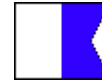
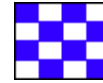




# T H E S I G N A L



## Newsletter of Swarkestone Sailing Club

[www.swarkestonesc.co.uk](http://www.swarkestonesc.co.uk)

September 2010



### IMPORTANT

Please ensure your email address is correctly when you complete your membership form



# AGM

Wednesday  
25th  
November  
7.30 pm  
Swarkestone SC

Minutes from the 2009 AGM will be available on our website from November



Saturday 6th November

## Bonfire Party



Free Admission

**Please bring one  
LARGE firework**





## Signal from the Commodore

Hi All,

Welcome to my final communication as Commodore – I know .. thank goodness!! There have been a lot of changes at the club since the last Signal published in December, and I would like to touch on a few of them.

The winter work parties took place as usual and the patio by the water and the extensive grassed areas were created. These have both proven very popular and worthwhile additions to the club grounds. The soil used was taken from the back of the car park creating a bigger parking area / part time helipad! I would like to thank all who helped with these projects which were completed in poor weather conditions. I would like to say at this point that I have never taken part in competitive turf laying before – Carl's team lost to Mike's team on this occasion! A large team of people worked at cutting and clearing the trees on one of the islands and made such a good job that there are noticeably cleaner wind at the far end of the lake. My thanks go to them, too.

The club has continued to grow in membership, both from the 'victims' on the sailing courses and from casual enquiries. Due to the ease of access to the club, on a sadder note, we have had a couple of thefts from the changing rooms resulting in the theft of a car. The committee decided to fit club locks to the changing room doors and to keep the front door of the club house locked – so please bring your club key with you when you come to the club and try to ensure the front door is locked at all times, especially during racing when eyes are on the water. A sign had been made and positioned on the waterside end of the building to welcome and direct guests to the side gate where they will be more visible to all on the premises. I hope these security measures will prevent further incidents.

The sailing calendar has been busy with each trophy being hotly contested, and picnic and play days continue to be very popular with whole families sailing. The Junior section is expanding and this led to the need for two 'Junior Weeks' this year, one for beginners and the second for improvers and racers. Well done to everyone involved – keep up the good work.

The recently held Access National Championships was a credit to all involved, showing Swarkestone Sailing Club at its finest. Ron Sawford, on behalf of the Access Sailing Association, said that it was the most professionally run event that they had sailed at for many years and asked if SSC would consider holding the Nationals again in the near future – praise indeed! My special thanks go to all the duty personnel and to Harvey's Boys for 'speed hoisting' so efficiently, getting all on and off the water in admirable time.

Finally, I would like to thank the committee and all the members who have supported me over the past four years as Commodore. It has not always been an easy position to hold, but you can't please all of the people all of the time.

Fair winds in the future to you all,

Martin.



## Signal from the Rear Commodore

There has been a lot happening at the club over the last few months:

The Junior 2 Weeks in August was a great success with all the juniors improving their sailing skills, with excellent support from their parents, the coaching team and overall leader: Charlotte Hadden, closely helped by Rosie Glynn. One evening 70 juniors and their supporters went out for a Chinese meal! The Burley trophy was hotly contested this year; it was narrowly won by Nick Robinson, with Emily Glynn just 1 point behind in 2nd place and Susanna Elks in 3rd place. And well done to Sam McKay for making the national level Zone Squad for the Topper class;

Sailability also continues its success – its sailors have been taking part in their National Championships at our own club. Chris Molesworth and Mark Alton showed their usual dedication to achieve first place in the double handed 303 class. The pair also came second overall in the sailability national TT series. Three Swarkestone sailability sailors also travelled to Rutland SC to gain valuable experience in the World Championships;

On our own bank holiday Marge Laurie regatta has had its successful third year, with many more trophies being awarded this time around. Well done to Cynthia Harness for winning the event in some difficult wind conditions. Rick Cassel gained first place in the Sailability category;

Some of our members took part in one or more summer regattas at other clubs. Well done to Callum Lambourn and John Hainsworth for winning several prizes each for good performances at the Bass Week Regatta at Bassenthwaite SC.

Wednesday and Sunday racing has continued to be enjoyed with a good turnout of club sailors; and Swarkestone SC maintained its dominance in the interclub competitions by winning the Northern Tripartite against Sutton Ashfield SC and Attenborough SC.

This will be my last report as Rear Commodore, best wishes to my successor. I wish to thank all of the people that have helped me over the last three years especially: John Hainsworth, Joe Levy, Dave Gascoyne, Cathryn Cormack and Geoff Earnshaw.

My own final thought is:

The only predictability in sailing (as in life) is the certainty of unpredictability – what sets us apart is how we deal with these situations.

Enjoy your time on the water and don't give it too much thought – just do it!

See you soon - Dean Jones ;-)



## Signal from the Vice Commodore - Carl Martin

I would like to take this opportunity to thank a few members of the club for all the great work which gets carried out unnoticed. A very special thank you to John Roberts and Ken Staples for the endless hours they spend keeping the sailing club grounds looking marvellous. The new grass area to the rear of the clubhouse has proved very popular and has often been used for picnics, socialising and enjoying the racing. Thanks also to Terry Moon and Ray Potts for laying the new patio which has made a super area on the waters edge

I am sure you have noticed the boat just below the car park and the hanging baskets at the rear of the club many thanks to Mick Easom and his brother for growing the bedding plants.

We have also introduced a new visitors entrance to make it more difficult for guests to enter the club without being noticed. If you please see a visitor please offer to help them and if possible direct them to a committee member.

I would also like to thank all the people who help on Sailability Wednesdays and during the Access Class Nationals who are not sailors but give their time to help the project.

The website continues to give members current information, the ability to request duty swaps etc and has 1000's of photo's which show what the club offers to members, RYA training courses, juniors & sailability. It also has a new video section which is proving very popular.

