

TROY

TIMES



October 2017

Commodore's Corner

Now that autumn is here and that an Indian summer seems to be vanishing fast, we have in Troy Times events that have happened recently also with news of forthcoming events up to Christmas and beyond.

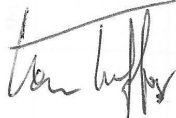
On Saturday 9th September the Comet Open was held with an evening meal and film show, both reported elsewhere in this months Troy Times.

On the 10th September a packed club of over 70 members gathered to join in and celebrate Martin Smethers top RYA award. After my introduction, Alan Richards covered Martin's 54 years of service to local, national and international sailing activities. This was followed by a toast to Martin and Sue Smethers. Liam Dowling was thanked for organising the event.

Next month sees the Laying Up Supper on the 18th November. We need to start the ball rolling now as time seems to go quicker than ever. This also includes our next working party on the 7th October with the Rickmansworth Sailing Club AGM on Sunday 19th November.

We have many boats in our club; some of them have not been checked recently. Things like poor covers allowing water to enter and quickly damage interiors. As winter storms approach make sure your boat is securely tied down and tyres are inflated this could avoid an embarrassing insurance claim.

Looking forward to seeing you at our forthcoming events.

 *Commodore*

Diary Dates 2018

Fourteen and Firefly Open	12th / 13th May
Summer Lunch	12th May
Push The Boat Out Open Day	19th May
Feast of St Peter	30th June
Comet Open	8th September (TBC)



YOU ARE INVITED

to our
ANNUAL GENERAL MEETING

**Sunday 19th November
in the Clubhouse
starting at 2.30pm**

Working Party

**Saturday 7th October,
09:00 - 13:00**

**The list of jobs will be
e-mailed later.**



**The OLD £1 coin will
no longer be
accepted for any
payment at the Club**



Wayne MORAN

and welcome back to

**Linda SAUNDERS (previously Linda Harper)
and Sarah PETERSON**

Some of the images have



Our first full year

We're nearly at the end of our first full season of training.

Our students and our volunteer team all seem to have enjoyed themselves and we have seen some great sailing, instructing and helping.

We've improved our offering by adding a Shore Team to help with welcoming students, ensuring that they know what they're doing and where to go. They also help with rigging, resolving kit issues and generally help.



Instructors (Dave, Mark and Martyn) with successful students Steve and Scott Forrester, Amy Francis, Beatrix Li and Andrew Levy

We've also rolled out presentation packs (seen above) to make the award of a certificate that bit more special and suggestions to try to encourage new sailors to get out on the water to practice what they've learnt.

Statistics We've delivered 87 training sessions involving 26 adults and 8 juniors.

We've introduced 28 people to sailing with Level 1 certificates and helped 14 to improve their sailing with follow-on qualifications.



Our First Inspection

All RYA Training centres are inspected every year and can only continue to deliver training if they pass:

The inspection covers the standards of the premises, equipment, documentation and processes as well as ensuring that the instructors and safety crew are properly qualified with current certification.

The inspector observes on the water sessions to ensure that teaching is being delivered to the required standard and with adequate safety cover.

Our inspection took place on 12th August with four instructors, eight students and the team of shore and safety crew looking after us all.

We passed the inspection with only one item to be completed at a later date - a notice to be put up!

The inspector was particularly impressed when he found a slightly suspect toe-strap in one of our club boats within earshot of David Hurst and his power screwdriver and tool box. With the offending item removed before he could make a note of it we were off to a flying start.

He commented that he rarely found such efficient operations in any of the sites that he inspects.

So a huge well done to our team and a big thanks to all who have helped.



Layla Rose Boyce and Mark Williams

Lastly, a few shots by Graham from the 30th September



Six Hour Race



Winners of the Six Hour Race held on the 16 July were Daniel Vega (*left*) and Thomas de Schulthess (*right*) with Thomas's proud father Peter, applauding, being presented with the Trophy by Sailing Secretary David Hurst. Well done to these two youngsters.



© Amy Francis

COMET STANDARD

1st - Bob Dodds sailing 869 from CMYC

2nd - Michael Ettershank in 84 from Up River YC

3rd - Annette Walker in 323 from Welwyn Garden City SC

COMET VERSA

Jamie Smith and Claudia Wilson



© Robin O'Donoghue



Open Meeting 9

© Alexis de Schulthess



Nine visiting Comets turned up for the Comet Open Meeting on the 9 September and along with Claudia Wilson and Jamie Smith from RSC/Hayling Island, there was a great turnout of 10 boats for the inaugural meeting. Visitors came from as far afield as Beer in Devon, Worthing, Peterborough, Welwyn Garden City, Chelmsford, Alton, Fleet and St Austell in Cornwall.

A steady breeze blew for most of the day, dropping lighter at times however, a simple course gave for some interesting racing.

The open for 2018 is provisionally booked for 8 September when we are aiming for between 15 and 20 boats.

Back row:

Michael Ettershank, Bob Dodds and Jamie Smith

Front row:

Claudia Wilson, Sue Smethers who presented the trophies and Annette Walker



**CHRISTMAS
LUNCH and
PRIZEGIVING
2017**

Sunday 10th December

*Details to follow next month
Put the date in your diary now*

Round The Island (RTI) – 2107

For those that haven't heard of RTI, or who haven't participated, we'll try and give you an inkling as to what it is like to participate in this event.

