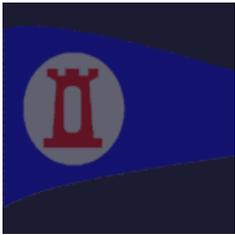




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## Press



### SSC PRESS REPORT 24th DECEMBER 2009

#### A VERY HAPPY CHRISTMAS TO ALL READERS

##### **New Years Eve:**

Don't forget the New Year's Eve Dinner is 7.30 for 8pm next Thursday. There may be a few places available at the last minute – telephone Rolfe John on 01834 813792 for information.

##### **New Years Day:**

On New Year's Day the club and bar will be open as usual to revive the brave New Years Day Swimmers and provide good cheer for all supporters.

##### **First Aid Course:**

A first aid course has been arranged for those wanting to update their certificates as well as for first-timers. It will be held in the Club on Saturday 23rd January starting at 9.30am.

##### **Bowling and Chilli Evening:**

This is booked for Saturday 23rd January - meet at Canaston Bridge at 6.45pm for bowling at 7pm and then back to the club for food and drink. Bookings may be made from New Years Eve on - to Wendy Bower on 01834 813324 or wendybower@ntlworld.com. (She is away until then.)

##### **Future Social Events:**

Watch this space for details of further events in the New Year.

##### **Seasonal Cracker Cracks:**

Why did the Commodore lose the last race? - he found himself in a no wind situation!  
Never test the depth of the water with both feet!

I requested a weather fax the other day and received "w.e.t.h.o.r.r.e.p.o.r.t....." That was the worst spell of weather I've seen for a long time!

Christmas can only get better after those thoughts – have a good one!

Skippers Mate

### SSC PRESS REPORT 18th DECEMBER 2009

##### **Carols Evening:**

As promised, this was a great evening with mulled wine and excellent mince pies to fortify the body whilst the readings and carols lifted the soul.

##### **New Years Eve:**

Bookings are going well for the dinner on New Years Eve with only a few places left now. Hurry and respond to Rolfe John on 01834 813792 or by email at rtjohnuk@yahoo.co.uk or by booking at the bar in the club.

##### **New Years Day:**

On New Year's Day the club and bar will be open as usual to revive the brave New Years Day Swimmers and provide good cheer for all supporters.

##### **First Aid Course:**

A first aid course has been arranged for those wanting to update their certificates as well as for first-timers. It will be held in the Club on Saturday 23rd January starting at 9.30am.

### **Bowling and Chilli Evening:**

On Saturday 23rd January we will be bowling at Canaston Bridge and returning to the club for chilli, chatter and prize giving. Cynics may welcome the fact that we will have fully refreshed first aiders on hand after their day's training that day so all eventualities may be covered!

Bookings for this event may be made from New Years Eve on - to Wendy Bower on 01834 813324 or [wendybower@ntlworld.com](mailto:wendybower@ntlworld.com). (They are away skiing before that - lucky things!)

### **Future Social Events:**

Further events for 2010 will be publicised after Christmas but if there are any ideas or suggestions of activities which you would like to do please let us know.

### **Nautical Nips:**

The answer to last week's poser was of course the number of tides which may be experienced at the ports listed. The variation derives from the complexity of factors which produce tides. Waves on the shore are nothing to do with tides but derive from disturbances further out to sea normally resulting from wind. Whilst tides on a coastline can be very large, in the deep ocean the tidal range is usually less than 18 inches. Highest (and lowest) tides occur when earth, sun and moon are in a line (magnifying gravitational effect), but at times the moon is closer to earth and when this coincides with the line-up of sun, planet and moon, the result is an exceptionally large tide called a Proxigean Tide. Fortunately these occur infrequently and can be predicted, but can be very notable and have damaging consequences. A large Proxigean tide is forecast for 30th January 2010 when the moon is full and is 30,000 miles closer to earth than their greatest distance apart - so keep vigilant.

Skippers Mate

## **SSC PRESS REPORT 11th DECEMBER 2009**

### **2010 Committee:**

The new committee met for the first time last week and made good progress towards establishing a full programme for next year (and the remainder of this). As expressed by Commodore Trevor Smith in his opening remarks at the AGM, the club can only be improved with member's involvement. Your committee is appointed to carry out specific functions, but everyone's help is needed to introduce new ideas, objectively review events and give constructive comments and perhaps above all, to take part. Involvement gives the double benefit of enjoying the events but also the considerable satisfaction of supporting others and the Club as a whole.

Here endeth the first lesson!

### **Christmas Decorations:**

Thanks to the sterling efforts of artistic members last Saturday, the club is now "dressed overall" and is a most welcoming sight for the Christmas events – starting tonight – see below.

### **December Events:**

Tonight (Friday) at 7.30pm there will be carols & mince pies in the clubhouse together with selected readings and live music. This is a traditional pre Christmas event for the Club so many will know that it is always a very enjoyable and appropriate event – for those who have not been before, come along and we will prove it !

A sumptuous home-cooked four course New Year's Eve Supper will be available at 7.30 for 8pm on (would you believe!) Thursday 31st December. Tickets are £20 per head including wine. Please arrange bookings (with payment) with Rolfe John (tel 01834 813792. Email [rtjohnuk@yahoo.co.uk](mailto:rtjohnuk@yahoo.co.uk)) or over the bar. Places are on a first come first served basis as our capacity is limited.

On New Year's Day the club and bar will be open as usual to revive the brave NYD Swimmers and provide good cheer for all supporters.

### **Future Events:**

On Saturday 23rd January we are planning a Chilly Bowling event - not with any clairvoyant knowledge of the weather, but with the aim of returning to the club after a light-hearted bowling competition at Canaston Bridge, for a restorative home-made chilli. There will be mild and hot versions to suit all tastes! Bookings to Wendy Bower please on 01834 813324 or [wendybower@ntlworld.com](mailto:wendybower@ntlworld.com).

Looking further ahead (with trepidation) we have invited Tenby Sailing Club for a return darts match in the club on Friday 26th February. If this is anything like the first away leg, this will be a most entertaining night for those who don't play and perhaps even more unbelievable and memorable for those who do!

Foolishly buoyed by hopes of success it has been suggested that we start a darts ladder and try and develop a darts team for the future. Please let Wendy know if you would be interested – ladies as well as men as we need some quality players! We may not win but we are sure to enjoy it – and it will help to ensure fresh beer in the pumps!

What about the same for pool, or for juniors - a table tennis competition? Any views?

The long term aim is to provide an event a month for the non sailing winter period – your ideas and suggestions are welcome. Contact any committee member.

### **Contacts for Members:**

Just a reminder that all members are encouraged to make contact with committee members on any issue especially with ideas or suggestions via telephone or email if not convenient in person. Contact details can be found on the website - [saundersfootsailingclub.org.uk](http://saundersfootsailingclub.org.uk) or you can simply email the appropriate official eg [pressofficer@saundersfootsailingclub.org.uk](mailto:pressofficer@saundersfootsailingclub.org.uk)

### **Nautical Nips:**

What sport or other event would a list -: Cowes 3; Vancouver 1; Saundersfoot 2; Valletta 0; be referring to?

Skippers Mate

## SSC PRESS REPORT 4th DECEMBER 2009

### 2010 Committee:

Last week's report on the AGM provided an incomplete list of next year's Committee. I apologise for omitting a very important Committee member, namely Chris Bannister who was elected Sailing Captain. My feeble excuse is that I have just changed my computer and have upgraded from Windows 95 to Windows 7 which is rather like a cyclist moving on to fly the space shuttle!!  
Completing the team for next year is Malcolm Williams who has been unanimously appointed as Sailing School Principal again.

### Frozen Over:

Sadly the last two Frostbite races scheduled for last Saturday did not take place although a few hopefuls lined up in anticipation. Whilst there may have been general disappointment about the "summer" that again "wasn't", the Frostbite dinghy racing this autumn and early winter has been pretty favoured and starts with up to a dozen boats reflect a very good series to conclude the year. Many thanks to Graham for running many of them as well as providing safety cover.

### Christmas Decorations:

Any members willing to help decorate the clubhouse tomorrow (Saturday 5th) at 10am will be in line for Jackie's home-made shepherds pie as well as the pleasure of the occasion which always provides good fun.

### Future Events:

The first fruits of the labours of the new committee are already emerging. There will be a Carols and Mince Pies evening at 7.30pm next Friday 11th December. Do remember this date as there will be live music and Christmas readings, as well as the carols, mincepies and good cheer. Certain to be a really enjoyable night for all ages.

### Nautical Nips:

The insurance slogan "don't turn a drama into a crisis" and the old saying "things can only get worse", both come to mind in the little pastiche which may amuse you. [Click here](#)

## SSC PRESS REPORT 27th NOVEMBER 2009

### AGM:

What a positive and productive event! A good attendance from enthusiastic members provided a friendly setting for a live and dynamic meeting which totally refuted the beliefs that AGM's are necessarily dull and to be avoided.

Commodore Paul Johnson gave a succinct report on the past year's activities starting with a reminder of the objectives of the club which are :

- to encourage all acceptable water activities
- to provide a place for social activities

Overall the year's activities had fulfilled these aims successfully with a full racing programme including 70+ boats at Coppet Week, the thrilling and spectacular International Moths National Championship, the annual Regatta (albeit weather-reduced) and a very well supported Frostbite Series to compliment the normal season weekly Club Races. The Sail Training programme had provided a better transition of novices to racing than for many years, with many continuing into the Frostbite racing at the end of the season. This graduation from training to regular sailing is a very important feeder for the future membership of the club.

It was noted that it takes a minimum of six people to run a dinghy race and the participation and commitment of the many club members to run the sailing programme was a feature of the Club.

He described achievements "beyond the bay" with Megan Boorman winning a place in the South Wales Optimist Squad and Ben Dancer in the elite eleven representing Wales in the Laser Radial Class. Cruiser voyages had been made selectively to avoid all the adverse weather but had included trips to the Haven and beyond.

A recent development was the creation of a "kayak korner" in the dinghy park to accommodate those with canoeing interests.

On the clubhouse front there had been a major improvement programme involving the double-glazed picture windows providing the best views in Saundersfoot and some major maintenance on gutters and roofing. The provision of a new digital projector and screen had provided considerable wider enjoyment of various sporting events as well as a worthwhile tool to aid training and tuition.

It was reported that membership levels had been broadly maintained except for Social membership which has virtually doubled in the last two years. Social events enjoyed by all had included Graham's succulently successful Pig Roast and a number of live music evenings.

The Commodore paid tribute to the wider participation from members in helping to run sailing and social events.

Covering the Club's interest in the local marine community, Roger Howells gave a clear update on the Saundersfoot Harbour Revision Orders which will affect the Club and its involvement with the Harbour Commission. The new Orders have yet to be finalised and he is keeping his usual shrewd watching brief on developments. The Club maintains excellent relations with the Harbour Commissioners through regular liaison.

Treasurer Rolfe John then covered the financial aspects of club life explaining the reduction in funds as being fully justified by the improvements and necessary upkeep of the clubhouse. Otherwise most aspects of income and expenditure has been similar to previous years. He indicated that further investment in equipment will be required to maintain good and safe facilities. Overall the finances of the club were in a satisfactory state. He thanked Trevor Smith and Graham Wellman for their efficient handling of monies during the year.

Under the regular AGM agenda item to determine membership fees for the year, the adverse general economic climate was recognised and it was agreed to maintain all fees unchanged. Thus for 2010 membership the fees are as follows:  
Full £42; Joint £63; Family £79; Junior £16; Student £21; Social £5.

It was salutary that a Social member commented that the Social membership fees provided really exceptional value at only £5 for the year.

The Commodore thanked all those who had served on the Committee for their support and efforts over the year and following nominations the following were elected unanimously for 2010:

Commodore Trevor Smith  
Vice Commodore Rolfe John  
Immediate Past Commodore Paul Johnson

Treasurer Rolfe John  
 General Secretary John Hollies  
 Membership Secretary Trevor Smith  
 Bosun Graham Wellman  
 Press Officer John Hollies  
 Social Secretary Wendy Bower  
 House Manager vacant  
 Committee Members Kathryn Williams  
 Martin Andrews  
 Sail Training Principal This an appointed post which will be voted on by the new Committee at their first meeting on Thursday 3rd December 2009.

A general discussion then followed airing views from members, when it was proposed that thought be given to encouraging new novice sailors joining club racing by operating more maneagable courses. It was agreed that the "permanent" course marks should be sited to provide smaller courses and temporary pillar buoys could also be employed by OOD's in order to provide the most suitable course for all competitors on specific occasions. Details to be discussed by the Committee. The value of practice for beginners was also emphasised and the opportunities presented by the CYRCS (Club Youth Racing Circuit Series) to allow participation in different locations and with changing groups was highlighted.

Trevor Smith as newly appointed Commodore thanked Paul as retiring Commodore and gave a rousing encouragement for all members to "get more involved". He hoped to see more participation in sailing, cruising, kayaking, social and all aspects of club activity.

### **Overview:**

The AGM far from merely fulfilling the Constitutional need provided a colourful view of past SSC activities and reflected the friendly atmosphere of the club promising greater enthusiasm and enjoyment for all members for the year to come.

Skippers Mate

## **SSC PRESS REPORT 20th NOVEMBER 2009**

### **Gales but no Frostbite:**

Little chance of any sailing last weekend with severe gales sweeping Wales and much of the country together with prolonged rain. Friday the 13th provided us with an average wind speed over the 24 hours of around 25mph and we recorded 3 inches of rain over that weekend period!

### **AGM:**

Don't forget theAGM is this Sunday at 2pm – we hope to see you there.

### **Christmas Decorations:**

We will be decorating the clubhouse ready for Christmas at 10am on Saturday 5th December – all volunteers are most welcome. Jackie's fabled shepherd's pie will be on offer at lunchtime that day.

### **Nautical Nips:**

The answer to last week's poser is that UK land heights are measured from the mean tide level for the years 1915-21 at Newlyn in Cornwall. The mean tide level is the average value of all heights of high and low water over this period. I believe that there may be a plaque denoting the level on the harbour wall –has anyone seen this? It is interesting that the average sea level rise since that period has been around 1.8mm a year thus reducing ordnance survey heights by nearly 0.2metre (7inches). More worrying to those living in low lying areas is that the rate of sea level rise has nearly doubled in the last decade and is expected to continue to accelerate with global warming.

### **Sunny Racing:**



The photo is a reminder that we do have brilliant weather sometimes in Saundersfoot for our sport!!



Could this be the latest addition to the water sports section of the sailing club? Probably not since this only happens once every couple of years! (Webmaster)

Skippers Mate

### SSC PRESS REPORT 13th NOVEMBER 2009

#### Darting with Tenby:

We went like lambs to the slaughter - meek, guileless and willing! Tenby SC kindly invited SSC to a darts match last Friday evening as they had a free night from their usual fixtures. Their previous record in the league has not been totally dominant, but we went in good faith with no thought that they wished to bolster their confidence!! The result was 7:2 to Tenby but nobody was counting seriously as we all had a really good evening and were right royally entertained with generous hospitality and great company. Thank you Tenby – but to paraphrase Arnold - "WE WILL BE BACK" and look forward to a return in Saundersfoot.

#### Frostbite Racing:

The last two Frostbite Series races of the season start at 3pm tomorrow (Saturday).

#### Future Events:

Two early entries for next year's diary – Coppet Week will be held from Monday 31st May to Friday 4th June 2010 and Saundersfoot Regatta will return by popular request to the August Bank Holiday weekend with Dinghy Races on Saturday 28th and the Round Caldey Island Race on Sunday 29th August 2010.

#### AGM:

We have some very important decisions to make which are vital to the future of the club at the AGM on Sunday 22nd November starting at 2pm. Do please come and support your club and air your views.

#### Lost Property:

There are a number of items of clothing and kit which have been left in the club over the season. Please contact Trevor (01834 811235) to arrange to pick up any items you have lost. It remains a mystery to me how things like trousers can be left behind – what did the owner go home in I wonder!

#### Nautical Nips:

Last week's topic was a bit deep (apologies for the pun) – but here is a simple poser which is related to that subject. Sea depths are measured from chart datum but what are land heights in the UK related to?

Skippers Mate

### SSC PRESS REPORT 6th NOVEMBER 2009

#### Frostbite Series:

Last Saturday, conditions by the 3pm start time were very reasonable and the racing was held in a modest force 2 - occasionally 3 - south westerly, with very mild air and some glimpses of the sun. Not at all bad for the last day of October! Whilst the conditions may have been ready for the start not all the competitors were and the prompt commencement of the first race in order to finish everything before it got dark, did leave certain boats still on shore! The final total of eight boats for the two races was however very satisfying for an end of October frostbite race. The races were sailed round temporary pillar buoys in order to make a more appropriate course for the conditions and the time available. For a short while two simultaneous courses were being sailed as the OOD on the start line was using the pillar buoys and rescue out on the course was assuming the use of the conventional marks! However this was soon resolved amicably and a good chase was on. No protests were received over the bar at the end of the afternoon so all was well. Finishing positions after handicap were: 1st Keith Jones (Laser), 2nd Paul Johnson (Solo), 3rd Twm Harrison (Topper), 4th Chris Bannister (Magno), 5th Sarah Boorman (Laser Radial).

It was good to see Trevor Smith out on the water again in the RIB and many thanks to him for helping provide safety cover and for some useful advice to Mark Jones to help him get used to his newly acquired Graduate. The second race was largely "more of the same" with some pleasant and not too arduous racing. The results were: 1st Peter Bower (Phantom), 2nd Paul Johnson, 3rd Keith Jones, 4th Sarah Boorman, 6th Chris Bannister, 6th Twm Harrison.

**Cruisers:**

The cruisers are now mainly out of the water and back up on the "hard" ready for all the winter maintenance and off-the-water work that is part of the pleasure. Gardeners have the "garden shed", DIYers have the "workshop" and cruiser owners have the "boat" to nip out to for a bit of relaxation and the odd refreshment under the guise of necessary work and maintenance. It's all part of the hobby!

**Next Sailing Events:**

The next Frostbite racing is in two weeks on Saturday 14th Novemer with two races starting at 3pm.

**AGM:**

Further reminder for all full members to attend the AGM at 2pm on Sunday 22nd November. Do please make a note in your diary and come and participate. Your views and ideas on the club will be welcome in the open discussion..

**Nautical Nips:**

One of the most confusing topics, even to mariners, is the measurement of depth of water. Landlubbers and habitual lake (including Mediterranean) sailors are often confounded by the enormous effect of the tides on sea level. Here at Saundersfoot on the edge of the Bristol Channel, this effect is amongst the largest in the world with differences in the height of water of over 8m (26 feet) between high and low tides. This gives rise to quite a large number of different possible measurements of depth according to what the tide is doing. The avoidance of confusion is obviously pretty important e.g. not ripping the bottom out of the boat, to ensure that one can get back into harbour, to avoid going aground, to protect the propeller or to have enough anchor chain to moor-up, etc. All charts (the name for maps of the sea) base their information relating to objects in the sea on what is known as chart datum. This is the lowest level to which the tide normally ever falls at the specific port to which the chart refers - exceptionally there can be even lower tides owing to combinations of wind, pressure and tide, but these cannot be predicted so are not used. The charted depth of the sea floor shown on the charts is the depth of the floor below datum, and the height of the tide at any particular moment, is the depth above datum. The parts of the sea floor (or other objects such as wrecks, etc.) that protrude above datum but are submerged at other times of the tide, are marked with a "drying height" which is their height above datum.

Thus to determine whether a feature e.g. seabed, rock, sandbank, wreck, etc. is likely to be a relevant danger, it is necessary to calculate the exact state of the tide over chart datum and relate this to the depth of the object below chart datum or its drying height.

You may already be lost in this explanation and it is therefore obvious why mistakes are sometimes made as it is far from simple!

To add to the complexities, tide heights in tide tables are only given for the exact times of high and low water for specific places. Heights at other times of the day or for other ports have to be calculated.

When the moon has most gravitational effect (at full and new moon) we get the highest and lowest tides which are called spring tides, whilst the smaller tides at other times are referred to as neap tides. The difference between high and low tide is the tidal range. The height of land-based objects on a chart e.g. lighthouses, cliffs, etc. are measured above the height of the average (or mean) spring high tides at a particular port and this calculated level is called mean high water springs (MHWS). If you have got this far through this explanation you have done very well - I did say it confused even mariners. The most practical conclusion is to go to sea only with someone who really knows what they are doing! i.e. join the Club!!

Skippers Mate

**SSC PRESS REPORT 30th OCTOBER 2009****Frostbite Series:**

Conditions for last Saturday's frostbite racing were testing, with gusty force 5-6 south-westerlies and very messy sea state which caused more than just the occasional capsizes for even the most experienced competitors. Junior novices did not sail, but Finlay Harrison who had reported for sailing in his Oppie, assisted Graham on rescue instead. He gained useful experience of baling as well as more normal safety boat duties as a result!

Five boats started the first race on a Monkstone-Pendine-Harbour course. The finishing order was - First: Peter Bower (Phantom), Second: Keith Jones (RS Feva), Third: Sarah Boorman (Laser Radial), Fourth: Twm Harrison (Topper). I was informed that Chris Bannister in a Mango retired - well you would, in such conditions, wouldn't you! - but I understand that this should have read Magno.

The course was changed to Amroth-Pendine-Harbour for the second race which provided an even more challenging dead run in worsening conditions, resulting in more capsizes and challenges for the competitors. Just two stuck it out to the end with Keith Jones winning and Twm Harrison following up second in his Topper having managed the difficult conditions very well. The rest of the fleet retired - even Peter threw in the towel (or rather the sponge) after his "nth" capsizes!. Sarah had some problems de-rigging after a capsizes and was towed back by the safety boat to be met at the harbour by the Tenby RNLI men flashing (their blue light) in the inshore rescue RIB which had been alerted by an independent onlooker. Better to be safe than sorry, but as usual all was under control.

Even the OOD encountered some problems on the day with no forms in the little race box on the end of the quay - so the results were inscribed on sand paper (lucky he wasn't substituting in a different sort of smallest room).

**Next Sailing Events:**

There will be two races this Saturday 31st October (tomorrow) starting at 3pm. At the time of writing the forecast looks good with a force 3-4 southerly wind, no rain and temperatures around 16-17o. This is just about a perfect outlook for October sailing!

**Members Achievements:**

Many congratulations to Ben Dancer who has just been awarded a place in the eleven strong Welsh National Laser Squad for 2009-10. Well done to Ben also to Nigel and Denise whose support was essential to get him to events and give encouragement along the way.

**Best Wishes:**

Best wishes to ex Committee member Lindsay Gallon for his rapid recovery in hospital and to Joyce who is coping with visiting and holding the fort in his absence.

**AGM:**

Further reminder for all full members to attend the AGM at 2pm on Sunday 22nd November. Do please make a note in your

diary and come and participate. Your views and ideas on the club will be welcome in the open discussion.

### Nautical Nips:

Last week's SSC report referred to the many trophies presented at our club prize giving. Colin Newman who, as an "away" member is only rarely seen in the club but who strongly supports the nature of sailing talent in the club, has sent some interesting facts about awards for the International Canoe class in which he has had considerable success.

'The oldest trophy in this historic development class, the 'Sailing Challenge Cup' dates back to 1875, the second oldest, still current trophy in yachting, after the America's Cup. It is the world's oldest trophy for dinghy racing which dates its origins as a pure leisure activity to the 1870's when Warrington Baden-Powell started putting sails on canoes and racing with his friends on the Thames, whilst his brother was 'Scouting for Boys'. These early sailing canoes with lee boards have evolved into the all carbon, high performance craft of today.'

Colin started sailing an International Canoe as a novice in Saundersfoot in 1987. His most recent success was at Corus SC in Port Talbot, when he won the 2009 UK Travellers Series and received the Royal Canoe Club 'Mate's Average' cup first presented in 1921, twenty one years before he was born! The class also has the good idea of presenting something practical to go into the cup as well! The name of this trophy is intriguing with no explanation forthcoming. Has anyone else any ideas on possible origins of Mate's Average?



Colin Newman proudly received the Royal Canoe Club Mate's Average Cup.

Skippers Mate

## SSC PRESS REPORT 23rd OCTOBER 2009

### Laying-Up Supper and Prize-Giving:

Over 60 members crowded the club for the Laying Up Supper and Prize Giving. The evening started with the Award of Certificates to the sail trainees who have been diligently "learning the ropes" on Saturdays and during an intensive week of training for improvers in July (despite the weather). Training is given under the RYA Youth Beginners Scheme (YBS) - Stages 1-4 (ranging from basics up to competent sailing in single/double-handed boats), as well as for the RYA National Sailing Scheme (NSS) - Level 1 (Start Sailing) and Level 2 (Basic Skills).

Certificates were awarded as follows:-

#### Beginners

NSS Level 1: Sara Maynard, Mark Hunter, Nicola Garvey

NSS Level 1 & 2: Sonya Jones, Trisha Jones, Simon Batty, Tim Harrison, Mark Jones, David Eyre

YBS Stage 1: William Griffin, Tom Griffin, Olivia Garvey, Louisa Garvey, Anna Garvey

YBS Stage 1 & 2: Harry Batty, Sophie Edwards, Oliver Edwards, Finlay Harrison, Lowri Boorman

#### Improvers

YBS Stage 3: Huw Collins, Harry Hinksman, Miles Thompson, Thomas Eyre, Lewis Evans, Georgia Evans

Start Racing: Steve Hinksman, Megan Herrity, Robert Herrity, Chris Bannister, Stephen Garvey

YBS Stage 3 & Start Racing: Richard Dwyer

It is pleasing to see both individuals and whole families learning to sail with the club. A greater number than in previous years have also turned out later in the season after the training periods for club racing and the Regatta. This is an excellent development which is good for the individuals, but also for the progression of the club, bringing new people and renewed enthusiasm through the ranks. Hopefully the acquisition of sailing skills can provide an on-going activity for all the family graduating through club racing, regional and even national events, cruising, round the world voyages – the horizon is the limit!!

Many congratulations to all you graduates, the most important message is Enjoy Your Sailing.

There was a very nice postscript to this part of the evening with the Trainees showing their thanks to the Instructors, Safety Boat Support Crews, Bosun and Club Manager with appropriate gifts for their indulgence in moments of leisure.

The next stage of the warm and friendly evening was a new departure for the club with the provision of fish and chip suppers from our neighbouring restaurant. The provision of fresh hot food in such numbers would have over-strained our own kitchen resources, so many thanks to Pery at The Hideaway for providing us such excellent service which was much appreciated by all participants.

The final formal part of the proceedings was the presentation of the very impressive range of trophies- including pottery cups and goblets, engraved plates, a great variety of silver cups and two splendid replica sailing boats in wood and bronze. The feared toilet seat award for worst sailing "cock-up" was (perhaps happily) avoided this year! Whilst the main inducement to competitors is the pleasure and thrill of the sailing, such an array of rewards must be a considerable added bonus.

Over the Club's sixty year history a large number of individual cup races have been established. Peter Bower (Phantom) picked up the UDT, Daffodil and Lloyd Edwards Trophies together with the Royal Marines Cup. Paul Griffiths (Solo) lifted the ETM Stephens and the Evans & McDowell Trophies with Sarah Boorman (Laser Radial) winning the Lady Helm and receiving the Stanley Edwards Trophy. To add to his many other achievements in the year, Ben Dancer (Laser Radial) waltzed off with the elegant Lady Merthyr Trophy for the Junior Race.

Two Special Awards have been created in recent years. The Regent Oil Trophy for the most improved sailor was presented to Chris Bannister in his Magno. The first award of the Angela Hollies Trophy for Best Junior Sail Trainee Entering Club Racing went to Ben Hinksman in his Topper.

The cruisers were not completely omitted with the Dene Camp Shield awarded to Ray Smith and Dot in Early Bird for the longest (return!) voyage of the season.