## Signal from the Boson - Ian Bellamy

As some of you may know on the weekend of the sailability nationals we had one of the rescue boats off the water due to a engine problem. This could have cancelled out the warranty on the engine. If the engine gives an audible alarm when running there should be a light on the consul to indicate the problem is this needs to be reported to me so that I can talk to the engineers at Beaston to see if the engine needs to go back for checks. These engines are not cheap and as members you all own them its in everyones interest to help me to look after them so please tell me when you have a problem not leave it to some one else.

## Signal from the Training Principal - Mike Parker

### Training update

Firstly I must thank all the club volunteers that help selflessly on all our training courses I'm not going to list all the names or the roles that our members do as I'm worried that I'd forget someone !

This year we have gained RYA Onboard status as well as recognition for further training and qualifications . Our recent RYA Inspection was complimentary of the safety and training they saw and we are going to have to strive to meet this standard next year .

The regional RYA are working with us more and last weekend we hosted a Senior Instructor day in a couple of weeks we are hosting an Instructor course and an SI course. This not only brings recognition with other clubs and training centres but also brings in revenue in either cash or free places on otherwise expensive courses.

Our adult 1 and 2 courses are still providing a lot of new members, the courses are always full and we don't advertise, and are a great pathway into the club, some even aspire to be instructors so as a club we must be doing it right. Our powerboat courses are well attended as we always need help in safety boats

We have acquired some more toppers this year from some sailing centres that have been disbanded , The comets are showing their age and are in constant need of repair and the Bahia's are being used on a range of training courses .

We still plan to run a seamanship course before the end of the sailing season and then run an assistant instructor course before we start again in April next year.

So if you fancy being an instructor , safety boat driver , beach boss , sail maker, boat builder or just helping out please don't hesitate to let me know



## Sign-up Today

*The Tea Bar*



*Needs YOU*



# IMPORTANT

Swarkestone Sailing Club have adopted the RYA Child Protection Policy which includes vulnerable adults.

This may mean photos may NOT be taken. If in doubt please check with Sally Hadden.

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## 'The Signal' & Back Copies

Available at [www.swarkestonesc.co.uk](http://www.swarkestonesc.co.uk)

Do a Duty PLEASE  
Put your name on the list



## Tea by the Sea



Wednesday 02<sup>th</sup> June

## Tea by the Sea

AKA  
Cake by the Lake  
Raises

# £141.60

Thank you to ALL involved



**Free Internet Access !!** Please see a Committee Member for access details



**Correct Radio Operating Procedure.** The club radios are all licensed for use on 157.850 mhz (also known as 37A on Icom radios or channel M). Swarkestone SC are NOT the sole user of this frequency so it is vital we use our assigned prefix (SIERRA) followed by a number; ie **Sierra 4** 'racebox' to **sierra 5** 'teabar' at the beginning of every transmission to ensure we do not interfere with neighbouring clubs or them with us. PLEASE USE THE CALL SIGN ON THE RADIO.



## WEAR THEM WITH PRIDE !!!

A fantastic range of high quality apparel is available in a variety of styles and colours with the club name and logo embroidered on them.

[www.swarkestonesc.co.uk](http://www.swarkestonesc.co.uk)



## PLEASE NOTE

Orders are only placed when there are over £150 of orders.

THIS CAN RESULT IN A CONSIDERABLE DELAY IN DELIVERY



## **Bassenthwaite 2010**

### **Saturday 31/07/2010**

Well it's that time of year again only this time we seem to have gone north instead of south ( must be Joyce's driving ). Lots of people here and a great atmosphere. It is very showery but a good wind for sailing. Two races today nbut I think it was a day for finding your wayaround on the water with a quite complicated courseand lots of people having problems. I won't mention any names but one boat in particular with a yellow hull and a Spanish crew kept going sight-seeing and then throwing in a capsized for good measure. Not to be outdone Nigel and Joy (SSC) did a man overboard demo to rescue a young Topper helm who disappeared under his boat after a mild confrontation- Our hero! – that's Nigel of course and he was also teaching Joy to helm. Some good results alaso as John H came 6<sup>th</sup> & 8<sup>th</sup> on his laser with Dean and Joe 13<sup>th</sup> in their Scorpion in a fleet of 20. Off to the pub for dinner.....

### **Sunday 01/08/2010**

Really warm again but continued sunshine and showers – good sailing wind . Just having a drink and a spot of lunch (1.45pm) before the next race. This morning over 140 boats out again. Time for a change of crew Nigel & belinda plus Carl & Joy. Lesson time this afternoon for Joe & Dean – Joyce is putting their spinnaker on for them and showing them how to work it. This is going to be great viewing tommorrow as so far they haven't capsized. Great news (6.00pm) just been to the presentation and John & Callum have both won prizes. Callum was 11<sup>th</sup> overall and John 8<sup>th</sup> overall. BBQ tonightwhich should be a good time. John has just made a wobbly BBQ lit the wrong way, all flames and smoke but will still be a good night. I am keeping non alcoholic tonight as one night of brandy at Joyce's measures is enough for me. Just been joined by Carl and the "hard topps" Mick Papp and family as he's staying in a caravan. Also Nigel is getting well known as the 'Wayward Wayfarer' and even getting challenged by the leader of the Enterprize fleet at the last bouy nearly lost him the trophy.

### **Monday 02/08/2010**

This is the life sitting in the sunshine while John H & Joe are washing up and Dean is making a cuppa (10.30am). Sunny with light winds so we are looking forward to a good day sailing. We are going a ride out. Lovely day in Cockermoult with a pub lunch (of Course) and then onto the coast at Whitehaven. Don't quite know what happened to Carl in the other car but it seems his Spanish navigator got a bit confused. Nigel, the only one who sailed today was really pleased to be number 1 in the Swarkestone fleet



## Tuesday 03/08/2010

Sunshine and showers is getting a bit boring but good sailing. Everyone sailed today including Joyce and myself. Dean and Joe kindly took us both out when the others were racing. It was great to see all the different boats and be among them. Deans birthday today so 15 of us going to the pub for a meal tonight. Miguel left today so Carl has another crew, young Richard. 3 crews in 4 days not bad

## Wednesday 04/08/2010

I had a great i hour race and actually felt like 4 hours. Crewed for Nigel in the wayfarer. No wind for start & postponed for 30 minutes and then went through all weathers. Great though with over 100 boats out again. Everyone has just returned from various sailing (6.00pm). Dean, Joe and John all raced and Carl took Chris 4 miles up the lake for a sail and had to beat all the way back. Indian take away tonight. Another early night for me!