Background

The first race took place in 1931 with 25 yachts entered and has endured every year since, apart from during World War 2. It is rumoured that in the early races they went 'clockwise' round the Island, unlike today where you go 'anti-clockwise', covering in excess of 50 nautical miles.

The full history can be found here: http://www.roundtheisland.org.uk/web/code/php/main_c.php?map=rir17a&ui=rir5&style=std&override=§ion=race&page=history

When is it?

Well, the short answer is that the dates change every year, however it is generally chosen to be the Saturday in June which has the most favourable tides. Occasionally, this becomes late May or even early July, if the dates in June don't work out. The dates are published some years in advance to help Port Authorities and shipping to avoid race day because it can become a little frantic.

This year was Saturday 1st July and the boats crossed the start line at Cowes in eleven separate groups, starting every 10 minutes from 05:30 until 07:10 and headed in a westerly direction towards Yarmouth. The boats pass round the Needles Lighthouse, along the south-west coast of the Island to St. Catherine's Point and then up across Sandown Bay to round the Bembridge Ledge Buoy. The fleet then makes its way either side of No Man's Land Fort and across Osborne Bay to the finish line back at Cowes.

What's it like, generally?

One could say, that it depends on the weather, amongst other things – a bit like sailing/racing at RSC. However, the main differences are that there are a lot more boats at the start line, they are a lot bigger than at RSC and generally are moving a lot faster as well. So, in short, it's best to have an experienced racing Skipper on board to guide you through the mayhem. However, racing is racing

and there are still lots of calls for 'Water' and 'Starboard' amongst other things.

So really, it's just like racing dinghies but with a much more consistent wind, for a longer time and more things to avoid hitting.

From our point of view?

It's an awesome event and one we've been lucky enough to do for some years now. David Hurst managed to find our Skipper through a friend of a friend, for my first race in 2011 and he's returned with us every year since. For some unknown reason, he seems to enjoy it. The crew has been garnered over the years and we now have the makings for an excellent 'Boys Weekend' away, picking our chartered yacht up on a Thursday lunchtime. This year saw a very welcome return of David being on-board, having missed the actual race last year.

A gentle sail from Port Solent over to Cowes prevailed, before nibbles and our first G&T on arrival, before properly catching up over some food and a little more liquid refreshment in one (or more) of the Cowes hostelryes.

Friday normally sees a late-ish start, followed by a few hours to-ing and fro-ing up and down the Solent, getting used to the boat, practicing our tacking (again) and setting the spinnaker up, ready for the big day.

Then back into Cowes Yacht Haven before the mad rush appears, and back to the social side of sailing and trying not to have too much of a headache for the next morning.

Our Race - 2017

This year, all began well. The alarm went off at 04:00 and breakfast was collected from Tiffins, and eaten whilst we waited for other Sunsail yachts in front of us, to disappear. It was a cool-ish morning, so most of us had on the full warm gear, until the temperature improved.

We were out on the water by 05:00, and the number of yachts increased by the minute. This year saw a low turnout – only 1,342 yachts entered, compared to the 85th Anniversary in 2011, when there were 1,908 yachts buzzing the start line.

We used the time before starting to find the actual start line (which is about ½ mile long, between the lights on the Island Sailing Club and a small boat used as the outer marker). Using our normal Yellow dinghy watches, we counted down the minutes and seconds, the Skipper lined her up and off we set, with probably some 150 other yachts in our class.

Unlike previous years, where we have tacked continually up to the Needles, this year a broad reach saw us reach the Needles in just over 1½ hours on the same tack. At this stage, we believe we were lying around 4th out of the 24 Sunsail boats, and had a great line round the Needles, missing the sunken obstruction nicely.

As is normal, once round the Needles, the kites begin to unfurl and a most wondrous and colourful spectacle unfolds before your eyes. Our kite went up well, but then lady luck deserted us. We are still in debate about what really happened, however, the Skipper maintains that some idiot came at us on Port tack and wouldn't move.....causing us to suddenly gybe, not quite getting the pole up, under and past the forestay in time to stop losing the wind, and as a consequence, we managed to wrap the kite around the forestay....not once, but twice – in the middle and right up at the top.

I can only describe the language being as blue as the water and sky. It took two of the crew and the Skipper around 20 minutes to untangle it, but the damage was done. Whilst we were sailing on just our main, our rivals disappeared into the distance with their kites puffed out like a sailor's belly after a night out in Cowes.

With both Spinnaker sheets unhooked, a bit of manoeuvring brought an end of the flapping kite within grabbing distance, and most of it went into the water, before we could drag it on board and straight down the hatch. Luckily, we had somehow or other managed to acquire a spare spinnaker, so whilst David repacked the sodden first one, the spare was re-tied and hoisted in double quick time. Fortunately, we managed to gain some places



back, at one point clocking 13 knots, in about 23 knots of wind. Past St Catherine's on route to Ventnor, saw things become a little hairy. At one point with a Round The World Clipper windward and close to shore, we were in a sandwich of about five yachts, with another idiot on the

outside trying to luff the rest of us up. Fortunately, he lost air, and trailed away, but you do get some people who should be found under the water, rather than on top of it.