During the whole season some 34 different boats raced. Unlike some clubs with large fleets of same design boats, we had thirteen different classes represented making a more varied spectacle, spreading the fleet out round the course and keeping the Race Officers very much on their toes to make the necessary handicap adjustments. Overall season awards were as follows:-

Topper Class Prize (seventh place overall) Cliff Hitchins Trophy – Steve Hinksman.

Laser Class Prize (tenth place overall) Leonard Warden Cup – Sarah Boorman.

Junior Champion (ninth place overall) Rhoda Davies Bowl – William Horton (Topper).

Lady Champions (fourth place overall) The Gulf Oil Cup – Tonia & Julia Griffiths (Graduate).

Third place was taken by Paul Johnson (Solo) who also won the pleasant sounding Jolity Cup.

Overall runner-up was Paul Griffiths (Solo) who also won the Solo Class and the Slow Handicap Fleet Prizes – the Prince Charles and Bromley Trophies.

2009 Club Champion receiving the much coveted Samantha Stephens Trophy was Peter Bower (Phantom) who in achieving the top place won all three of the Short Season Series races (Warm-Up Series – David Randles Cup; Mid Season Series – Beatrice Roberts Cup; Late Season Series – Harry Hooper Cup) as well as being top of the Fast Handicap Fleet securing the Vic Morris Cup.

Peter thanked the club for his awards and paid tribute to everyone who had contributed to the racing which he had thoroughly enjoyed. He referred to the pleasant spirit of the club which provided good competition in a true sportsmanlike manner.

Commodore Paul Johnson then added his thanks to everyone who had participated in and who had helped run club activities. He reminded everyone that we continue to need members to help run the club and hoped that there would be good support from full members at the forthcoming AGM in preparation for next year.



2009 Club Champion having received the much coveted Samantha Stephens Trophy was Peter Bower (Phantom)



The first award of the Angela Hollies Trophy for Best Junior Sail Trainee Entering Club Racing went to Ben Hinksman in his Topper.



The cruisers were not completely omitted with the Dene Camp Shield awarded to Ray Smith and Dot in Early Bird for the longest (return!) voyage of the season.

#### **Next Sailing Events:**

The next Frostbite outing is on Saturday 24th October (not this Saturday) with two races starting at 10.00am.

#### **AGM:**

We know it's more mundane and less enticing than actually sailing or attending events like the Laying-up Supper, but to achieve these pleasurable activities the club has to be managed. Nomination forms for next year's Committee should now have been received in the post – do send any nominations back or if you prefer, contact any existing Committee member for more information. A vital part of the club management process is for full members to attend the AGM which is at 2pm on Sunday 22nd November. We have to have a quorum of at least 21 full members so do please make a note in your diary and come and participate. Your views and ideas on the club will be welcome in the open discussion.

Skippers Mate

#### **SSC PRESS REPORT 16th OCTOBER 2009**

##### **Frostbite Series:**

The conditions last Saturday totally contradicted the title of the Series as it was a really beautiful sunny day - the sort of day that we should have had during July and August, but didn't! The conditions clearly encouraged sailors down to the slip with a total of ten boats on the start line, once again including an excellent selection of novices who comprised half the fleet. (At

this rate of practice I may have to review the description "novices" sooner than expected!). Paul Johnson with the fully-legal immigrant help of Tricia Crew, set a Monkstone-Pendine-Harbour course in the force 2 westerly breeze. Graham "you see him here, you see him there, you seem to see him everywhere" – Wellman provided the safety cover.

The boats divided up essentially into two fleets with the Phantoms of Peter Bower and Nick Berridge and the Fireball of Mark & Debbie Tissiman representing Formula 1, and the Lasers, Toppers, Graduate and Optimist with the higher handicaps, fighting it out in the second rank. After three laps the two Phantoms were separated by only 5 seconds with Peter Bower taking the first place ahead of Nick Berridge and Mark & Debbie just half a minute behind in third. In the slower fleet, Keith Jones took the top place followed by Sarah Boorman and Chris Bannister.

With a course adjusted to Pendine-Monkstone-Harbour for the second race, it was much of the same - this time with the Tissimans crossing the line first by a whisker ahead of Nick Berridge with Peter Bower only 11 seconds behind. After handicap adjustment the order was Nick, Peter and Mark & Debbie third. The "Silver" fleet also shuffled the pack, with Keith maintaining his leading place but Chris overtaking Sarah for third.

Well tried to Tim and Finlay Harrison and Sonia and Mark Jones – Mark being out in his newly acquired Graduate for the first time.

### Next Sailing Events:

The next Frostbite outing is on Saturday 24th October (not this Saturday) with two races starting at 10.00am.

### Laying-Up Supper and Prize-Giving:

The clubhouse was full and enriched with the heart-warming atmosphere of good cheer and excitement for the end of season Laying-Up Supper last Saturday evening. The tables of Trophies and Certificates looked highly impressive and the grog from the bar and the promise of fish and chips lubricated the senses.

This is just to whet the appetite for the full report on this excellent evening which will appear next week.

### AGM:

We know it's more mundane and less enticing than actually sailing or attending events like the Laying-up Supper, but to achieve these pleasurable activities the club has to be managed. Nomination forms for next year's Committee should now have been received in the post – do send any nominations back or if you prefer, contact any existing Committee member for more information. Another vital part of the club management process is for full members to attend the AGM which is at 2pm on Sunday 22nd November. We have to have a quorum of at least 21 members so do please make a note in your diary and come and participate. Your views and ideas on the club will be welcome in the open discussion.

### Nautical Nips:

Sailing has an absolute wealth of vocabulary developed over time with many words adopted and adapted for wider common use. A couple of basics which we use daily and perhaps take for granted are port and starboard. The general consensus of origin is that starboard derives from the Norse word for "steer-board" which was the large rudder which was always built onto the right hand side of Viking ships looking towards the bows. Hence starboard is the right hand side of any vessel. Larboard traditionally used to be the term for the left hand side for which there are several suggested origins. Lar may be a corruption of "lade" being the side on which cargo was taken in – the vessel always docking on the left side to keep the steerage rudder clear away from the dock.

I rather like another explanation of the source of these terms as coming from Italian where starboard was *questa borda* meaning "this" side, and larboard was *quella borda*, "that" side. The general vagueness and lightheartedness of these vital terms seems in keeping with the manyana image of the Mediterranean!!

Whatever the origins, the term larboard was replaced by direction of the Admiralty in order to avoid mishearing confusion, and the left side is now of course, referred to as "port". The origins of this are unclear, but one suggestion is that this again refers to the dock- or lading- side which may have been the origin of larboard, but this seems vague and unsubstantiated. If any reader has a better explanation it would be interesting to know.

As many new sailors know, there is often confusion as to how to steer to port or starboard as the movement of a rudder is opposed to the intended direction of movement of the bows, except when reversing, when the direction of rudder and bows direction become the same.

Finally, is there any truth in the myth that knowledge of left & right or port & starboard is sex linked - males having it and females not? Polite responses only please!!

Skippers Mate

## SSC PRESS REPORT 9th OCTOBER 2009

### Club Racing Results:

Twenty sailors participated in the Late Season Series, sadly with only six out of the twelve planned races run - mainly due to the calm weather during recent weeks when no breeze meant no events. Three boats missed only one of the races:- namely Peter Bower's Phantom (others were perhaps wishing he might have missed more!), Paul Griffith's Solo and Tonia and Julia Griffith's Graduate.

In fifth place Commodore Paul Johnson achieved excellent placings when he was able to race, but scored maximum points for the others (NB fewest points wins); in fourth place was the Topper of John Lewis – great to see a high handicap boat near the top of the rankings – well done John; third place went to the Girls in their Grad with a consistent third position for every race they sailed – you can't get more regular than that ! Second place went to Paul in his Solo after a frantic exchange of first and second places during this Series with the ultimate winner – Peter in the Phantom. (It is perhaps noteworthy that one definition of phantom or spectre is "fear of an unexpected calamity" – in Peter's case, unfounded - in the pursuing fleet's case, substitute hope for fear!) Only one point separated the top two boats and it is great to see a close run competition like this.

Well done to all you competitors even if you have not got a specific mention here. Of particular note it is really satisfying to see that 11 out of the 20 boats competing were high handicap Toppers or Optimists sailed by newly qualified novices. We have frequently wished in recent years that more novices would graduate to club racing and it is really excellent to see this now happening. Congratulations to all you trainees who have now won your colours and entered the racing circuit. Best wishes for your progress to challenge the old sea dogs next year. It is said that "age will not weary them" - but keep at it, youth versus experience is always a worthwhile competition! Finally sincere thanks to all you supporters who provided safety cover, race officers and other assistance - without your help none of this enjoyment and friendly competition would have happened.

The full season results and special prizes will of course be announced and awarded tomorrow (Saturday) at the Laying Up Supper.

### Next Sailing Events:

The Frostbite Series for winter-hardy club members commences on Saturday 10th October with two races starting at 10.30am.

**Laying-Up Supper and Prize-Giving:**

Tomorrow (Saturday) we shall be starting the presentation of the Sail Training Awards promptly after 7.30pm followed by the fish and chip supper and then the Club Racing Prize Giving. A great evening is in prospect and we look forward to having a full house.

**AGM:**

Don't forget the AGM is to be held on Sunday 22nd November for which we have to have a quorum of at least 21 members. Start time is 2pm so do please come and participate.

**Nautical Nips:**

Saundersfoot locals may have heard mention that the Harbour Commissioners have recently released the new Saundersfoot Harbour Order and wondered what this involved. This is essentially a new Constitution for the Harbour Commission and spells out how the harbour facilities will be run and who will be involved and have a say. This is thus an important issue for all those with interests in maritime activities – work or pleasure in Saundersfoot. The jurisdiction of the Commission (which has not changed from previous Orders) includes not only the harbour and immediate properties, walls, car parks, sluice, etc., but also embraces the shoreline and bay from a point towards Copett Hall and across towards Monkstone Point. Responsibilities include the management of all aspects of this area, impinging on all water users, commercial and recreational activities, harbour trading, visitors and parking. The new Order provides widespread powers to the new Commission but does not differ markedly in this respect from previous powers.

The new Order provides wider representation and more democratic appointment and operation of the Commission which will benefit all stakeholders and the whole community.

There will be 8 Harbour Commissioners including 5 independent members. These will be supported by an Advisory Committee which will include representatives from stakeholders with interests in the harbour and its surrounding activities. This is an important departure from previous arrangements. All organisations with interests in the harbour should have representation and there is also scope for individuals with particular knowledge and experience of harbour matters to be included.

Copies of the Order may be examined by arrangement with the existing Commissioners during a current fixed period of consultation.

It is to be hoped that these new arrangements, whilst appearing legal and remote, will result in ongoing good management of our Harbour and improved involvement of all interested parties.

Skippers Mate

**SSC PRESS REPORT 2nd OCTOBER 2009****Frustrations of Dinghy Racing:**

Flags hung languidly on their staffs, dinghies lay unrigged in the park and sailors drooped passively over the clubhouse rails last Sunday. Hopes had been high for the last races of the main sailing season, but sadly air pressure was also high resulting in a total lack of wind preventing any activity.

**More frustrations of Cruiser Sailing:**

The cruisers of Rolfe John and John Miller got all rigged up ready for the tide and set forth from the harbour last Sunday only to get some 100 yards out to sea when Twmbarlwm lost power and had to be towed back to port by Sea Fever - who proved to be an excellent tug boat, casting the stricken vessel off at precisely the right point to drift back onto her mooring with no bother.

**Next Sailing Events:**

The Frostbite Series for winter-hardy club members commences on Saturday 10th October with two races starting at 10.30am.

**Laying-Up Supper and Prize-Giving:**

Your orders for fish and chips for Saturday 10th October are awaited – it's a simple arrangement - no booking, no food! Contact Graham (07890 987825) or email Skippers Mate ([john@pda.org.uk](mailto:john@pda.org.uk))

**AGM:**

Don't forget the AGM is to be held on Sunday 22nd November for which we have to have a quorum of at least 21 members. Start time is 2pm so do please come and participate.

**Nautical Nips:**

How much do we take for granted the natural events that actually define our lives? Last week for example was the autumnal equinox but I wonder how many actually know what this means.

The Earth's seasons are caused by the rotation axis of the Earth not being perpendicular to its orbital plane. The Earth's axis is tilted at an angle of 23.5° from the orbital plane, and as a consequence, for half of the year we lean nearer the sun giving us "summer" (in the Northern Hemisphere) and vice versa during the winter six months. The seasons are not of equal length, because of the variable speed of the Earth in its elliptical orbit around the Sun. (It goes faster when closer and slower when further away).

An equinox occurs twice a year, when the tilt of the Earth's axis is inclined neither away from nor towards the Sun, so the Sun is vertically above a point on the Equator giving us roughly equal day and night length (equi meaning equal and nox meaning night).

At the equinoxes, the rate of change for the length of daylight and night-time is the greatest - which is why we are currently be-moaning the rapid drawing-in of the days.

The dates of the equinoxes are not fixed, but fall about six hours later every year, amounting to one full day in four years.

The Gregorian calendar allows for this by the insertion of a one in four leap year plus a century leap year. Currently, the most common equinox are March 20 and September 22 but those with longer memories may remember slightly later dates.

A modern legend claims that on the day of an equinox, one can balance an egg on its point. However, one can balance an egg on its point any day of the year...if one has enough patience.

Skippers Mate

## SSC PRESS REPORT 25th SEPTEMBER 2009

### Club Racing:

Sadly no racing last week so this week is your last chance and if the Indian Summer weather holds with a little bit of wind it should be a good outing.

### Next Sailing Events:

This Sunday there is the last race of the season starting at 12 o'clock. The Frostbite Series for the winte- hardy club members will operate again with the first meeting on Saturday 10th October with two races starting at 10.30am.

### Laying-Up Supper and Prize-Giving:

Don't forget to book your places for the end of season Laying-Up Supper to be held on Saturday 10th October. Fish and chip supper available only by pre booking. Please contact Graham (07890 987825) or email Skippers Mate (john@pda.org.uk)

### AGM:

Our AGM is to be held on Sunday 22nd November.  
Nominations and enquiries for help on next year's Committee are still welcome.

### Nautical Nips:

The Northwest Passage has been in the news recently as becoming fully navigable as a result of reduction in sea ice due to global warming. The North West Passage is the sea route through the Arctic Ocean, along the northern coast of North America via waterways amidst the Canadian Arctic Archipelago, connecting the Atlantic and Pacific Oceans – some 7,000 miles. For a long time there has been considerable commercial interest in such a route as it would provide much shorter access for trade between Europe and Asia.

The possibility of such a route was first postulated by Jean Cabot in 1490. The first to navigate these waters were the Innuits, but since the 16th Century there have been many attempts to find a route through the Arctic to facilitate trade with Asia. One hundred years ago, Amundsen became the first to navigate the Northwest Passage, from 1903 to 1906, on Gjøa. Since then, several sailboats and other vessels have successfully completed the passage. Now it looks as if it could become a regular maritime route, although commercial shipping may be a while off yet. The passage is seasonal, is likely to be unstable enough to endanger commercial vessels, and still lacks supporting ports along the way.

Typical of our age, much of the news of this significant event is overwhelmed by the commercial wrangling as to who owns or has the rights for what!

Scientists are claiming that the warming process and reduction in ice cap has progressed unexpectedly rapidly recently. According to the European Space Agency, the latest pictures of the ice cap show the lowest amount of Arctic sea ice on record. The area of sea ice cover has dropped to around 1.2 million square miles which is a reduction of 386,000 square miles since 2005, which was itself a record low. There are renewed warnings that the process could reach a "tipping point" at which change is accelerated considerably and is difficult or impossible to reverse.

The reduction in ice has also renewed interest in the North East Passage around the north of Russia with new expeditions to document and highlight the incredible pace of change in this region. It is now 130 years since the famous Swedish/Finnish explorer Nordenskiöld finished his voyage from the Atlantic to the Pacific Ocean through the ice-fringed thread of water through the Russian Arctic. At that time his ship, the Vega, was stuck in the ice for 10 months. Due to climate change, it is now possible to challenge the passage by sailboat, and without the support of an icebreaker.

These maritime facts may seem a long way removed from our direct interests in sailing but the underlying causes almost certainly have a bearing on all our futures.



Skippers Mate

## SSC PRESS REPORT 18th SEPTEMBER 2009

### Club Member's Success:

Ben Dancer continues his record of achievements coming second in the Silver Fleet of Laser Radials in the qualifying event for next year's Senior World Championships at Newhaven and Seaford Sailing Club recently. A total of 89 Radial helms were greeted by a decent 15 knot westerly breeze which rose gradually throughout the event with a significant onshore swell - described officially as "classic south coast conditions" - quite challenging, not unlike Saundersfoot in other words!

The next major event in the Laser Calendar is the Sail for Gold Regatta at Weymouth and then the Series moves along the coast to Eastbourne for the second of the three Qualifiers. The very best of luck to Ben to continue his success.

### Club Racing:

Unfortunately last Sunday's race had to be cancelled through lack of wind. It was a beautiful day in other respects so the race officers adjusted to Girls On Top of Deckchairs.

### CYRCS:

The last meeting of the Club Youth Racing Circuit Series was held at Tenby last week in very light winds. Megan Boorman and Ben Dancer flew the flag for Saundersfoot and achieved excellent honours for the Club. Megan came third on the day in her Oppie, which meant that she was fourth in the overall series. She was under the watchful eye of her mother in the safety boat with Graham so had to put on a good performance! Ben maintained his top level of Laser Radial sailing, winning this meeting and taking the title for the series overall for the whole of the Western Region. A great result – when are they going to offer him a place in the Welsh Squad.

### Next Sailing Events:

This Sunday there is the penultimate club race of the season starting at 9am. If the glorious weather continues it will be no hardship to make an early start for this, so let's hope for a good turnout

### Cruising Activity:

At last some super conditions for cruising last week, which Hurley Bird Ray Smith took advantage of and with a crew, sailed across to Ilfracome on Monday and then back to Dale with a couple of days on the Haven. They returned with a heavy tan and considerable satisfaction.

### Laying-Up Supper and Prize-Giving:

The Laying-Up Supper and Prize-Giving is to be held at 7.30pm Saturday 10th October - this is an event not to be missed as the culmination of the sailing season.

We will be providing a fish and chip supper to accompany this event. It would greatly help the organisation of this to have confirmation from members that you are coming and would like fish (or sausage) and chips. (Half portions are available by sharing). Please contact Graham (07890 987825) or email Skippers Mate ([john@pda.org.uk](mailto:john@pda.org.uk))

### AGM:

Our AGM is to be held on Sunday 22nd November.

Nominations and enquiries for help on next year's Committee are still welcome.

### Nautical Nips:

I was fascinated to receive the following nautical explanation of an every day term in common use from a club member recently.

In the 16th and 17th centuries when we had a very agricultural based economy, everything had to be transported by ship and as this was before commercial fertilizers had been invented, large shipments of manure were common.

It was shipped dry, because it then weighed a lot less than when fresh, but if exposed to water (at sea), it not only became heavier, but the process of fermentation began - a by-product of which is methane gas. As the stuff was stored below decks in bundles you can see what could and did happen. Methane began to build up below decks and the first time someone went below at night with a lantern - BOOOOM!

Several ships were destroyed in this manner before it was determined just what was happening. After that, the bundles of manure were always stamped with the instruction ' Ship High In Transit ' on them, which meant that it should be stowed high enough off the lower decks so that any water that came into the hold would not touch this volatile cargo and start the production of methane. The acronym of this instruction has come down through the centuries and is in use to this very day. Is this just an Old Salt's tale? Believe it or not as you will!

Skippers Mate

## SSC PRESS REPORT 11th SEPTEMBER 2009

### Club Racing:

Trevor Smith acted as night watchman for the 6pm race last Sunday. After the threat of darkness overwhelming the racing suggested by recent overcast evenings, on the day visibility was not too bad. The wind had however been rising since mid afternoon and he prudently selected a sheltered Monkstone-Harbour course for the six boats that entered. The sausage course entailed a gybe at the Monkstone mark which was challenging in the gusty conditions and resulted in an interesting capsized or two. The fleet consisted four Toppers, a Topaz and a Solo. Novices were again well represented, outnumbering experienced sailors. Where have all you regular skilled helmsmen (and women) gone to in recent weeks? Over the course of three laps, three boats retired and the final placings were: 1st Paul Johnson (Solo), 2nd Tim (Topper), 3rd Mark Jones (Topper).

### CYRCS Tomorrow:

The final Youth Racing Circuit meeting is to be held tomorrow (Saturday) at Tenby Sailing Club with registration at 8.30am and the first race at 10.30am.

Best of luck to all SSC youth who are involved.

### Next Sailing Events:

This Sunday there are two races starting at 12 midday so an easier time than last week for everyone. The promise of high pressure moving in also sounds encouraging so long as we do not lose the wind altogether.

### Other Events:

Laying Up Supper and Prize Giving 7.30pm Saturday 10th October  
AGM time to be confirmed Sunday 22nd November

### Committee for Next Year:

Enquiries from members willing to help to run your Club next year are still welcome, so please contact a Committee member to discuss possibilities.

### Nautical Nips:

Members with boats with engines get too little mention in this column so it seemed a good opportunity to provide a Master Class on boat handling.

The first lesson is "Launching From a Tractor behind a Vehicle on the Slip".

Key message – don't go too deep – see picture below!!



Skippers Mate

## SSC PRESS REPORT 4th SEPTEMBER 2009

### No Points Racing:

Last Monday Bank Holiday's Open Race (which did not comprise part of the season series) attracted just four boats. As these were all novices, Paul Johnson and John Hollies set an appropriate course with a temporary mark towards the Monkstone buoy and ran a sausage course with a beat back to the start line. This area of the bay was pretty quiet whereas out by the normal course marks there were white horses and quite unpleasant conditions. We were also sheltered from the expected force 4-5 south south westerlies but had enough for decent sailing in the Toppers and Oppie.

Harry Hinksman's Oppie actually made the best start and maintained good concentration for the first lap rounding the mark second after his father's Topper. Wind shifts were quite challenging to wind awareness and caught much of the fleet out at times with the lead changing hands frequently as a result. After a while the three Toppers got their act together and sailed neck and neck for the later stages of the race. The pace was hotting up with only 28 seconds between them on the third lap and 15 seconds on the fourth lap. Steve then unfortunately got distracted allowing Mark and Ben to pull away on the last leg. Harry's patience in the Oppie was strained by an altercation with the harbour mark and shifting wind and so completed 3 laps whilst the Toppers managed 5 laps with an impressive finish riding the swell which was quite large, but long and smooth, giving an exhilarating surfing finish across the line. The final order was - Mark Jones 1st: Ben Hinksman 2nd: Steve Hinksman 3rd: Harry Hinksman 4th.

After de-rigging and a cuppa in the clubhouse, the smiles suggested that it had been an enjoyable session. The weather then deteriorated with squalls and heavy rain which increased the satisfaction that we had fitted in a good race in the best conditions of the day.

### Club Racing:

Last Saturday's Club Race was cancelled due to mist giving dubious visibility.

### Correction:

Last week's report that Paul Johnson attained third place in the Sunday racing attributed magical powers to the Commodore which even he disclaims, having been in Stoke on Trent at the time! Is this the ultimate in Virtual Club racing? Apologies to Paul Griffiths whose rightful place it was and who was sailing in reality.

### Next Sailing Events:

This Sunday is the next Jollity Cup Race (second out of three) starting at 6pm

At the time of writing, the weathermen are predicting pretty abysmal weather for the rest of the week thanks to Tropical Storm Danny which is moving across the Atlantic towards us. Why can't the States send us some nice tropical weather from the Caribbean for once? If it remains as overcast as it has been we may have to floodlight the course for Sunday's race!

### Laying-Up Supper:

Not wishing the season away, but just a reminder to make sure you have Saturday 10th October in your diaries for this end of season event. 7.30 for 8pm.

### Without You There Is No Club:

Not everyone reads the message board on the Club website but Twmbarlwm (sounds like some medieval bard but is actually a hill near Caerphilly!) has entered a very salient plea to all Club Members.

"The end of the 2009 Season is not far off and the current Committee Members are looking to the current membership to

provide volunteers for Committee posts next year. Have you thought how you might like to help the Club? Saundersfoot Sailing Club is like most other clubs, it is as strong as the number of volunteers that come forward to help. If you would like to talk to someone about becoming involved in helping to run your club, take a look on the club web site for the e-mail address of the current committee members, give one of them a call and express your interest, a chat will help you to decide what help you can offer. Go on, make that call, Saundersfoot Sailing Club is your club and will continue to provide excellent facilities for both young and old with your help."

Skippers Mate

## SSC PRESS REPORT 28th AUGUST 2009

### Wanted – Club Werewolf:

No – I know we have not resorted to this alternative before, but we certainly needed something to remind us that it had been new moon last Thursday and that subsequently, two days later we would experience exceptionally low and high "spring" tides!! So it was, with the world eagerly awaiting the start of the first race of Saundersfoot Regatta last Saturday, every single boat was aground and the tide was so far out that even the Committee Cruiser way out in the bay needed to be "pulled-off" to get her floating! Ah well ..... if time and tide wait for no man, we could humbly wait a little time for the tide, and race Officer Rolfe John duly got the first of two races underway some 40 minutes late with a mental note not to try to run and races on a low spring tide again!

There was a total entry of around 25 boats in 15 different classes so thank goodness for the handicap system as some of these were almost twice as fast over the water as others. Every size, shape, rig, colour and crew seemed to be represented. The range in complexity was also unbelievable, whilst a boat like a Topper has a single string and a stick (mainsheet and tiller for you technocrats), other highly tuned racers look more like the inside of an old fashioned telephone exchange with wires, ropes, pulleys, cleats, ratchets, sliders, prusiks, trapeze clips and goosenecks filling the inside of the boat! Anyway conditions were the same for all boats whatever the kit, with quite a decent south-south-easterly force 3-4 wind. It was strong, fast racing and enjoyed by all, giving an exhilarating day.

The fleet was lead by two Fireballs with Keith MacDonald & Andy Brittain taking first place and Keith & Ruth Evans second in both races. Hard on their transoms were Peter Bower in his Phantom third and Colin Newman in his International Canoe fourth.



Race Officers John Miller, Graham Wellman and Rolfe John.



Enjoyment and relaxation in Saundersfoot Regatta!

### Now You See'em Now You Don't:

The forecast for the Round Caldey Race on the Sunday left little hope for any sailing. But come the day – cometh the Man ! Press-ganged Race Officer Bower departed the mooring in the grey RIB and pronounced conditions suitable for a race in the Bay which was duly held and enjoyed by 13 boats and crews. It has to be said that this was a fairly exclusive affair because no sight nor sound of any boats could be seen from the clubhouse or shore at all – a thick fog had blotted out everything!! Again a good range of different classes apparently competed with seven boats finishing. The MacDonald-Brittain Fireball was still on a “roll” from the previous day finishing first, with R Dangerfield and Claire Ellis in a Tasar second (I am not sure that I would like to be on the open sea in front of a Tasar but perhaps this is not as stunning a boat as it sounds!). Paul Johnson in his Solo picked up third on handicap despite following the Wayfarer of Brian Milford and Nick White across the line. Overall a very enjoyable Regatta Weekend even if original plans had to be adjusted in the light of events.

### Hope for Friday:

Wendy and Geoff Hope are well known to many both in the Sailing Club but also throughout the village. They are finally moving back to the Midlands to be near family and are going to be in the Club this evening (Friday) to say farewell to any members who can make it. A big thank-you from the club for all the support you have given over many years and very best wishes in your new location.

### Next Sailing Events:

This Sunday 30th August there are two late season club races starting at 2pm.  
On Bank Holiday Monday 31st August there is a “no points” race open to everyone to have a go at racing without being too intense, starting at 3pm.