## Thursday 05/08/2010

Another 8 hours sleep and i have never slept so well, must be the borrowed camp bed. Joyce, Dean Joe and I have been a ride to Keswick. It's so beautiful everywhere you look. Expecting reinforcements today. Nigel (Stirland) nwas at the gate for 10.00 waiting to be let in and we are expecting Joy, Geoff and Russ with his family. BBQ stacked up and still got .some beer left but on the second barrel



## Friday 06/08/2010

Where has the week gone? Very testing weather today (force 6+ with gusts ) Only the mad few sailed, about 40 boats. It was blowing straight down the lake so they took them up to the top ( 4 miles approx) thyen beqting all the way down. Callum and Richard went for it, what stars! Great spectator race, 7 rescue boats out and kept very busy. Ladies race this afternoon plus thge over 60's. Joyce and Joe are doing the ladies <oops. overs 60's. Amy and Joy are doing the ladies race in Carl's RS but change of plan, Amy & Carl go for a cruise round the lake and no ladies compete. Joy & Geoff go to Penrith. Joe & Joyce started off going sailingbut end up fishing as spinnaker which started at the front of the boat ended up at the back. Well nearly the end of a great week. 3 more races tomorrow but some people going home

## Saturday 07/08/2010

Well that's it for another year. Some of us are off home today after the 3 races. Been a marvellous week & brilliant to see so many people from the club. On the whole racing was great with some prizes going back home and some budding new sailors notably the O'Donnell family



Sue Haywood



## Log from S/Y Elison

**Day 1** Lat 0°59'8" Long 091°00'0" Its  
1/ 4/ 2010, 1200hrs UTC, April Fools Day, oops  
And the afternoon breeze is just beginning to  
fill, so its up anchor for the 3000nm to  
Marquesas. Skies are sunny, seas are smooth,  
so fingers crossed.....Bye bye Galapagos.....

**Day 2** Lat 2°06'0" Long 092°12'2"  
Fairly slow first 24 hrs, nice to settle into the  
trip....sunny, smooth seas with a long 1mtr swell  
from the SE.Seen no ships,no birds, no nothing,  
only Steve!!  
24hr run 84nms, its going to be a long haul!

**Day 3** Lat 02°39'4" Long 94°11'8"  
Amazing sight! At 1600 hrs about 40  
whales came from 360 degrees,all swimming  
towards us, they came under the boat, around  
the boat, alongside the boat,did aerobatics and  
it was enthralling! After about 20 mins they  
continued on their way!

Then, a Red Footed Boobie Bird arrived, and  
tried his hardest to land on the bow guardrail,  
quite ba funny sight as he kept missing,  
eventually he managed to land, and started to  
preen his feathers, Steve took the camera and  
tried to get a photo showing the red feet, and  
would you know, the Boobie just sat and  
preened and took no notice whatever of Steve  
grovelling on his hands and knees, trying to be  
an inconspicuous David Bellamy! Eventually,  
Mr Boobie,( or Mrs )tucked his head under his  
wing and went to sleep! How on earth he stayed  
put in the lumpy sea conditions is a mystery.

At daybreak he awoke, shook his feathers,  
flew around the boat a couple of times as if in  
salute, and disappeared!



**Day 4** Lat 03°45.6 Long 096°07.9  
Nothing to write in log! Nil seen, no sail  
changes. The night watches of 3 hrs each  
working well, starting at dusk.

Total distance so far 334 nms.I am  
improving at Sudoku, which Steve has always  
been good at. He now times himself on the  
difficult ones, I just like to get one completed!  
My excuse is its 2am and my brain (?) should  
be asleep.

**Day 5** Lat 4°13'5" Long 98°37'4"  
The hand of bananas which 5 days ago  
were decidedly green are now ripening,  
quickly! Banana for breakfast, mid morning  
coffee, lunch, afternoon tea and dinner!  
Highlight of the day, lost a BIG fish! Humph.

**Day 6** Lat 4°24'0" Long 101°10'1"  
We are talking with 2 other boats on  
passage, at 1000 hrs our time,1400 hrs  
GMT,on HF radio. We met in Galapagos, and  
are all going to French Polynesia. We log  
each others positions and check all is well  
with each other, and pass on current weather  
info. Both are Dutch boats. Boat Nei Frau 2  
fish caught, Spirit nil fish caught, Elyision 3  
huge fish got away!

**Day 7** Lat 4°42'9" Long 103°31'8"  
speed 7.1 kts. cloudy. Still eating bananas.  
We both started our second book of the trip.  
1400 hrs Excitement! First Fish Of the Trip!  
A small Mahi Mahi, fresh fish for tea!

Distance so far 899 nms .

**Day 8** Lat 5°09'5" Long 106°04'8"  
Settling into the trip well, so have altered  
night watches to 4,3,3,4.Beginning at 18.00  
hrs. So long as the seas are calm we are  
getting plenty of sleep, its when there is a  
cross swell thats makes your head roll from  
side to side, and the body, well; plenty of  
pillows to give support in one position works  
well.We are lucky to have a roomy aft cabin  
so one can sleep whichever way is most  
comfortable.

**Day 8** continued ...

There were so many stars last night, there must be life up there somewhere! The moon is getting smaller, at the moment the constellations are so easy to spot, later when there is no moon the sky will just be lit by stars alone, its so wonderful with no ambient light to spoil the night sky, if only we had Patrick Moore to listen to.....

Total today, 161 nms, best speed 7.1 kts.  
Altered clock to - 7 GMT

**Day 9** Lat 5°27'1" Long 108°4'6"

Eaten all of the tomatoes! Steve loves his tomatoes! Aye well.