Anyway, round the bottom of the Island is normally good to see some broaches, and this year was no exception. Those that left their kites up for longer than they should, started dancing around here and there, to a cry of "SEVERN" whilst some of us dropped it in a controlled fashion, at least this time.

Our progress continued around nine knots up to Bembridge Ledge Buoy, where we hardened up for the blast home – looking for around a 6½ hour finish, despite our faux-pas with the kite earlier. With the tide against us, we decided to track closer to the Island shore than we have in the past, and a series of quick tacks proved this to be the more advantageous course, gaining us back a couple more places over the Sunsail fleet.

Unfortunately, around the time of getting to Ryde, the wind dropped away dramatically, and progress was painfully slow - below four knots. Despite keeping close to shore and tacking every few minutes to reduce the negative effect of the current in deeper water, we finally crossed the finishing line at 14:05 – giving us a race time of 08:15:33. Not our best by any means and 12th in the Sunsail fleet, some 45 mins behind the winner.

Prize giving

Always an important tradition, and as we've never made it onto the proper podium, we have our own prize giving ceremony. Previously, as part of the entrance fee, each team received a tankard. However, with the change in title sponsor this year, we found out too late that they are only available for order and delivery after the event. This somewhat scuppered things, as we normally give the tankard to the crew member who has made the biggest hash of something or done something truly remarkable. After a bit of quick thinking, we purchased an Island Sailing Club cap as this year's prize instead. As I'm sure you're dying to know, the prize this year went to the Skipper, for imagining the reason we needed to

Skip with his 'other' hat of choice for the weekend



quickly gybe (when no one else can remember seeing the other yacht), which ended our chances of a really good race.

The Weather

Was perfect – can't say better than that, although more wind at the finish would have been very welcoming. The sea was actually quite calm, which has made a change from some previous years.

The Record goes too....

For some, it was a truly awesome race. Team Conside broke the record, rounding the Island in 02:22:23, beating the previous record by one minute only trouble is we're not as young or as agile as you need to be for this beast.

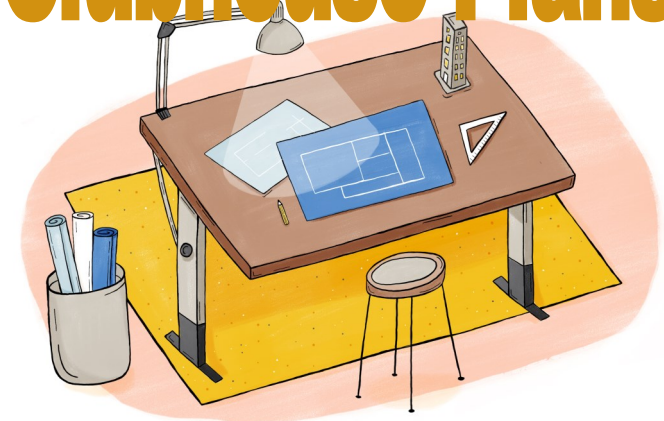
..... and Next Year?

Well, it would be rude not to go again. Since we've been participating every year from 2011, we've now found a core team, from North Wales, Dudley and Bucks, to make an annual Boys weekend away a must. Arrrrggggghhhhhh!

Hope to see you there next year on another boat

David & Tim

Clubhouse Plans



The *DRAFT* plans being submitted to the Council for pre planning application approval will be on display in the Clubhouse from Friday 6th October. Please let Peter Tobin have any comments that you wish to make.

Block House Keys



If any past committee member still has a block house key, can they put it in the bar cash box next time they are at the Club please.



Join



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Raise

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any time you shop with



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£73.77

Has been raised so far

[Click here](#)

STOP THE SPREAD



Are you unknowingly spreading invasive species on your water sports equipment and clothing?

Invasive species can affect fish and other wildlife, restrict navigation, clog up propellers and be costly to manage. You can help protect the water sports you love by following three simple steps when you leave the water.

CHECK

Check your equipment and clothing for live organisms - particular in areas that are damp or hard to inspect.

CLEAN

Clean and wash all equipment, footwear and clothes thoroughly. Use hot water where possible. If you do come across any organisms, leave them at the water body where you found them.

DRY

Dry all equipment and clothing - some species can live for many days in moist conditions. Make sure you don't transfer water elsewhere.



For more information go to www.nonnativespecies.org/checkcleandry

Subscriptions 2018

In accordance with rule 5.2, the Committee have decided to increase the subscriptions from renewal on the 1st November.

They have not been increased for sometime and rather than leave an increase too long and then have a massive rise, this is a modest increase for this year.

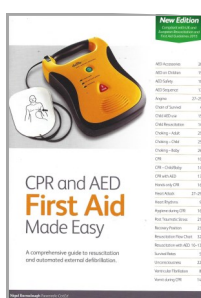
Renewals will be emailed out during October and members are reminded they are due on the 1st November. It would considerably reduce the administration if payment is made by BACS transfer please. Full payment details will appear in the email with your renewal.