### Nautical Nips:

To hold out to “the bitter end” is a well known expression and derives from the bitter end of an anchor cable which remains inboard when no more can be paid out. ie. You have come to the bitter end of the cable!  
Researching further, I came across the term “BITT-STOPPER”, the explanation for which is completely incomprehensible but I thought you might just enjoy the language!

“One rove through the knee of the bits, which nips the cable on the bight: it consists of 4 or 5 fathoms of rope tailed out nipper fashion at one end, and clenched knotted at the other. The old bitt-stopper, by its running loop on a standing end, bound the cable down in a bight abaft the bits – the tail twisted round the fore part helped to draw it closer”

Possible a good thought to sleep well on, although it sounds pretty painful ....!

Skippers Mate

## SSC PRESS REPORT 21st AUGUST 2009

### Inter-Club Racing:

It was fortunate that this year's Interclub dinghy races between Tenby and Saundersfoot were hosted in Saundersfoot last Saturday. “Round the corner” the other side of the Monkstone headland and further out into the bay the conditions would have been un-sailable. The number of boats coming from Tenby was indeed probably reduced by these tough conditions although Graham relished the drama when he went round to Tenby in the RIB to escort the four valiant challengers on the trip to Saundersfoot. Their fleet comprised two Ospreys (double handed), a single-handed Phantom and a RS500 (double handed). The severity of the conditions between Tenby and Monkstone was reflected by the fact that the RS500 completed most of the trip upside down despite being sailed by Rolly Squibbs who normally sails an Osprey near the front of the Tenby fleet! Eight boats assembled after a slight delay caused by the loss of the board showing the course details breaking loose from its lashings on the harbour wall and having to be retrieved by one of the competing dinghies.

In the first race Peter Bower in the Phantom really challenged the faster Ospreys, completing the first lap between the two of them with the Tenby Phantom in close pursuit. Indeed after handicap adjustments Peter Bower SSC won the race with Paul Redford TSC Phantom in second place and the TSC Osprey of Ted Lewis and Matt Goldthwaite third. The RS500 retired before finishing after continuing struggles in the gusty force 4-5 conditions. Peter then sadly had to retire with a swollen ankle and the advice to keep off the port for a bit !!

Wind shifts made course setting difficult and we struggled to get any leg of the second race into wind to give a good beat. Whilst both Ospreys were well across the line ahead of the other boats, on handicap Paul Griffiths in his Solo won the race with Ben Dancer's Laser Radial second and Paul Redford's Phantom third.

At the start of the third race Paul's Phantom had an equipment problem which left him too far behind to compete and he returned to Tenby under escort from Commodore Mark Dashfield in the Tenby RIB. This time we managed a decent beat into the now freshening wind, but Ben sailed his Laser Radial to give the Ospreys a really good chase coming first on handicap with the Ospreys of Ted and Matt second and Paul Evendon and Anthia Patterson third.

Overall results from the three races were First: Ben Dancer SSC, Second: Paul Griffiths SSC; Third: Ted Lewis & Matt Goldthwaite TSC; Fourth: Paul Redford TSC, Fifth: Paul Evendon & Anthia Patterson TSC, Sixth: Paul Johnson and Tim Harrison SSC, Seventh: Peter Bower SSC; Eighth Rolly Squibbs and Emily Kirby TSC.

It is arguable how you crunch the numbers with a mixed competition like this, but on our calculation (surprise, surprise!) Saundersfoot gained a narrow overall win to the great delight of the Home team who felt it was high time to retrieve the honours.

Everyone clearly enjoyed the racing and all returned to the SSC clubhouse later in the evening for a Graham Bangers and Mash Special and a good social evening.

Our thanks to all the Tenby sailors and Mark Dashfield for making the trip across the bay.

### Sunday Club Racing:

A dozen boats including six novices launched for the two races last Sunday in good conditions. Paul Johnson invigorated from warmer latitudes on his Greek holiday, set a conventional course for the first race and then a figure of eight course – Amroth-Monkstone-Pendine-Harbour - with which many sailors were not familiar for the second. A number of the slower boats normally used to following all the other boats, were distracted on meeting the faster boats coming back towards them and seized the opportunity to turn round and follow them clearly not having read the course from the board on the harbour wall! Peter Bower must have still been recovering from his ankle injury as he capsized spectacularly some 50m from the finish line and then repeated the manoeuvre having crossed it. The results for both races were – first Paul Griffiths; second Peter Bower; third Tonia and Julia (below).



Meanwhile in the harbour our meticulous Treasurer boarded his cruiser in the harbour but then inadvertently left his tender to make its own way out to sea, leaving him stranded on board.. We believe that it has been recovered and that he is now back on shore again.

#### **Powerboat Challenge:**

We might have guessed that conditions were going to be taxing on Saturday when our Senior Powerboat Instructor – Trevor Smith - announced that he had a further power boat assessment to do on the same day as the Interclub Racing. Trevor has now undertaken three assessment sessions in the last few months and every time there has been a typhoon, freak storm or other extreme conditions! This must rival the DoF Gold Award in maritime terms – the nickname Jonah may soon be applied to him and all racing for the day of his next session be cancelled! On the plus side, I suppose it does mean that the qualification is no push-over and should provide competence in adverse conditions.

#### **Mid Season Series Results:**

The results for the June-July Mid Season Series have now been calculated. Nine races were run out of the 11 planned which considering the weather in July is very good. The method of scoring adds-up the handicap-corrected position in each race and deducts the worst three places as "discards". Thus the best possible score is 6 (i.e. first in each of six races) and this was achieved by Peter Bower in the elusive Phantom. Paul Griffiths in his Solo was a close second, only 3 points behind, followed by Paul Johnson (Solo) and Tonia and Julia (Graduate) on equal points in third and fourth place. It is pleasing to note there were four novices in the Top 10, which is a very creditable performance from these new sailors – well done. Full results can be found on the website - [www.saundersfootsailingclub.org.uk](http://www.saundersfootsailingclub.org.uk).

#### **Saundersfoot Regatta Weekend:**

This weekend is Saundersfoot Regatta with two races back-to-back starting at 3.30pm tomorrow (Saturday) and the Round Caldey race setting off at 11am on Sunday. The club will be open for most of the weekend (does Graham ever go to bed?!) with real ale on tap and good food.

Skippers Mate

### **SSC PRESS REPORT 14th AUGUST 2009**

#### **Club Race:**

I left to attend the club race last Sunday in thick drizzle which hung in the completely lifeless air around home and was pleased to find sunshine and a light breeze waiting at Saundersfoot. Even more pleasing was the sight of six novices enthusiastically rigging their Toppers and Oppies. A further three experienced crews took to the water for a Pendine-Monkstone-Harbour course which sadly proved too much for the novices and nearly for the regulars, as the wind steadily died like a deflating balloon. Even the Phantom was struggling to cross the line finally. However a result was achieved with Peter Bower (Phantom) 1st: Paul Griffiths (Solo) 2nd : and Tonia & Julia (Graduate) 3rd. Well done to Tim, Simon, Twm, Finlay, Ollie and Sophie – do keep up the attendance, conditions must be more helpful next time and of course practice can only improve your chances.

#### **Inter-Club Racing:**

This Saturday (tomorrow) we have the Interclub event with Tenby with 3 races back-to-back starting at 12 noon. Come on all you dinghy sailors, aspiring trainees and anyone else, we need to put up a good show against our friendly neighbours. I am not sure if we have a Barmy Army equivalent in Saundersfoot but the honours need to be regained for SSC following the previous few meetings! There will be a social gathering in the club after racing from around 7.30pm with free food for all participants – so another incentive to join in. Please support this joint event and help to entertain our visitors.

#### **Saundersfoot Regatta Weekend:**

Next weekend the 22nd - 23rd August is Saundersfoot Regatta with two races back-to-back starting at 3.30pm on the Saturday and the Round Caldey race setting off at 11am on the Sunday. The club will be open for most of the weekend (does Graham ever go to bed?!) with real ale on tap and good food. There will be live entertainment on the Saturday evening – more details next week.

### **Novices - your time has come:**

Now many of our trainees have completed the full week's course and the beginners have had a reasonable period of introduction and practice, we invite you all to join the Sunday racing and extend your enjoyment with this regular friendly competitive sailing. It is nothing too serious or taxing and don't forget there is a new trophy awaiting the best Junior beginner racer in the season. The Interclub this weekend will be sailed in the Bay from the Starters Box on the harbour wall so this would also be a good opportunity this Saturday.



### **Your Club Needs You:**

We hope that all members are enjoying club activities and wish to remind you all that things unfortunately do not run themselves. There will be a number of vacancies to be filled on the Committee for next year and you are earnestly invited to consider helping in whatever capacity you can. It is said that "many hands make light work" and if all the jobs are shared out, none is too onerous. We welcome some new faces on the committee to bring fresh ideas and enthusiasm – please give it your consideration. Contact Paul on 01834 814145 or email [anything@saundersfootsailingclub.org.uk](mailto:anything@saundersfootsailingclub.org.uk) or just have a chat with any committee member over a drink sometime.

### **Club Open:**

The club is open every weekend on Friday nights from 7.30pm and on Sundays for lunch between noon and 2pm as well as around the varying times of the Sunday club races.

### **Nautical Nips:**

SSC Club racing last Sunday avoided any clash with Cowes Week which finished the previous Friday but did coincide with two other major National events. Firstly the Fastnet Race which is sailed from Cowes, round the Fastnet Rock off the southern tip of Ireland and back to Plymouth. This is a distance of some 600 miles and attracts an incredible range of boats from around the world. The first race was with seven boats in 1925 but the event is now open to a maximum of 300 boats from "simple" 30 footers to massive 100 footers in the £m bracket. The range of handicaps mean that the fastest boats have to sail over twice as fast over all the course than the slowest. The start this year was spectacular with this size of fleet all under spinnakers in light winds giving time for maximum spectator benefit.

The other clashing event was of course the The British Open Crabbing Championship held in Walberswick in Suffolk last Sunday ! This attracted 1250 hook dangles of all ages and raised lots of money for charity. I am reminded of the ever hopeful (and rarely rewarded) crabbers who sit expectantly on our sluice wall dangling their lines into the impenetrable murky depths below. I am amazed that any Harry Potter readers could possibly dare this experience for fears of unimaginable horrors rising from below and grabbing their lines, if not their ankles, and sinking back into the primeval bottomless ooze of the Saundersfoot sluice.

Skippers Mate

### **SSC PRESS REPORT 7th AUGUST 2009**

#### **Sail Training:**

This wasthe week that was ! Last week was our intensive sail-training week and a total of 13 junior and adult trainees took part with sailing everyday although the conditions were far from perfect for such an event. Each day there was rigging and sailing practice and on the Thursday the fleet sailed across to Tenby where they were rewarded with ice cream and chips (their choice), a leg stretch and a natural break, before successfully making the return voyage to Saundersfoot. During the week competence was developed, skills honed and all these improvers finished the course capable of progressing to Club racing which is one of the primary targets of this training. Everyone also enjoyed the week which is the other major objective. The Juniors received their RYA Youth Stage 1 & 2 certificates and the adults their RYA National Savings Scheme Level 1 & 2 certificates.

Thanks go to Sail Training School Principal Malcolm Williams and to Paul, Graham, Gwenda, Steve, the Edwards and all other helpers who made this week a successful one.



### Junior and Lady Helm Races:

These special award races were held on Saturday and it was sad to see only five boats competing for the prestigious Lady Merthyr trophy and Stanley Edwards cup. Perhaps the Improvers were worn out after their training week as this would have been an ideal opportunity for them to put their new skills into practice. Ben Dancer in his Laser radial convincingly secured the Junior Helm but I think that this is his last year to do so and it will be wide open in 2010. Sarah Boorman in her Laser Radial battled it out with Rachel Tudor in the Topper to win the Lady Helm. Keep at it Rachel, that cup will be yours one day! Ben (Topper) and Harry (Oppie) Hinksman completed the fleet and sailed the course valiantly – your time will also come boys !

### Club Racing:

A widely mixed fleet of Toppers, Oppies, Laser Radial, Feva, Magno, Graduate, Solo and Phantom lined up for the first two races of the Late Season Series on Sunday. With the Warm-up and Mid Season Series complete and the weather now reflecting October rather than August, it feels as if the season has almost finished! Race officers were in short supply, but Graham coped admirably with Tom, a horn, a stopwatch and recording sheets from the thwarts of the Dory to run two good races. It was pleasing to see a number trainees competing well, with Tom Brunton finishing 6th and Finlay Harrison 7th. The leading positions were the same for both races :- 1st Peter Bower (Phantom): 2nd Paul Griffiths (Solo): 3rd Tonia and Julia Griffiths (Graduate).

### Volunteers please:

We are still in need of extra volunteers please to help with the Inter Club event on Saturday 15th August and the Regatta on the weekend of 22nd and 23rd August. Please contact Tina on 01834 812383 or Graham on 07890 987825.

### Social Programme:

The club is open this weekend tonight (Friday) and tomorrow evenings and for lunchtime and around racing on Sunday. Bar prices are set low for the benefit of members and food is available at most times.  
Saturday 22nd August: Club Social at 7.30pm following the Saundersfoot Regatta dinghy racing

### Nautical Nips:

Last week we had a dose of jellyfish in the Nips and because so much of my attention recently has been unfortunately caught by the appalling weather we are having, I was reminded of another remarkable form of jellyfish that occurs as lightening over parts of America and Canada. These so-called lightening "sprites" form for very short periods (only one tenth of a second) above very large cumulonimbus storms and typically have the shape of gigantic red jellyfish with bluish tinges in their descending tentacles. (No – I am not on a high or hallucinating!!) They appear immediately after bolts of cloud-to-ground lightening and may extend from a height of 15 miles to an astronomic 65 miles up – above the stratosphere. This sounds like a "tall story" and indeed scientists don't agree on exactly what these electric phenomena are, but they certainly are factual. It would be nice to think that the jetstream, or whatever it is that is out of position and causing all the recent dreadful weather, corrects itself and we have a complete absence of lightening and clouds and everything else except the sun, for a decent period to recover some Summer before the autumn sets in.

Skippers Mate

### SSC PRESS REPORT 31st JULY 2009

### Moths National Championships:

This event proved quite a challenging one even for the skilled competitors taking part, who included Olympic, World, European and National Champions. It was not so much the wind speed, which varied up to gusts of force 6 (25 knots or 30mph), but because of the considerable swell and chop of the sea state with the easterly nature of the winds. The foils which these boats employ, raise the hull completely out of the water and it is claimed that this is easier to sail than without the foil when the canoe shaped hull has to be balanced on its knife-edge keel. Either way it seems to me that these craft are mischievous if not downright impossible! In an uneven swell the task becomes even more difficult. On the Tuesday when

conditions were not very different to the Monday (when racing was called-off), there was general consensus to race as it was their last day. At the start there were waves between 1 and 1.5m from trough to crest and this increased to 2m at times over the period of the two scheduled races. The slogan of turning a drama into a crisis seems particularly apt in respect of capsize with Moths on foils - when they "lose it", it can be extremely spectacular! On one occasion a helm was seen to be catapulted forwards yards out of his boat as it "pitch-poled" – i.e. dug its nose in and somersaulted forwards. Nobody avoided a number of spills that day.

Perhaps the most impressive and eerie aspect of these boats is that they move through the water at huge speeds (25knots was suggested at times) but with hardly any sound at all because they are riding out of the water on their foils. I was fortunate to be helping on the Committee boat on the Tuesday and so experienced this phenomena close-to and found it really thrilling.



A total of 39 competitors entered the event from all over the UK and one all the way from Holland. Six races were achieved with the first three places being fought over very strongly. Points are awarded according to position i.e. 1 for first, 2 for second, etc. and the first three competitors obtained 12, 13 and 14 points respectively which is exceptionally close and consistent. Full results can be seen on the [saundersfootsailingclub.org.uk](http://saundersfootsailingclub.org.uk) website.

Overall the event was most stimulating and enjoyable and the Club was delighted to have been able to provide a venue for this competition and entertain a really great group of sailors for the four days.

#### **Club Racing:**

Two races were held last week with a south westerly force 3, gusting 4. Graham with help from Charlie and Anita on safety cover, set a Monkstone-Pendine-Harbour course giving a downwind start, a broad reach to the Pendine mark and then a good beat back home. Paul Griffiths gave a convincing performance in his Solo to win both races followed by Keith Jones sailing the Feva single handed with mainsail only who was chased all the way by The Girls in the Graduate (some people have all the luck!). Paul Johnston and Chris Bannister in the Laser 2000 hoisted their spinnaker on the reach in the second race which proved their downfall with a dramatic inversion and the loss of a place. The Hinksmen Fleet was also out in force with Steve, Ben and Harry all competing strongly.

Racing this week was cancelled because of the strong winds on Sunday.

#### **Future Events:**

We are still in need of extra volunteers please to help with the Inter Club event on Saturday 15th August and the Regatta on the weekend of 22nd and 23rd August. Please contact Tina on 01834 812383 or Graham on 07890 987825.

#### **Social Programme:**

The Hog Roast last Saturday was a resounding success with around 120 members and guests consuming an entire pig and in high spirits throughout, encouraged by the impromptu and at times risqué entertainment from Butch. It was rumoured that Art Garfunkel was mingling in the crowd but could not be persuaded to perform! Spontaneous singing from the masses however made any extra entertainment completely unnecessary.



Saturday 15th August: Club Social at 7.30pm following the Interclub Racing with Tenby SC

Saturday 22nd August: Club Social at 7.30pm following the Saundersfoot Regatta dinghy racing with live entertainment – more details to follow.

### Nautical Nips:

Those of you who have been concerned for two weeks now (I have been away on holiday) about contact with Scyphozoa or Hydrozoa may well have realised that these are the jellyfish which are often observed in the bay. There are some 200 species of jellyfish worldwide ranging from tiny (1.5mm), to impressive (over 2m across). Jellyfish are 99% water and feed on small animals which come into contact with stinging cells which cover the top surface of the bell and tentacles which hang around its edge. They have a circular canal round the edge of the bell which feeds into a four chambered stomach. The stinging cells can cause considerable discomfort to humans and in the case of an Indian Ocean species can kill within minutes – I thought you would all like to know this fact!! Some species are most attractive but because of their stinging characteristics they are not welcome visitors near bathing beaches.

Skippers Mate

### SSC PRESS REPORT 17th JULY 2009

#### Ben Dancer Laser Success:

Ben has been continuing with his efforts and success in the Welsh Youth Racing and is now Welsh Schools Laser Radial Champion and also has the Award for highest non-Welsh Squad sailor. To achieve this position he was first Laser Radial and 4th overall – pipped by two GB squad 420's. In Cardiff Bay he came 3rd behind the same two 420's, and in Neyland last week was first overall and lead the Laser fleet in all six races by a mile. In the latest weekend event at Teifi Boat Club he came 1st in the Handicap fleet.

A great performance against stiff competition, surely a place in the Welsh squad awaits – very well done Ben.



#### Other Club Youth Success:

Megan Borman secured third place in the Oppie Fleet during the CYRCS Teifi weekend so is following close in Ben's wake. They all had to struggle against a 5 knot tide to get back to the slipway with the Oppies needing a tow.

#### Moths National Championships:

The Moths arrived in force last Saturday with 36 of these extreme looking dinghies launching for the first race on Saturday.

Visibility closed in before the scheduled second race but in a strong breeze on Sunday, three good races were sailed with some pleasant sunshine as well. This must have presented an amazing spectacle from the shore - someone estimated that they must have been doing 25 knots at times. Safety boats needed to be on their metal not only to look for rescue situations but also to avoid being in the way of these flying machines.  
A full report will be included in next week's news.

### Commemoration:

Members and other Saundersfoot locals will wish to be aware of the memorial service to be held at Brunel Quay, Neyland for Roger Stephens at 6.30pm on Tuesday 28th July - which would have been his 72nd birthday. Roger was a long standing SSC member and a very experienced cruiser sailor. A number of members sailed with him delivering boats to various locations. Last year he undertook a round the world voyage and was sadly reported lost at sea last July. Our thoughts go out to all his family.

### Clubhouse:

You may have noticed the new sign over the entrance acknowledging the Club as an RYA Sailing Centre and we are very grateful to member Ray Smith whose company RS Transport sponsored this new addition.

### Social Programme:

The club is open this weekend tonight (Friday) and tomorrow evenings and for lunchtime and around racing on Sunday. Bar prices are set low for the benefit of members and food is available at most times.

Saturday 25th July: Hog Roast at 7.30pm with accompanying music from Butch

Saturday 15th August: Club Social at 7.30pm following the Interclub Racing with Tenby SC

Saturday 22nd August: Club Social at 7.30pm following the Saundersfoot Regatta dinghy racing

### Nautical Nips:

Last week you were left in the dark puzzling over a light exhibiting the following -Fl(3)WR.20s65m13/9M. This means a light which flashes 3 times in quick succession and repeats every 20 seconds, is 65metres above sea level (mean high water springs) and is coloured white and red - the white beam having a nominal range of 13 miles and the red a range of 9 miles. One significance of the colour is that if you can see the red from seaward you know that you are less than 9 miles off the coast. No other light has the same characteristics so in the dark you would know that this has to be Caldey Island lighthouse. Check it out next clear dark night.

I have been taken to task over my call to ornithologists (and others) to help with the Moths a couple of weeks ago. It was pointed out that moths are not birds - but I would suggest that this is arguable! Also, had I called on lepidoptologists, the appeal might have been less successful! Whilst we are mouthing latin tongue twisters can any of you have a go at Scyphozoa or perhaps Hydrozoa and why those of you on the water might have first hand and possibly memorable contact with them?

Skippers Mate

## SSC PRESS REPORT 10th JULY 2009

### Moths National Championships:

From tomorrow (Saturday) until Tuesday you will be able to see some of the best amateur sailors in the country sailing one of the fastest classes of single hulled dinghies in Saundersfoot Bay. A total of 11 races are planned over the 4 days and if there is sufficient wind these boats can rival the speed of the safety power boats! Their incredible pace derives from an underwater foil (wing), which they rise up and ride on when sufficient power is generated by the sail. As the picture shows this makes them look as if they are flying above the sea surface - an incredible sight especially with a fleet of some 30 boats - don't miss it. The forecast is looking pretty good with winds up to force 5 during the event but at the time of writing it is early days to be dogmatic about local weather conditions!

As an amusing aside, the sailing instructions (the competitors rules) prohibit the use of radios or mobile phones whilst racing. The mind boggles as to how anyone can keep these craft upright at all, let alone tune-in to the radio or text others whilst sailing!!

### Moths Briefing:

There will be a safety briefing at the clubhouse on Friday at 7.30pm for all helpers for this event. Please try and attend - the bar will be open to keep you refreshed.

All helpers will need to be at the clubhouse by 10am on Saturday, and 9am on subsequent days please.

### Sunday Racing:

Last Sunday saw nine boats turn out for the two club races, which was pretty good for a blustery, late afternoon. Race officer Paul Griffiths assisted by Graham Wellman set an Amroth-Monkstone-Harbour (AMH) course, diverting from the usual practice of including a P (Pendine mark) in the day's proceedings. A competitive start was achieved with the Girls on Top in their Graduate pirouetting on the start line, Sarah capsizing her Laser Radial and Peter in the dreaded Phantom giving everyone else a sporting chance by returning to the start even though he wasn't over the line!

Conditions were very variable including a heavy rain squall with very strong winds and then a return to almost flat calm.

During the storm most of the fleet disappeared from view in the starters box on the end of the pier. At the time there were 4 or 5 people sheltering in the hut and they could hardly hear the men's final from Wimbledon on the radio!!

Most competitors coped with this downpour, although there were a few capsizees, Paul Johnson in the Solo sought refuge on Coppet Hall beach and the Girls on Top almost became the Girls-under Water!!

Final positions were:

1. Peter Bower (Phantom) 2. Girls Almost on Top (Graduate) 3. Sarah Borman (Laser Radial) 4. Will Horton (Topper) 5. Chris Bannister (Magno) 6. Paul Johnson (Solo) after his trip to Coppet to buy an ice-cream or umbrella 7. Steve (Topper)

For the second race the same course was set with conditions still variable but without the squalls and with more sunshine - so, far more pleasant in the hut and by then into the 5th set at Wimbledon!

Final positions were: 1. Peter 2. Paul J 3. Girls 4. Will 5. Steve 6. Sarah.

The others retired although the Magno was unlucky to do a second lap in common with the top 3 but unfortunately came to grief with their gennaker up.

One strange thing noted in the times was that Will Horton in his topper (sail no.36) finished the first race in 36 minutes and the second race in 36 minutes 36 seconds - pretty spooky - methinks he would have been burned at the stake in the middle ages.

### Sail Training:

The full training week for Improvers is from Monday 27th to Friday 31st July followed by the Junior Helm race at 2pm on Saturday 1st August. It is hoped that all improvers will have a go in this race and compete for the new Best Junior Novice Racer's Award. To book for the training week please contact Tina (812383)

### **Social Programme:**

The social programme arranged for the Moths is open to all members and guests who are encouraged to join in. Tomorrow (Saturday) at 9pm Commodore's bucks fizz reception with acoustic guitar music from popular local entertainer Butch. Sunday BBQ at 7.30pm. Monday club open night. Tuesday Buffet and Award Ceremony in late afternoon - precise time according to racing weather conditions. Real ale on tap for the event.

Saturday 25th July: Hog Roast at 7.30pm with accompanying music from Butch

Saturday 15th August: Club Social at 7.30pm following the Interclub Racing with Tenby SC

Saturday 22nd August: Club Social at 7.30pm following the Saundersfoot Regatta dinghy racing

### **Opening times:**

The club is open on Friday and Saturday evenings and for lunchtime and around racing every Sunday. Bar prices are set low for the benefit of members and food is available at most times.

### **Nautical Nips:**

The poser last week asked how far away you would be able to see a typical lighthouse? The answer obviously depends upon how tall the lighthouse is and how big a vessel you are on. In a dinghy you could see a typical 26m lighthouse around 13 miles away but from the deck of a ferry it would be visible some 17 miles away. With modern equipment, the brightness of a lighthouse is far greater than the visibility range caused by the curvature of the earth and from the air may be as much as 30 miles. This effective distance is called the nominal range. Every official marker light (piers, lighthouses, warning buoys, etc.) has its own distinctive characteristic of duration, repetition and colour which helps to confirm one's general position at night. The details of all such lights is shown on navigational charts. A lot of information is given in a condensed form - for instance, FI(3)WR.20s65m13/9M - do you recognise this, you should do!! Prizes on a postcard please (no prizes) or wait for explanations next week!

Skippers Mate

## **SSC PRESS REPORT 3rd JULY 2009**

### **Sunday Racing:**

Thirteen boats took to the water last Sunday which was lucky for some but less so for others. Lack of wind was to be a frustration for both the two Mid Season Series races being sailed. However it did create a most attractive spectacle for those watching in the hazy warm sunshine, basking in the afterglow of the Murray win. The starters box was a little empty until Tom Owen saw the deficiency and stepped into the breach to assist John Hollies - thank you Tom. A Pendine-Monkstone-Harbour course was set in the light easterly breeze giving a decent beat to the first mark and a clean start was made by the pack. The three Toppers in the fleet battled valiantly in the light airs which favoured the larger sailed boats, and one honourably retired way-out in the bay when everyone else had finished. The Girls On Top in the Grad reverted to more conventional position as Girls Underneath, and indeed were barely visible hunkering down under the decking to help reduce resistance down-wind. No foul play was suspected! They in fact finished within a couple of seconds of Paul Griffith's Solo but were fourth on handicap with Paul taking second behind Peter Bower's elusive Phantom, sailed on this occasion in a fully reclined position. Paul Johnson was third. The course was shortened to a Pendine-Harbour sausage for the second race and the wind got up nicely for the first beat but then dismally failed on the second lap, leaving the slower boats becalmed with some tow-ins needed. As a result, five boats retired although two Toppers completed their single lap. 1st Peter Bower. 2nd David Plester 3rd Paul Griffiths. Graham limped backwards and forwards assisting on one cylinder in the Dory after engine problems, but all returned in good time for the tide with both races run - just!