Over cast today, so not much power going into the solar panels, which on this trip are providing most of our energy. The wind generator is not capable of turning into the wind as its situated on the mizzen mast and works with wind from the beam and forward which is the situation at anchor, so it is, not giving any power which normally compensates for the cloudy days. We are running with the trade winds, south easterlies, from our aft quarter.

Another way to charge the batteries would be to run the engine, but we dont really want to do that as we still have a long way to go, and you never know we may be becalmed! Might need the diesel,,, Unlikely but you never know.....

There is still plenty of power to run the freezer and navigation lights at night, and the computer, so its just a case of keeping a check on the situation. No ships, no birds, but we did find 6 flying fish on the deck this morning!

**Day 10** Lat 5°40'8" Long 111°0'0"

The wind has been fairly constant so far, but in the night had a gust, 11 kts to 23 in seconds. It came from nowhere! Just had to steer for a few minutes till it passed by. The trusty Hydrovane self steering is keeping us on track, Steve set it up when we left Galapagos and its only needed tweeking a couple of times since then. The beauty of the self steering is it does, not need power and is silent. When the winds are light, say less than 7 kts, the Autopilot is switched on.

**Day 11** Lat 5.°50'6" Long 113°28'5"

Ate all of the bread from the Bakery!  
So, its on to baking fresh bread, only problem is it smells so enticing cooking and with butter whilst warm it does, not last too long before its all devoured!

Rather roly in the galley too as there is a swell running..... well back to my place in life as a galley slave.... wonder where that term came from.....

*Yes, Yes, Yes*

*17 25 hrs.*

*1500 nms to go*

*Half way, Yippee.*

Offered Neptune a (little) of our Celebration, a tiny drop of wine! Had a pleasant evening meal, of fresh Dorado caught this afternoon, and a piece of banana cake to finish off!

**Day 12** Lat 6°08'1" Long 115°49'4"

Yippee again! 15 20 hrs Caught a super Dorado, 80cms long! Will bake some for tea, then maybe fishcakes one day, then maybe a fish pate, so many options! Its a big fish!

Really seriously spooky last night on watch. The clouds were really low, so there was no ambient light at all, the horizon seemed so close, it was as though the boat was surrounded by fog. Speeding along with the waves at 7 kts, hearing the gurgly noises of the sea, in total darkness was so strange. so pleased there is no land ahead to bump into... Sat thinking as one does in the middle of the night on watch: nearest land: 1500nms from Galapagos East, 1500 nms to Marquesas West, and to the South... Antarctica and to the North.... Alaska?

**Day 13** Lat 06°20'9" Long 118°03'4"

1265 nms to go!

Strange, but the daytime just flies by! Chat to the 2 other boats at 10 00 local time, breakfast, bake bread, sail changes, we have just shaken the reefs out of the maim sail so have full Genoa, full main, and full mizzen, and are flying along at 7.5 kts with 15 kts wind. Then listen to the audio book Angels and Demons by Dan Brown, we had for Christmas, that was a really great pressie for this crossing. There are 6 Cds, so 1 a day, will be sorry when its finished. Write log, check all on deck ok, there were 6 flying fish on deck this morning.....



**Day 14** Lat 6°55'8" Long 121°03'6"  
153mins yesterday eating up the miles now!  
*Change clock, now - 8 GMT*

Sitting in cockpit on watch at 2200hrs, pitch black, no stars, heard huge thud as something hit the side of the window of the cockpit surround, frightened the life out of me! What the dickens.... is there someone close by needing rescue,,, then heard the flapping, it was another flying fish, big this time! Wow, if the side had not been in use the thing would have given me a huge bump on the head! Mentioned it on our morning chat to the other boats, Paul says people get injured by flying fish scooting through the cockpits at night,..... he is going to make me a flying fish helmet for protection..... Saw 2nd ship astern at 0300, must have seen us as went behind then to port of us before assuming his original course. Watched his lights for 45mins

**Day 15** Lat 07°08'7" Long 122°49'2"  
Just changed sail plan again, now have reefed main, genoa and mizzen with 23 kts of SE wind, and getting 7.5 speed over ground which will do nicely! Yesterdays 24 hr run was 150 nms, again, quite happy. There is a long swell approaching from the SE, probably 2 mtrs from the top of the waves, to the trough, along with the normal wind waves. Its really strange, the waves come from behind, above us, and the stern lifts gently, unnoticeable unless one is watching, then we get the swish of the wave, and its at the bow, which is 2 mtrs above the trough, then we slowly become level again, it looks a long drop from the bow! A little unnerving, but the boat as usual is, not concerned at all! So.. neither should we be!  
970 nms to go!

**Day 16** Lat 7°35'0" Long 125°04'9"  
Still no fish! Out goes the rod at daybreak, in at dusk. Lures lost so far 4, there are some big fish, too big! This afternoon had a bite, and spent 15 mins getting the monster to the side of the boat, and we were just lifting it ready to use the gaff, then Ping, away went fish and lure, it looked like a Big Eye Tuna, which is very tasty to eat. Our friend on Spirit had 36 flying fish on board this morning, on his daily walkabout, we had 6. By the time walkabout happens, usually about 09 30 when night watches have finished and breakfast taken, the fish are well cooked by the sun. Some would be good to eat if fresh, some are just too tiny, 1cm long. How on earth they get on deck.....

**Day 17** Lat 8°05'0" Long 127°07'8"  
Only 128 nms yesterday, nice sailing though, we now have full sail again, with 15 kts of wind. Speed 6.2 kts. Nice sunny day for a change, its been cloudier than we expected. Weather prediction today for 24, 36, 48 hrs is for 15-20 kts, in a building SE swell. Must have been some heavy winds behind us to give us the increasing seas. Had a large watermelon left, cut it open today, delicious. Not many pips either. 1 cucumber, 5 beetroot, (keeping those as long as possible) 8 limes, 1/2 lettuce left from our fresh supplies, apart from onions and potatoes.