Class	Current	2018	+ %
Full	95.00	102.00	1.074
Family	195.00	209.00	1.072
Junior	42.00	45.00	1.072
Student	42.00	45.00	1.072
Social	53.00	57.00	1.075
Outport	20.00	21.50	1.075
Boat Mooring	72.00	77.00	1.070
Entrance Fee	75.00	80.00	1.070
Average			1.072 %



Martin Smethers will be running a **RYA FIRST AID** course early in 2018 either on a Saturday or Sunday. The exact date to be decided. This is a full day from 9am until 5pm, with a break for lunch (*bring your own, tea and coffee will be provided*). This is an interactive session which at the end of it will qualify you for the RYA First Aid Certificate which is valid for three years.

The cost for the course is **£30** each. You can purchase two manuals, each costing **£5**. Please request one when booking so that we have enough.



Places are limited to ten people with only eight places remaining. Please email Graham Smith at training@rscsailing.org as soon as possible and indicate whether you prefer a Saturday or Sunday. First come, first booked!





Network ID:

RSC-24 or RSC-54

Password Ricky1930



Chichester Harbour Federation

Home of Chichester Harbour Race Week

To all Ricky sailors who may be thinking about racing at an open meeting, regatta or championships. If you've never done it before it can be a daunting proposition sailing in big fleets with very good racers on open waters from unfamiliar clubs. However please don't be put off, it's a lot easier than you think, tremendous fun and very rewarding. There are many regattas every year that can provide ideal stepping stones to the higher level events.



Here I will tell you about one that I consider to be one of the best. Chichester Harbour Race Week (Fed Week) has been going for 70+ years and is run by and for the many sailing clubs that use Chichester harbour. It's a friendly event where the competitors are local club racers and visitors of all ages and abilities. Some 330 boats,

over 500 competitors from more than 50 clubs took part in 2017. That sounds a lot and intimidating in itself. However these big numbers are broken down into fleets with the popular boats like the Aero, Laser, RS200, 400, Solo etc getting their own class starts. Everyone else is put into various handicap fleets so the numbers are more manageable for race officers and competitors, So you get all the excitement of racing in a big regatta but within your own fleet of similar boats

The Regatta takes place Monday to Friday but you don't have to sail the whole week. They schedule one race of approx. 90 minutes a day but by the time you've launched, sailed to the start, raced and sailed back it's probably 2½ - 3 hours on the water. Winds can be variable, This year we had a good mixture of conditions from very light to 15knts which gave the asymmetrics something to play with. The starts are probably the hardest part of the whole race but are really not much different from our own at Ricky, just with longer start lines more boats around and a bit of tide to cope with. The familiar 5-4-1 go start sequence is used so once you've worked out which fleet you are in and your start number its very straightforward. The courses are much bigger than you may be used to, often you won't be able to see the first mark from the start line (tactical compasses are an advantage but not essential). Each fleet sails a slightly different course



to keep everyone well-spaced out. But you still have to keep your eyes open. The well tried strategy of follow the leaders served us well this year.....until we were the leaders in one race.

Most of the visitors base themselves at Hayling Island Sailing Club (HISC for short) who usually manage the racing as well. If you have never been to HISC Its



probably the best dinghy racing venue in the country (can I hear Jonathan disagreeing?) with facilities that are very hard to beat (I'm sure he will agree with that). All the races take place in the relative shelter of the harbour with a very attentive fleet of ribs keeping an eye out, so if you do get into bother or stray too near the sand bars you will find one close by.

Beach launching from HISC is much easier than you may think, many (including me) prefer it, finding it easier and kinder to the boats than the Slipways and pontoons of Ricky, Just make sure your trolley is easily identifiable amongst the many littering the beach, especially if you are in a larger fleet. Facilities at the club are second to none, the large changing rooms are air conditioned (leave your wetsuit hanging up and its dry overnight). The floors are heated and the showers never seem to run out of hot water.... There is an onsite chandlery open most days and the bar/restaurant are very reasonably priced.

There are socials every evening, everything from live bands to Ibiza style discos.....HISC parties are legendary.... If you don't suffer at least one hangover in the week you are not trying hard enough.....

Now the costs

Entrance for the week this year was £82 per boat which included all the socials.

Accommodation is available at the club but gets booked very quickly. I stayed at a local B&B 5mins drive from the club for £35 a night. HISC has a very good restaurant with a different choice of meals every night. Prices are around £10 or there are plenty of pubs and restaurants around.

So what more can I say, I hope I've tempted some Ricky members to think about it for next year. If you have any questions or just want to hear some more about it please get in touch with me awilson@jilakin.com or see me at the club.

Here are a few websites

www.hisc.co.uk

www.chifed.org

www.chichesterharbourraceweek.sailevent.net

Alastair

Now Claudia's view



Alastair and Claudia Wilson fought it out in separate RS200's in the battle of the Wilsons at the infamous ChiFED Week hosted by Hayling Island Sailing Club. Arguably Alastair was at a disadvantage due to him and helm, Kevin Druce's (Burghfield SC) weight handicap, but this was made better by the use of his brand new jib (birthday

present from his fabulous Daughter... who secretly also wanted a new jib for the nationals) but then again, Claudia was sailing half the week with new boyfriend Jamie (HISC) and the other half with her nationals helm Anthony.

