go into the sails set up this time but by all means contact me if you would like more info (call Bones on 07980436451 Email [seaspace@blueyonder.co.uk](mailto:seaspace@blueyonder.co.uk)).

If you sail a single hander like a Laser all the above is not relevant, all you need to do is pop your mast in the hole and go sailing while the rest of us are checking the settings. To make sure we are not far behind when the lasers are launching, mark your boat with a marker or calibration stickers from the chandlery so you set the rig in the same place every time you rig.

The next stage is very important, go sailing and enjoy in the knowledge that the boat will perform well and the only thing you need to worry about is the nut on the end of the tiller!

**Happy sailing**

**Bones.**





# Cruising Programme 2010

This programme is designed for members to extend their sailing and enjoy cruising in company.

1. River - a range of venues intended for anyone in a boat, cruiser, dinghy, kayak or motorboat.
  2. Coastal cruising - for members with small cruising boats where we cruise together to local harbours.
- If you would like to be involved and have a boat or would like to be crew there is usually space available. Do let us know if you are interested or can offer a berth to another member.

## River Programme: Meet around Flat Owers Buoy at 1800:

Fri 30th April	Maltsters Tuckenhay	HW 2024
Fri 14th May	Royal Dart Yacht Club	HW 1928
Fri 25th June	Stoke Gabriel Beach BBQ	HW 1820
Fri 30th July	Totnes Boating Assoc	HW 2151
Fri 13th August	Duncannon Beach BBQ	HW 2136

## Coastal Programme: Confirmation of timings to be arranged:

Sat/Sun 29/30th May	Salcombe meal at YC	HW 2001
Sat/Sun 10/11th July	Brixham meal at YC/pub	HW 1845

Events subject to suitable weather conditions, if necessary a different venue will be selected or cruise cancelled. If you would like to be included in the list of cruising activities please send your email address to:- Chris Taylor at [cataylor@rya-online.net](mailto:cataylor@rya-online.net) or Pam Macey at [pjmacey@btinternet.com](mailto:pjmacey@btinternet.com)

If you would like to come on any of the above trips or would like more information please contact Chris 01364 643569 or Pam 01803 732163.

**CRUISER OWNERS - SHORT-HANDED?**  
 If you would like an occasional crew for day-sails and short coastal passages, please give me a ring:  
 John Phillips 01803 835417

## Dittsum Belles

We are now into our third season and gaining in numbers.

We aim to provide lady members with the opportunity to become competent in handling and helming a sailing dinghy and then going on to use and improve their sailing skills.

The boats that we use are mainly Toppers, but we also have use of a Laser, a Laser 13 and a GP 14. John Philips will take beginners out in his Wayfarer, and Martin will take them in his Enterprise.

**During the year we have occasional evening BBQ's and walks to keep in touch. Our next walk (and lunch) is on Saturday 27<sup>th</sup> February outside the Churston Court Hotel at 11am.**

**Please contact Anne Ely on 01803 845695 or Catherine Johns on 01803 862400 for details.**





# JUNIOR SAILING

Soon be time to get back on the water! We have planned a full programme for DSC junior sailors. The change this year is that we are holding open sessions for all capable sailors (already done beginners and stage 2) on regular Saturdays throughout the season. These will be based on topper racing but will include other stuff, depending on weather etc. These sessions will be run by parent volunteers, with me just turning up for the training part. Look out for the rota.

Later in the season we will have our usual beginners and second year courses. The beginner's course is already half booked up only 5 places left. Not much activity at DSC over the winter but lots of Topper squad training at cold bleak reservoirs throughout the south west. Usually there is a gale or a flat calm. Jack Sanderson has been enjoying his time in the regional squad. And has learnt a tremendous amount despite the weather. This squad training is open to anyone who can show ability and enthusiasm at the summer regional sessions. It would be great to see lots of Dittisham sailors at these ITCA regional events.