**Day 18** Lat 8°43'4" Long 129°28'0"  
144 nms yesterday. 550 nms to go.  
Bread making day again, bye, that came quickly! Still the daytime flies by, why we don't know, its not as though we achieve much in a day, once the routine jobs are done. And there is, not enough time in the day to get itchy feet! Good job! Moonset fantastic at 21.15. Not a full moon, so can still see the constellations easily, and now we always have the Southern Cross on our port side, Orion is straight ahead, and the (upside down) Plough is off the starboard back quarter. No chance of Polaris now! As usual, Sirius is brightest, but is only visible for a couple of hours before it disappears beyond the horizon. On a good night the Milky Way looks amazing!



**Day 19** Lat 9°23'3" Long 131°39'8"  
381 nms to go, exciting, a totally new landfall, apart from Pilot books and Lonely Planet travel guide have no idea what to expect! Everyone we have spoken to, mainly yachties, have really enjoyed the South Pacific, the different culture, dress, food, as long as there is an ATM to get local currency, we shall be fine. Now, there is a thought, we haven't spent a penny for 21 days! How strange is that!

**Day 20** Lat 9 °46'8" Long 133°48'0"

Reefed main, Full mizzen, 1st reef in genoa, 21 kts of wind, mainly from SE, but there is a swell from astern. If the wind comes from astern we will take the main down. Barometer risen 3 points in 6 hours,.....We were going to fly the French Courtesy flag whilst in French Polynesia, but our friends on Nie Fram have the colours and pattern of the Courtesy Flag for the Marquesan Islands so am making one today. So we will please the local Marquesan people by having their flag, it will be flown from the starboard crosstree, below will be the yellow Pratique flag, which one flies until cleared into the new country with Customs, Immigration and local Police. Wonder how many Courtesy flags we have accumulated during our travels, have kept them all, although some are decidedly weather worn and faded.

**Day 21** Lat 10°08'9" Long 136°12'9"

Woah, 149 nms to go! Nearly there! The time has flown by, although sometimes it would have been nice to just go to bed and sleep as usual, we will enjoy the last couple of night watches, as long as the sea is, nt too roly,,, Caught a skipjack tuna, got 6 steaks and the head and tail end, so will make into pate or fishcake to share with our Dutch radio friends to celebrate arrival! We all decided on the same island destination for landfall! Partly because it reads so well as an interesting and visually stunning mountainous island, with friendly villagers,..... they used to be cannibals.....

**Day 22** Lat 10°32'8" Long 138°24'8"

At daybreak saw Fatu Hiva! Stars disappear, still darkness, then the hew of light, and slowly we can see huge tall mountain of an island, 15nms to our waypoint off south end! The end is nigh! Sailing along 2 nms off the coastline, so many green trees and grassy banks, it looks so fresh and we can smell the blossom, another 10 nms to the anchorage. It will be strange to see Polynesian people, hear their dialect, will we be able to communicate? Sign language maybe, or a little French, Definitely no Polynesian, at least for a couple of days....



Yippee! At anchor! Surrounded by vertical cliffs covered with coconut palms, verdant green banks, and amazing contours of the towering balsaltic cones, this is Hanavave, Baie de Vierges, or Bay of Virgins.



Anchored in 15 mtrs, deep really, anchor set at 20,000 revs so should be ok for a good nights sleep, and then explore, would like to go to the ( only) Church to hear the Polynesian singing which is reputedly wonderful,.....

Well, thats another few nms under the keel, with many new places and people to see, we used 120 ltrs of deisel fuel since leaving the Galapagos, and have no damage to report, thankfully, and are really pleased to have arrived!

End of log ElySION, Galapagos to French Polynesia, Pacific Ocean. 24 4 2010



**Why Not ...  
Plot the passage in Google Earth ??**



## Dazed Kipper – you can say that again!

We had completed our Competent Crew course in August last year in Scotland; Richard had also passed most of his Day Skipper practical on the same trip. So we decided that the next course would be Day Skipper Theory.

We started our Day Skipper course in November, 2009. The course was held in the Community Room at Kimberley School, which is quite close to where we live. For the first four months of the course we always seemed to be going to class in either fog, snow or rain. The room was next to the main hall and so our 6/7 month course was punctuated with musicals, Christmas concerts and a “Kimberley’s Got Talent” night!! which filtered into our room - a welcome distraction for some of us (well me).

The first night was 5<sup>th</sup> November. We went armed with some tools, a brand new notebook and a nice pen and came home with a stack of books, charts and a timetable that was to fill not only the next 7 months worth of Thursday evenings but what turned out to be most of our waking moments and some nightmares too. Our dining table was soon taken over by navigation exercises and flash cards.

The course moved at quite a pace and we worked on a different subject every week, starting with boat parts and ending with passage planning and passage making, with an exam for Chartwork halfway through and concluding with the General exam. We were also given assessments which were to be completed at home and to be handed in throughout the course. Chartwork proved to be quite ‘interesting’, we were doing fine taking bearings and plotting fixes but then variations, deviations, course to steer and EP’s came along to spoil things. After several weeks of learning how to use charts, symbols and calculating tidal heights, we spent an evening using the GPS and plotter on the computer and managed to arrive at the same result with by tapping just a few keys.

Towards the end of our course we had the opportunity to go to Levington for the weekend with our teacher. We were on a 36i Jeanneau, there were six of us in all. Our instructor divided us into two groups to give us some idea of watch-keeping. We sailed/motored out of the River Orwell towards Blackwater, there we stayed overnight then came back the next day. There were some quite tricky depths and buoyage to negotiate out of Felixstowe and again in and out of the marina at Bradwell. The weather that weekend was good for sunbathing, but not so good for sailing, there was hardly any wind.



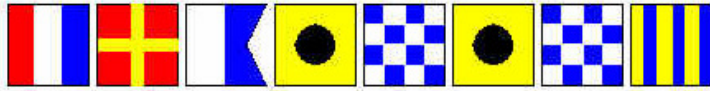
We’re pleased to say that we both passed our Day Skipper Theory and we are hoping to go and complete the Day Skipper Practical course sometime soon.

