

# Redoubt Sailing Club



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Affiliated to the R Y A

## September 2015 Newsletter

### Intro

Redoubt Sailing club has had a very busy time since the last issue in March. We've had the Easter and Spring series. Along with our annual training days as well as the two open meetings planned for this year.

### Training days

On the 2<sup>nd</sup> and 9<sup>th</sup> of May we had our annual Adult and Youth training days. These were fairly well attended with 3 adults and 17 children. The first day was a lovely day but with increasing winds this proved to be a slight challenge. The adults excelled out in the reefed RS Vision with all managing a basic figure of 8 in the testing conditions. The oppies also braved it and after a few nerves the majority were sailing a figure of 8 as well. The toppers seemed to fair less well with the boats being a lot less stable they all got in early practice of the capsiz drill, keeping the safety boat occupied.

### Lyminge taster session

On Saturday 13<sup>th</sup> June we had Lyminge school come down for a sailing taster session. With the usual good breeze we had the Feva, Vision and toppers being used for joy rides. As the afternoon wore on paddling races were held and a final blast for those who wanted to go out on the toppers again and get wet. A good day seemed to be had by all.

### Follow on day

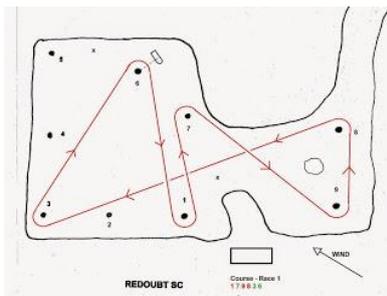
The follow on day brought a different challenge with a perfect reflection on the surface of the lake. A very light breeze eventually came along with a few boats venturing out and the adults practiced paddling the vision back in. After lunch the wind had picked up nicely and both oppie and topper groups were out making the most of the near perfect conditions.

## Streaker Open

This report was written by Alan Simmons who travelled up from Lancing sailing club to take part in the first Streaker Open that's been held at the club for 8 years.

We took the long route (shortest time wise) from Hove to Redoubt SC near Hythe in Kent. It was an easy and un-eventful trip with blue skies, the odd white cloud and a light breeze on the way. With just one comfort break on the M20 near Maidstone we arrived in plenty of time to rig the boat with plenty of space as we were the only visitors to the club.

The RO for the day, Jack Turnbull set a complex course, given the slightly north westerly light breeze (force 2) for the first race as shown below:-



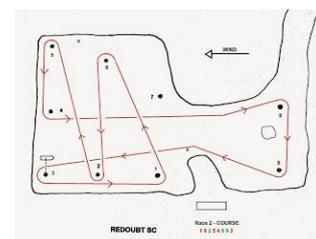
Three club boats, two Miracles and a Laser radial, were due to have club racing so the RO combined their race with that of the seven Streakers with a simultaneous start. With the start line off mark 6 there was a windward leg towards Mark 1 and the first three boats off the line were Keith Macey (Redoubt), Hilary Pittock (Redoubt), Alan Simmons (Lancing) and Peter Brooker (Redoubt). After a short tack to the left hand side Alan tacked onto port and went into the lead.



Second to round the No 1 mark was Keith with Peter close behind and these two continued to battle it out for the next three laps as Alan pulled out ahead of them. At the end of the first lap Alan was in front with Peter next up and then Keith. Behind them Ian Hodge (Redoubt) held 4<sup>th</sup> with John Bashford (Redoubt) 5<sup>th</sup>, Mike Smailes (Redoubt) 6<sup>th</sup> and Hilary 7<sup>th</sup>.

By the end of the second lap the order for the fleet was settled and apart from the contest between Keith and Peter which lasted until the end of the third lap. In the final lap, as the breeze began to pick up, Keith began to pull out ahead of Peter and to reel in Alan but remained three or four lengths behind at the gun.

Race 2, after lunch, was held over a revised course – the wind having increased to a mid force 4 and swung much further to the west (see course below which is my best memory of its arrangement – lots of gybes anyway) :-



The fleet now comprised just six boats with Tracy Amos (Redoubt) taking out

John Bashford's Streaker and Neal Gibson sailing Mike Smailes boat. Peter made the best start close under the committee boat south of mark 3 with Neal away next and then Tracy, with Alan the most inshore starter.