## To summarise the progression:

- First year**    Beginners course plus join in the Autumn open sessions.
- Second year**    Level 2 course then open sessions in the Autumn
- Third year**    "Starting to race" training at DSC open sessions.
- Fourth year**    ITCA regional training, and events, DSC open sessions  
Possibly qualify for regional squad
- Fifth year**    ITCA events possibly ITCA national squad .



You should consider buying your own boat by year 3 or 4.

Moving on to bigger boats? As a guide Toppers are great up to 60kg above that size you are heavy enough for a laser radial.

**Arthur Marshall**



## VACANCY NOTICE!!

In an effort to improve communications with members, the club committee would like to make more and better use of its website ([dittishamsc.org](http://dittishamsc.org)). In order to do this, however, the website itself needs updating and possibly redesigning and thereafter needs regular updating with relevant and current information provided by the various club officers. These needs could be met by either splitting or combining the design role and the maintenance role so if there are any members reading this who have the skills and time to undertake either honorary role your club needs you! Please contact the Hon. Sec., **Phil Unitt, at [phil.unitt@btinternet.com](mailto:phil.unitt@btinternet.com) or on 01803 722599.**

Those members who eschew all things electronic need not fear that they are about to be deprived of contact with the club; there is no intention to drop the annual newsletter and it is hoped to be able to include a second news update with the autumn AGM notice mailing.





## RYA Certificated Courses at the Club during 2010

I will be organising the following courses at the club during 2010. Contact me on 01364 643569 or [cataylor@rya-online.net](mailto:cataylor@rya-online.net) for an application form and list of dates.

### **Safety Boat familiarization session:**

This half day is to help you remember how to prepare, start and use our safety boats, return them ashore and close them down. Cost: Free. Maximum numbers per course 9

### **Powerboat Level 1:**

This is a one day introductory level course to boating. We will be running it on a parent and child basis, with a minimum age of 10 years. You will learn how to prepare, launch, start and use a boat on the open water, and how to recover it ashore. Cost of the course will be £80 for one adult and one child, £120 for one parent and two children. Maximum numbers per course 3

### **Powerboat Level 2:**

This two day course is the minimum required for a safety boat helm. It will cover preparing and launching the boat, use on the water and theory regarding weather, tides, safety etc. Cost of the course will be £80 per person. Minimum age 15, maximum numbers per course 3

Powerboat 2 can also be awarded to experienced helms by direct assessment, 1 day, cost £40

### **Safety Boat:**

This is for persons with at least 1 season's experience as a powerboat helm. It is a two day course and will cover dealing with capsized dinghies, towing, removing casualties safely from the water, providing race cover, rescuing other craft such as canoes and windsurfers. Minimum age 16, maximum numbers per course 6. Cost of the course £80

### **First Aid:**

This one day course will cover basic knowledge of First Aid with particular reference to water based sports. It is a requirement that this course is re – taken every three years. Maximum numbers per course 12, cost £35 plus the latest RYA First Aid manual

### **VHF**

This one day course is essential for anyone wishing to use a marine vhf radio. It covers how to use a radio to call up other people using DSC or conventional channels, how to make a Mayday call, what to do if you hear a mayday. Other aspects of marine radio safety are covered including Navtex, Epirbs and similar equipment. The course is concluded with a written exam. You can only apply for a certificate if you pass! Resits are allowed (for free) Maximum numbers 8 per course. Cost of the course is £35 plus and RYA VHF Manual plus an RYA certification fee of £30

**Chris Taylor**

### **For Sale**

**13 foot Orkney spinner for sale  
4hp 4 stroke Yamaha cover £1250**

**Half Share in a Devon Yawl for sale Lying Dittisham on swinging mooring  
Contact Adam Milton 01803**

**For Sale, Fibre glass Optimist  
New club centre board, buoyancy bags and Foot Straps  
Every thing else rough but serviceable, but at this price a bargain to get some budding Ellen McArthur/Ben Ainslie afloat!  
£150 and no mucking about!**

**Jonathan Weeks 01803 844007**