As anyone who has been there will know, it never rains at HISC so a week of sun, sailing and plenty of partying was due. Sailing in Chichester Harbour with over 300 other boats is a spectacle and sometimes not for the faint hearted. Ex Member Ricky Tagg was whizzing around the course sailing his Foiling Moth – these things are silent aside from the subtle clicking of their ratchet blocks as they fly past.

With 47 RS200's entered it was due to be a competitive week on the water, with only one race a day (albeit a long one) with the start times gradually getting later, as the parties get bigger to coincide with the tides. The battle was on, Hayling threw all sorts of winds at us, light winds (favouring the lighter teams) and big winds, which favoured Alastair and Kevin. With the downwind looking like a graveyard of boats who failed their gybes, Alastair and Kevin flew comfortably through them, dodging the occasional out of control Laser or 29er. The highlight was of course sailing in on the third day, flying downwind, big wind, big waves, big fun.. This is aside from the Thursday night social, the famous FED Night Disco – a mix of young and old (even older than Alastair) were found on the dance floor all dancing and socialising together.



A special mention goes to Alastair and Kevin who used a very good tactic of following the lead boats, only to find, this tactic has one major flaw... when you are the lead boat. By

hitting the tide hard they destroyed the rest of the fleet to beat them all, including Claudia, to the first mark, photo included for evidence.

The week ended far too quickly and Rickmansworth's results were more than admirable, with Claudia coming in the prizes in 6th place and Alastair coming in 12th – no mean feat in a big competitive fleet of 47. Ricky Tagg came in 3rd in his Moth – proving that Rickmansworth does make great sailors.

With the dates of next year being Monday 13th – Friday 17th August we would highly recommend this week to all. With handicap fleets to suit all classes it is a perfect



bridge between relaxed club racing and a championship environment. One race a day, amazing socials and such a friendly family atmosphere.

Week Day Sailing

The Club is not just open for Sunday Sailing, we have lots of days set aside for training and other events. These days, many people have varied working schedules, such as the police and ambulance services. There are lots of organisations that operate around the clock. This means their 'time off' occurs mainly in the week.

Well, members now can relax on the water during the week. The U3A (which is a social organisation) use our lake on a regular basis.

Your Committee provides OOD coverage for each visit to our club. So if you want to 'chill out' join us on one of the following mid-week dates.

The Club will be Open from 1300hrs to 1630hrs.

Come for a sail or just sit and have a glass wine or a pint of Rebellion at only £2.50 a pint OR just come down and do a few jobs to help maintain the Club.



Remaining dates for 2017 are

Tuesday October 10th

Wednesday October 25th



Assembly point

In case of FIRE the Assembly point is in the car park, near Alcatraz

No one was Chilli on the 9th September



It was far from being cold. Everyone was 'hot' from laughing and joking. Like the song 'Oh what a Night', the Film Show and the Chilli Evening was a cracker.

Organised by club personality Robin O'Donoghue supported by his lovely wife Lyn, the evening was one of the best ever at the Club. The bar staff were serving bottles of wine like there was no tomorrow.

Master Chef Robin called for service and a wonderful Chilli with rice and garlic bread was served. Near on fifty people wanted to take Robin home and enslave him in their kitchen.

The highlight of the evening was the film show. Before the lights went down, Lyn served ice cream. Robin's career was in the film industry. He managed to find and renovate three old films of RSC Club. To see our forefathers building the Club was truly fantastic if not emotional.

As for sailing we saw some forty Fireflies on the water. Today we are lucky to see two!

A big cheer came when old established member, Richard Barnes appeared. Looking young and dapper we can see why Wendy Barnes was attracted to him.

The curtain closed on the evening. One could tell our new members who came were truly impressed with the film as it clearly showed the principals of Ricky Sailing Club:

- ⇒ **Family**
- ⇒ **Fun**
- ⇒ **Working together**
- ⇒ **Building for the future.**



After a big week at ChiFED Week, it was a 5:30am start for the Trek to Tenby for myself and my helm Anthony (HISC). After paying to get into Wales the journey to Tenby itself wasn't too painful, but this all changed when we got to Tenby. So for those who don't know, Tenby is a MAJOR holiday spot so the town is closed to cars in the summer months, the sailing club got special permission for us to drive through the town to the club, this involved driving through very very tiny cobbled streets with a double stacker on the back, whilst trying to avoid angry holiday makers who were determined to not get out our way.

The sailing in Tenby was relatively undramatic, we were promised big winds, big waves and lots of sun. What we got in return was light winds, weird waves and sun. Had it rained I would have complained far more. Results wise, we were extremely consistent in very challenging conditions, with lots of big shifts, weird wave patterns coupled with a questionable race officer and 102 boats on one small course. Being a lake sailor, it paid to be able to watch the shifts and look ahead for the pressure bands coming down – unfortunately it seemed our race officer was not a lake sailor.

The socials at Tenby SC made up for the lack of quality sailing, the bar was extortionately expensive with rumours of £4.50 for a pint of beer. But that didn't stop us from drinking it dry by Day 2 (after they promised we wouldn't be able to). The prizegiving, black tie dinner remained civilised whilst at the sailing club, but we managed to persuade the local night club to open for us to go to afterwards, with over 100 sailors approaching this little night club it was definitely a party to remember.... or not in a lot of people's cases.