### **Cruiser Activity:**

The pleasant weather brought a number of our cruiser fleet out over the weekend. Ray and Dot were out overnight also Colin James and crew, whilst Rolfe with Trevor planned a trip to Worms Head but meandered round Caldey and back when the breeze failed to hold. A Drascombe was also out for the day on Sunday.

### **Sail Training:**

A large attendance of over 20 trainees turned out on Saturday for sail training keeping instructors and helpers very busy.

### **Help with the Moths:**

Even if you are not an ornithologist your help with the National Championship starting next Saturday 11th and finishing on Tuesday 14th would be welcomed! These boats are perhaps the most impressive and unbelievable of all dinghy classes and we need to get things absolutely right for these "professional" sailors. Please contact Tina (812383) or Graham (07890 987825).

### **Butch Social Entertainment:**

Local singer Butch is to provide music with his acoustic guitar in the club next Saturday 11th July at 8pm for the Moth visitors and all club members and their guests. He has a great local reputation and this promises to be a great night.

### **Opening times:**

The club is open on Friday and Saturday evenings and for lunchtime and around racing every Sunday. Bar prices are set low for the benefit of members and food is available at most times.

Correction to Round Caldey Race Report last Week:

Chris Bannister and Stephen from SSC also circumnavigated Caldey last week in their Magno dinghy and were in front of some cruisers. This was an excellent achievement for two novices. Well done - and apologies for the omission!

### **Nautical Nips:**

I was interested to travel over the Humber Bridge for the first time for many years whilst on holiday last week. It is an incredible structure so much bigger than our local Cleddau Bridge which is the same box girder construction. It was the

longest single span bridge in the world for 16 years after it was built in 1981 but has now been overtaken by four other larger structures. Chatting to an enthusiastic local I was told that the centre span is 1,410 metres long which means that although the two 155m tall supporting towers are both vertical, they are not perpendicular to each other because of the curvature of the earth ! The bridge also bends more than 3 metres in the middle in winds of 80 miles per hour but this is probably more information than one wants to know when crossing it ! These facts reminded me that there is of course an important nautical relevance to the curvature of the earth. Even assuming good visibility there is a limit to the distance you can see at sea. Do you know how far away you would be able to see a typical lighthouse? Answers next week.

Skippers Mate

## SSC PRESS REPORT 26th JUNE 2009

### All quiet on the western front!

With Tenby Regatta being held over last weekend we traditionally don't run any sailing activities at our club in the hope that members will venture further afield for some fresh competition, consequently all racing results will be found in Tenby Sailing Club's report and normal service will resume here next week

### Cruisers outnumber dinghies!

Its not often that you get a chance to write that headline but this weekend four of our cruisers took part in Tenby's Caldey Island Race and a good time was had by all with calm winds, strong tides, the odd gusts in the sound and even a bit of sunshine over a late lunch. Unfortunately Peter in his Phantom was the only one of our dinghy sailors to make the trip so we must see what we can do to boost the numbers next year.

### Moth Nationals:

This event is fast approaching and if you are able to help between the 11 and 14 of July then please contact the Dinghy captain or Bosun to let them know when you are available. It promises with a bit of wind to be a spectacular event with over thirty moths flying around the course on the foils and you wouldn't want to miss it.

### Nautical Nips:

Last weeks poser asked what was a capstan used for.

Well a capstan is a rotating machine used to apply force to ropes, cables, and hawsers, commonly, though not exclusively, in a maritime setting. In its earliest form, the capstan consisted of a timber mounted vertically through a vessel's structure which was free to rotate. Levers were inserted through holes at the top of the timber and used to turn the capstan. A rope wrapped several turns around the drum was thus hauled upon, probably whilst singing about rum and dead men's chests. A rudimentary ratchet was provided to hold the tension and the ropes were always wound in a clockwise direction. Capstans evolved to consist of a wooden drum or barrel mounted on an iron axle. Two barrels on a common axle were used frequently to allow men on two decks to apply force to the bars. Later capstans were made entirely of iron, with gearing in the head providing a mechanical advantage when the bars were pushed counterclockwise. One form of capstan was connected by a shaft and gears to an anchor windlass on the deck below. Modern capstans are powered electrically, hydraulically, pneumatically, so less man than horse power.

A capstan differs from a windlass which is used for similar purposes, in having the axis on which the rope is wound vertical instead of horizontal and yachting winches function on the same principle as capstans.

Wallog

## SSC PRESS REPORT 19th JUNE 2009

### Sail Training:

Last Saturday, ideal sailing conditions greeted the band of 24 enthusiastic Beginners, incorporating eight family groups no less, for their first foray onto the water, keen to put their new-found knowledge into practice. Proof, if needed, that sailing appeals to all ages. Later in the session the odd gust added to the thrills (and even 'spills') as the trainees grappled, in the blustery conditions, to master the dinghy from both within and without. Beginners please note that there is no session this Saturday due to Tenby Regatta.

### Club Racing:

Following on from the previous week, last Sunday saw twelve contenders return for the second and third races in a series of three for the hotly contested Royal Marines Cup. Race Officers, Malcolm and Gwenda Williams, faced with the race officer's box hemmed in by building works, inspirationally broke with tradition to bravely run the two races from a dory on the water instead.

In a steady easterly breeze, Peter Bower in his Phantom led from the outset with Solos, Lasers, Toppers and Optimists in hot pursuit. Mindful that Paul Griffiths in his Solo had narrowly beaten the Phantom in the previous week, Peter held on to the lead, ahead of Paul Griffiths, to clinch the second race of the series. With one win apiece, it was thus down to the third race to decide the victor. A closely fought contest saw Peter again hold his nerve to clinch a further victory with some impeccable sailing in the Phantom to earn the silverware.

Final placings in both races were 1. Peter Bower (Phantom) 2. Paul Griffiths (Solo) 3. Paul Johnson (Solo).

It was again pleasing to see such a good number of junior and improver sailors, having recently successfully completed the transition from the Saturday improver sessions, enjoying the racing in near perfect conditions.

A notable rare sighting indeed on this outing, which left several regulars speechless in awe, was Graham Wellman, usually found manning a safety powerboat on these occasions, masterfully carving his way upwind in a Solo sailing dinghy, no less. Kipper me capstans! Will we ever see the like again? I believe we may.

### Nautical Nips:

So, this week's nautical poser. What is a capstan used for and what do we call its modern successor? The answer to be found in next week's article.

Last week's poser asked how one would respond if caught out under sail in restricted visibility.

Certainly, if you are in a dinghy don't set out in fog and avoid being caught out on the water if mist starts coming up.

However, if you are out in a cruiser and a fog comes down you should fix your position, ensure that your radar reflector is in place, muster crew on deck in life jackets, sound your fog horn with one long hoot at 2 minute intervals, keep a watch and listen out at all times. If you have radar make sure it is monitored by an experienced operator. If making for land, keep out of shipping lanes and use depth sounder to follow depth contour into port.

Skippers Mate, currently enjoying a well deserved holiday, returns in a couple of weeks.

Pugwash

## SSC PRESS REPORT 12th JUNE 2009

### Coppet Week Pensioners News!

One might be forgiven for thinking that dinghy racing is largely a young persons sport with the physical exertion, stamina and weather hardiness required. A further reflection on last week's Coppet Week results however makes salutary reading. No less than four sailors in the top twelve of this seventy four boat event were over 60 years old, with an average age of almost 67 years! The fourth boat overall was a National 14 - one of the fastest single hull dinghies made - and this was helmed by a 76 year old! As one of the pensioners commented "Saundersfoot is making a great contribution to youth sailing"!

### Sail Training:

The first planned outing on the water for Beginners last Saturday was too cold and wet, so after some practice rigging, they all made a graceful withdrawal to the clubhouse for knot tying and training videos.

### Power Boat Training:

Whilst the younger sail trainees took cover and stayed ashore, there was no such respite for senior member Trevor Smith who was scheduled to undertake an assessment of two experienced powerboat drivers from Tenby SC who brought their RIB to Saundersfoot on Saturday. However in keeping with the excellent relations between our two Clubs, duty was done and the two competent safety boat drivers returned having passed their assessments.

### Club Racing:

Last Sunday's race - the first in a series of three for the Royal Marines Cup and the first of the mid season Series - was notable for an absence of wind which also shifted inconveniently at the last minute to mess up the windward beat and the intended gibe mark. Paul Johnson as Race Officer had already been tested in actually getting to the race officer's box at the end of the harbour wall owing to a six-foot barrier, fencing off the recent building work to the wall, which he had to scale before assuming his race management duties.

A very close fought race culminated in Paul Griffiths in his Solo very narrowly beating Peter Bower in his Phantom. The rest of the field was composed of the Hinksman family with elder son Ben (Topper) leading younger brother Harry (Optimist) to finish ahead of father Steve (Topper). The Laser 2000 also sailed by novice sailors had to retire with sail trouble. Well done you Improver sailors - keep up the good work!

### Nautical Nips:

The last day of Coppet Week last Friday was beset by thick mist until after lunchtime. This was frustrating but not dangerous as the dinghies were not on the water, but it reminds one that fog is one of the biggest, and often underestimated, hazards of sailing. If you are caught out under sail in restricted visibility, what should you do?

(This is a bit sneaky as Skippers Mate is away for the next two issues so the next duty editor will have to provide the answer to this poser next week! Hopefully clarity will prevail!!

Please will all members excuse an erratic delivery of email news as a result of this absence)

Skippers Mate

## SSC PRESS REPORT 5th JUNE 2009

### Coppet Week Excels!

Everyone finished the week with wide smiles, a great sense of achievement and some exhaustion! This year's Coppet Week was an undoubted success providing high quality competition and fun racing together with a great social programme to ensure full family enjoyment. However we will always be examining the scope for doing even better next year. Overall 74 boats in 25 different classes entered the event ranging from tiny Mirror dinghies to the absolutely 'state of the art' Moth design which rides out of the water on a "foil" - more like a plane than a boat! See the Gallery page if you don't believe it! The age spread of competitors also ranged from the under tens to the over seventies! Holidaymakers must have been thrilled with the sight of this fleet under full sail in the bay during the days and competitors and their families clearly enjoyed the full and varied programme of events in the clubhouse during the evenings.

As reported last week this 36th Coppet Week event started in really excellent form with ideal Bank Holiday weather which also lent itself to pleasant - if easy - dinghy racing. Winds freshened to provide testing force 5 conditions on Tuesday but the scheduled race was still achieved. Conditions on Wednesday turned very wet as well as remaining windy and the Race Officer wisely abandoned well before the start time so that everyone knew where they were and families could plan a "wet day out". After early concerns about whether there would be enough wind on Thursday, the race was held on time and the outlook was looking good for Friday with a forecast of a hot day with better winds - albeit from the east which might provide more swell. This gave the hope that we could run two races "back-to-back" and catch up with the full programme of 6 races. However "best laid plans often come to naught" and this proved the case when Friday arrived in thick mist which failed to burn off despite the hot sun above. Perversely Saundersfoot Bay remained an island of fog on an otherwise beautiful coast, until around 2 o'clock, when visibility cleared - and the wind died! It had been so thick that when one safety boat decided to return to shore for a relaxation break they initially set off in completely the wrong direction! These were exceptionally frustrating conditions for all concerned, but hopes and spirits remained high and when the race officer finally "released" the fleet, 56 boats set off in search of some wind to get to the course further out in the bay. The winds certainly remained light but 47 boats finished with some satisfaction and the feeling that the "best had been made of a difficult job" on the day.

The week culminated in the prize giving on the Friday night when Commodore Paul Johnson thanked the very large number of club members who had helped to run the event and presented an impressive array of cups and trophies to the many winners.

There was very strong competition for the top places which all went to the fastest handicap boats with Richard Adams & Mart Weatherstone in a Merlin Rocket from Midland SC taking the Overall Champion's Rose Bowl, achieving an amazing four firsts and a second from the five races. Second overall also in a Merlin Rocket from Midland SC was Rob Kennaugh and crew, with Alisdair James in his International Canoe from Grafham Water SC taking third place.

Local honours were achieved by Nick Berridge who was the first local helm in his Phantom much to the anguish of fellow club member Peter Bower whose Phantom was only minutes behind after the full week's racing. David Plester from our club was first in the Laser class and Paul Griffiths also from SSC was 5th in the slower handicap fleet as well as being first Solo. Other memorable achievements came from Robert & Nicola Cartwright in their Fireball from Bartley SC winning the Over 120 years cup: Mike Whittaker in his GP14 from South Staffs SC who was best Over 60 Helm: James Hill in his Laser Radial from

Sutton SC who was best under 18 helm and Cerys Murphy in her Miracle from Port Dinorwic SC being the best under 10 competitor.

#### **RNLI Presentation:**

Jackie Riby and Eileen Plester representing Saundersfoot RNLI received a cheque for £300 from Paul Johnson - Commodore of Saundersfoot Sailing Club last Sunday. This donation was raised from the entry fees for the first race of Coppet Week which is a 36 year old dinghy racing tradition which brings several hundred people to the village and fills the bay with around 70 dinghies including world champions as well as relative novice sailors. The winner of this year's RNLI trophy race was Richard Adams who sails a Merlin Rocket and who received a RNLI sailing pennant in recognition of his achievement in leading a fleet of 66 boats.

This contribution to the RNLI is clearly very appropriate from a group with direct interests in safety at sea, many of whom are themselves members supporting this excellent cause. Amazingly the RNLI is a totally independent body receiving no Government funding and surviving totally on voluntary contributions.

Photo of presentation of RNLI pennant. L to R: Eileen Plester, Richard Adams, Jackie Riby, Paul Johnson.



#### **60th Anniversary Celebration:**

After an exhilarating and perhaps exhausting week, it was great to relax and enjoy the excellent singing of local star Julie who entertained us on the Saturday night as part of our 60th Anniversary Celebrations. Watch this column for further events.

#### **Sail Training:**

Sail training for Beginners starts tomorrow (Saturday) at noon.

Improvers are encouraged to join in the Sunday Club racing events, the next of which is at 5pm this Sunday.

Skippers Mate

#### **SSC PRESS REPORT 29th MAY 2009**

#### **Club Racing:**

A re-checking of the results for the Warm-Up Series has resulted in an adjustment of the final positions. The final rankings with a total of 28 competitors are: 1st Peter Bower (Phantom): 2nd Paul Johnson (Solo): 3rd Sarah Borman (Laser Radial): 4th Paul Griffiths (Solo): 5th Megan Borman (Optimist).

It is great to see the Optimist of a Junior up there with the best – well done Megan.

#### **Pre-Coppet Safety Briefing:**

Rolfe John, our indispensable Senior Race Officer, ran an efficient briefing for the management of the sailing during Coppet Week which was well attended with eager volunteers. Thanks to Rolfe and all the volunteers (on and off the water) for their vital support of this key week of club activities.

#### **Coppet Week:**

Dozens of would-be competitors must have wondered how their week's holiday was going to turn out as they drove through the most depressing winter-like mist and drizzle on Friday to get to Saundersfoot. What a brilliant reversal and restoration of hope on the Saturday with azure blue cloudless sky and hot sun. A mild breeze lured a number of eager sailors out for a spin round the bay before the true competition started on Sunday. The presence of high pressure to provide conditions like this however is usually associated with little wind and this proved to be the case on Sunday when the first race was run in a light breeze. This provided good "warm-up" conditions for a fleet of almost 70 boats representing some 25 different classes ranging from the ultra quick modern high tech flying machines to the basic wooden dinghies of more than half a century ago. Bank Holiday Monday saw only light airs at the 11am scheduled start but enough breeze picked up after a postponement for a gentle race, again dominated by the very fast handicap boats. It was good to note however that a Mirror dinghy – which is a pram shape (flat nose and stern - like a pram!) achieved a 14th and 17th position in these races. Conditions on the Tuesday could not have contrasted more, with a good force 5 (20 knots) whipping up the bay and challenging even the best of the sailors. Greatly exhilarating, but as a number of competitors put it "more a matter of survival rather than finessing the skills of racing"! A few boats had to retire but no major breakages hopefully and a great sense of achievement for all those finishing. A welcome return to the clubhouse for reviving drinks together with chicken/burgers and chips.

This report has to be written at the start of the week so the remainder of the week's racing is conjecture at the time of writing. As always you could take your pick of the many and varied forecasts for the remaining period and choose what you want to believe!

My favourite prediction site suggested the following: - Wednesday: 16\* with blustery F5 easing to 4 from the southwest with rain – perhaps even more exhilarating/challenging than the Tuesday! Thursday: 18\* with a return to less cloudy conditions and a mild westerly breeze F1-2 allowing more relaxing sailing and the honing of technique over survival. Friday 20\* a hot, hopefully sunny, day with easterly F3-4 which could provide some chop, but good sailing to finish the week off well. Readers can now compare this with what actually happened!

A full report on Coppet Week will be provided in the next issue.

### **60th Anniversary Celebration:**

Tonight (Saturday) everyone is invited to live entertainment from 8pm from our versatile local singer, Julie - together with food and drink to make the evening a really enjoyable one.

Skippers Mate

### **SSC PRESS REPORT 22nd MAY 2009**

#### **Wind-Up and Warm-Up:**

The competitors in the final Warm-Up Series races were blown around the course in some heart stopping conditions last Sunday. Conditions were euphemistically described by one participant as "quite blowy and lumpy" and by another as "pretty terrifying" ! Graham with a wide grin on his face was surfing down the waves in his safety Dory as in The Perfect Storm. It is not often that the starters box is crammed with more officials than there are competitors, but in view of the weather who can be surprised? Three boats started the first race but Andrew Williams made a dramatic flying exit from his Laser when his toe straps broke and had to retire. Ben Dancer controlled his Laser Radial most proficiently to win both races with Paul Johnson in his Solo hard on his heels. The provisional overall rankings for the Warm-Up Series are: 1st Peter Bower (Phantom), 2nd Paul Johnson (Solo) and 3rd with equal points but fewer races Paul Griffiths (Solo).

#### **Pre-Coppet Safety Briefing:**

Can all Coppet Week safety boat helms & crews, OOD's and assistants please attend the safety briefing to be held at the clubhouse at 2pm tomorrow (Saturday). It is extremely important that you attend. Before the briefing we will be sorting out all the boats and equipment required. So if you can attend earlier please come and give a hand.

#### **Coppet Week:**

The village will start filling up tomorrow (Saturday) with competitors for this important event. Weather permitting, racing starts on Sunday at 11am and at the same time every day for the week with results and prize giving after the last race on Friday.

The Club is open every day with breakfast served from 9am and lunchtime refreshments from midday. The bar is open every day from 11am until late with very competitively priced drinks including real ale.

There is a full programme of social events all at 8pm (except prize giving at 8.30pm) in the clubhouse for all members and competitors & their families as follows:

Saturday: Commodore's Reception with Bucks Fizz and Nibbles

Sunday: Presentation of RNLI trophy and donation to RNLI

Monday: BBQ

Tuesday: Quiz Night with prizes

Wednesday: Live entertainment by Elephant Gerald

Thursday: Live entertainment by Julie

Friday: Results and Prize giving

Saturday 60th Anniversary Celebration - food, drink and live entertainment for all

Tickets will be needed for the Monday BBQ – available during the Registration period and at any time from the bar.

#### **Dinghy Park Theft:**

Sadly another theft has occurred from the dinghy park. The thieves cut through an alarmed wire lock on the bow and a hardened chain padlock on the stern so this was very much premeditated for use by a boat user. This was the Dancer family's RIB which was a Brig F2.75m marked with ID No NP76LZ and serial No 5422/01 dated 24/7/01. This is not a very common boat so do keep a lookout in case you see it.

Please report any information to PC Terry Pugh at Tenby Police Station – call 101 local. There is a reward – contact 01424 718811 (ref 10573)

Skippers Mate

### **SSC PRESS REPORT 15th MAY 2009**

#### **CYRCS:**

The gales that buffeted the whole of the Welsh coastline certainly provided challenging conditions for the youngsters who arrived for the Club Youth Racing Circuit last Saturday. Whilst Saundersfoot gets some shelter from the southwest the 16 youngsters starting the first race had to contend with force 5 conditions with some gusts near gale force. The severity of the conditions was reflected in the fact that only 8 finished the single lap course. There were inevitably many capsizes but the calibre of the competitors was very high and whilst the safety crews were kept very busy everyone coped extremely well. The fleet returned to the clubhouse for a well earned lunch – thanks to Graham, Denise and Tricia. Conditions did improve slightly after lunch and two races were run before the prize giving of rosettes (courtesy of Graham and Vanessa Wellman) and SSC 60th Anniversary caps. Thanks to West Wales Cruisers who are generously sponsoring the prizes for all this year's CYRC events.

Well done to our five Juniors who competed and congratulations to Ben Dancer who took first place in the Open Fleet.

Thanks go to Malcolm and all the safety boat crews and in particular to Rolfe John who provided his cruiser "Twm Barlam" to act as committee boat at short notice. In view of Rolfe's frequent association with harsh weather in previous events, one might speculate whether the name of his boat is some long lost Norse God of storms!

#### **Club Racing:**

By Sunday the gales of the previous day had blown out to provide still conditions and a most glorious summery day, so it was some relief when a nice breeze picked up for the 6pm start of the club race which was in the experienced hands of Trevor

Smith and Sarah Borman. Three Solos and a Laser battled it out with the elusive Phantom for three laps round the Amroth, Pendine and Harbour marks. Peter Bower's skilled helming again produced him poll position with Paul Griffiths coming in second and Paul Johnson gaining third place.

### **Coppet Week:**

Coppet Week is now looming in just two weeks so it seems timely to give some background to this prestigious event which has now become a Saundersfoot maritime tradition.

Coppet Week officially started in 1973 growing from a visit by several Midlands clubs to Saundersfoot in the previous years, most notably from Greensforge, Dudley and South Staffs Clubs. They were made welcome in the usual Saundersfoot manner with races and off-water facilities and things have never looked back since. From this fairly humble start the event has grown to a consistent seventy or eighty entries with a high of just over a hundred about ten years ago - if we are honest just a few more than we would ideally like. Coppet Week is now the undoubted highlight in the SSC sailing season.

Over the years it has attracted sailors from across the country and helps to boost Club funds as well as providing a great week of competition for all of us to enjoy. It also contributes strongly to the Saundersfoot Village economy with whole families returning year after year for this special family sailing week.

Of the present competitors very few have been there from the start with our own Trevor Smith, for many years crewed by Norma in a GP 14 and then a Graduate and Greensforge's Keith Jones crewed first by wife Val in an Enterprise and latterly by son in law Richard Copper, in an Osprey, probably holding the record for most attendances. These veterans are followed closely by our own Paul Griffiths sailing single-handedly recently but for many years sailing with brother John, who first met his wife Tonia when she crewed a GP14 here back in 1977 for Greensforge helm Max Reynolds. So Coppet Week has a lot to answer for!

The winners have included several National, European and World champions and the classes of boats reads like a history of the development of modern dinghy sailing -from GP14's, Enterprises and Graduates, through Lasers, Fireballs and Ospreys to the latest developments in Moths, International 14's, Canoes and RS whatever's.

Over the years there have been several Saundersfoot winners - David George in a Graduate "Cyclops" back in 1974 followed by son Mark George in another Graduate "Breakaway" in 1975. After that, in 1982, John Griffiths in a Laser "Druke-er Gwaine". In 1988 John now sailing with brother Paul won in an Osprey "Mistral" and they managed it again in 2000, this time in a Fireball "The Full Monty". Lets hope its not too long before another SSC helm picks up the Coppet Week Rosebowl, surely the hardest trophy to win around our club course.

Offers of help for the event would still be welcome, please contact Tina on 01834 812383 or Graham on 07890 987825.

### **Pre-Coppet Safety Briefing:**

Can all Coppet Week safety boat helms & crews, OOD's and assistants please attend the safety briefing to be held at the clubhouse at 2pm on Saturday 23rd May. It is extremely important that you attend. Before the briefing we will be sorting out all the boats and equipment required, so if you can attend earlier please come and give a hand.

### **Nautical Nips:**

Reference to starting signal flags last week reminds us of the long history of sending messages by this means before the sophistication of radio or telephone. By the late 18th Century a complex system of messages could be sent by the British fleet using combinations of numeric and special flags and pennants. In 1804 the French captured the British signal book and a totally new signal code was devised which provided greater communication possibilities. Lord Nelson's famous signal at Trafalgar (England expects that everyman will do his duty) involved a total of 32 flags flown from 10 halyards using all three masts of his flagship. Signal officers were highly skilled and were regarded as the elite of the navy. The term Flag Officer became synonymous with admiral.

Skippers Mate

## **SSC PRESS REPORT 8th MAY 2009**

### **Climate Change:**

Almost a record last week with three days of sailing in really quite decent conditions! Whilst the Monday was not brilliant, the climate gremlins must have been concentrating on ruining the Bank Holiday weekend weather somewhere else this year.

### **Sail Training:**

A decent crowd of trainees made a colourful spectacle in the bay last Saturday with racing start practice and then a succession of seven mini races to get them used to boat handling, racing procedures and tactics. All these novices sailed smoothly out of the harbour and back in again at the end of the session, which sounds pretty necessary and straightforward until you actually try it! There are often some very unexpected wind eddies around the harbour mouth and often a serious lack of wind within the shelter of the walls, which can make it quite difficult to keep moving in the right direction, especially with swirls and eddies from the tide. Like most things it all looks very easy when performed by experts - so full marks to the trainees. The real measure of sail training success is that they all come back with smiles on their faces and this was universally the case last week, so well done instructors as well!

### **Club Racing:**

Nick Berridge ably assisted by Wendy Bower ran two efficient races last Saturday with 11 boats including three novice crews, again in very reasonable sailing conditions. This turned out to be quite a family event with various relations sailing together or competing against each other in various boats. Tonia and Julia Griffiths manned (or should it be womanned) the Graduate, Mark and Debbie Tissiman crewed the Fireball, David Jones & Lewis Evans (grandfather & grandson) crewed the Enterprise whilst Sarah and Megan Borman, James and Richard Dwyer competed against each other in parent-child duels. In the first race, Peter Bower's Phantom together with the Tissiman Fireball were caught by a gust and suffered somewhat untimely capsizes right on the starting signal but recovered well to finish first and second at the end of two laps. Paul Johnson was third in his Solo with The Girls On Top coming fourth in the Graduate. The same course was maintained for the second race when the results were reshuffled - 1st Peter Bower, 2nd Paul Johnson, 3rd Tonia and Julia, 4th Mark and Debbie.

### **Fun Racing:**

An open Event (no Club points) was held on the Bank Holiday Monday with six entries racing in fresh force 4 conditions. Malcolm Williams undertook Race Officer duties from the vantage point of the Dory with the help of Harry Hinksman. Family Hinksman was indeed well represented with both Steve and Ben participating in the racing in Toppers. After two laps around the Monkstone, Pendine, Harbour marks, Peter Bower's supercharged Phantom squeezed first position despite getting completely stalled in irons at the windward mark on the second lap. Paul Johnson made second place followed by Keith

Jones. The Toppers did well to stay upright in the refreshing conditions and everyone returned to shore well invigorated after a good afternoon's sailing. Thanks to Martin Andrews and Graham Wellman for providing safety cover.

#### **CYRCS:**

The Club Youth Racing CircuitS comes to Saundersfoot tomorrow (Saturday 10am) being the first of a series of seven meetings to challenge the best under 18 year old sailors in West Wales to get in some useful practice and race against wider opposition than they would meet within their own individual Clubs. It is hoped that our own Juniors will provide some good competition for the visitors. There will be five races with a break for lunch in the clubhouse in the middle. Weather willing, this will provide some good viewing and no doubt supportive parents will get as intensely excited as usual giving on-shore entertainment as well!