Maxine and Richard Lunn

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# TRAINING



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## Signal from a New Club Member

Sitting one sunny August afternoon on the back (sorry, stern!) of a motor cruiser on the Norfolk Broads, my wife Helen and I watched with interest, as a fellow “boater” untied a dinghy, rigged the sail and set off peacefully under wind power only. “I wouldn’t mind having a go at that”, said I to Helen.

Fast forward to an unusually chilly May, I was wondering if I should have kept my mouth shut, as I re-surfaced the waters of Swarkestone gravel pit, during the capsizing and recovery session of the RYA 1 and 2 course I found myself attending!!

Seriously though, ever since I had received the course as a Christmas gift from Helen, I had been looking forward to it and couldn’t wait for April to come around. And when the course started, it definitely lived up to all my expectations.

The course was brilliantly put together, being great fun and yet informative at the same time. It is a true testament to all the instructors involved (and there did seem to be a lot of them!!), that they managed to turn a bunch of land lubbers into sailors (using the word sailors loosely!) We all completed the course with a “pass” and some attendees have even gone on to be very promising sailors and who knows may one day take the crown from Ellen MacArthur, as the best that land locked Derbyshire can offer (you know who you are!)

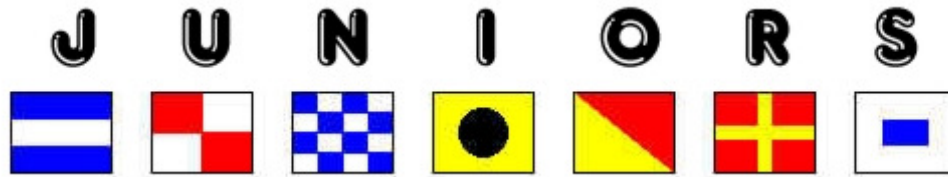
I have since become a member of Swarkestone Sailing Club and can’t wait to get my first dinghy. Although I don’t possess the competitive spirit to be a world beater, having watched a few races and with lots of encouragement from other club members, I’m beginning to feel the lure of this seemingly infectious habit of those who have completed the course before me!

Having really enjoyed “crewing” for other members of the Swarkestone sailing fraternity, who were actually naive enough to take a novice out for a cruise, my next step will be to join some unsuspecting helmsman who needs a crew for a race....watch out it could be you!

The whole sailing experience has been and still is a fantastic experience. I would recommend it to anyone, whether like me, you would just enjoy a leisurely sail or maybe fancy the concept of racing sometime.



Kenny Upchurch



[www.swarkestonesc-juniors.co.uk](http://www.swarkestonesc-juniors.co.uk)



# JUNIOR SQUAD



CONGRATULATIONS TO ALL THE SAILORS WHO WORKED THROUGH THE RYA YOUTH SCHEME IN AUGUST - SEE YOU AT THE HALLOWEEN PRESENTATION.

**“What was your favorite part of Junior week?” “The Helicopter!”**

Its been a busy year for Swarkestone Junior Squad! We have held 8 Junior Sundays, 2 Junior Weeks and 10 Burley Trophy races. This year we held our first ever 'Beginner Week' which saw 16 new sailors achieve their level 2, go for a picnic on the island, find the wreck, play Oppy tug-of-war and break the world record for fitting the most people in an Optimist! We also had a helicopter land in our car park...

The next week, 24 young sailors came to our 'Squad' week, where the focus

was on boat handling and racing techniques. The top group got some expert tips from RYA race coach Steve Gibbon. Throughout the year, Junior Sunday attendance has been fantastic, with the highlight in June of over 50 attendees at our Junior open day.

The Burley trophy has been very successful this year, and the results will be announced at our Junior Halloween Party and Presentation evening on the 30th October in the clubhouse from 7pm. Please RSVP on the Junior website

or Facebook group. We are also currently organising some Winter training with Staunton Harold sailing club, so keep your eyes on the website for dates.

I would like to say 'Well Done' to all our Junior sailors for a fantastic year. Also, a massive 'Thank You' to all our parents and helpers, especially John & Helen, Rosie & Jim, Rich & Lisa, Dave, Rachel, Sally, Tim, Cathryn, Ken, Phil and Carl. I hope to see you all at the Junior Party - Get your costumes ready!

*Charli x*



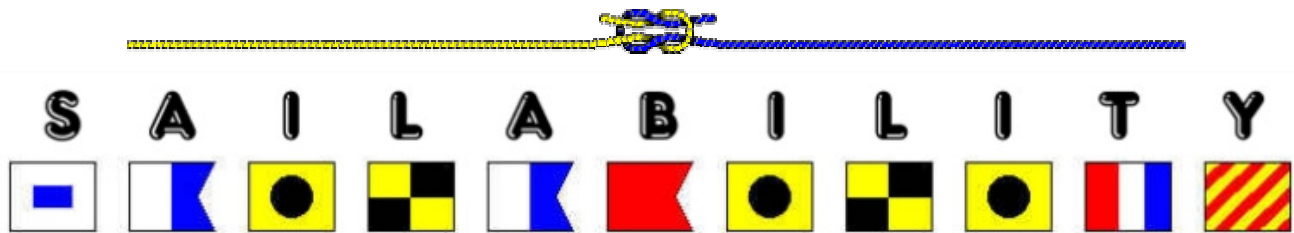
*Congratulations to Sam McKay who gained a place in the Topper National Intermediate Squad.*



*Junior Squad hoodies are available in Junior sizes S, M, L, XL (L12) Adult sizes S, M, L, XL and XXL (L15). Names £3 extra. Ask Charli*



*Well done to Sam, Callum, Jamie and Christie who attended DYS events this year.*



## Access Class National Championships 2010

This was a 3-day event held at Swarkestone (5 miles from Derby) starting on Friday the 3<sup>rd</sup> with a day of training. I, together with my crew (Antony and my PA Robert) arrived at 9:30 just in time for the beginning of the training session. This started with Matt Grier (the coach) encouraging the delegates to think of their best strength and worst weakness which could be addressed during the mornings practise. All the mentioned weaknesses had a common factor "reading the wind" and the session on the water was set to practise "starts" and a simple sausage course to get the best out of "mark-rounding".