Finishing the week, we finished in 31st overall, an improvement on my result from last year, and on reflection something that I should be proud of. There were no 'bad' results on our scorecard but equally we had no 'good' races and were about 10 places off our ultimate goal of top Under 22 Boat and one place off our top 30 finish. Although... with a fleet full of Olympians, world champions, Olympic hopefuls and their coaches I shouldn't be too disappointed. But what I can take away from the week is lots of lessons – not least that 1023 went upwind like a train, was out-pointing most of the fleet and was not slow. It was errors by the sailors not the boat. I feel that when going to these events, as much as it's great to set goals for results, it's always important to look at what you have learnt from the week and go in with an open mind and I returned from nationals happy with how I sailed and determined to improve next time.

The RS Games is happening next year in Weymouth and is an event every sailor should do in their lifetime. All RS Classes are having a championship of some sort (World/European/National) over a two week period so it is bound to be big both on and off the water and I hope to see lots of Rickmansworth boats there.

Claudia



Some years ago, the junior members of the Club were formed into a section which they ran themselves called the 'Trojans'. This year has seen a good number of youngsters going through the training programme and gaining various RYA Youth certificates. Whilst some of them can go further, there are others who, at this stage, need some other kind of activity to keep their enthusiasm going and allow them to further the skills they have learnt so far.

To this end, the Committee are keen to reform the Trojan section which it is proposed operates on a Saturday afternoon, once a month for about three hours from April through to September (six sessions), but this could be increased depending on the support we receive. Who knows, it may increase to a few days during one week in the summer holidays as it has done in the past.

There are a couple of young ladies who used to be members who have indicated an interest in helping to run this with the help of some parents of the children participating in the "Trojans". Jane Hawkins has already offered to help. This is not intended as a 'drop off session' for youngsters, but to involve parents on a rota basis. If you do not have children and would still like to help, please complete the questionnaire at the end of this Troy Times as well.

The main point at the outset is to set something up that can be managed and not to exceed our expectations.

The programme would be based on a mixture of fun sailing, some learning, practicing skills and gaining experience. If those taking part have their own boat, great, if not then the Club boats are always available.

Please complete questionnaire and return either by email or post to [Martin Smethers](#), so that we can gauge the interest and support for this venture.

This is part of an initiative which the RYA Regional Development Officer has approached the Club to be part of and should be viewed as a benefit towards the future development and success of the Club.

Martin



SATURDAY 18TH NOVEMBER

Laying Up Supper

This is a tradition in the 'sailing world' where boats are taken out of the water for the winter season, although we carry on.

W

hat is on offer?

£10 each

To Reserve tickets, just e-mail Ian Turffrey at turffrey@ntlworld.com

to confirm the number of tickets required or call Ian and Madelyn on 01923 442957

Pay cash/cheque to Ian Turffrey or

BACS to RSC Sort Code: 30 - 15 - 95
Account : 00056128

or

[Click Here to Book Now](#)



Via web site

All profit goes to RSC funds.

A chance to circulate and meet old friends and make new ones at an informal evening at the Club.

Music linked to a fun night, Rebellion beer at only **£3.00 a pint!**
This is not silver service.



It's a night to encourage conversation, meet old friends and welcome new members.

The bar will be open from 7pm.

Supper will be served at 8pm, will be a hot main course, dessert followed by cheese and biscuits.

Vegetarian dish will be available, advise if you require one when booking.

**Book a table for 4
or sit where you like**

Reservations have to close on Sunday 12th November

In 2016 myself, my brother Damien and our friend David Cromer decided to charter Jazzy Jelly Fish for the Warsash Spring Series held over six weekends; 12,19, 26 March - 2,9 and 23 April.

We were new to the J-109 and would have new crew each weekend; friends interested in sailing. Despite plenty of late nights in the Hamble we finished 5th out of 13 boats.

After this success I decided to look into J-109's and found a great contact at the London Excel Boatshow on the Key Yachting stand. They put me in contact with *JukeBox's* owner who was looking for an experienced Genoa trimmer and Mastman.



The first race with *JukeBox* was the J-Cup 2016 held at Royal Southern Yacht Club. We were unaware everyone onboard JB had been losing weight for the event. We turned up only to be told that we needed to be 600kg between eight of us. After a run around Hamble village and NIL by mouth until after the weigh-in next day we were through!

We didn't realize just how serious the J-109 teams were, including the Navy in *Jolly Jack Tar* and the RAF in *Red Arrow* playing the Dambuster theme tune as they headed out of the marina to psyche up the opposition!

Since then we have done lots of races, including winning the Tattinger Regatta, competing in RORC Vice Admirals' Cup, Torquay J-Cup and Round the Island.



Matt Tobin





Those of you who were at the Club on the 1st October, will have seen six intrepid souls falling backwards from a RIB into the water only to be rescued a few minutes later by the **Bucks Search and Rescue (BSAR)** Rescue Team.

Established in 1987 by the Bucks County Council

Emergency Planning Officer, **BSAR** provides a pool of volunteers, trained in emergency procedures and First Aid, ready to assist the full time emergency services in the event of a major incident.



Today, **BSAR's** main role is to assist Thames Valley Police with missing persons searches; ready to respond 24 hours a day, 365 days of the year.

