

# Salcombe Yacht Club

## Newsletter

NOVEMBER 2009

### FROM THE COMMODORE



#### Commodore's Missive

Firstly, I would like to thank Bruce and his committees for leaving the house in very good order when I took this job on in May. I would also like to thank the present committee for sticking their heads above the parapet and getting involved in helping make this club work.

We all appreciate that the club has such an unpretentious and relaxed atmosphere and this is largely due to the support of John, Jools, Brian, Les and Chris and the band of part timers, who I thank for a season's good work.

We can only provide the club that we all want with the help of volunteers to steer it. With this in mind we are still looking for members to make up a social committee, without whom we cannot organise social events ranging from Winter talks to Summer Bashes.

Too much of the Flag Officer's and Administrator's time is taken up trying to resolve gaps in the Duty Roster, we have always tried to run this on a voluntary basis, however there are often gaps which we find difficult to fill, at the same time we are aware of many regular racers who simply don't do their fair share of duties.

In simple terms, if you race dinghies or yawls regularly you should be doing four plus duties per year, excluding regatta weeks and Wednesday evenings. If you sail less regularly you need to do a fair proportion of this. If you don't sign up for enough duties we will allocate the duties and restrict the allocation of Smalls stickers.

On to happier stuff ... The sailing season has been very successful, we continue to see growth in all fleets. Turnouts at cruiser events have been high, with 17 boats attending the Fowey Cruiser Rally and some members, such as Parker's and the Ellis's making extended cruises to France and the Scottish Islands.

Dinghy sailing continues to grow. The cadets have full turnouts on Tuesday evenings and Saturday mornings. On the racecourse we have seen some exceptionally talented young sailors and it is great to see them asserting themselves when racing against more experienced sailors.

The Solos and National 12s are also in rude health and are probably the most active fleets in the country. We now have a small but growing Merlin fleet, which is long overdue given our long association with the class.

It would be great to see better support by the Yawls for club racing given their excellent turnouts for Regatta weeks and Open meetings.

Regatta Week and Merlin Week went smoothly, racing was challenging with strong winds and flood tides. Our relationship with the harbour remains good, with less problems than in the past, however Ian Gibson regularly reports of "hit and runs" by racing boats, which is completely unacceptable.



Looking to the Future ... After the New Year we will be saying goodbye to Les and Chris, from my perspective they have raised the bar for food quality and its delivery. We shall be looking for new caterers early in the New Year, most likely after we have taken a short break to refurbish the kitchens, which is long overdue. We will keep members informed of these developments.

As I write this we are in the process of planning the 2010 Calendar; however there is plenty of good Winter sailing to be had before then!

Best Regards,

David Greening

### FROM THE VICE COMMODORE



The summer season is now over and we've said goodbye to our many visitors and more remote members. Hopefully we will see them occasionally during the darker months.

The Club is in fine shape going into the future but still the old issue remain. Unfortunately we will be saying goodbye to Les & Chris who are finding the travelling difficult. They are leaving in early January 2010 and I am sure you will join with me in wishing them well and thanking them for their endeavours.

Your General Committee are looking at the kitchen / catering facilities and hope to improve this aspect of the Club. We are actively pursuing various options and a decision will be made soon depending on the cost implications.

It's pleasing to see the club being used for so many social events and also just as a great place to meet with friends. The greater the Bar turnover, the more scope it gives us to improve the Club's facilities for the benefit of the membership.

After a short time without it, we are now trying to resurrect a Social committee and urgently need socially motivated members to assist. This is not an onerous job but it is very important function within the Club. If you feel you can help please get in contact with either John in the Office or myself.

# New Years Eve

## At Salcombe Yacht Club



Thursday 31<sup>st</sup> December -  
7.30pm

With Live Music by **Retrospective**

Tickets £40.00 per person

Available from the Bar

Which includes a full Buffet and a bottle of  
Sparkling wine between 4 people

### DINGHY RACING



As I write this masthead article the sun finally comes out. Just in time for the season to draw to a close. Plenty of sun but not enough heat for a decent sea breeze so gentle floating around basking in the rays this weekend.

How has the season been? Not bad I think, not a classic but not too bad. The Solo fleet is obviously going great guns, and the Handicap/ National 12s are doing well. The Yawls seem to be going through a high days and holidays phase with not a lot happening during the series. However these things go in cycles and it only takes a few bodies to change things.

The regatta did pretty well for numbers, the afternoon classes growing but some of the morning fleets are fading a bit. I personally felt that 30 red fleet yawls fighting for the same small piece of Portlemouth shore was a bit too frantic, but it did keep the boat builders happy.

A particular highlight for me was watching the Classic Keelboats race gently round the harbour during the Festival weekend. The dinghy pursuit race on that weekend did not have a massive turnout but was much enjoyed by those who turned up.

The Sea Open Meeting on August Bank Holiday was probably an event too far for the non Yawl fleets and after standing on the Lady H for several hours doing race officer in a big chop on the Saturday it was almost one breakfast too many for me.

Generally the level of attendance of those rostered for race duty has been better this year than last although there have had to be too many last minute round robin emails looking for "volunteers" since the end of the summer holidays. There have also been a number of no shows and last minute cancellations, including those who we know have picked up the email reminder. So far we have not had to cancel any racing but it is work and stress that is not needed.

Is there a solution? Some hard liners talk of financial sanctions or public naming and shaming. I am not keen to go in this direction myself but it surely can't be asking too much of mature adults who volunteer for a shift to actually organise themselves to turn up.

PS on completing the article it's now pouring with rain and blowing a gale. So that is it, official end of the summer, boat into the garage and out with the paint pot.