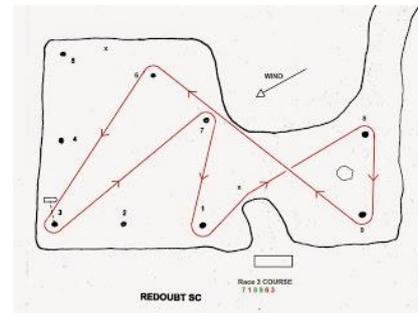
Rounding mark 1 Peter was in front of Neal with Tracy third and Alan fourth, who had made a late start, to bring up the rear. By the end of the ensuing reach Tracy was leading Peter.



Alan was next up but very wide of the mark having had his Kicker attachment on the boom pull a good six inches forward. This allowed Neal to gybe inside him and on the ensuing reach to mark 2 also pass Peter. After another gybe, on the way back to mark 5, Ian succumbed to a capsize and

decided it was too breezy and retired ashore. On the long run back to mark 3 (from mark 9) Alan managed to pass Peter to get back into third place behind Ian and hang on until the final lap where Peter was able to out sail him upwind. Tracy had pulled out a substantial lead and Neal was unable to catch her.

For race 3 the RO changed the course yet again – with less gybes – as the breeze grew even stronger (mid force 5 at times) and shifted yet again towards the south west, as shown below:-



Alan, having borrowed a large screwdriver whilst ashore, had now fixed his Kicker. Peter spent quite a while in the reeds in the start area, before the



final race, when his sail broke loose from the end of the boom. With aid from the safety boat he finally got it fixed in time for the five minute signal.

First away (in the now five boat fleet) from the line set close to mark 3 again was Keith, followed by Peter and then Neal. Tracy started at the pin end and Alan was nowhere to be seen but ended up on the far left of the course. After tacking onto port he had to duck the sterns of Keith and Peter and shortly after to do the same to Neal and Tracy. At the windward mark a twee hole opened up and he slipped past Keith and Peter to lie third down the reach to mark 1. On the following beat, to mark 8, both Peter and Keith passed Alan whilst Neal pulled out ahead. At the gybe (mark 9) the gusts came thick and fast. Tracy was the first to suffer a capsize here but she quickly recovered however Keith and Peter got past her at this point and even Alan closed the gap a bit.

There were no places changing on the broad reach back across to mark 6 but Neal, in the lead, made the mistake of going off to mark 5 in error and although he did not lose the lead it was considerably reduced. On the second lap and the ensuing beat Alan managed to pass Keith but he was still a good way



behind Peter and Tracy. He caught up a bit on the broad reach back from mark 9 to mark 6 and then even more on the subsequent leg.

At mark 3 both Peter and Tracy were hit by big gusts and Alan popped through them but on the way down to mark 1 Tracy powered back ahead of him. At the gybe (mark 9) Peter nearly came a cropper once more but recovered although he lost some distance.



After the reach back to mark 6 and the gybe there both Tracy and Alan suffered capsize from which Tracy was unable, even with the assistance of the safety boat, to recover and she retired. Alan did recover but by that time Peter had passed him and was unable to catch him in the final lap. Neal was the winner with Peter 2<sup>nd</sup>, Alan 3<sup>rd</sup> and Keith 4<sup>th</sup>.

At the prize giving afterwards Neal took the winners spot with Alan second and Peter 3<sup>rd</sup>.

The conditions during the day went from very light to very strong and the wind moved through 45 degrees between each race. As a result everyone had their chance with a different winner in each race.

Overall Results:-

**Redoubt Streaker Open Meeting 17th May 2015**

Sailed: 3, Discards: 1, To count: 2, Entries: 9, Scoring system: Appendix A

Rank	SailNo	Club	HelmName	R1	R2	R3	Total	Nett
1st	1476	Redoubt	Neal Gibson	(10.00 DNC)	2.00	0.75	12.75	2.75
2nd	1700	Lancing	Alan Simmons	0.75	(4.00)	3.00	7.75	3.75
3rd	1384	Redoubt	Peter Brooker	(3.00)	3.00	2.00	8.00	5.00
4th	1433	Redoubt	Keith Macey	2.00	(5.00)	4.00	11.00	6.00
5th	1610	Redoubt	Tracy Amos	(10.00 DNC)	0.75	10.00 DNF	20.75	10.75
6th	1476	Redoubt	Mike Smailes	4.00	(10.00 DNC)	10.00 DNC	24.00	14.00
7th	1409	Redoubt	Ian Hodge	5.00	(10.00 DNC)	10.00 DNC	25.00	15.00
8th	1610	Redoubt	John Bashford	6.00	(10.00 DNC)	10.00 DNC	26.00	16.00
9th	1435	Redoubt	Hilary Pittock	7.00	(10.00 DNC)	10.00 DNC	27.00	17.00