The Committee have agreed that **BSAR** can use the Lake for training, as we can provide the kind of terrain that they usually operate in. In return, they have offered to provide additional safety cover should we find ourselves stretched.



More information about the organisation can be found on their web site by clicking the logo above or visiting <http://bsar.org.uk/>



All photos
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taken by
Mark Rawlings



The third quarter of this year, July to September, has been our most active one of the season, with three day sails and two short cruises, all organised through the Gwennili Trust sailing charity.



In July we had two separate day sails on consecutive days aboard Boleh, a historic junk-yacht of unique design, that was built in Singapore in the late 1940's and has been restored in Portsmouth in recent years. This yacht has a unique appearance due to its very distinctive timber superstructure supporting the mast, for the purpose of maximising space below decks.

After several years of restoration, this was the first season that the craft was made available for charter and there were some elements of everyone being on a learning curve but overall the trips were enjoyed by all on board. On each of these, there were six of us plus Skipper and Mate.

There are more photos [here](#) and [here](#).

In late July/early August, we chartered a Sweden 42 for one week and had a three day cruise followed by a two day cruise, both out of Gosport on the western side of Portsmouth harbour. On both trips, our passage plans were curtailed by high winds but that provided us with some exciting sailing.



Overnight, we moored up in Yarmouth Isle of Wight and Weymouth then Port Solent on our last night.

On both trips we had five of us onboard plus Skipper and Mate, sleeping in three separate cabins, with some meals being cooked on the yacht supplemented by some dinners ashore in local restaurants.

More photos [here](#) and [here](#)



Our last sail in the Solent this year was on the 1st September, when we chartered Merrilyn a 62ft schooner. We set out from the Hamble on a fine sunny morning with light to moderate winds which took us under full sail to the western end of the Solent, almost to Lymington, when we needed to turn about and head back for Southampton Water. This is the largest yacht that we charter and accommodated 11 of us plus four crew (Skipper, Mate and two young Watch Leaders).

More photos [here](#)



Our last venture for 2017 is a shore-based sailing holiday in South East Spain arranged for early October, sailing on the Mar Menor, sleeping overnight in hotel accommodation.

Our RSC Sea Sailing activity is open to all RSC and U3A members, plus interested friends and relatives.

For more information, please contact Martin Rogers at MartinR@gmx.co.uk.



Range of Club Clothing



Fleece

£26 inc VAT



Polo Shirt

£21 inc



£9 inc VAT

Not included in the price of a Fleece or Sweat shirt.



Sweat Shirt

£21 inc VAT

RSC Logo on left breast

RSC Website beneath the collar line on back

RSC Website above the adjusting strap on back of cap

Personalisation can be done at extra cost, contact John Ashton on 07779 800424 to discuss details and costs

Polo shirts only in 5XL and 6XL

Size	XS	S	M	L	XL	2XL	3XL	4XL	5XL	6XL
Chest to fit (ins)	34-36"	36-38"	38-40"	40-42"	42-44"	44-46"	46-48"	48-50"	50-52"	52-54"

ORDER NOW
FOR DELIVERY
BEFORE
CHRISTMAS

Order before 31st October to ensure delivery before Christmas

ORDER FORM			
Item	Quantity	Size	Price
Total amount due £			

How to pay and order

- 1) Complete the order form above, include price and calculate the TOTAL amount to pay
- 2) Pay by BACS transfer to
Rickmansworth Sailing Club
Sort Code: 30-15-95 Account Number: 00056128
and mark payment reference as NAME / CLOTHING
- 3) Scan and send your completed order form to: John Ashton at john@vja.me.uk
- 4) Complete your details below

Name		Telephone:	
Email address			

You will be advised when your clothing is ready for you to collect from the Club

LONE WORKING

The Committee would like to draw your attention to the policy for lone working at the Club, which not only applies to those engaged in work for the Club when they are on their own, but equally to those who go down at other times to work on their own boat. Most of this is common sense, but in order to comply with legislation it is now included in the manuals (binders) located in the training hut. There is also one that covers working at heights, on ladders. Please be aware of them both.



Lone Working at Rickmansworth Sailing Club

Introduction

Under Health and Safety legislation there is no ban on lone working, however the implications of lone working must be thoroughly investigated.

Lone working occurs when a person is working on their own in a part of the Club compound that is otherwise occupied by other people, or when working alone in an area which is remote from the Club compound.

The following points should be considered;

The suitability of the person who will undertake the work

- Given that there will be no direct supervision, has the person received adequate training and instruction to carry out the job safely?
- Does the person have sufficient experience to be able to recognise an unsafe situation developing?
- Does the person know who, and how, to contact if a dangerous situation develops?
- Considering the possible physical nature of the job, does the person have a medical condition that might make them unsuitable for lone working?

The Risks

All risks have potentially more serious consequences when a person is working alone. For example, working at height, working in a area which could become a confined space, working with electricity, working with any substance which could deplete the level of oxygen and lead to reduced awareness or loss of consciousness, hot works, working over or near water, working with powered machinery.

Control Measures

More rigorous control measures may be required for a person working alone and should include:-

Ensuring the person is competent.

Supplementing the Risk Assessment with a Permit to Work which defines the limits of the work area and the time at which the work must stop.