#### **Coppet Week:**

Offers of help for this major event (Sunday 24th to Friday 29th May) are still welcome. If you could lend a hand sometime during that period please contact Tina on 01834 812383 or Graham on 07890 987825.

#### **Bermudan Triangle!:**

Can you spot the small triangle of clubhouse that has evaded the decorators' brushes? If so, you know what to do – Graham will happily provide the brushes and paint!

#### **Club Opening:**

The Club's bar is open every Friday night from 7pm on and every Sunday lunchtime from noon and good value food continues to be on offer from Graham's kitchen.

#### **Nautical Nips:**

Last week's poser fortuitously turned out to be very relevant to The Fireball and Phantom who both suffered a capsize just at the start of last week's club race. Both of these would have been delighted to have seen a triangular red and white striped flag being raised with two hoots. Such a signal is for a postponement of the race and may be used right up until the last seconds before the final starting signal. If this is necessary for some temporary problem, the race starting sequence will be started again shortly. If the delay is longer term, the postponement flag will be flown over other flags giving more information. One hour delay is a white triangular flag with red circle, two hour delay is a blue triangular flag with white circle, an indefinite delay is a white flag with blue K shaped end, or if sailors are required to go ashore, a half white-half red flag will be flown below the postponement flag.

It is salutary to reflect that before the advent of radios and telephones, all naval signals around a fleet had to be by flags, guns or other visual signals. More on this next week.

Skippers Mate

### **SSC PRESS REPORT 1st MAY 2009**

#### **Sail Training:**

Last Saturday's intended "taster" session to whet the appetite was "over-salted" by spray and high winds, so those attending were provided with films on the big screen in the clubhouse instead. One of the lessons of the sport of sailing is that one has to respect the weather and conditions, so those interested should not be deterred. Keep in touch with Tina (tel 812383) and join the sailing when conditions are more suitable.

#### **Sunday Racing:**

Whilst sail training was blown out on Saturday, sail training graduates were extremely well represented in the racing on the Sunday, making up two thirds of the fleet. It was great to see Toppers outnumbering all other classes. This was very pleasing – do keep it up! The Girls on Top - Tonia and Julia - were in charge and set a Pendine, Monkstone, Harbour course which gave a really great beat on the last leg for the first lap. Unfortunately the wind eased for the second lap so it was not quite so stimulating. For the first time this season the Bower Phantom failed to haunt the fleet from the front and the new Topper Magno sporting two sails, helmed by Chris Bannister and with Will Horton crewing, took the honours. Paul Johnson kept his Solo in strong contention but was overcome on handicap adjustment into second place with Peter Bower finishing third. This week's Come Dancing entry was provided by Sarah Borman who took a fancy to the Inner Distance mark and gave it considerable attention from many positions before making a move on the harbour mark which she rounded successfully to complete the race.

#### **Coppet Week:**

Coppet Week is in a little over 3 weeks so if you have not yet got round to the application forms – dig them out and return them now. We are still in need of extra volunteers to help with this event which runs from Sunday 24th to Friday 29th May. If you could lend a hand sometime during that period please contact Tina on 01834 812383 or Graham on 07890 987825.

#### **The Scaffold:**

The clubhouse is now revealed in all its newly decorated glory and the space left by the scaffolding will allow all the cruisers to be trundled back into the water. Last minute winter maintenance and repairs have been hotting up in recent weeks so we trust that everything is now bolted, screwed, stitched, glued, varnished and painted ready to go. Hopefully the weather will encourage more voyages this season than were possible last year. If any skippers would like any extra crew there is interest from club members to crew. Either make contact via the notice board, or the website [www.saundersfootsailingclub.org.uk](http://www.saundersfootsailingclub.org.uk) or by word of mouth to committee members.

#### **Club Opening:**

The Club's bar is open every Friday night from 7pm on and every Sunday lunchtime from noon and good value food continues to be on offer from Graham's kitchen.

#### **Nautical Nips:**

Non-sailors watching the racing from Saundersfoot may well wonder how boats of such obvious different speeds and visual design can compete against each other. The answer is in a very well established handicap system produced by the Royal Yacht Association (RYA) using an enormous amount of information from Sailing Clubs all around the Country. Each class of

boat has a number between 700 and 1700 and the time taken to complete a lap of the course (or an average lap time if several laps are sailed) is then divided by the handicap number and multiplied by 1000. The fastest lap time wins. This may be more information than you want, but in any event we hope that you enjoy the spectacle of a fleet of boats of different designs, sizes and colours racing across the bay.

### **Last Week's Poser:**

Most dinghy sailor readers will be familiar with the Preparatory "4 minute" flag that we use in the starting procedure for most SSC races – which is the "P" flag - a white rectangle with blue border. The yellow and black "I" flag which was used as the Preparatory flag in last week's poser, is not so well known and means that those of you who skipped back straight over the line were disqualified, as this flag requires anyone over the line to return "around the ends" of the start line. However if some diverting event had occurred before the final start signal – such as the OOD dropping the stopwatch or one of the flag halyards becoming totally knotted – those of you who were on the wrong side of the line might have been let off, but what signals would you have seen and heard from the starters box ?

Skippers Mate

## **SSC PRESS REPORT 17th APRIL 2009**

### **Easter Sunday Racing:**

8.30am Easter Sunday morning and another brilliant summery day in prospect – for everybody but the OOD that is! Not a breath of wind and the tide starting to ebb, so little opportunity to postpone the racing for long to "see if things might improve". A cloudbank over the bay might mean some wind or it might just dissipate with the heat of the day. Do we hope and go, or do we abandon? In such conditions the OOD is "damned if he does and damned if he doesn't". A crisp decision was made half an hour before the scheduled start to abandon, and the appropriate flags were flown from the starters box hanging limp and lifeless until around the official start time, when the mischief makers of the natural world released a nice little breeze to shake them out as if mocking the decision! Maybe we could have had a race but quite likely we would have had to tow everyone in, as the wind did die and released the promised perfect day. The moral of the tale is please respect the OOD's decisions when times are tough - even if you think you know better! Alternatively, we need more race officers, so rather than "know better" from the dinghy park, get involved and help in the starters box.

### **More luck next time:**

The Easter Monday no-points race was luckier with the weather with a good wind to provide some exhilarating racing but still in warm sunshine. Peter Bower's Phantom crossed the line ahead of the Commodore in his Solo, but Megan is creeping up the rankings, finishing third ahead of her mother in her Radial. Extra washing-up chores as handicap penalty at home I guess !

### **Antics in the Bay:**

Our ever-active Bosun had moored the Dory off Glen Beach having moved the Monkstone Mark at the Harbourmaster's request and wanting the boat out for sail training support. He correctly judged that at low water he would be able to wade out to the Dory in his chest high waterproofs and get to the boat. Unfortunately his best laid plans were hilariously foiled when, within 5 yards of the boat, an unexpected wave rose above his "plimsoll line" and poured down the inside of his kit! If the driver of the unidentified motorboat whose bow wave achieved this result has the picture, please let us have it – it would be a prizewinner and has already been captioned by the Commodore as "Bosun out of his Depth"!!

### **Masts and Poles:**

The scaffolding outside the clubhouse is just waiting for some final building bits to arrive and soon will be gone revealing the full glory of the face lifted frontage to grace the harbour. The other "poles" in front of the club will also be on the move by the end of the month after the dredging of the harbour channels is completed allowing the cruisers to be lifted in and navigate the harbour for the season. The ponderous moving of the tall masted cruisers reminds me of the emergence of the lumbering Ents from Fanghorn Forest in Tolkien's Lord of The Rings. This is not to say that cruiser people are necessarily ancient, woody and long bearded but they do tend to exhibit experience and long knowledge of sailing matters. We welcome their re-emergence and participation in Club activities.

### **Club Opening:**

The Club's bar is open every Friday night from 7pm on and every Sunday lunchtime from noon and good value food continues to be on offer from Graham's kitchen.

### **Club News:**

Your weekly email news and Newsletters are about to cease if you have not yet paid this year's subscription, so please with the racing season upon us and the stir of activity in the dinghy park get your renewal form in to Trevor as soon as possible.

### **Nautical Nips:**

A poser to remind dinghy sailors of procedures on the water seems like a good idea at the start of the season, so try this one out. You have been racing in choppy conditions with a blustery Force 4, gusting 5 for some time, and are a bit cold and tiring. Despite being a competent sailor you have capsized like most others in the race several times and are now in the water well beyond the gibe mark and being attended by one of the two rescue boats supporting the fleet of 12 racers. What should you expect the safety boat crew to do?

Skippers Mate

## **SSC PRESS REPORT 10th APRIL 2009**

### **Sail Training:**

Near perfect conditions encouraged 14 Intermediates to enjoy some excellent practice in developing their sailing skills last Saturday. Malcolm and his team put them through race starting procedures so that they had to learn how to manoeuvre and adjust for the count-down sequence and learn the different flags and sound signals used for racing. There were the usual spills and thrills as might be expected for those new to race starts but all in all everyone did pretty well and enjoyed themselves.

**Fitting Out Supper:**

Those of you who did not attend this event missed a great evening. Graham with Sue's help produced a top of the range buffet, the Milkwood real ale slipped down as smoothly as Dylan Thomas' prose and our new found entertainer – Julie, was really excellent. She entertained us until after midnight with a superb range of songs to suit all tastes. Julie is in fact competing in The X Factor this week so we wish her success and not to forget us when she is a national star. The Commodore promised us a an excellent sailing season with far superior weather to last year – sounds like a safe bet to me – surely no season could be worse!  
The buffet was indeed so sumptuous that all members within range of the clubhouse on Sunday dined well on the remains !

**First Racing of the Season:**

As the race start time approached last Sunday, a thick fog covered Saundersfoot and looked like engulfing the planned proceedings, but after a postponement for half an hour, the conditions sorted themselves out and were ideal for the first racing of our sailing season. Ten boats were out for the two races under the expert management of Trevor and Rhiannon. The fleet comprised Solos, Phantom, Enterprise, Topper and 3 Oppies. It was a particular delight to see the younger novice sailors having a go and completing the course most competently. Full marks to these crews, but where were all the other Intermediate Young Sailors who had training on Saturday ? You missed a great opportunity to put all the new knowledge into enjoyable practice.

The first race and UDT trophy was won by Peter Bower in his Phantom followed by the Solos of Paul Griffiths and Paul Johnson. The same order was repeated in the second race so clearly the scene is set for a competitive season. Although the wind fell away towards the end of the second race, Megan Borman in her Oppie managed fourth which was a great result. Look-out boys, she's really going places this year!

**This week's racing:**

This weekend is of course Easter and there is a single race on Sunday starting at 9.30am. There is also racing on Easter Monday, again starting at 9.30am which is an open event not included in the Warm-Up Series, so it is hoped that everyone especially novices will participate. There is a new Award for the Best Junior Novice Racer this season - so do have a go.

**Club News:**

Your weekly email news and Newsletters are about to cease if you have not yet paid this year's subscription, so please with the racing season upon us and the stir of activity in the dinghy park get your renewal form in to Trevor as soon as possible.

**Nautical Nips:**

The new handicap penalties relating to go-faster expenditure on dinghies mentioned last week were of course devised on 1st April so those with top of the range trimmings can stop worrying about losing points, but just enjoy the April Foolery! During our recent short holiday in the West Country we visited Pendennis Castle which dominates the Falmouth headland. It was impossible to stand up in the gusting north easterly wind on the battlements but down on the edge of the Carrick Roads off St Mawes, there was a 6 man rowing skiff absolutely flying along in quite calm waters. A grand sight and a good reminder to both know and respect your sailing area and the sailing conditions.

Skippers Mate

**SSC PRESS REPORT 3rd APRIL 2009**

Nearly there now folks, the weather look better, the clocks have changed, the cruisers outside the clubhouse are shedding their winter coats and several anti fouled speckled faces were even seen in the clubhouse over the weekend. It can only mean one thing, that the season is upon us and indeed the first dinghy race of the year is this Sunday even though there is little sign of activity in the dinghy park as yet, so I hope its all where you left it last time! There has even been that most welcome sign of spring, the first dinghy on the water for a sneaky practice, that honour this year goes to Peter Bowers in his Phantom and I am delighted to report that will be joining us for the season if he can sneak away from his foreman Wendy and his little DIY project.

That first race of the Warm Up Series is for the UDT Trophy with a 2pm start to allow time for that fitting out hangover to clear a little and for all you sailors to find those elusive bits of gear and sailing kit, and for the officials to remember which way up to tie the flags and where the kill-cord goes..

This is the clubs sixtieth Diamond Jubilee seasons, so watch this space for further details and to kick things off get an order in for your jubilee sailing cap as stocks are limited and this quality item of kit will be undoubtedly be in great demand. In preparation for this big year the Clubhouse itself is being spruced up and is looking good as the works on new windows and painting near the end, so come on down get that cover off and make the most of what promises to be a great season both on and off the water

**New Racing Rules:**

It appears that most sailors and race officers have already bought and digested the new racing rules, judging by the disappointing number who attended the training on the changes contained in them held last weekend. The outcome on the water could be interesting at the first mark, I wont spoil the fun by spilling the beans on the changes here as that would be unfair to those who have either read them or did turn up, but they will be mentioned in later press reports, and a fun video rules quiz is planned once things are really up and running again.

**Fitting Out Supper:**

Don't miss one of the highlights of the year starting at 7.30pm this Saturday. Get your seats early it is bound to be full. Graham will be producing one of his excellent buffets and we hope to have real ale on at the bar. There will be live entertainment to enhance the proceedings.

**Sail Training:**

Intermediates – your first session is this Saturday and we hope you all have completed the paperwork with Tina before arriving.

For those interested in sailing but wondering what it's all about, there is a "taster" session just for you on Saturday 25th April with Beginners training starting at 10.30 on Saturday 30th May. Full Beginner's programme now on the notice board and the website ([www.saundersfootsailingclub.org.uk](http://www.saundersfootsailingclub.org.uk))

**Club News:**

Your weekly email news and Newsletters are about to cease if you have not yet paid this year's subscription, so please with the racing season upon us and the stir of activity in the dinghy park get your renewal form in to Trevor as soon as possible.

**Nautical Nips:**

As a diversion from the normal nautical nips I file a brief report on the sailing meeting that took place at the start of the month on Wednesday night this week, at which the impact of the credit crunch on sailing and the clubs activities was discussed. As we all know whilst sailing can appear to be an expensive sport it is actually possible to get yourself sorted out with a small dinghy and reasonable sailing kit for far less than the price of a set of golf clubs. But to encourage more competitors to take up the sport, changes have been introduced to the handicap system for this season which will see boats worth less than two thousand pounds sailing off the standard RYA yardstick, and boats worth more than two thousand pounds having the yardstick reduced by ten points for every extra thousand pounds of their value. It is hoped that this change which came into force at the start of this month will attract more newcomers into the sport, acknowledge the age of the boats (if not the sailors) afloat and reduce the impact of cheque book sailing in these financially difficult times.

John Griffiths.

Skippers Mate is away on holidays and normal service will be resumed next week.

**SSC PRESS REPORT 27th MARCH 2009****6 Nations:**

A mix of new and old members crowded the club for the 3 match finale of this closely followed event. New members were warmly welcomed and offered a training video on boat maintenance instead of the final match - but this was declined, quite vociferously.....!

As for the rugby - there was even-handed applause for all good moves during the first two matches as tension rose for the start of the vital Welsh Irish game. To say it was close would be the understatement of the tournament. Having perched on the edge of our seats for 79 minutes, the entire clubhouse rose in sympathy with Stephen Jones' final penalty in an effort to will the ball the extra yards to clear the bar! Sadly those few yards meant the difference between first and fourth place, but that is sport and everyone had enjoyed the tournament so drowned our sorrows and dissected the matches in the now relaxed atmosphere of the club overlooking a sparkling sea under a star filled sky.

**Working Party for All Members:**

Don't forget tomorrow's (Saturday's) working party from 10am onwards. Food and drink will again be available. Please come and lend a hand whatever your skills. The start of the season is almost upon us.

**Race Management and Safety Training Day:**

A reminder to all dinghy sailors, patrol boat drivers and OOD's, whatever your level of experience, to attend the training on changes to the racing rules and a refresher on safety and race management this Sunday 29th March at 2pm in the clubhouse. Food will be available and the bar will be open.

**Fitting Out Supper:**

Don't miss one of the highlights of the year starting at 7.30pm on Saturday 4th April. Get your seats early it is bound to be full. Graham will be producing one of his excellent buffets and we hope to have real ale on at the bar. There will be live entertainment to enhance the proceedings.

**The New Season:**

First racing of the Warm Up Series is on Sunday 5th April with a 2pm start. Dinghy Sailors - have you got your gear ready and your mind in gear? We hope that the weather is more cooperative than it was last season and that some good racing can be enjoyed. The first race is for the UDT trophy. This was provided by United Dominions Trust which were a savings and investment bank, now part of the massive LloydsTSB Group, so there might be enormous bonuses to go with a win or perhaps even for the losers!!

**Sail Training:**

Intermediates – your first session is 11am on Saturday 4th April. Have you all completed the paperwork with Tina? For those interested in sailing but wondering what it's all about, there is a "taster" session just for you on Saturday 25th April with Beginners training starting at 10.30 on Saturday 30th May. Full Beginner's programme now on the notice board and the website ([www.saundersfootsailingclub.org.uk](http://www.saundersfootsailingclub.org.uk))

**Club News:**

Your weekly email news and Newsletters are about to cease if you have not yet paid this year's subscription.

**Nautical Nips:**

Visitors to Bristol recently could have seen the amazing sailing vessel Matthew in which John Cabot discovered what was to become Canada. Cabot was a Venetian and like other Italian explorers, including Christopher Columbus, he was commissioned by another country. Cabot was given a charter by King Henry VII to explore new parts of the world during that exciting period of the 15th Century when voyages of discovery were making great wealth for the Countries of Europe with Spain and Portugal trying to exclude others and divide up the new world between them.



Cabot with a crew of 18 set out from Bristol in the 50 ton Matthew in May 1497 and made landfall in Newfoundland. The simplicity of this vessel is quite staggering for such a voyage into the unknown. To assist with navigation there was a simple plotter quite unlike the technical devices which we take for granted today. The picture shows the actual one installed in the Matthew. This consisted of a "compass peg board" which allowed the navigator to insert a peg in the compass direction which the boat had been sailing every half an hour and so plot the rudimentary course that had been followed. A sophistication used by some captains was a second horizontal peg board, shown in the picture below the compass board, which was used to plot the boat speed (measured by throwing a line overboard and timing its movement past the boat). This was a tedious exercise and was often plotted less frequently but did allow a better estimate of the course.



The expedition returned to England in early August, Cabot was made an Admiral and rewarded with £10 and granted a pension of £20 per year. So was Canada founded and history made –quite fascinating!

Skippers Mate

## SSC PRESS REPORT 20th MARCH 2009

### New Members:

New members will be especially welcome tomorrow to enjoy the rugby, meet other members and find out more about the club. We hope to see you sometime during the day from 12 noon onwards. For those still "looking-on" don't forget that Social Membership is only £5 and provides all the benefits of a clubhouse with the best views in the region and a great social scene.

### Big Screen 6 Nations:

Well it's all down to the matches tomorrow !

1.15pm Italy versus France – more than a local Derby this time as both teams have "things to prove": 3.30pm England vs Scotland - are the knees knocking under the kilts after England's performance last week?: 5.30pm Wales vs Ireland - the One That Really Matters- can we get the 13 point margin win that we need?

Extra padding has been added to the edge of the club seats and food and drink to sustain the nerves will be available throughout from Graham's inexhaustible larder.

### Working Party for All Members:

The next working party day is scheduled for Saturday 28th from 10am. Food and drink will again be available. Please come and lend a hand whatever your skills.

### Race Management and Safety Training Day:

A reminder to all dinghy sailors, patrol boat drivers, OOD's whatever your level of experience to attend the training on changes to the racing rules and a refresher on safety and race management on Sunday March 29th at 2pm in the clubhouse. Food will be available and the bar will be open.

### Sail Training:

The first session for Intermediates is 11am Saturday 4th April (to be followed by the Fitting Out Celebrations at 7.30pm). Beginners should contact Tina (812383 or tmosborne04@tiscali.co.uk) for more information.

### Club News, Membership & Subscriptions:

Please note that both the weekly email news and Newsletters will be discontinued to those who have not paid their subscriptions by the end of this month – only two issues to go.

### Nautical Nips:

Pan-Pan is used in international radiotelephone communications to signify that there is an urgency on board a boat, ship, aircraft or other vehicle but that, for the time being at least, there is no immediate danger to anyone's life or to the vessel itself. (This is in contrast to Mayday where there is grave and immediate danger). Its origins are from the French word "panne" which nominally refers to a mechanical failure or breakdown of any kind. PAN also represents an acronym of Possible Assistance Needed which helps to differentiate between Pan-Pan and Mayday.

Skippers Mate

## SSC PRESS REPORT 6th MARCH 2009

### C'est la Vie:

Aaaargh!!! the pain and anguish in the club and throughout the land last Friday night. The French had the hunger, the aggression and the edge and deserved the win, but oh, how close it was in those last minutes. If only ..... mais, c'est la vie!

### Dinghy Racing:

Last week's Club Race Officers Course run by the RYA at Teify BC provided a very useful update on why we run races and how to do it properly. It is useful for sailors to understand what is involved with the "other side of the race" and it is imperative in our situation where (as with most other similar Clubs) dinghy sailors undertake race officer and safety duties. Thus we plan to provide in-house updates before the season to refresh members on requirements and procedures. If you want to ensure good and fair racing, please participate in this. (For those who scoff at the need for Club race training you might be interested to know that there is a 2 day official RYA course for Mark Laying – yes, just for mark laying!) Remember also that we are hosting the International Moths in July when race management standards will need to be faultless, so let's set the top standard from the start.

Our objectives with club racing are to provide enjoyment to the participants, to provide competitive sailing at our club level and to provide opportunity to reminisce in the bar afterwards. We perhaps are not as successful in persuading sailors to get involved in the last aim as we might be- any ideas from members how to improve this?

The RYA also suggests a further objective, which might open a "can of worms", but which is to provide competition in which sailors stand a fair chance of winning. Where a large proportion of cups are regularly going to a single home, maybe there is a case which would benefit everyone, to "level the playing field" using personal handicaps. I await the fall-out!!

### Duties Rota:

The Duties Rota (why isn't it Rotum, it's only a single list?) is on the noticeboard and the website and will be emailed this week. If it presents anyone with problems please communicate these to Tina (811383) or arrange a swap with another duty and confirm the change to Tina.

### Working Party for All Members:

D for Doing Day is tomorrow (Saturday). Do please attend and assist from 10am. Food and drink will be available.

### Club News:

Have you had the February Newsletter by post or email? If not let us know (together with your email if you have one) as it contains much need-to-know information. Please note that both the weekly email news and Newsletters will be discontinued to those who have not paid their subscriptions by the end of this month.

### Members Welcome Day:

New members will be especially welcomed to the club on Saturday 21st March when lunch will be available followed by the 3 matches which may well decide the final positions of the 6 Nations Rugby with snacks and the bar open throughout. 1.15pm Italy vs France, 3.30pm England vs Scotland and 5.30pm Wales vs Ireland

### Nautical Nips:

Did you know your sea areas from last week? The majority of sea areas (25) are bordered by land at some point, but Bailey, Dogger, Faroes, Forties, Sole, and Viking are not.

Different charts of UK sea areas shows the junction of Lundy and Irish Sea to be anywhere from St David Head to Anglesey which is somewhat confusing to the navigator! Officially the meeting point on the Welsh coastline is at 52° 00'N 05° 05'W, which is an obscure headland called "Penbwhdy" on the west side of Strumble Head, but more practically could be regarded as Fishguard. Weather conditions of course have no respect for sea area divisions and when sailing in this general area, the forecast for both areas should be considered. If anyone would be interested in the co-ordinates for other sea areas please contact Skippers Mate.

Whilst you are still thinking of weather, what is the difference between the Beaufort Scale and a Beaumont Period?

Skippers Mate

## SSC PRESS REPORT 27th FEBRUARY 2009

### This Weekend's Big Programme:

Tonight (Friday) is a "Big One" with Wales playing France at 8pm. Our big screen will take you there for all the action. Tomorrow Scotland play Italy at 3pm and England have to battle it out with Ireland in Dublin at 5.30pm. The bar will be open for all the matches and Graham will be providing food to settle the nerves and fortify the body.

#### **RYA Club Race Officers Course:**

There are still places available for the Club Race Officers course being held tomorrow (Saturday) at Teifi Boat Club. Cost of £15 to include lunch and all materials. We are in great need of more qualified OOD's to help spread the load at SSC so do please attend if you are able to. More details from Chris Jeffries on 07824 990695. email [jaffa4566@gmail.com](mailto:jaffa4566@gmail.com)

#### **Sail Trainees- Improvers:**

Please will last year's sail training Improvers get your forms and training fees for this year to Tina as soon as possible ready for the first training session on Saturday 4th April. Any queries tel. Tina on 01834 812383 or 07979893344

#### **Plea to All Members:**

Please do try to attend and assist next Saturday 7th March from 10am to help to prepare club and equipment for the new season. There is a wide range of jobs to be done so you are welcome whatever your skills. Food will be available to help maintain stamina and results.

#### **Facelift for the Clubhouse:**

Members may have noticed the new look to the front of the clubhouse! The scaffolding marks the start of the facelift and renewal programme that will be completed in good time for the new season.



#### **Services for Members:**

The new website section "Goods and Services" provided by and available to members is now up and running – Contact Peter for more information - [webmaster@saundersfootsailingclub.org.uk](mailto:webmaster@saundersfootsailingclub.org.uk)

#### **Newsletter:**

A newsletter including the full sailing programme and covering current news and information is on its way to members who do not have email. If you use email but have not received the newsletter or are not receiving the weekly news reports by email, please send your email address to [john@pda.org.uk](mailto:john@pda.org.uk) You will get more news earlier by this means. If you have not yet paid your subscription please do so in order to continue to receive information about the club.

#### **Nautical Nips:**

The connection between Darwin, FitzRoy and Finisterre from last week: - Robert FitzRoy was put in temporary command of the survey ship HMS Beagle after her previous captain committed suicide. He was reappointed as captain for the famous second voyage of the Beagle when he recruited the young Charles Darwin as "a well-educated and scientific gentleman" to join the voyage which was to play a major part in Darwin's formulation of his theory of evolution. The captain subsequently became an Admiral and his navigational prowess was recognised when sea area Finisterre was renamed FitzRoy in February 2002 when a co-ordinated set of sea area names was agreed for use in European shipping forecasts. Spain still retains a small sea area named Finisterre, hence the change to avoid confusion. How well do you know your sea areas? How do Bailey, Dogger, Faroes, Forties, Sole, and Viking differ from the other 25 areas and where does Lundy stop and Irish Sea start on the Welsh coastline?

Skippers Mate

#### **SSC PRESS REPORT 20th FEBRUARY 2009**

#### **Six Nations Raptures:**

A large screen-side crowd of rugby enthusiasts enjoyed both games last Saturday in our lively club atmosphere. All four teams played some good rugby with a fair result in each case. The next round starts on Friday 27th February with Wales' next big test against France away at 8pm, followed on Saturday by Scotland vs Italy at 3pm and Ireland vs England at 5.30pm - which also ought to be a humdinger! The new big screen and all round sound system are really excellent – do come and join in.

#### **This Weekend's Club Programme:**

Although there is no Six Nations Rugby this weekend, don't forget that the club is open tonight (Friday) and tomorrow (Saturday) from 6pm, and on Sunday between 12 and 2pm for members to enjoy a social gathering with food and drinks

available throughout.