### House Keeping

It has come to our notice that a number of the boats do not have a legible Nickolls number on the transom. It clearly states that in the rules that the sticker has to be on the transom of the boat. Although the number remains the same from year to year, it does fade over time and must be renewed. This is not only a polite request from Nickolls, but also the committee as it is helpful in the event of an incident i.e. damage from gales then the owner of the boat can be

contacted and notified. Please can all club members take the time to do this, it would be much appreciated.

### **Miracle Open**

Saturday 20<sup>th</sup> June saw the Miracle open at Redoubt, with beautiful sun and barely a cloud in the sky. A gentle wind crept in from the south west and the 4 home boats and 1 traveller were greeted with lovely and pleasant sailing conditions.

On the Saturday annual Miracle open took place at RSC. With only 5 boats taking part this year and a forecast for light breeze the first race got underway after a slight delay. The Miracle Sailed by Tracy Amos & Gemma Gibson showed all a clean pair heels in the first race and took an easy win with boats behind slowing each other down. With good starts in the remaining two races Tracy & Gemma continued to excel, the boats behind came close but could not match the consistency of their sailing and won all races on the day to win the Redoubt Miracle open 2015.

1st Tracy Amos & Gemma Gibson 4040  
2nd Brian Jones & Hannah Mumford 4021  
3rd Yvonne & Brian Mumford 4047  
4th Jack Turnbull & Emma Bambridge 3254  
5th Roger Filby & Abbey Mumford 3831

### **Solution Nationals** by Jack Turnbull

On Saturday 27<sup>th</sup> and Sunday 28<sup>th</sup> June Felpham Sailing Club were host to the Solution National Championships. With 6 races planned over the two days 13 boats made the journey from as far as North West Wales and Bolton. I travelled down Saturday morning and, keeping up tradition, was the latest to arrive. I was greeted with a lovely club, sun, sand, a nice gentle breeze and a wonderfully relaxed attitude.

The first race got underway with an increased wind strength to just over 15mph and gradually building. Not wanting to be left behind so I could learn about the boat I actually started on time and on the line as I managed to find a gap and thought why not try something different. This turned out to not be the first odd thing, when I got to the (semi deflated) windward mark I was convinced I'd done something wrong as there was no other boats within 20 boat lengths and a whole pack reaching into the mark. So I thought oh well better go for it and carried on. Kevin Clark (one of the duo that designed the boat) was in hot pursuit and, after generously pointing out the pin mark, was catching rapidly downwind. The upwind legs I'd pull away but the downwind speed of Kevin was too much to and on the final downwind legs he overtook. Trying to re overtake downwind ended with two capsizes and I finished 7<sup>th</sup>.

The second race was straight after with the wind still increasing to 20mph. Tired and thinking I just need to get round I went for staying upright which made me 6<sup>th</sup> after some good battles and watching different peoples downwind techniques.

Third back to back race and I wanted to see what could happen. So started in front of at least half the fleet but managed to overtake all but Kevin. We then proceeded to pull away with only Martin Tubb chasing us down but running out of time, luckily.

This led to a very interesting 2<sup>nd</sup> day as a combination of everyone's results had 1<sup>st</sup> and 2<sup>nd</sup> place sorted then a 4 way tie for 3<sup>rd</sup> and a 3 way tie for 7<sup>th</sup> (I think my memory is right)

Second day and with nearly everyone delighted to see blue sky, sun and a gentle breeze everyone launched along with the club boats for their race. We started first and after mistiming my start so I had to swing round the end of the line I was plum dead last. The lighter helms were battling up front, making it difficult to work out who you needed to keep an eye on for overall position. Sam Davy seemed to have it cracked with Mike Gower in second. I managed to gain places upwind every lap and finished 3<sup>rd</sup>.