Providing the person with means of communication

Implementing a check-in system, where the person makes contact with another at pre-agreed intervals, or where a 'buddy' makes regular contact to check that all is well or:

Make sure that someone away from the site knows that the Lone Worker is on site and for how long.

Provide a 'travelling' first aid kit when working away from the Clubhouse area.

Establish a rescue plan, including the personnel, equipment and expertise necessary, should a major problem develop.

Lone Working check List

- Have the Risks of Lone Working been assessed?
- Do the findings of the Risk Assessment show that there are hazards which make Lone Working un-advisable, or
- Lone Working may increase the Risks?
- Is the person physically fit enough to carry out the job without assistance?
- Does the location of the work make rescue difficult, for example when working on the shoreline away from the Club compound?
- Are the levels of Risk acceptable?
- Is the person capable of working un-supervised?
- Will the person be able to recognise an unsafe situation developing?
- Does the person know who and how to make contact in the event of a problem?
- Is a rescue plan necessary?
- Is a check in 'buddy' system necessary?
- Does the person have a medical condition which may make lone working in-appropriate?

A person working alone has to take all reasonable precautions for ensuring their own safety including, but not exclusively:

- **advising someone that they are working alone at the Club**
- **carry a mobile telephone with them at all times**
- **not undertaking any task that is beyond the capability**
- **not putting themselves into danger**
- **not to go afloat without adequate buoyancy**
- **adhering to guidelines if working with machinery and then only if they are trained to do so**
- **adhere to any other guidance or safety notes that are in the respective folder(s)**

October 2017
Martin Smethers





New Membership Categories

PATHWAY

For those who have just discovered boating



PERSONAL

For recreational boaters



ASSOCIATE

For boaters who are members of an RYA affiliated club or association



ACCREDITED

For RYA instructors, RYA race officials, RYA race coach level 2 & 3, commercial endorsement holders, British Youth Sailing Squad and World Class Programme sailors



Your membership category is in addition to your current membership type. For more information visit www.rya.org.uk/go/joinrenew

MEMBERSHIP YOUR WAY



Our members are at the heart of everything we do

That's why we've made some great changes to RYA membership to reflect what's most important to you and the boating you do. Our four new membership categories will enable us to improve the way we tailor membership benefits to you.

Simple, clear membership categories to best suit your boating needs. It's membership your way.

We have selected a category for you based on the boating you do, however, you can of course choose a different category if you feel we haven't got it quite right.

To view or change your membership category please visit www.rya.org.uk/go/profile or call +44 (0) 23 8060 4159

REFER YOUR FAMILY & FRIENDS



Remember RSC is a
Joining Point for the
RYA

no: **008111053**

Application forms
are in the Clubhouse
or join online

[Click here](#)



Car window stickers



50p

each from
the Bar

Every member can claim

ONE FREE

Car Window Sticker from the Bar.

To help with security, please
display this in your car window.

Additional stickers can be

Are you looking for a crew?

Charlie Weisfeld who has just joined us, is completing a course at BLYM and is looking for someone to take him out as a crew, so he can put his learning into practice.

If you would like to help Charlie and are willing to give him a sail or two, please contact him on 07946 522845 or email him at charlieweisfeld@gmail.com

Up the Swanney

Peter Tobin and Paul Johnson were seen chatting up a local bird. To the onlookers she appeared more interested in Paul.



Given her interest, she started to prune herself in the hope (we think) that Paul would

ask her out. Paul decided to try his luck and offered her a handful of nibbles. We thought if Paul got involved with this bird he would end up at the quacks (hope you got that one).

Meanwhile Peter is standing there admiring Paul's method of chatting a girl up.

The real truth of it was we all thought the pair were up the Swanney River.

IF YOU'RE THE LAST ONE OUT...

TURN OFF THE LIGHTS

But before you turn the main electricity switch OFF, would you please turn the lights, fridges and any other electrical appliance OFF

If you do not, then whoever switches on has to go round and do it, they often forget, so we use electricity for no reason and waste money!

TROY TIMES	
Publication	Final copy date
January 2018	27 December 2017
April 2018	27 March 2018
July 2018	27 June 2018
October 2018	27 September 2018
TROY BULLETIN	
November 2017	27 October 2017
December 2017	27 November 2017
February 2018	27 January 2018
March 2018	27 February 2018
May 2018	27 February 2018
June 2018	27 May 2018
July 2018	27 June 2018
August 2018	27 July 2018
September 2018	27 August 2018



Please complete if you or your child/children are likely to be interested in joining in with the Trojan activities.
 If you do not have young people but are nevertheless willing to help, please complete this form as well.

Name			
Email			
Best contact 'phone number			
How many children do you have who might be interested and their ages?	Name		Age
Do they have any RYA Qualifications? If so, which?	YES / NO		
Would you be prepared to stay and assist on a rota basis and how many times out of the six sessions? If so, how could you help, ashore and or afloat?	YES / NO	How many sessions?	
Can you sail and what experience have you had?	YES / NO		
Do you own a suitable boat that could be used, if yes, what class is it?	YES / NO		
Any other comments you may wish to make			

Please complete, scan and return by email asap to:
martinsmethers@rscsailing.org
 or by post to:
 10 Hazel Close, Alderholt, Fordingbridge, Dorset SP6 3DQ