### **First Aid Resuscitated Again:**

The First Aid course previously confirmed for 21st February has had to be moved (again) to a split event on Wednesday 25th and Thursday 26th February both starting at 6.30pm. It is appreciated that this leaves little time to get from work, so we hope to be able to offer food in the club for those who want it, to avoid participants needing first aid themselves. If you were booked on this course but cannot make the new dates, please let Trevor know as soon as possible. Tel 01834 811235.

### **RYA Club Race Officers Course:**

There is a Club Race Officers course being held on 28th February at Teifi Boat Club. Cost of £15 to include lunch and all materials. We are in great need of more qualified OOD's to help spread the load at SSC so do please attend if you are able to. Sorry not to give more notice of this event.  
More details from Chris Jeffries on 07824 990695. email [jaffa4566@googlemail.com](mailto:jaffa4566@googlemail.com)

### **Working Party for All Members:**

We are in need of your help on Saturday 7th March from 10am (there is no rugby) to help to prepare club and equipment for the new season. There is a wide range of jobs to be done so you are welcome whatever your skills. Your help is requested but overalls with broad arrows will not be compulsory, and food will be available to help maintain stamina and results.

### **More Members Benefits:**

A new facility for members was agreed at last week's Committee meeting. In addition to the For Sale section, our website is to include offers of goods and services from SSC members. Eg. Members with accommodation or other services can register this for the benefit of visitors coming to SSC events, etc. This facility is now up and running. Any members wishing to offer services on our website should contact [webmaster@saundersfootsailingclub.org.uk](mailto:webmaster@saundersfootsailingclub.org.uk)

### **Subscriptions:**

We know we are in a recession and a banking crisis but membership subscriptions are now overdue. For those who have not yet got round to it, please return the forms and your cheque now, especially if you require a space in the dinghy park as these are in short supply and are allocated on a first come first served basis.

### **Members Welcome Day:**

New members will be especially welcomed to the club on Saturday 21st March when lunch will be available from 12 noon followed by the 3 matches which may well decide the final positions of the 6 Nations Rugby with snacks and the bar open throughout.

1.15pm Italy vs France, 3.30pm England vs Scotland and 5.30pm Wales vs Ireland

### **Nautical Nips:**

From last week: - Cinclus Cinclus is the Dipper - a brown, wren-like bird with a white breast that lives near swift flowing, mainly upland streams. It feeds on aquatic invertebrates and fish and has a most unusual form of hunting. It uses its wings to swim underwater and is able to walk along the bottom with wings outstretched to stop it from rising to the surface. Its common name derives from its habit of bobbing up and down when typically perched on a stone in mid river. The remarkable thing about the dipper is that it enters the water feet first - like a child jumping into a swimming pool - which to my knowledge is quite unique in the bird kingdom and also most bizarre. I did not believe that such a thing would happen in Nature and have spent some time observing local dippers on a river near Carmarthen to confirm to myself that this was so. Perhaps it could have been better named Sinkus Sinkus!

To sharpen the wits this week as it is the bicentenary of The Origin of the Species, what are the links between Darwin, Fitzroy and the demise of Finisterre ?

Skippers Mate

## **SSC PRESS REPORT 13th FEBRUARY 2009**

### **Gremlins in the Snow:**

Last week I managed to get a number of gremlins (inaccuracies) in the announcements, for which apologies. The snow must have affected the brain cell! (If you don't know what I am referring to I must have got away with it!)

### **This Weekend's Club Programme:**

The club is open tonight (Friday) from 6pm for the usual Friday gang and any others who would like to join them. Big Screen Rugby dominates tomorrow (Saturday) with France vs Scotland at 3pm and The Big One - Wales vs England at 5.30pm. The bar will be open throughout, together with food if you speak nicely to Graham between the key runs of play!

### **Valentines Day Lunch:**

Despite rumours/reports to the contrary the special Valentines Lunch will be served this Sunday (15th) - 12.30 for 1pm - so you can extend your passion for an extra day. At the time of writing some places are still available - please book with May on 01834 813595.

This will be followed by the Italy vs Ireland game on the Big Screen at 2.30pm and it is to be hoped that the Italian scrum half play does not provide indigestion and apoplexy as in their last match! (Bergamasco sounds like a foreign spicy sauce to me). The bar will be open throughout.

### **News from Abroad:**

SSC Member Tricia Crew reports from Cardiff Bay that there were 11 cruisers out last Sunday - "a brilliant sight with the snow covered hills in the background". (The picture quality reflects the conditions). My fingers have gone dead at the thought of it!



### **RYA Dinghy Show 2009:**

This show, which has been running for over 50 years, will now be known as The RYA Volvo Dinghy Show, in association with Yachts and Yachting and Suzuki. It takes place at Alexandra Palace, London on Saturday 7th and Sunday 8th March. We have always found this a good outing and well worth the trip even though the venue is not the best to get to from here. The website trailer for the event includes a comment from the ex Fireball world champion and top coach Adam Bowers that a quiet boat is a slow boat! Is this a license for helm to shout at crew I wonder? Perhaps the "bluer" the airwaves, the faster you go! Can any SSC crews endorse this?

### **Nautical Nips:**

Following on from last week's nautical terms, Trevor has provided the origins of the much used expression "shipshape and Bristol fashion" which refers to the fact that boats moored in the old Bristol docks used to dry out on an uneven bottom and thus if things were not stowed correctly they would finish up all over the place – not a safe prospect. This reminded me of the first time we moored our long keel cruiser against the wall in Saundersfoot in a position (unbeknown to us) previously occupied by a much larger boat whose keel had left a trench into which we graceful tipped when the tide went out! Luckily we refloat before daybreak so our ignominious position was not seen by all - but our nights sleep "on edge" was not the best!

Nip for this week is an aquatic poser rather than a nautical one, but still quite intriguing- what is unusual about a dipper – assuming you know what a dipper is? Cinclus Cinclus is a clue – hurrgh! some clue!!

Skippers Mate

### **SSC PRESS REPORT 6th FEBRUARY 2009**

#### **Big Screen Rugby this Weekend:**

You will be welcome and in good company for lunch and International Rugby today (Saturday) from 12 o'clock. England vs Italy at 3pm followed by Ireland vs France at 5pm. Please note that the club will close after that match. The Club is also open tomorrow – Sunday - for lunch from noon and for the rugby – Scotland vs Wales at 3pm. with the bar open throughout.

#### **Next Weekend:**

The Club will be open on Saturday 15th for the France vs Scotland match at 4pm and of course for the Wales vs England duel at 5.30pm.

#### **Valentines Day Lunch:**

This is to be held at 12.30 for 1pm on Sunday 15th February. Bookings please to May on 01834 813595. The club will remain open after the lunch for the Italy vs Ireland game at 3.30pm. The bar will be open throughout.

#### **Sail Training:**

Many hours of hard work and dedication are invested in SSC sail training and possibly not appreciated by many so here is a brief outline of these activities.

Life Member Trevor Smith started sailing instruction at the Club around 1984 following interest from the Vicar of Pendine who had 3 sons to keep active and out of mischief (Rev Hellier went on to found the Pendine Sea Scouts which later moved to Laugharne under Life Member Angela Hollies' caring hand.) So our RYA Certified Sail Training School has been teaching youngsters and adults to sail for almost 25 years. It is a recognised WYA Dragon Sail Centre and boasts an impressive fleet of 12 dedicated training dinghies comprising – Optimists, Toppers, Laser 2000, RS Feva XL, Wayfarer and Graduate – thus providing a broad breadth of potential dinghy experience for all sizes and ages. We are fortunate in having a singularly dedicated team of RYA qualified Instructors headed by Principal Malcolm Williams who is supported by 2 Senior Instructors, 3 Instructors and a number of Assistant Instructors. Other experienced club members support with vital safety boat duties. Participation by parents of Junior trainees is encouraged, as this provides essential help for all the many non skilled jobs required to run an active training unit and improves understanding of what is going on to all. Last year a total of 31 juniors and adults received training and obtained RYA Certificates. Training is provided on Saturdays with times ruled by the tides. This year's programme for Improvers starts on Saturday April 4th. (See this web site for times). Improvers are encouraged to graduate to Club sailing and participate in Sunday races. Easter, Spring and Summer Bank Holiday Monday's provide specific opportunities to "have a go" in races as these are not part of the full-on season races for points. A new award this year is to be presented to the most deserving Junior Trainee Racer.

For Beginners "wondering about sailing", a Taster Session is planned for Saturday 25th April with Saturday sessions during June and an intensive full week of training starting Saturday 27th July and culminating in a Trainees Regatta combined with the Junior Helm Race on Saturday 1st August.

Past Trainees have benefited from the satisfaction and enjoyment of sailing both with our Club and elsewhere and a number have also gone on to achieve notable success at the higher levels of Regional and National competitions. This is a most worthy and commendable aspect of SSC activities.

What an opportunity to discard the computer games, inhale some fresh sea air (and perhaps a sniff of spray!) and rubbish the obesity scare stories all in one go. If you might be interested in participating or lending a hand in some way please contact Tina on 01834 812383 or Malcolm on 01994 448383 to find out more.

### **Nautical Nips:**

The explanations of the nautical animal terms from last week are as follows (some terms have other meanings as well):

A spider is an iron outrigger to keep a block clear of a ship's side

A horse is the footrope on which sailors walked out along the yards to tend the sails

Leeches are the edge of a sail

Hounds are the fittings at the mast head which support the rigging

The fly (of a flag) is the breadth from staff to outer edge of a flag

Goose-wing is the term used when foresail and main sail are set on opposite sides

A goose/neck is a fitting on the inner end of boom to tension it down

A stag is a rock that should be watched for

A greyhound is a hammock with so little bedding as to be unfit for stowing in the nettings

Hedgehogs is an old name for boats with many oars.

Skippers Mate

## **SSC PRESS REPORT 30th JANUARY 2009**

### **Burns Lunch:**

It is somewhat enigmatic that the focus of one of the most fervently supported celebrations was a taxman! I wonder how many Burns Night celebrants revelling in the 250th Anniversary of Scotland's most loved and leading poet last Sunday were aware that he trained for and worked in the Excise Service. Where else could you possibly find such public adoration of one in this profession?

Our celebration Lunch on Burns Night (another contradiction?) consisted almost entirely of Sassenachs and certainly lacked the fervour and intensity of true Scottish devotion - there were no pipes, no readings and no formal toast. Nevertheless a thoroughly enjoyable time was had by all and the Scottish flavour was in adequate evidence with traditional haggis, neeps and tatties and the statutory wee drams all excellently prepared and presented by May, David and Graham. Many thanks to the team.

### **Membership Subs:**

Continuing the topic of taxation! - a reminder that subs are now overdue so please get round to digging the renewal out of the pending tray or off this website and sending the appropriate cheque.

A particular request to those non-members who have attended Club events or who have been using the Club without being members. Where this is an oversight please rectify. The licensing laws are extremely strict now and non members are not allowed in the club, except as guests introduced by members with a view to membership, and then only four times in a year. Social membership is only £5, which is a very trivial sum for the benefits available, which makes non payment even more indefensible.

### **This weekend:**

Don't forget that the Club is open this weekend (and for the rest of the winter season) on Friday and Saturday nights from 6pm and on Sundays from noon to 2pm. The Club boasts a warm and pleasant atmosphere and probably the cheapest drinks and food in Saundersfoot.

### **Big Screen Rugby:**

Next weekend ie. Saturday 7th February is the first International match of the New Year. The England vs Italy match is at 3pm followed by Ireland vs France at 5pm. Lunch is available beforehand from 12 o'clock and the bar will be open throughout.

### **Valentines Day Lunch:**

12.30 for 1pm on Sunday 14th February. Bookings please to May on 01834 813595.

### **SSC Website:**

Details of this season's programme and the open fixtures can be found together with a wealth of other information about the club on this website.

### **Sex (In) Equality:**

The sailing classes for the 2012 Olympics in the UK have now been announced. It is disappointing to note that there are 6 classes for men - windsurfer, single handed dinghy, heavy weight single handed dinghy, two person dinghy, high performance two person dinghy and keelboat) but only 4 classes for women who do not have the heavyweight single handed or high performance two person dinghy options. This seems particularly disappointing in view of the phenomenal success of our ladies in the last Games. Why is there not a women's equivalent of the high performance double-handed category?

### **Nautical Nips:**

Whilst it is widely recognised that a large number of sayings have nautical origins, there are also a large number of words in nautical use that are borrowed from elsewhere especially from the animal kingdom.

For example : spider, horse, leeches, hounds, fly, goose-wing & goose-neck, stag, greyhound, hedgehogs, etc. etc. Explanations where necessary next week.

Skippers Mate

## SSC PRESS REPORT 23rd JANUARY 2009

### Burns Lunch:

Tickets are still available at £5 per head which represents amazing value for the traditional meal to be provided. Timing is 12.30 for 1pm on Sunday 25th January – yes, that is indeed the Day after Tomorrow (hopefully the climate will not be as extreme as previously publicised!). Please contact May on 01834 813595.

### First Aid:

The first aid course on Saturday 21st February is now fully booked. If you are still interested in first aid training please give Trevor a call on 01834 811235 so that future courses can be planned.

### Club Opening:

Just a reminder that the Club is open for the rest of the winter season every Friday and Saturday nights from 6pm and on Sundays from noon to 2pm. Please do use this facility and the good value food and bar service provided. We must not let Graham get out of practise!

### Live Rugby:

First match Saturday 7th February with England vs Italy at 3pm followed by Ireland vs France at 5pm. Lunch is available beforehand from 12 o'clock and the bar will be open throughout.

### Valentines Day Lunch:

12.30 for 1pm on Sunday 14th February. Bookings please to May on 01834 813595.

### 2009 Dinghy Programme:

A link to the season's dinghy programme is now on the Dinghy page and will be emailed to all members who are on our mailing list (another advantage of registering econtact with the Club).

Our Sailing Captain, Tina, has again produced an excellent and full programme of sailing opportunities. There are a total of 34 in-season Sunday races divided into the usual three Series - Warm-up, Mid Season and Late Season, with a further Frostbite Series of 10 races for the cold blooded enthusiasts. The extremists could of course finish winter sailing with the Boxing Day swim!

There are also three races on Easter, Spring and Summer Monday Bank Holidays (which will not attract points for the Sunday Series') but which will allow visitors and locals to participate and enjoy some fun racing and which hopefully will encourage Trainees of Intermediate level and above to "have-a-go" at racing without being dropped straight into the "Gold Fleet".

There is also a new Award this year for the most deserving Junior Trainee Racer.

This is in addition to the incredible wealth of silverware just waiting to be won again this season.

### Dinghy Parking:

Sadly an inflatable has disappeared from our compound in the last week and whilst this is a very rare occurrence, members are reminded that it is prudent to secure tenders to prevent theft.

A gentle but firm reminder is also needed that dinghy parking is provided for the benefit of sailing members i.e. for craft which are used during the season. As we do not have unlimited space, members will not be permitted to store boats in this area if they are not actually used. If you are unable to sail in the foreseeable future and have a problem over storage, the Club is likely to be able to advise you on alternative space, so please contact Graham as Bosun on 01994 448346 or Paul as Commodore on 01834 814145.

### Nautical Nips - Club Members:

Following the earlier report on clocks, longitude and navigation, I have learnt some fascinating relevant history of current club members. The Dancer family, who must be known to most Club members, come from a long line in the village of Aynho in North Oxford to which, as a nipper, Nigel remembers being taken, and picking the local apricots that grew on the cottage walls from where the family originated and see the church where the family details were recorded (Curiously for maritime connections this must be one of the most distant points from the sea in the British Isles!).

A direct ancestor was William Peckover who sailed all three adventures with Captain James Cook in his world circumnavigations. He ended up as Master Gunner on the first two trips and Assistant Botanist to Joseph Banks on the third trip. After the third trip he joined the Bounty – yes, of "Mutiny On The ..." fame. Nigel emphasises that his ancestor was definitely one of the good guys being one of the first officers to be put in the hold and taking Blyth's side in the Wayfarer-like longboat in which they were cast adrift. It is reported that he secreted about his person the chronometer that allowed them to survive and successfully head in the direction of Australia and also produce accurate charts of the islands discovered during the long trip back to land. The watch is now on display in Melbourne. William Peckover was probably Ben's Great, Great, Great Grandfather which may explain why he is quite handy in an open dinghy. (perhaps best not challenge him with a cutlass though!).

For more on the subject go to [www.bountygenealogy.com/bounty/peckover.html](http://www.bountygenealogy.com/bounty/peckover.html) (< click on link)

If any other Club Members have similarly fascinating revelations that you feel you can reveal please let Skippers Mate know. Anonymity can be guaranteed.

Skippers Mate

## SSC PRESS REPORT 16TH JANUARY 2009

### First Aid:

The first aid course has been moved from the previously reported 14th February to Saturday 21st February. This will be an update for those needing to renew existing certificates or for anybody wishing to learn the basic skills. Please contact Trevor on 01834 811235.

**Social Programme:**

The Club will continue to be open for the rest of the winter season providing good cheer for all members and serving drinks and food every Friday and Saturday nights from 6pm and on Sundays from noon to 2pm. Such a provision has to be organised, staffed and funded so please do use the Club whenever you can and enjoy the social side before sailing activities take-off in the Spring.

**Red Hot Lunch – “Burns Night”**

The full Mcworks of haggis, neaps and tatties followed by butterscotch and raspberry desert will be provided on Sunday 25th January - the 250th Burns celebration, but as a lunch 12.30 for 1pm.

Please booking in for this ever popular event with Clan McDermott on 01834 813595

**Live International Rugby:**

Our new big screen equipment will be put to good use for all the international matches to be played during February and March.

They start on Saturday 7th February with England vs Italy at 3pm. Make it a real occasion with lunch in the Club beforehand and screen-side seats to allow you to enjoy the game fully with a great atmosphere and no travel. Ireland vs France follows at 5pm and the bar will be open throughout.

**Valentines Day Lunch:**

For all you romantics there will be a Special Valentines Day Lunch, 12.30 for 1pm on Sunday 14th February. For those disclaiming romanticism, treat this as a training course – and come anyway. Having aroused at least your taste buds with the repast, the Wales vs Scotland game will follow on the big screen at 3pm to provide total climax. What an opportunity for the excitation of your deepest passions during daylight hours – book now with May on 01834 813595.

**Welcome Night:**

We hope to arrange a welcome night on a Friday or Saturday before the start of the season when all members will be welcome but particularly for new members to get to know others and learn more about the opportunities in the Club. Details to be announced later.

**Over the Top !**

We hope to bring a special event to the Club during March which would be of tremendous interest to all members. Watch this space for more details.

**Fitting Out Supper:**

This is to be held on Saturday 4th April so put it in your diary now. Sailing starts the following day with perfect weather assured for the first race of the season on Sunday 5th April. (Also the start of the new tax year but this will be of less interest !!)

**Sailing Diary Dates for 2009:**

Coppet Week is to be held from Sunday 24th to Friday 29th May. Competitors will be delighted to learn that the fees will be the same as last year with early entries again receiving a discount.

SSC Dinghy Regatta and Caldey Island Race are to be held on Saturday 22nd and Sunday 23rd August. Note that this is the weekend before the Bank Holiday to avoid clashing with other events.

**National Championships:**

This year we are hosting the International Moth National Championship from Saturday 11th July to Tuesday 14th July. This is a truly amazing Class of sailing dinghy (flying machine would be a better description) sailed by real experts and enthusiasts. They will provide a fantastic spectacle for onlookers and a source of much expertise for other sailors. A typical Moth hull is 3.5m long and 35cm wide with the entire rigged boat weighing in at only 25-35kg. Combining 8 square metres of sail and "wing" these boats develop an incredible power to weight ratio making Moths one of the fastest single-handed dinghies available. Many of these boats now use foils which lift the hull out of the water like a ski and really do result in them flying ! They thus depend upon considerable sailing skill to achieve full race performance. We are delighted and proud that two club members – Robin Wood and Colin Newman - have achieved top honours in this class (winning between them various National, European and World Championships).

**Interclub Racing with Tenby SC:**

The annual interclub competition between SSC and TSC is scheduled for Saturday 15th August with a 1pm start and evening festivities in our clubhouse to host visitors from Tenby after the racing.

**Clubhouse Improvement:**

A major decision was taken at last week's Committee meeting to commission the now urgent work on the front eaves, gutters and windows of the clubhouse. This is a major project but will greatly improve the building and ensure that it remains in good repair for the future. Inevitably there will be some disruption as it involves scaffolding across the entire frontage but will result in new double glazed windows and redecoration of the visible parts of the building. This is a major commitment of Club funds but considered to be an essential investment. Timing of this work will be confirmed in due course.

**Nautical Nips:**

Like so many other common expressions, last week's poser on "Brass Monkeys" does have nautical origins. The cannon balls required by the guns on Napoleonic ships of war were carried and stored in containers referred to as "Monkeys" and being made from brass were thus "Brass Monkeys". In very cold temperatures the brass would contract or even break, or water in the base of the container would freeze and lift the contents thus allowing the cannon balls to roll off the Monkey onto the gun deck. Hence the sailors would say "it is cold enough to freeze the balls off a Brass Monkey".

Skippers Mate

**SSC PRESS REPORT 9TH JANUARY 2009****Big Screen Blues:**

Our big screen equipment was fully fitted and tuned in time for the huge event in the Welsh Rugby World on New Years Eve to the delight of a spirited group of members who drank, cheered, drank, groaned, drank, swore, drank, despaired, celebrated and drank for this needle match finally won by the Ospreys 16 to 12 against the Cardiff Blues. Great entertainment and no problem getting tickets for the excellent seats in the Club Stand.

### **New Year Celebrations:**

End of year celebrations followed later in the evening with the usual appreciation of the magnificent firework display to bring the New Year in with many colourful bangs and impressive pyrotechnics. The Club was heaving for the event and a great celebration was enjoyed by all.

### **New Years Day Swim:**

The outside thermometer was hovering just below freezing, a mean easterly wind was scything through walls, the ground was like iron underfoot, the sea would have been ice but for the salt and the minds of several hundred souls were set on ripping off their clothes and plunging into the water on Saundersfoot Beach! The word committed comes to mind for such actions and also seems appropriate treatment for those with such a mindset! Apparently however great fun was claimed to be had by all and SSC members who participated were welcomed back to the Club and the living with hot soup and showers to recuperate. We must be in a position to claim a record for Molly who as an octogenarian makes a point of "properly" swimming (not just toe in and out again) every year and has only missed one swim in 25 years. Well-done Molly!

### **People:**

Our best wishes go to Karen who keeps the whole Club so spruce and clean for us throughout the year but who is currently recovering from a car accident. Karen - we hope you are soon back to your lively energetic self.

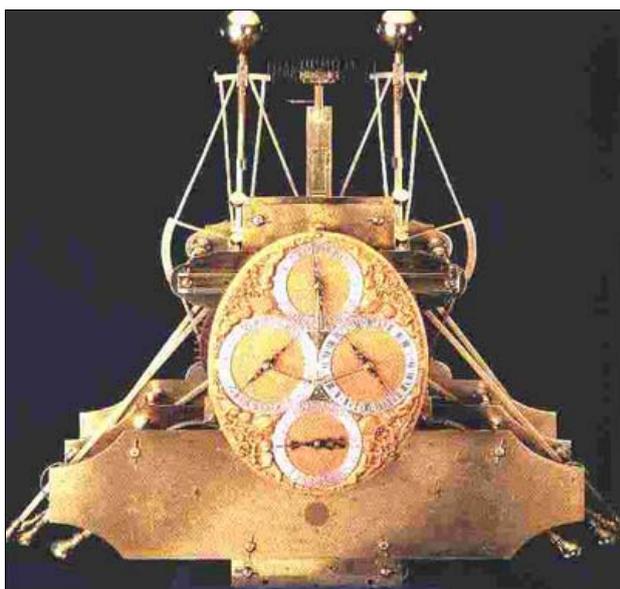
### **Nautical Nips:**

The introduction of GPS in the last few decades has made it so easy to determine one's position on sea or land that we easily forget the vital information that is needed to do this when out of sight of land. Back in 1714, during the reign of Queen Anne, the Longitude Act was passed in response to the Merchants and Seamen petition and the enormous sum of £20,000 was offered as a prize for a method of determining longitude to an accuracy of half a degree of a great circle (equivalent to 60 nautical miles). Latitude could be easily established but positioning required longitude to be calculated as well. This needed an exact knowledge of time which clocks of the period could not provide, largely because of a lack of suitable oil to ensure good lubrication.

Amazingly the problem of lubrication was solved by John Harrison - a teenage, working class joiner from Lincolnshire with little formal education, who constructed a pendulum clock made largely from wood, which thus did not require oiling.

Harrison went on to obtain backing from the Astronomer Royal to pursue the Longitude Prize and within 5 years made his first sea clock called simply Harrison No.1 or H1. The moving parts were controlled and counterbalanced by springs so that, unlike a pendulum clock, H1 was independent of the direction of gravity.

Sadly it took many more years for him to secure the Prize because of the intransigence of the awarding Body and the reward was only finally paid after the intervention of King George III in 1765. His winning design - H4 - was more like a pocket watch - just 13 cm in diameter and weighing only 1.45 kg. It was tested on a voyage to Jamaica lasting 2 months over which period it lost only 5.1 seconds - an astonishing feat for that period. The intricacies and ingenuity of these superbly engineered early chronometers is quite astounding and somehow much more impressive than the modern GPS electronic box of tricks despite the incredible abilities of the latter.



The recent run of weather brings to mind the term "Brass Monkeys" being an accepted phrase used in the English language to indicate that the ambient air temperature is very cold, but do you know the derivation of this phrase?

Skippers Mate

**SSC PRESS REPORT 26TH DECEMBER 2008**

### Carols and Mince Pies:

A suitably angelic host of members assembled on Friday evening for this festive gathering. The snow did not lie round about deep and crisp and even, but the moon did shine brightly occasionally through the murk on the enthusiastic souls who had followed in each others footsteps up the stairs to the Clubhouse. Pies were duly scooped, ale quaffed and voices lustily raised in rendering all the old favourites. Some readings were also given which is always an excellent part of this traditional pre Christmas evening in the Club although we missed Geoff's singular renditions this year. Again a great and appropriate evening's participation for members.

### Games Evening:

By way of contrast, a select super fit and highly trained unit turned out, despite the lure of the final of Strictly Come Dancing and other sedentary pleasures, to ply their skills at a range of games on Saturday night. Graham did advance a new top-of-the-range, gold embossed, domino set in case other exertions were too much for anyone, but these were scorned by the finely honed specialists present. After the statutory limbering up involving scampi and chips, a few beers and considerable tongue exercises, the battle lines were drawn and action commenced. I think that I can honestly say it is a very long time since I was so entertained by simple things and have not laughed so much for ages. Whilst activities were confined only to darts and pool – there was simply no time for skittles, boat races or any other sports – these were quite enough to bring out levels of competitiveness rarely seen on the water and an intensity of play to be marvelled at. It is impossible to adequately describe the levels of expertise that were achieved. Many matches were drawn supposedly due to the equality of muscle and eye-tuned skill – but more probably because of a failure to achieve any result. In the pool competition, the ladies managed to pot more balls in short order than any of the men, but this had something to do with a dynamic balancing adjustment to the table undertaken by a perhaps over zealous umpire following a comment that the table was possibly not exactly level. This was an absolute highlight of hilarity, occurring in the middle of a game that had not been totally alight with action, when quite suddenly the entire spread of balls appeared to float and then jet in all directions like excited electrons to disappear down pockets faster than Hurricane Higgins could ever achieve. As a night of side splitting entertainment it could not have been bettered; in terms of training for a New Year's match with TSC one can only comment that they can have no idea what they might be in for!

### Windguru Weather Forecast:

Colin Newman has sagely pointed out that this prediction service is based upon computer modelling rather than human "experts" – no wonder it has proved so accurate!! However I am not convinced in the infallibility of computers either, so am waiting for a Force 666 to be included during the next period of fiendish weather for Saundersfoot!