Whilst I missed this morning session due to other discussions and equipment trials with Steve Sawford, I was able to join the afternoon session on the water, which, as it happened, ended up continuing in the same vein as the morning one due to the light winds. (Oh no, I thought I'd had booked a precious day off work for nothing!!) Video footage was shot so that we could all learn from our "mistakes". Before leaving for the night, Antony made some adjustments for me on the Liberty and then, like all good sailors (and crew) we went to the pub (for food of course).

On Saturday, briefing was at 9:30 and the first race started sometime after 10:45. Like other meetings before, they followed the 2 morning races, followed by lunch, followed by 2 afternoon races. Unfortunately, Melvin was unable to attend, and I was picking up another Liberty for Tideway so I couldn't take a dinghy for Hugh to race, so I was the only Tideway representative (on the water).

For the first race I had a good start coming in 3<sup>rd</sup> (out of eight), then I was back to my usual trick of loosing again but I managed to end up 5<sup>th</sup>, loosing 2 places on the last leg (still better that my previous efforts of coming last in the TT Series).

After lunch, and some helpful tips from people watching from the bank, I got two more thirds that day even after having to fix my helm. The two Dutch competitors took the first and second places with Vera Voorbach winning three races and Wilma van den Broek winning one.



We stayed for the AGM, the evening food (which did the club and their cooks proud) and some of the Karaoke.

Sunday was a series of three back-to-back races and I had some good starts and good windward legs (getting into the lead) but I only managed to come 2<sup>nd</sup> in all three races although I almost caught Vera in one race (just 7 seconds behind). At the end of the day, I did manage to bring home 3<sup>rd</sup> prize. There was a slight twist in that they split the Liberty class into "full-servo" and "partial-servo" making 4 dinghies in each category, but the "full-servo's" (Vera (1st), Wilma (2nd) and myself (3rd)) succeeded in beating the "partial-servo's".

I would like to add my thanks to ALL at the Swarkestone Sailability Club for their wonderful hospitality, support and commitment and to the two children (Jamie and Sophie) who seemed to adopt me over the three days. THANKS.

Allan F Wall



## Access Class National Championships 2010 At Swarkestone Sailing Club

Golden autumnal sunshine greeted us all at Swarkestone on Friday 3<sup>rd</sup> September as competitors and crew rigged their boats for the training day.

True to our usual form, Mark and I chose not to practise but we were there to catch up with old friends and to extend the traditional welcome to all competitors, some having hauled their craft from as far away as Holland. While my rigger and crew frantically sorted through the club's container for a decent set of sails and a straight mast, I had a good chat with my mates. Ah.... the labours of sailing.

Later that evening, a few of us met up at a hostelry of good character, with fine beer and excellent company, but conscious of tomorrow's event, we parted early and laid a course for bed.

Saturday morning, with the smell of bacon and sausages wafting through the club house we listened to the Race Officer's briefing. Thanks go to Claire for that marvellous aroma.

Thanks also for the magnificent effort of organisation on the part of the shore crew, helpers and volunteers in getting all the competitors on the water in time for the scheduled first start at 10:45am. This I'm sure, must be a first in the history of this event.

### **Race 1**

With the wind blowing a light to moderate easterly, veering south-east at times, we lined up for our start with no. 9 buoy as our first mark.

A good start; and by tacking onto port where we were headed, we rounded the mark right up with the 303 singles and well ahead of the doubles fleet. For four laps we held our place, enjoying the racing and trimming the rig to keep up with the singles.

Meanwhile, all was not well on the committee boat. Having contrived to loose their anchor; in the subsequent struggle to find a secure mooring, all eyes were elsewhere as boats crossed the finish line.

Oblivious to all this, we congratulated ourselves on the first win



Race 2 proceeded much the same as the first, once again the key being to point high and "tack when it flapped" tacking back when the wind veered south-east.

Careful sail trimming on the reach and run, making extensive use of the *adjustable* outhaul to hold or even improve our lead gained us another first place. Thanks to John Hainsworth for this newly-rigged modification, available on all Swarkestone boats. The smooth and easy operation sets the standard for this control.

Lunch break and the confusion aboard the committee boat became apparent as the results were posted. Last being first, first not even being present and one boat sailing an extra lap to get a finish signal.

However, things were pretty much put-to-rights by the time we lined up for Race 3, the computer having assured we were competing and all eyes in the committee boat hawkishly upon the racing craft, we once again ran up two more wins.

Saturday night saw revelry and a disco at Swarkestone but being so close to home and a little tired I did not attend.

Just as well, for Sunday morning bought with it a freshening breeze; again from just south of east, but with more gusts and larger shifts than the day before.

To complete the racing as early as possible and to give the visiting competitors time to stow and get home, three races were run back-to-back.

After some problems with the foot-steering (a device newly invented and installed aboard our boat just that week, therefore untested) we managed to secure another first, but only because Patrick and Ian, in their excitement at being in first place, missed a buoy and disqualified themselves.

A quick pit-stop to re-adjust the steering and improvise a head support cushion to save my neck and into Race 6, this was our last race for as we turned around the leeward mark the boat in front tacked across us, forcing us to perform an emergency turn to port to avoid a collision; shortly after this the foot-steering mechanism decided to part with the turning block and I had no steering at all!

After the crew had finished his mutinous shouting of, "Where the xxxx are we going?" I managed to tell him I had no steering as we headed for another Swarkestone 303 double, to which he said, "Keep b\*\*\*\*\* going." and steered with one hand behind him on the tiller and the other hand on the sheets, to finish the race still in first place.

This meant we could discard our DNC for race 7, giving us an unbeatable 6 points out of 7 races and retained the 303 double championships for another year.

This will be the last time for me in that class however, as I expect to be competing next year in my new Liberty class boat "Dreamcatcher"

In all it was an excellent weekend of competition, superb sailing weather and Swarkestone hospitality.

A special mention must be made of the "Flying Dutchwoman" in the Liberty class. I look forward to racing Wilma and Vera next year.

*Chris Molesworth*



Just a note to thank you and all of your colleagues at SSC for making such a good job of hosting the Nationals.