The 4<sup>th</sup> race was straight after the club race and still with a relatively gentle but semi consistent wind the fleet split at the start with some opting to stay inshore which unfortunately didn't pay off. Again Sam Davy was showing everyone the way with Mike following, myself and the other youth Mitchell Campbell battling hard. While everyone was sailing a banana shaped downwind leg the youths went straight meaning we caught the leading pair with 1 lap to go. I managed to stay ahead of Mitchell and just overtaking Rob on the final upwind sprint to the line. This led to 1<sup>st</sup> and 2<sup>nd</sup> looking like a 2way battle after 2 bad results from Kevin in the light winds and people trying to work out positions without the results being published over lunch.

The wind had built over lunch and with a full complement of competitors and every position to fight for the unthinkable happened at the start line, and for the first time in the Solution's history we forced the race officer to issue a general recall. I did apologise for pushing 3 of them over, but in my defence, they were in my way. Second time around I think the race officer was a tad lenient as he also had the club race waiting to start after us. This time Kevin established himself up front with Sam and seemed to be set until they went high on a downwind leg which left just enough of a gap at the leeward mark for me to call water and take the lead. Once on the upwind leg I pulled out a handsome lead and took the final race victory with Kevin and Sam battling to decide positions.



The final results were;

- 1 Kev Clark - Delph SC - 5pts
- 2 Jack Turnbull - Redoubt SC - 8pts
- 3 Sam Davy - Hykeham SC - 8pts
- 4 Mike Gower - Hickling Broad SC - 13pts
- 5 Mitchell Campbell - Felpham SC - 14pts

- 6 Martin Tubb - Leigh&Lowton SC - 17pts
- 7 Peter Fisk - Llandudno SC - 19pts
- 8 Ross Prytherch - Dale YC - 22pts
- 9 Peter Coe - Shoreham SC - 33pts
- 10 Julian Hines - Netley SC - 39pts
- 11 Ted Cordall - Thorney Island SC - 40pts
- 12 Roger Postbeschild - West Oxford SC - 40pts
- 13 Kathryn Hayfield - Delph SC - 41pts

### **Easter Spring Results**

#### **AM**

- 1<sup>st</sup> Jack Turnbull, Solution 419 – 3.5pts
- 2<sup>nd</sup> Tracy Amos & Gemma Gibson, Miracle 4040 – 7.94pts
- 3<sup>rd</sup> Ian Hodge, Splash 1755 – 11.5 pts
- 4<sup>th</sup> Peter Brooker, Streaker 1384 – 12 pts
- 5<sup>th</sup> Bob Luckhurst, Solo 4126 – 14.00pts

#### **PM**

- 1<sup>st</sup> Jack Turnbull, Solution 419 – 1.5pts
- 2<sup>nd</sup> Tracy Amos & Gemma Gibson, Miracle 4040 – 2.13pts
- 3<sup>rd</sup> Peter Brooker, Streaker 1384 – 6pts
- 4<sup>th</sup> Roger Filby & Abbey Mumford, Miracle 3831 – 6pts
- 5<sup>th</sup> Hannah Mumford & Max Behrens, RS Feva 3333 – 9pts

### **Things be Afoot**

As a lot of people will be aware the club have been trying to get a slightly more structured approach to duties and safety boat cover. At the moment this doesn't seem to be working with no body putting their names down for duties in the future. The aim was to try avoid situations of people coming down for the racing and nobody wanting to step up and sacrifice

their day. However, if nobody starts volunteering in advance, then were going to attempt a new approach. We're going to leave it until the mid-winter series(ish) and if there isn't any difference then we will be bringing in mandatory duties at the beginning of next year. There will be a list of when your duty days will be, this works very well at a lot of other clubs. Any questions please ask Jack Turnbull.

With half an eye on next year but also to help members get a bit more from the club and be more confident in helping out.

In view of Rob's recent achievement and new qualification he will be running a series of training and refresher courses which will be very useful for every member to take part in a suitable session. If you already have a pb level 2 then a refresher would be probably be sufficient, however if you've never had any training then a proper training session would be relevant. If you are interested then please contact Rob Purvis.

### **Future Newsletters**

If you have an article your writing let us know, then email it to us at rscnewsletter@outlook.com, or if you think there is something you want including please let



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