### Extra Sailing Time:

Don't forget to change your clocks over New Years Eve when we gain the extra "Leap Second". If you don't believe it, listen for the extra "seventh" pip in the time signal at midnight on 31st.

### Membership Renewal:

The Membership Secretary welcomes prompt renewals now that these are due for 2009. For those with email addresses, please ensure that you submit clearly written and accurate email details so that we can use this means of communication to keep you better informed and more up to date with news.

### Nautical Nips:

The picture this week shows how possible and satisfying it is for a 10 year old to sail a 12metre model yacht. Sailing properly designed models is also extremely instructive, giving very good understanding of wind awareness, tiller and sheet control and racing strategies. Such boats often use cutting edge technical ideas and so lead the way to new designs for the real thing. Both the swing rig and the bulb keels for racing yachts were developed in this manner. Local Laugharne Sea Scouts regularly race model "bottle boats" (so called because they are made from waste products such as fizzy drink bottles, supermarket bags and spent arrow shafts) designed by international designer Roger Stollery who is uncle to former club member and SSC sail trainee Alfie Hart.



Appropriately for the New Year and the Leap Second referred to earlier, do you know what Harrison (John not George) was famous for and what was H1 ?

Skippers Mate

### SSC PRESS REPORT 24TH DECEMBER 2008

As readers may well have other activities on their minds this week, the SSC news items will be held over until next issue – the first of the New Year.

In the meantime don't forget the Saundersfoot New Year's Day Swim (which is to be held on 1st January would you believe!) and the Firework Display that evening which can be watched from the excellent viewpoint of our front picture windows in the comfort of the Club with bar and food on hand.

The photo this week is just to remind everyone that the sky can be blue and the sun does shine over Saundersfoot sometimes. We look forward to such ideal weather for our enjoyment in 2009.

A very Merry Christmas and a Happy New Year to all members



Skippers Mate

### SSC PRESS REPORT 19TH DECEMBER 2008

#### Christmas Dinner:

Wow, what a belt busting feast ! Graham and his team excelled themselves! Mulled wine on arrival, three whopping courses accompanied by wine and crackers, followed by mince pies and finishing with a much needed rest period with coffee and mints. This was all accompanied by great fun and lively conversation in a superbly decorated Club. A memorable evening and a big thank you indeed to Graham, May, David, Kath and Tom (who was pressed into preparing the sprouts!) Was this superb training for a repeat on the actual Day, or should we now retreat to Caldey to practise abstinence?



#### Sunday Lunch:

In case Graham's stamina needed testing after his achievements on Saturday – or perhaps because of the spreading reputation for good meals, a growing crowd attended lunch last Sunday and enjoyed a variety of menus from vegetarian to full-blooded carnivore with ale for David "you-know-who"!

#### Social Programme:

Our Christmas activities continue as follows :-

Saturday 20th December

Games evening as training for Christmas and the return competition with Tenby SC next year. Limbering up 7.30pm. You WILL enjoy yourselves.

Thursday 1st January

New Years Day swim and fireworks  
Not both at the same time, but fully entertaining nevertheless

### First Aid Course:

We are running an all day First Aid Course on Saturday 14th February starting at 9am for those wishing to update previous Certificates or for anybody to learn the basic skills so helpful with our activities. Please contact Trevor on 01834 811235. There are early plans for a Valentines Ball that evening - so at least we would be well prepared for any eventuality! Watch this space for further details although these items are not irrevocably linked.

### Website:

Peter continues to update the SSC website on a regular basis and keeps it both topical and readable. Much information can be gleaned from the site. The new year's sailing programme, sail training calendar and other events will be listed as soon as these are available.

### Weather Forecasts:

Time was when we all complained because forecasts were so inaccurate - or perhaps they were all targeted at or from a roof in Bracknell and so less relevant to Saundersfoot. I was minded of the increasing usefulness of our local forecasts whilst in Malta last week. On arrival I was considerably disappointed to read the five day predictions which gave gale force winds and thunderstorms in varying proportions and directions for the whole week of our stay. This was precisely what we had come to get away from - if you will excuse my English (my Anglo Saxon at the time was less printable). The forecast was updated every day with more of the same although the timing each day was varied - perhaps just to colour it out a bit. However each day the actual weather proved perfect for us - temperature around 18-20 degrees with some wind which could be escaped by choice of appropriate facing coast and long periods of pleasant non-burning sun in an azure blue sky. Despite the settled and splendid reality the same depressing predictions were offered up each and every morning. At first I was very puzzled by this failure of science, but on reflection one has to applaud the merits of this approach - it leaves no disappointment and only pleasure at how things turn out! If only we could indulge ourselves in this way but sadly we need the reality of such weather first.

For our very variable home climate I find (click here> [www.windguru.cz](http://www.windguru.cz)) a very informative and accurate source of local sailing weather. Last year for Coppel Week when there were many very conflicting predictions, this site was virtually "spot-on" for both timing and intensity. However if you prefer the Malta version just dream on .....

### Nautical Nips:

For this week's consideration - how can a 10 year old boy sail a 12metre boat single-handed?

Skippers Mate

## SSC PRESS REPORT 12TH DECEMBER 2008

### The Frostbite Series that Never Was:

Saturday December 6th was intended to be the final triumphant day of the 2008 Frost Bite series. It was frozen out, to complete the list of Frost Bite races which were either washed out or blown out.

Perhaps this is the shape of things to come. Looking back over twenty years of eyeing Saundersfoot bay from a sailing perspective, there has been a distinct change in weather patterns - now we get howling gales or flat calms, rarely that nice bit in the middle which sailors can enjoy.

No doubt the official statistics will dispute this Old Wives Tale, but every year it becomes an increasing struggle to complete Coppel Week and Class Championship programmes and many of the cruisers don't move from one month end to the next.

And then there is the credit crunch!  
But there were some pleasant surprises for frustrated sailors. Read on

### Christmas Decorations:

Last year Jacqui Riby hit on a brilliant solution - bribery. Volunteers would be treated to a Riby culinary triumph aka shepherd's pie. Result a clubhouse full of volunteers and a magnificently decorated clubhouse in no time at all.

This year, Jacqui repeated the demonstration of one of the 101 things one can do with a shepherd's pie. Graham Wellman provided the added inducement of apple crumble and custard - the whole spread - the bargain of the century, no problem about volunteer numbers and job done.

But there was more! Where else will you find a sailing club, where the working party is entertained by a combo comprising Commodore on flute, and Secretary on keyboard.

### Tall Ships:

On Saturday night, December 6th, there was a well-attended meeting to hear Tom Horton recount his experiences as a crew member on the 'Stavros Niarchos' sailing out of Swansea bound for St Malo and Portsmouth. Tom, a product of Saundersfoot Sailing Club's training schemes, was recommended to and sponsored by the Pembrokeshire Branch of the Tall Ships Trust which arranges for young men and women to experience the unique challenge of handling a traditionally rigged sailing vessel - the experience of a lifetime packed into 3 eventful days.

This being the age of the digital camera, the audience was treated to a profusion of shots of strange objects on the ship photographed from unusual angles, snaps of bars in St Malo, girls in bars, girls not in bars (we were all 16 years of age once), shipmates looking very green while very high up in the rigging, and dolphins riding shotgun to power boats at high speed and so on.

None of this light hearted display could disguise the fact that Tom and his team not only went down to the sea in ships, were not just thrown in at the deep end, but were thrown up into the sharp end to hand sails a long way up by the rope ladders and a quick way down by the direct route.

### Future Events:

Christmas Dinner Saturday December 13th 2008 6:30pm

May David and the ever-present team of all talents Graham will again be in attendance at the feast on this date. At the time

of going to press, the bookings situation is not known, but those who thrive on last minute arrangements should contact May and David MacDermott on 813595

Friday December 19th Carols and Mincepies Evening 8:00 p.m.

Saturday December 20th Games Training Session

Compulsory and intensive training in preparation for next year's return matches with Tenby SC

Regular Press Officer Skipper's Mate is enjoying a well-earned rest in Malta, so Ancient Mariner has been hauled out of retirement on the theory that he now has all the time in the world. Wrong again but never mind. May the Press Officers past and present wish all our readers a Merry Christmas and a Prosperous New Year.

## SSC PRESS REPORT 5TH DECEMBER 2008

### Wales Wallop the Wallabies:

What a game – we were on the edge of our seats or on our feet for large portions of the game - cheers rang around the Club and if there had been any hats they would have been in the air ! Yes ! a rather partisan crowd watched the last rugby game in the series and spent a very enjoyable afternoon in the Club last Saturday.

### Membership Renewal & email:

As membership renewal draws near it is perhaps helpful to have a reminder of the unchanged subscription fees for next year -

Single Membership £42

Family Membership £79

Joint Membership £63

Juniors £16

Students £21

Social £5

Renewal papers will be going out soon and you are urged to respond swiftly to help the Club cash flow and for all who use email to complete your current email address so that you will receive timely information about Club activities and plans. The cost of mailing, limits communication by post so that it is much less satisfactory a means of keeping up with what is going on.

### Further Details from the AGM:

The new Committee members who were all elected unopposed are :

Commodore - Paul Johnson 01834 814145

Past Commodore/Press Officer - John Hollies 01994 427767

Secretary - Alyson Horton 01834 811841

Treasurer - Rolfe John 01834 813792

Membership Secretary - Trevor Smith 01834 811235

Dinghy Captain - Tina Osborne 01834 812383

Bosun/Club Steward - Graham Wellman 01994 448346

Social Secretary - Kate Lewis 01834 812473

Committee Member - Anita Osborne 01834 812383

In the absence of nominations, no Vice Commodore or Cruiser Captain were appointed. The Trustees remain as John Griffiths, Trevor Smith and Rolfe John.

Tricia Crew having served the Club diligently for many years and who has now moved to Cardiff was unanimously elected to Life Membership.

Trish -congratulations and many thanks for all the dedicated support. Please keep the smoke signals coming in from afar.

Future plans for our 42 year old Clubhouse were also discussed at the AGM involving repairs and maintenance on roof structures and a facelift for the front of the building.

It was also hoped that Cruiser members could become better supported and a more prominent sector of Club Life. All suggestions/offers of help welcome.

### Christmas Decorations:

Saturday 6th December - The Club is to be "dressed overall" with Christmas decorations under the watchful eye of Flag Officer Smith from 10am. All help will be welcome. Rewards of ale and Jackie's home-made cottage pie to follow successful installation.

### Social Programme:

Saturday 6th December - Tom Horton recounting his Tall Ships experiences 8pm. All you sail trainees do come as you also could aspire to such a trip of a lifetime

Saturday 13th December - Christmas Dinner in the Club. 6.30 for 7pm. Please book with May 01834 813595

Friday 19th December - Carols and Mince Pies 8pm

Saturday 20th December - Games evening as training for Christmas and the return competition with Tenby SC next year. Limbering up 7.30pm.

### Diary Dates:

The date for Saundersfoot Regatta has now been set as Saturday 22nd August with the Round Caldey Race on Sunday 23rd August. This is the weekend before the Bank Holiday, as we had to avoid National Championships in Tenby and try and coincide with appropriate tides, although none are ideal during that period.

### Nautical Nips:

Who knew their futtocks from their "foot hooks" (the original technical wording) last week? Futtocks are the frame timbers of a ship. There are ground futtocks and upper futtocks! But there are also Futtock Plates, F Holes, F Head, F Riders, F Staff and F Shrouds - the mind boggles!! A full shipbuilding course is available on request, or you could just stick with J Peasmold Gruntfuttock and the suggestive imagination of Rambling Syd for simple enjoyment!

Saundersfoot Sailing Club was founded by five local sailing enthusiasts in 1949 and had 42 members by the end of the first year. Thus next year will be our 60th anniversary – quite a milestone by Sailing club standards, and it is felt appropriate to produce a history of the development of the Club over this period. Anyone with any knowledge or Nautical Nips about the Club or water activities in Saundersfoot from the past and particularly any old photographs, please contact John Hollies 01994 427767 (john@pda.org.uk) or John Griffiths 01834 811129 (walog@hotmail.com)

Skippers Mate

## SSC PRESS REPORT 28TH NOVEMBER 2008

### AGM:

The AGM last Sunday was sadly clouded by insufficient numbers to form the necessary quorum of 21 members. This is a very disappointing reflection on the commitment of members to the Club in view of the fact that around 150 are eligible to vote at the AGM. There is now talk of reducing the quorum number in the future – this can only be done at an AGM or EGM. Any views please ?

The important point of a quorum is for non-Committee members to be able to directly influence policy. The AGM is the only meeting of the year where ordinary members can vote on key issues. Yes, we all elect the Committee so have some clout & influence in that respect, but the Club is in being for its members, not as an indulgence for the Committee to rule and will only be truly successful if members participate and take on some commitment of membership. There is surely always more satisfaction from achieving when one has been involved rather than just passively receiving.

After the false start, Press Gangs were dispatched, a quorum was achieved and the AGM duly held but this is not the way it should happen.

Paul Johnson as Commodore reviewed the year's achievements against the dual aims of the Club to encourage sailing in all its forms and provide a place for social activities. Overall he concluded that it was a successful year with membership being bolstered by a near doubling of social members to a total of around 250 members in all categories. A full racing calendar had been achieved with Club Races, Coppet Week and the SuperNova/Lightning Nationals, the main casualty of the weather being the Regatta and the Round Caldey Race. We have invested some £12k in new equipment for The Sail Training Unit over the past year and this has been combined with more Instructors and more support from parents to expand these activities significantly. A total of 42 certificates were awarded to trainees this year – a large increase over previous years. The challenge remains to convert more trainees to Club racing and wider involvement. Paul complimented previous trainees who had not only made this progression but developed "beyond the Club" – notably Mark Dwyer and Tom Horton who had sailed with the Tall Ships Trust and Ben Dancer whose regular dedication got him to the Topper Nationals in Torquay and the Worlds Competition in Ireland during the year.

On a sad note the AGM paused to remember Norma Smith who was such a bright star in the Club for many decades. So many have great memories of Norma in the Clubhouse and on the water and these remain to support Trevor after his sad loss.

In these confused times of borrowing more to spend our way out of the ills of imprudent spending, it was pleasing to receive Treasurer Rolfe John's robust set of accounts showing a reasonable surplus and restoration of reserves from a low point last year. As a result you will all be delighted to know that subscriptions for 2009 will remain unchanged. The Commodore offered sincere thanks to everyone who had contributed and helped the Club to hold such a successful programme of events and operate efficiently over the year.

More details from the AGM next week.

### Six Nations Rugby:

The Club was awash with red last Saturday – no, there was not a massive bloody punch-up, but a very good natured and wildly enthusiastic crowd of Welsh shirted supporters urging their team on against the black tide of New Zealand. The first half was brilliant, but beer sales rocketed during the second to dilute the sorrows of disappointment. Graham's excellent food also helped us to forget the final score and just enjoy a great evening in a cosy friendly Club. Don't miss the next instalment against Australia this Saturday 29th at 2.15pm. This is not just ordinary TV entertainment, this is SSC TV.

### Social Programme:

Now that John Sergeant has eliminated himself from Strictly CD there is surely nothing to keep you away from the Club at the weekends and we do have a dancing license anyway! The Club is open with food from 6pm till late every Friday and Saturday and between 12 and 2pm on Sundays plus special events as follows :

Saturday 29th November

Rugby grub from noon followed by Wales versus Australia on the Big Screen at 2.15pm

Saturday 6th December

Tom Horton recounting his Tall Ships experiences 8pm

Saturday 13th December

Christmas Dinner in the Club. 6.30 for 7pm. Please book with May 01834 813595

Friday 19th December

Carols and Mince Pies. 8pm. What about some youthful participation – we're not looking for aspiring Alud Jones' but this would be a good event for all our youngsters. Parents, take control now !

Saturday 20th December

Games evening as training for Christmas and the return competition with Tenby SC next year. 7.30pm

### **Nautical Nips:**

The distinguished sailor in last weeks Poser Pic was of course Richard Langford, RYA Chairman, as all you RYA members will have known. One of his many activities as Chairman has been the introduction of Companies Act legislation to permit members to send proxies to the AGM. This seems to me a backward step if applied to individual sailing clubs like ours especially in view of the experience at last Saturdays AGM reported above. Surely members should be enthusiastic enough to support their Club on this key occasion once a year without ducking out.

On a (much) lighter note, do you remember Rambling Syd Rumpo - one of the many unlikely characters in the radio show "Round the Horne"? He was always lewdly getting his futtocks entwined, but do you know the nautical origins of this seemingly naughty word ?

Skippers Mate

## **SSC PRESS REPORT 21ST NOVEMBER 2008**

### **Frostbite Sailing:**

The conditions were near perfect for mid November sailing last Saturday. Yes - there was a bit of mist and damping weather about, but there was a superb force 3-4 offshore breeze and the temperature was unseasonably balmy to lure sailors out onto the water. The reach between Amroth and the Harbour marks was amazing, providing a fantastic spectacle from the Saundersfoot promenade and as the fleet rounded the Harbour mark they all took off on the plane and simply flew down wind to the Monkstone mark with adrenaline pumping madly ! Sadly this commentary is as illusionary as that for the television American Football game by Randle P McMurphy in "One Flew Over the Cuckoos Nest". In our case it was not Nurse Ratched who pulled the plug, but merely the Frostbite Series Organiser who had omitted this Saturday from the sailing calendar. Keep faith chaps - we must get some winter sailing in sometime!

### **Social Programme:**

Kate and Graham, being the main movers involved in social events, have put their heads together and enriched the social programme between now and Christmas. The Club is still open every Friday night and Sunday lunchtime and there are now activities on almost every Saturday until the end of the year. Do come and support the Club at some of these events - they are always good fun and worthwhile light entertainment - much more positive than passive TV any day!

### **Six Nations Rugby:**

We now have BIG SCREEN TV for the rest of these compulsive viewing matches. Come and enjoy the action in good company with food and drinks laid on.

This is not just ordinary TV this is Saundersfoot Sailing Club TV !

Saturday 22 November England vs South Africa 1430

Wales beating New Zealand 1715

Saturday 29 November Wales overwhelming Australia (time to be confirmed)

### **AGM:**

Sunday 23 November 1400

Final call for this important event giving opportunity to voice ideas, suggestions, complaints or any thoughts on the Club for 2009. Soup and snacks available from midday.

### **Tall Ships Voyage:**

Saturday 6 December 2000

Join Tom Horton one of our Junior Tall Ships sailors and share his enthusiasm when he recounts his experiences on his exhilarating voyage earlier this year. Please attend and support our youth - you will certainly have a really entertaining evening.

### **Christmas Dinner:**

Saturday 13 December 1900 for 1930

The full works for £15 - how do we do it ? - cheap at twice the price !

Bookings to May on 018324 813595

### **Carols and Mince Pies:**

Friday 19 December 2000

Exercise and engorging at the same time - what an ideal event !

### **Games Night:**

Saturday 20 December 1930

We have a return competition with Tenby SC planned for the New Year when we need to regain our pride and retrieve the trophies. This evening will serve as a lighthearted practice with that in mind. Darts, pool, skittles and any other games you can think of.

### **Nautical Nips:**

Coppet Hall is derived from coal pit hall reflecting the important history of coal mining in the area from the 14th Century until 1930. It is claimed that during the rehearsals of the D Day Landings, Churchill, Eisenhower and Montgomery dined in the Wheel Bar of Coppet Hall Hotel after watching hundreds of allied ships occupying Carmarthen Bay.

### **This week's Poser Picture:**

Do you recognise the famous face in the picture this week ? Could our Bosun have a secret life in Cowes with a Dufour 48. Answers on a postcard please to HM Revenue and Customs ..... !



Skippers Mate

## SSC PRESS REPORT 14TH NOVEMBER 2008

### Bowls and Bangers:

What a week it has been – Obama elected president in America, Hamilton nosing it to world F1 Champion, Calzaghe bashing his way to his 46th win and a great night of bowling and supper in the Club ! A crowd of members descended upon Canaston Bowl last Saturday and secured an impressive selection of “strikes”, “spares”, frustration and elation. Mike James was overall men’s champion, Jackie Riby ladies champion and Ben Hinksman Junior Champion. It seems it is quite a philosophic sport with Geoff Hope cataloguing different bowling styles and another member reflecting on how fascinating it is that a large ball can hurtle down the bowling lane and manage to miss so many densely packed skittles at the far end ! Braving flooded roads the intrepid bowlers returned to the Club for Graham’s super supper of bangers and mash and apple crumble - after that lot we ought to have all gone bowling again to work it off ! Well done to Jackie Riby whose “Match a Bear for Pudsey” game raised £22 during the evening in aid of ‘Children in Need’.

### Sailing:

This is getting beyond a joke ! For the third successive Saturday the weather was completely out of control and ruled out any frostbite racing. Stick at it sailors - it must come good in the end !

### AGM:

All members will be welcomed at 2pm on Sunday 23rd for the AGM. Your views and support is always useful so do please come along and encourage your committee.

### Christmas Dinner:

Saturday evening 13th December should go in your diaries as the date for this year’s Christmas dinner. 7 for 7.30pm. There will be the full works starting with mulled wine right through to coffee and mints. Places are limited by space so please book asap with May on 01834 813595.

### Carols and Mince Pies:

7.30pm on 19th December. Good entertainment and good company guaranteed.

### 2009 Events:

General Recall with 2 hoots (and apologies). I was “over the line” with my info last week regarding the date of Saundersfoot Regatta and the Round Caldey Race. This has now been changed to the 22nd/23rd of August because of a clash with National Championships at Tenby.

### More Tall Ships:

Trevor has again been successful in helping another of our Juniors - Mark Dwyer - sail under the Tall Ships Youth Trust Scheme. Mark had the choice of a tall ship or a round the world racing yacht and went for the latter. At 16 this was some experience – these are really amazing boats designed and equipped for ultimate racing performance. Reducing weight is everything and his luggage allowance was derisory (methinks, lucky he wasn’t a girl ! Oops. that’s me for the non-PC prejudice sin bin)!

Mark’s own report says it all - congratulations :-

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I sailed on Challenger 3, one of four, 75 foot long round the world racing yachts. I was anxious at first but found that settling in and getting to know everyone was easy. There were ten of us, along with two volunteer watch leaders, the first mate and the skipper. Everyone was very friendly, we became quite close over the course of the week, and we all felt that

we were a close-knit team, giving us an advantage when it came to the races. Unfortunately, due to a less than appealing weather forecast we had to spend the first two days in Portsmouth, without any sailing at all. But, on day 3 we got our first taste of yacht sailing. None of us had done anything like this before and there were only a couple of people other than myself who had even done dinghy sailing. I was relieved to find that I was not at all out of my depth. It was the same as dinghy sailing, just on a much bigger scale, and we soon got the hang of working together to sail the yacht properly. It took the strength of several people to haul the mainsail up and set the sails correctly. The wind was strong out in the Solent on the way to Poole and the sea was rough, causing seasickness among most of the crew. Going below deck while at sea just made the sickness worse because everything was tilted and it was a struggle to remain balanced. After a day of hard work, our bunks seemed more comfortable than they had the previous nights and we were looking forward to the next day. However, once again the weather did not permit us to sail, as the wind was too strong. We still had to get up early though and participate in the so-called "happy hour", an hour of cleaning and maintaining the boat. The worst job was cleaning the heads, for which rock, paper, scissors was used to decide the person unlucky enough to have to do it. We spent the rest of the day practicing sail changing and doing theory work. By day 5 the weather had improved and we got our last chance to practice sailing before the races the following day. The sun finally came out and sailing from Poole to Cowes was immensely enjoyable. We were confident that we had the best crew and had a good chance of winning a race. We woke to another early start for the last day, had a quick breakfast and prepared for the races. Three races were held, as well as a competition to see who could set their mainsail the fastest. In the morning we won the mainsail competition and were in high spirits. It was by far the most exciting day of the week and it felt good to be racing properly. Our yacht finished second in two races and third in one, giving us a final position of second out of four. It was a great week spent with some great people and I would recommend it to anyone.

### Nautical Nips:

"Mascaret" is the tidal bore on the Seine between Rouen and the sea – described by the French as "formidable"! More Bottomree has come from a reader who refers to Charles II times (presumably an older member) claiming the interest from this practice amounted to £2m – Wow! It was also suggested then that the country would be a better place if only we had a bank to lend money to traders – 350 years on we may beg to differ ! This weeks query – what are the origins of Coppet Hall ?

Skipper's Mate

## SSC PRESS REPORT 7TH NOVEMBER 2008

### Social Activities:

The Club was warm and cheery last Friday with members enjoying sausages & chicken in the basket, drinks, pool and a good natter. Thanks to May and David for hosting a good evening. (Graham is on self inflicted penal servitude in Milford Haven for a couple of weeks.)

Saturday 8th November is the bowls and supper evening – if you have forgotten to book please ring Alyson on 01834 811841 as Kate is now on holiday.

Sunday 23rd November  
AGM 2pm. Why not have a drink and some refreshments in the Club beforehand to get you in the mood.

Friday 19th December  
Carols and Mince Pies 7.30pm. Come in good voice - lubrication will be on hand, but bring some mince pies.

### 2009 Events:

The Committee has been planning the 2009 sailing programme and there are two new dates for your diary - more details will follow.

Coppet Week will be held between Sunday 24th and Friday 29th May  
Saundersfoot Regatta will be held on the August Bank Holiday weekend –  
-Dinghy Regatta Saturday 22nd August  
-Round Caldey Race Sunday 23rd August

### Tall Ships:

Many thanks to Trevor Smith whose nomination of Junior member Tom Horton for a place on a Tall Ship has been successful. Congratulations and bon voyage to Tom who was sponsored by the Pembrokeshire Branch of Tall Ships Youth Trust to sail aboard the Brig "Stavros S Niarchos" on a voyage from Swansea to Portsmouth, from 22nd October to 2nd November - an 11 day voyage. They finally set sail from the Prince of Wales Dock at 3am on 24th October following maintenance and vital intensive crew training. The voyage followed the Bristol Channel to the Devon and Cornwall coast and then around Lands End and across the English Channel to dock in St Malo for a day of well-deserved rest. The Brig is now heading under full sail towards Portsmouth. This voyage will enable Tom to successfully complete his residential section of the Duke of Edinburgh Gold Award. Well done Tom.

### Tides:

The excessive precipitation from above in recent months has diverted attention from the state of the water below, but as the "old salts" are well aware we have just passed the time of year of some of our highest tides. It is easy to take these for granted, but for many people, tides are a complete revelation. Life is so complex and hi-tec that many have no knowledge that the sun and the moon have a great astronomical pull on the mass of water that surrounds us. The fact that locally, the difference between high and low water can be as much as 8.5m – the height of a house – is almost unbelievable unless you have seen it. With the funnelling effect of the Bristol Channel we of course have the second highest tidal range in the world after The Bay of Fundy in Canada with a range of 13m (everything has to be bigger over there !). Visitors observing the Woolhouse Rocks during low water springs have often thought that there was a new wreck in the bay ! From the Amroth cliff top path it is certainly amazing how much bigger Lundy looks at such extremes of tide. Local tides even provide a bore on the river Taf at Laugharne, which although not as remarkable as that on the Severn, can still be a foot in height and most eerie in the accompanying sound of rushing water in the absence of wind or waves. Tides give the Club a number of headaches such as not being able to run races or hold sail training at regular, civilised times. Cruiser sailors (that infrequently mentioned but still loved breed) have even greater challenges with the changing tidal

window to get out of or into the harbour. The historically proposed marina plan for the harbour requiring a tidal gate and sill, could well have exacerbated this problem especially for deep keel yachts that it was supposed to attract. There are benefits of course – not least the delight of the ever changing scene caused by the advance and retreat of the tide and the cleansing effect that this has on our shoreline. Our wily dinghy sailors can also use their knowledge of local tidal flows and currents to great advantage over visiting “pond” sailors – but such matters are not to be revealed. Our clubhouse window is a superb viewing point for many of these revelations and the bar an excellent source of debate drawing on the vast experience of our sailing members (although references to a bore in the harbour may not be to the watery kind !)