Your excellent hospitality and support team was much appreciated by all of us at Frensham and the other visitors I spoke to, you will be a hard act for us to follow in 2011!

Great photos and video on the web site too, well done to all responsible

Best regards

Peter Etherton, Access Class Captain, Frensham Pond Sailability



## **2010 Access National Championships** by Lindsey Burns

With regards to the Nationals, I would like to make the following comments, which I hope you will make available to your Club. I was really nervous turning up on my own with a double boat trailer and a tent at a venue that was new to me as this is my first season racing. I needn't have worried, as I was made incredibly welcome, and instantly provided with help and assistance. I was given a lovely meal and everything was done to make my stay comfortable, including a tent position convenient for using your Club facilities.

The whole atmosphere around Swarkestone Club was warm and welcoming, not just to me but to everyone taking part in the Event. Likewise everything was so efficiently run for both our welfare and for the racing programme. It was lovely meeting again and catching up with people I'd met at other Events, and also meeting new people who had just joined the racing group.

Access racing really is fun and sociable and the Swarkestone Nationals epitomized all that is good about our sport.



### **Wednesday Afternoons**

My husband, Bob Tucker, has MS and is now confined to a wheelchair. He thoughly enjoys his days with Swarkestone SC sailability Project. He joined the club at the beginning of the season and really looks forward to his Wenesday visits. The volunteers are extremely helpful and this project has made a huge difference to his weekly schedule giving him real purpose.

Lorraine Tucker



## Sailing and Swarkestone

I was given a positive diagnosis of Multiple Sclerosis about 20 years ago. Very often having Multiple Sclerosis can become quite isolating. I worked full-time until April 2009 so I was busy most of the time. Retirement was supposed to be a relaxing affair but the time soon began to drag. I started to think of things that I could do with all that free time.

A friend who lives in Scotland suggested that Direct Payments might be a way forwards. Finances have to be managed by the recipient. Having spoken to a lady from Leicestershire Social Services I decided to give it a go. Swimming was my first chosen hobby but how I was to get there and back was a potential problem?

I engaged the services of a Personal Assistant employed by a local agency. I started swimming with him alongside helping with transport, drying, dressing etc.



Sailing was also something I had done years ago. I have sea-sailed as well as sailed on rivers and various reservoirs and owned several different dinghies, the last being a GP14 which I owned and regularly helmed for more than 10 years. Sailing became a possibility if only I could get help getting to a venue.

I heard about Swarkestone Sailing Club from talking to a chap called John Fear about 25 years ago. At that time I was an active member of another club so I didn't really give much thought to sailing at Swarkestone.

When I recently searched Sailing for Disabled People, on the internet, I found that, geographically, the local 'Sailability' club was Swarkestone.

I visited the Club on a Wednesday and just sat and watched for about half an hour. I saw a wheelchair user helped into a boat and simply sail off. I watched small boats in good breezes having fun without capsizing. I remember thinking that this was something I can do. I plucked up courage and spoke to a chap who was just walking around. He referred me to a gentleman who came over to my car and chatted enthusiastically about the club and what it was achieving. I later found out that this gentleman was Harvey Harrison – SSC President. He persuaded me to stay and **'have a go'**. I was not dressed for sailing, I didn't have my lightweight wheelchair but Harvey helped me get my rather heavy mobility scooter out of the car. Everyone was so helpful and supportive. After only a few minutes I was being carefully transported by helpers into a dinghy and placed alongside Ken Butterfield. Under Kens care I very soon began to regain my confidence and I was sailing on my own. I began to enjoy the freedom that sailing provides. In addition to the fantastic feeling of freedom I can now go wherever I want to go rather than where I need to go because of the inherent limits of a wheelchair.

I have bought my own buoyancy aid, sling, sun hat and waterproof clothing. I try to sail each week and I now occasionally take youngsters, from a local Leonard Cheshire home, with me to give them the pleasures of being out on the water. All the people at the club are very friendly and helpful and cannot do enough to aid all people who want to sail.

I have started to go horse-riding which is something I used to do. This is also achieved with a little help with transport and a willing and patient helping hand.

Direct Payments has really helped me and opened up new horizons.

All you have to do is speak to the right people.

Martin Sibson



President



Harvey Harrison

# The Committee 2009-2010

Commodore



Martin Atkinson

### Fleet Captains

<b>Comet Trio</b>	Russ McKay
<b>Comet Solo</b>	Cynthia Harness
<b>Laser</b>	Dean Jones
<b>Menagerie</b>	Charlotte Hadden
<b>Sailability</b>	Ken Butterfield
<b>Wineglass</b>	Dave Gascoyne

Vice Commodore



Carl Martin

Rear Commodore



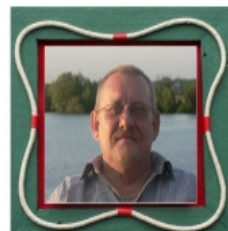
Dean Jones

Treasurer



John Wormald

Secretary



Ted Bowles

Estate Manager



John Roberts

Assistant Treasurer

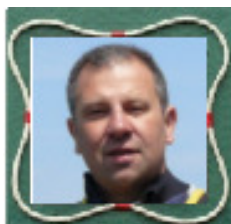


Paul Beresford

Dinghy Park Officer

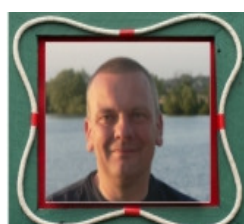
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Training Principal



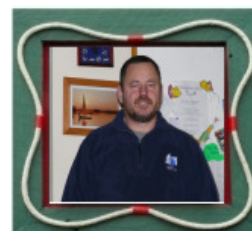
Mike Parker

Communications Officer



Ken Butterfield

Bowson



Ian Bellamy

Juniors



Charlotte Hadden

Social Sec.



Lisa Dance

Child Protection Officer



Sally Hadden

### Also on your Committee

Clare Atkinson	John Mac
Cathryn Cormack	Pam Kerr
Sue Haywood	Joe Levy