### **Nautical Nips:**

**Bottomree** This was the practice whereby a boat owner could borrow money to undertake a voyage by pledging the keel or bottom of the ship as security. If the ship was lost the lender lost all his money but if the voyage was successful he regained his capital with interest.

This week's poser is “mascaret” which relates to the earlier content of this report. Any geo-physicist out there might know !

Skipper's Mate

## **SSC PRESS REPORT 27TH OCTOBER 2008**

### **Frostbite Series:**

Sadly, as predicted last week, the winds on Saturday were both freaky and too strong to enable any Frostbite racing to be held.

### **Dinghy Park:**

There are a number of boats in the dinghy park which have not been used at all this year which seems a great shame. Space is always at a premium to accommodate craft that are used, so please could those owners to whom this applies remove their boats if they do not see the prospect of using them. Subscriptions are due for renewal soon and all spaces in the park will have to be paid for, so now is a good time to sort this out.

### **New Membership:**

Membership renewal will soon be upon us - but potential new members please note that any membership taken out now will run through to the end of 2009. So don't delay if you would like to take part in club activities.

Contact Trevor on 01834 811235.

### **Social:**

Graham has apparently been given a sandwich board and I mistakenly thought we would see him parading the harbour advertising kitchen equipment or the end of the world - depending upon his mood. However it is simply to advertise the wider menu now available in the Clubhouse - so still worthwhile coming to see !

The club is open for food every Friday and Saturday between 6 and 11pm and on Sundays for lunch between 12 and 2pm.

Sunday 2nd November 12noon

Traditional Sunday lunch of roast beef and pudding.

Please book with May and David on 01834 813595

Saturday 8th November

Supper and Bowls. Meet at 6.45pm at Canaston Bridge.

Please book with Kate on 01834 812473

Sunday 23rd November

AGM 2pm

Why not have a drink and some refreshments in the Club beforehand to get you in the mood.

Friday 19th December

Carols and Mince Pies 7.30pm

### **Sailing – the Sport**

The return of our sailors with 6 medals from the Chinese Olympics confirms Great Britain's place as one of the leading sailing nations of the world. This was a fantastic achievement - albeit we have always been a maritime nation with more coast per capita than many other Countries. However it all seems rather remote from the village of Saundersfoot and its relaxed and peaceful historic harbour. But it is from the enthusiasm and efforts of Sailing Clubs like ours that champions can grow. The training of 42 youngsters and adults at SSC last year sows the seed for participation and challenge. The Olympic success has also given a boost to the support available from the sport's representative Body – The Welsh Yachting Association (WYA) -which provides a strong framework for encouraging and developing sailing skills. Local Juniors are being offered the opportunity to continue sailing over winter with a regular programme of instruction within the WYA Regional Development Scheme. The next session will be held at 9am on Sunday 2nd November at Pembrokehire Activity Centre. Further details from Chris Jeffries WYA Reg. Dev. Officer on 07824 990695.

Not all of us of course can aspire to Olympic standards – the level of dedication requires very special and singular qualities. For most of us, just “messaging around in boats” with the occasional adrenaline rush of Club racing is enough. In this very competitive age, it is good to retain and promote the spirit of good sportsmanship where pleasure is derived from competing, and fairness is more important than winning. It is pleasing that this attitude prevails within our Club and makes for a very friendly and worthwhile atmosphere. The dedication of many non-sailors to run the sailing events, provide safety cover and organise all the necessary equipment and support is also to be applauded. There is a regular assembly of willing helpers most Tuesday mornings in the Club as a working party to keep up with the jobs to be done and to socialise and enjoy the general atmosphere. Do please attend and join in if you are able.

### **Nautical Nips:**

With so much attention now on lending, mortgages, credit, etc, do any of you nautical readers know what “Bottomree” is ? (It is legal, decent and printable !)

The answer will be in this column next week.

Skipper's Mate

## SSC PRESS REPORT 13TH OCTOBER 2008

### Laying-Up Supper

The clubhouse was full to the gunnels and bursting with enthusiasm on Saturday night for the annual Laying-up Supper. Club Commodore Paul Johnson offered a warm welcome to all and thanked all the many helpers on and off the water who had ensured the success of our many activities over the season. A record total of 42 trainees had attended our RYA Certified Sail Training during the year receiving introductory taster sessions, training for beginners & intermediates and initial coaching towards racing for the more advanced. 32 RYA certificates were awarded by Malcolm Williams the Sailing School Principal who offered sincere thanks to all Instructors, Safety Crews and other Helpers who had delivered such a successful and enjoyable year of events. Prizes for Trainee Ladies Junior Helm went to Megan Herritty (1st) and Samantha Attwell (2nd) and for Trainee Gentlemens Junior Helm to William Horton (1st) and Ryan O'Neil (2nd). Harry Hinksman was awarded for best attendance and most enthusiastic sail trainee. Sailing Captain Tina Osborne congratulated everyone involved and hoped that all this latent talent would move on to enjoy the Cub Sunday racing next season.



Commodore Paul Johnson awarding Toilet Seat to Club Champion Paul Griffiths



Sail Trainees with Principal Malcolm Williams and Sailing Captain Tina Osborne



Commodore Paul Johnson awarding Lady Merthyr Trophy to Junior Champion Ben Dancer

Tina commented on the difficult conditions for dinghy racing this year despite which Coppett Week in May and the visit of the Supernova Class for their National Championship in July were most successful. The large and impressive range of Club Dinghy Racing Awards were then presented by Commodore and Sailing Captain. Mark and Debbie Tissiman in their Fireball headed the Fast Handicap Fleet and were first locals in the Round Caldey Race with Debbie also winning Lady Helm for 2008. Tonia and Julia Griffiths came out as the Girls On Top in their Graduate coming 4th overall in the season. Ben Dancer who achieved considerable success elsewhere this year, competing in the Topper class culminating with the World Championships in Ireland, confirmed his abilities by taking the Junior Helm, best Junior and Topper prizes and receiving the Lady Merthyr Trophy – an exquisite carved wooden sailing boat. His father Nigel not to be outdone won the Club Laser Class prize. Our one and only Streaker was Keith Jones who won the Most Improved Sailor of the Year. Club Champion for 2008, who picked up many other awards, was Paul Griffiths in his Solo. He was also presented with the most avoided prize of the Toilet Seat for the Longest Swim of the Year. The evening then continued with one of Graham Wellman's fantastic buffet's – many thanks to Graham and all his helpers on providing such a good spread.

### Frostbite Series:

A large group of enthusiastic (or desperate) sailors lined up for the first Winter Series race last Saturday but were thwarted by a complete lack of wind – watch out in the Bay next Saturday, they are not easily deterred.

### Winter Events:

Whilst daylight hours are rapidly drawing in there is much to attract members to the Club over the coming weeks. The bar will be open with food served every weekend between now and April. Club will be open -

Fridays and Saturdays 6-11pm Sundays 12-2pm

Special Sunday lunches will also be served once a month over the winter. Read the club notice board, look on the website [www.saundersfootsailingclub.org.uk](http://www.saundersfootsailingclub.org.uk) or phone Kate on 01834 812473. A warm welcome and good cheer awaits members and their guests so do come and join in. Social membership is only £5 so if you are not currently a member you can easily participate – telephone Membership Secretary Trevor Smith on 01834 811235.

### Bowls and Supper Saturday 8th November

Meet at 6.45pm at Canaston Bowl for the usual riotous evening of fun returning to the Club for food. Cost for bowling & Graham's super 2 course supper is only £8 per head. Please contact Kate on 01834 8112473 to book.

Carols and Mince Pies Friday 19th December

Always a good evening in the run up to Christmas. 7.30pm in the candlelight Clubhouse.

New Year Celebrations 31st December

Join the NY's Day Swim and then watch the spectacular fireworks from the warmth of the Clubhouse in the evening.

Skipper's Mate

### Sail Training:

We held two beginners sessions in some challenging conditions, all of the trainees did extremely well. Well done everyone. The next training session will be held on the 19th July due to the Nationals this weekend and the inter-club race the following weekend, Saundersfoot V Tenby.

### Sunday Racing:

Again this took place in some very interesting conditions. Race 1: was won by Paul Griffiths in second place was Alan Lambert & 3rd Paul Johnson. Race 2: 1st Place Paul Griffiths, 2nd Place Alan Lambert and 3rd Paul Johnson. I think a patterns forming there!

### Social Events:

Live music has been booked for the 16th Aug .. so watch this space!

## Report On the Racing 13th April

Perfect peace prevailed outside the Clubhouse before Sunday's races - not a breath of wind !! However it pays to heed the experience of the old "salts" - in this case in the form of a "raring to go" Trevor, who predicted that "when the heat comes off the tarmac a good breeze will spring up" - which indeed it did. Novice race officers Martyn and John boldly set a "red run" (to port) around all four marks, not perhaps fully appreciating Graham's new siting of the marks to use more of the Bay ! Luckily the leading dinghy found the new lurid green Monkstone mark with its garden ornament top without problem and the race was on. The breeze increased to a gusty F4 and tested the over-winter maintenance of boats and crews, with a strained shoulder on the human side and a failed mainsheet cleat on the equipment side. A hot bath eased the former and the latter was overcome by double lashing the mainsheet to the helm's knees!! The course was shortened for the second race but the Pendine mark took some spotting from the Harbour. Competition between the RS300, the Solo's, the Laser's and the Grad was hot with no-one dominating the points and all enjoying their first trip out this year. A good review over noggins in the bar followed, to complete a "good Club Racing Sunday" and the return of perfect peace outside the Clubhouse.

## Sail Training:

We held our first on the water session for the improvers on Saturday, the session was used mainly just to get everyone back on the water and to familiarize the trainees once again with the principals of sailing! A good time was had by all, however, one of our newly qualified instructors and a trainee decided to test how cold the water was by taking an unexpected dip all in the name of a capsized drill well that was their excuse! A good time was had by all and many of these improvers will hopefully start racing on a Sunday, so watch out all you Sunday racers. Sail Training this Saturday starts at 3.30pm.

## Taster Session:

Saundersfoot Sailing Club is running a taster session on Saturday May 3rd at 3pm. Anyone over the age of 8 adults and children alike are welcome. There is no charge, you just need to bring a change of clothes and yourselves! For further details please contact Tina on (01834) 812383. We will be starting our beginners courses at the end of May, these are RYA certificated courses run by RYA qualified instructors.

## Coppet Week:

Can all OOD, assistants, safety boat crews for Coppet Week please note will be holding a training night on 16th May at 7.30pm. If you would like to help at Coppet Week either on the water, near the water or in the clubhouse please contact Tina (Dinghy Captain) (01834) 812383.

## Powerboating:

Trevor took two eager trainees out on Saturday to start their level 2 training all went well until the boat decided it wanted to go one way and the helm the other, leaving the crew to take the only course of action turn the engine off and turn to alternative methods of propulsion i.e. paddling! Well the trainees haven't been put off and are returning for part 2 on Saturday! If any member of the club would like to undertake powerboat training in the view of helping as safety crews please Trevor or Tina.

## Sunday Racing:

The first two club races took place this Sunday, although it was very cold, the wind stayed at a steady F3-4, although at times it seemed to be coming from all directions. Two challenging courses were set and the OOD on the second race was checking to see if there was any eagle-eyed sailors out there by switching flags! The race results came as follows: Race 1 1st place Leighton Price (RS300) 2nd Place Paul Griffiths (Solo) 3rd Place (Trevor Smith & Sarah Boorman). 2nd Race 1st Place Paul Griffiths 2nd Place (Solo) 3rd Place Malcolm Williams Laser.

## Social events:

Sunday lunch was prepared by May and Graham. It was well attended and enjoyed by all. Lunches will recommence in September now that the season is under way. Watch this space! Many thanks go to May, David and Graham for all their hard work.

## Bank Holiday Monday:

On Bank holiday Monday the coffee morning helped raise around £150 for sail training equipment. We had a bric a brac, bottle, produce and boat chandlery stalls. We served alongside the coffees Welsh cakes and pancakes. It was a great success thanks to all the help given by the trainees, their parents and sail training volunteers, as well as donations for the stalls and prizes.

Many thanks to all who attended the bingo and curry night on Friday night. This was well attended and a really enjoyable evening ! Special thanks to May and Graham for providing such a wonderful feast !!

## Games Night 7th March 2008:

This got off to a slow start, proving once again that sailors have a natural resistance to being organised by anything other than Tide Tables. Nevertheless it developed by a process of osmosis into a hotly contested pools competition from which Ancient Mariner and partner Geoff Hope emerged as undefeated champions. (This sentence has been left as written to show how political correctness has polluted everyday language). Tenby SC to take note of the intensity of the training regime here.

## Six Nations Rugby Saturday March 8th 2008:

It was back to the big screen and more things to cheer. Next week is the big one - book early to avoid disappointment.

## Welsh Yachting Association:

West Wales Junior Squad Training Saturday March 8th 2008

Shakespeare famously said 'Beware of the Ides of March'. He might also have said 'Be sensible and do not go sailing before the Ides of March.'. The Welsh Yachting Association got away with it - just. The youngsters gathered on the Saturday morning to be greeted by the wildest of weather. In all 3 boats ventured out - staying afloat and the right way up was the main priority. At least one person enjoyed it. Saundersfoot SC's all-purpose Bosun is happiest when his patrol boat is bouncing from one wave

crest to the next, each (and I quote) 'throwing buckets of cold water'

By Sunday, the weather had calmed down, the sun came out, the bitter wind remained bitter but a full schedule of race training was possible - all in a window of reasonable weather just before the 80mph gales flattened half the country.

Yes, but there were other problems.



The previous Press Report mentioned an Australian ballad lamenting that 'there's nothing more lonesome, morbid or drear, than to stand in the bar of a pub with no beer' Well, there was a cawl trail with no cawl, and now a sailing event with no water.

In the absence of any report from the organisers, we do not know how well the event served its purpose of honing the skills of the Youth Squad, but once again thanks are due to the race officers and patrol boat crews who turned out in atrocious weather and to May and David McDermott and Graham Wellman who again produced the goods in the galley.



How to dress for Arctic conditions on the water. We think the one in the bow is making an invocation to the gods for a safe return.

Ancient Mariner

### Use It or Lose It

The rules of the game are very simple. Our House Managers May and David McDermott put in a lot of effort to produce a social programme to take us through the dreary months when we cannot enjoy sea and sailing. If an attraction is popular they are delighted, if not they are philosophical - but not indefinitely. Neither Happy Hour nor the Bonus Ball attracted sufficient custom to make the effort worthwhile, and they have gone to that great landfill site of worthy ideas which did not quite.

Six Nations Rugby

There was a slight technical hitch in the presentation for the Wales / Italy match - the big screen turned out to be a small screen, but it did not seriously detract from the occasion. The Plan is that normal big screen service will be resumed :

8th March : Ireland v Wales

15th March Wales v France

Not to be missed

1st March 2008 The Cawl Trail

The Sailing Club was one of the Caravanserai offering free cawl to all comers during this unique occasion on St Davids Day. The Sailing Captain reports great interest from visitors in seeing at first hand the facilities and activities of the Club and several new recruits to our Sail Training programme were signed on.

There is a traditional Australian ballad declaiming that ; there is nothing more lonesome, morbid or drear, than to stand in the bar of a pub with no beer'. Well how about a cawl trail with no cawl. Such was the interest, the sailing Club ran out of supplies - but was not alone in suffering this failure or was it success (?)

News from rhe Sailing Captain

Tina Osborne, latest incumbent of the Bed of Nails post wishes it to be known that the 'final' 2008 Sailing Programme and duty roster has been published and is available at the Clubhouse and on the Sailing Club website. The process would be completely unmanageable were it not for the long-standing rule that if your name is down and you cannot fulfil the duty, you find your own stand-in, therefore Step 1 is to note the starting commitments.

She also wishes it to be known that Sail Training for Beginners **\*\*will\*\*** start on May 31st.

Also that there will be a Coffee Morning at the Clubhouse on Easter Monday April 24th 10:00am + , with bric-a-brac, chandlery, a bottle and produce stall. It will be open to the public and will be a further opportunity to see the work of the Sailing Club in training adults and juniors in the art of sailing.

The Big Challenge February 23rd 2008

Saundersfoot SC sent a strong team to Tenby SC to take them on at pool and darts. Despite the tradition that Saundersfoot's darts expertise is measured in barn doors, our sportsmen came away with a drawn match in both the pools and darts competitions. There was much appreciation of the hospitality laid on by Tenby SC for the occasion. Meanwhile, an intensive training regime has been enforced in readiness for the return match.

Ancient Mariner .

### Sunday 17th February 2008

The tempo of the social life of the Club continued with Gourmet Repast No.2 - salmon starter, pork in man-sized portions, and strawberry dessert, fully booked and with the best view of spring sunshine to be had in Saundersfoot. Our thanks once again the May and David McDermott, to the ever-versatile Graham Wellman, and to Sue Groves with occasional assistance from anonymous scullions who prompted an earnest debate on an appropriate collective noun for a group of (macho) dish washers.



It is the delicate touches which add class.  
Where else would you be offered After Eight Mints with the salmon starter?



The versatility of our all-purpose Bosun - one minute delicate touches in the galley, the next, mayhem in the shower room.

### Saturday, 9th February 2008

All politicians and sportsmen seek that heady elixir – the acclaim of the cheering multitude. For a brief moment on Saturday, Ancient Mariner thought he had joined the ranks of the Chosen. Calling in at the clubhouse in the afternoon, there was no one about, only two cars parked outside, all was quiet. As he opened the door to the Main Lounge, the crowd erupted, men, and women, inexplicably dressed in red shirts leaped to their feet cheering. Wales had just scored a try against Scotland and all was explained – a capacity crowd in good spirits responding to some excellent ale and a big screen display from equipment set up on the pool table (is nothing sacred?)

Four more of these events are scheduled and they are not to be missed.

### Friday 25th January 2008 'Burrns Night'

For the second in the 2008 series of 'David and May Promotions', Saundersfoot Sailing Club echoed to the 'skirrl of the pibroch' in a traditional celebration of Burns Night. It is not known how many genuine Scotsmen were there , but no matter.

There were authentic touches everywhere - tartan wall hangings, the haggis, neeps and tatties, the Selkirk Grace, Leighton MacDavies from the Merthyr branch of the clan resplendent in kilt and the full monte, the traditional poem in homage to 'the great chieftain o' the pudden-race', toasts to the poet from a bottle of firewater generously donated by Leighton, a son of our new Social Secretary Kate Lewis just happened to be in town, and just happened to have his bagpipes with him.

Thanks are due to all who entered into the spirit of the evening, to Master Chef Graham Wellman (he also rebuilds shower rooms), to our splendid piper and for yet another piece of imaginative theatre to House Managers David and May MacDermott.

### **Sunday 13th January 2008 Gourmet Lunch 'Beef Wellman'**

In our last bulletin, we predicted that everybody who is anybody would wish to be seen at this inaugural gathering. True to form, at the cut-off date, bookings were 50% of capacity, then suddenly the floodgates opened. Clearly, we have members who are unaware of the Sailing Club website, do not read the 'Tenby Observer', do not read the Club Noticeboards plural but the bush telegraph is alive and well.

Thus a full house was treated to an excellent 3-course traditional Sunday Lunch, superbly prepared by master chef Graham Wellman (he also repairs boats), House Managers May and David McDermott and sundry scullions conscripted on the day. Beware of innocuous jars labelled 'Welsh Horseradish Sauce' - the 'wow' factor is off the scale.

Afterwards, there was much appreciative comment, even to the point of 'are you doing the same next week?' Well, no, but the dynamic trio are to be congratulated for planning a full programme of similar events taking us up to and beyond F-Day - the Fitting Out Supper. Their efforts will do much for our sanity in countering the effects of SAD, caused I am told by seasonal lack of sunlight - no surprises there.

Ancient Mariner

Details of future events were included in our last Tenby Observer report but if you made a careful note of the dates, please scrap your list because Plan C can be found on the Diary and Social Scene page - bigger and better, with something for everyone and deserving of our strongest support :

### **Contents of earlier editorials**

09 January 2007 Change of Editor  
 21 January 2007 Editorial Policy  
 04 February 2007 Sail Training - the Big Issue  
 04 February 2007 Catering - the Lost Tribe  
 04 February 2007 Kitchen Refit  
 23 February 2007 T Crew Broadside  
 12 March 2007 SMOKING BAN  
 12 March 2007 Sail Training - the Big Issue II  
 12 March 2007 Catering - the Lost Tribe II  
 15 March 2007 Race Officials Rota  
 22 March 2007 PRINCIPLES OF NAVIGATION - of the web site

### **9th January 2007 Change of Editor**

Nick Johns developed and for many years has edited the SSC web site. He has now decided it is time to step down and move on. His creation ranks as a very effective shop-window representing the Club to the world at large and a first rate means of communication to all members and visitors. Many thanks for your efforts, Nick.

### **21st January 2007 Editorial Policy**

Following hot on the heels of the announcement of a new Editor comes the announcement of changes to the website. A blizzard of 'eye-catching initiatives' is not Ancient Mariner's style, but a fresh mind and few new features would not go amiss. Here they are :

#### **Committee Doings**

AM has a longstanding remit from the Committee to improve if possible communication between Members and Committee. In this geographically dispersed organisation, it is a task worth doing. You can pin copies of Committee Minutes on the Club noticeboard until the cows come home and it will remain 'them' and 'us'.

This Editorial Page will, as required, comment on the policies being pursued by the Committee and why and with what degree of success or failure. It will also alert members to the doings of the WYA, the RYA and all the other 'authorities' whenever they warrant comment, positive or otherwise

#### **The Notice Board**

A sizeable amount of miscellaneous information arrives at the website, not easy to classify, and of general interest or none. We need the hypertext equivalent of the Club Noticeboard, where members can scan what is happening in general and decide what, if any, notice they need take.

#### **The Message Board**

It is free, it works but is obscured by adverts which do not seem particularly relevant to members and which irritate rather than inform. A 'Better Way' will be investigated.

### **4th February 2007 Kitchen Refit**



If you have visited the clubhouse in recent weeks, you may have been aware of planks, tins, tools everywhere, mitre saws on the pool table (shock-horror) and you may possibly have noticed a curtain across the kitchen entrance labelled 'hard hat area'. None of this gives any hint of the immense amount of rebuilding going on behind the curtain to gut and rebuild an enlarged kitchen facility - the majority of the work being done by volunteers.



#### **Mirror, mirror on the wall. who is the fairest of them all?**

First among equals in our 'Heroes of SSC Labour' is Bosun Graham Wellman. Bosuns maintain boats but we operate a multi-discipline policy - Graham turns his hand to everything. Other names on the Roll of Honour are, in alphabetical order - Martin Andrews, Tricia Crew, John Hollies, Alan Lambert, Tom Owen and the enigmatic 'Helen from Tenby'. Next time you pass, look upon these works and ponder on the size of the bill if we did not have such volunteers.

#### **4th February 2007 Catering for Events - the Lost Tribe**

Talking of volunteers, 10-15 years ago, this item would not have warranted comment and would not have appeared on a Committee agenda. An army of members and their wives would have simply taken charge and sorted the problem. Sadly they have moved on and there is no new generation willing to replace them. It is problem we share with practically every voluntary body in the country.

#### **Sail Training Issues 4th February 2007**

On most Saturdays in the sailing season, a band of hard-working volunteers can be seen out in the bay teaching children and adults how to sail. They report a 40% increase in demand and seek Committee approval for an increase in our capacity - i.e. more boats devoted to sail training and for which grants and corporate sponsorship would be sought.

There are dissenting voices arguing a disparity between the resources devoted to sail training and an end-product measured in new active club members.

The debate continues.

#### **23rd February 2007**



The Notice Board carries a letter from Tricia Crew describing, in much more detail, the work being done to refit the kitchen and the conditions under which the volunteers are labouring - namely the necessity to clear away and pay for a cleaner at regular intervals to accommodate a social programme. [The word is Sisyphean. In the Greek legends Sisyphus was doomed to roll a stone up hill only to see it roll back to the bottom every time. Ed.]

If Tricia judges it correctly, we have to contemplate two courses of action :

to put a pen through the remaining social programme and cruiser workshops or hold them somewhere else conscript a seriously committed cleaning party to descend on the clubhouse \*after\* the Shock Brigade has finished The Message Board is open for business.

#### **12th March 2007 SMOKING BAN**

From April 1st, 2007 there will be a general ban on smoking in any enclosed public place throughout Wales. You make think there is too much legislation or that a private club is not a public place. Be that as it may, the ban is universal and will apply throughout the Sailing Club premises, with the exception of the open-air patio.

Please note that enforcement is best described as Draconian - heavy fines not only on the offenders but also on those responsible for applying the ban i.e.us. The ban will not apply in England until much later in the year, so our English visitors may not be aware of its impact here. Please be understanding if club officials come over all heavy-handed - they have no discretion in the matter and an aversion to paying fines on such an issue.

### **12th March 2007 SAIL TRAINING Chapter II**

In a previous editorial (4th February 2007), the debate on sail training in Committee was reported in terms of the 'pros' to whom it is vital to the club's future and a service to the community, and the 'antis' for whom 'junior' sail training in particular costs too much for insignificant results. The previous report ended 'The debate continues'. At the Committee meeting on March 8th, a proposal to invest £2500 in additional training dinghies was passed by majority vote. It is on the understanding that a further £7500 will be donated by government and corporate sponsors.

### **12th March 2007 CATERING - THE LOST TRIBE Mark II**

As a brand new spacious kitchen takes shape, the survivors of the Lost Tribe of catering volunteers regret that they are no longer able to use it. The rest of us have more solid reasons to rue the passing of an era. To provide essential catering/reception/bar cover over the major sailing events, the Committee have been obliged to authorise expenditure of £1500 to recruit appropriate cover.

### **15th March 2007 RACE OFFICIAL ROTA**

The Race Officials Rota Mark I has been devised by Paul Griffiths and is published on the Dinghy Scene page. It is, of course, a triumph of Hope over Experience in that Paul cannot possibly devise a schedule which pleases everybody, even if he knew their plans for the the season. So he devises it on the hit-and-run principle, throwing the responsibility on to the nominated officials to either turn up or exchange with someone who will. Every year, that final exchange process proceeds by an inefficient process whereby every person affected rings round everybody else hoping to find a match.

There is a better way. There is a Message Board right here at the click of a button. Publish on it the days for which you need a substitute and see if you have any takers, then email me at Editor with the agreed exchange and I will periodically update the website version of the rota. It's not rocket science.

### **22nd March 2007 PRINCIPLES OF NAVIGATION** How to find 'breaking news' on this website

Within living memory, the front page of 'The Times contained only the court circular, plus 'hatched, matched and dispatched' - not a headline in sight. The presumption was that every word on every page of The Times was of equal importance and all would be read at leisure.

Whatever the validity of that presumption then, in an age of information overload it would be barking. I mention it because I have a similar problem. I am assailed by new information - some of it of importance to many in the Club, some of no importance to anybody and I cannot expect, a la The Times that you will read every page every day on the off-chance.

So here is a solution. Where appropriate, new items of info will get their '15 minutes of fame' on our dinky moving banner. Your next port of call should be the Notice Board Index where every incoming item will be logged. Such is the brilliance of Tim Berners-Lee's hypertext concept that you just click on an item of interest and it will appear before your eyes.

By all means continue to browse through the individual web pages - they will contain all the 'baseline' information about who we are, and what and where. This notice concerns only 'breaking news'.

Customer service - one more reason for being a member of this Club.

Ancient Mariner Editor

 [Top of page](#)