### CRUISER CHRONICLES



In the rush to leave the room as we looked for a candidate to take over as Rear Commodore Cruising from Carolyn Schofield, I obviously had furthest to go. Even though I made it clear that we were selling **Azura** and might be boatless this season it seemed to fall on deaf ears. In the event **Azura** went and we bought a project -



this recession has much to answer for. My season began in February in Jersey fitting a new engine in **Springtime**, our 1961 Yawl in need of much love and attention.

**Grateful** thanks to Graham and Meredith Parker for sailing the **Parrott** over to Jersey to shepherd us back to Salcombe. They thought they were there in case we needed a tow - I was more worried about us sinking and wanting to be rescued! So I reluctantly agreed to take over as Rear Commodore even though my cruising range looked as if it was going to be up to the Bag and back, doing maintenance. Thoughts of cruising to distant shores on hold for another year...



For the rest of the cruising section, the season has seemed varied and successful. Boats have gone far and wide with Paul and Susie Ellis in **FIREFLY** joining in the Malt Cruise on the west coast of Scotland and many boats getting down south of Brittany for their annual cruise. The rally to Camaret was a good focus for those starting their annual trip, with only **JACANA** making the dirty dash over a weekend. (Oh yes - Clare and I had to go on our bikes- the things I do to join in! **LA LADY** does an excellent B&B) The Sunday "sail training sessions" out in The Range have had mixed participation. Early on we managed to complete some reasonable races, but have been dogged by either too much or too little wind which seems to have sapped the resolve to turn out each weekend. A good line up of boats left Fowey to race home for the Eddystone Trophy, but we all eventually ended up motoring in the calm of a sunny day! Peter Sandover worked on the handicaps and the prospect of a good Pursuit Race looked assured and although we did get a result, it was really a 65 minute drift! The final outing saw plenty of wind with newcomer **NITA**, a Najad 405, romping away to even beat **JACANA**! The hoped for buoys in The Range failed to materialise, but we now have all the kit ready to go and next year we hope to schedule "Sunday in The Range" every week we are not rallying so as to choose the best days weather-wise.

On the Rally scene, thanks to all those who organised them. Each one was successful and enjoyable in their own way. Lots of boats joined in and we always had a convivial meal at the chosen port with people building in their own cruise around them. This year has seen the cruisers visit Newton Ferrers, Dartmouth, Camaret, Helford and Fowey. Officially The Westward rally was abandoned due to too much wind, but 5 boats still managed it! Well done! Carolyn Schofield in **HASTY FISH** wins the prize for getting to them all.

For 2010 we are ringing the changes: Rallying to Plymouth, Torquay (via Dittisham), Alderney, as well as a regular trip Westward and to Newton Ferrers. We might even manage to get to them in our own boat - special thanks to Bill Crampin for the

use of **MAZURKA** for some of this season and to the others who have kept us afloat.

For the Laying-Up Supper this year, I encouraged all yacht owning club members to attend, and I would like to welcome everyone to attend our cruiser events. As we go to print, more than 75 have signed up. Our Commissioning Supper for 2010 is on 27<sup>th</sup> March. Please come and join in!

Jon Elwell  
Rear Commodore, Cruising

## CADETS

2009 appears to have been a bumper year for SYC Cadets; we have seen really good attendance at the 2 weekly sessions and an increasing number of new Cadets racing. On Saturday mornings following an hours' general sailing, a short race has been held which has encouraged Cadets to venture out to race on Saturday afternoons and in the regattas. In particular, the 2 Henry's! Henry Bright and Henry Wadey have both made a good start to racing in 2009.

Cadets would not run without the assistance of older Cadets who have helped rig boats, acquaint younger Cadets afloat, explain the intricacies of a capsizes, and help pack boats away at the end of the session. Special thanks to; Tom and Peter Ballantine, Torrin Blazeby, and Louis Cartwright, who have been on Smalls and afloat assisting most weeks.



The Topper weekend (4/5 July) was a success with 24 Cadets undergoing race training all day Saturday under RYA race coach mentoring, and then on the Sunday 48 Toppers completed 3 races in a stiff breeze and glorious Salcombe sunshine. Tom Ballantine was the highest placed SYC Cadet.

SYC Regatta week was dominated in the Junior Handicap by Peter Ballantine (6 firsts!), and in the Toppers by Michael Calvert, with Sam Lloyd and Torrin Blazeby reaching the top 5.



Lastly, the Cadet Room (John's Murrell's old office) was finished earlier in the season, which keeps Cadets at bay! If

members have any sailing books/ posters they no longer require; these could be used to stock the cadet library.

For 2010, it would be great if some of the more experienced club dinghy sailors could come and help the racing techniques of the Cadets. See Nigel Blazeby or Chris Spencer-Chapman if you can help.

Dates for the cadets (and parents!) diaries;

- Sat 14<sup>th</sup> November; Cadet party (hopefully as wild as last year!)

### JUNIOR HANDICAP OPEN MEETING

A fleet of 8 enthusiastic juniors joined the Wanderers for a two day Junior Open meeting in September.

The first race got away cleanly and after a short beat up to cross ways the fleet bore off onto a light a fickle reach through the Bag. Peter Ballantine (laser 4.7) made the most of the variable conditions and led the fleet on his way to Gerston. Disaster soon struck though on the planing reach as the strengthening wind snapped Peter's mast, forcing him to retire. Louis Cartwright (laser 4.7) grabbed the opportunity and managed to gain a large enough lead over the Toppers of Torrin Blazeby and Michael Calvert to take the first race of the meeting. Torrin was first Topper home to take second with Michael not far behind in third.

The next day the fleet were met by quite testing conditions ranging from literally no wind to gusts of around 15 knots. The race officer decided to give the juniors a tour of the estuary sending the fleet all the way up to Frogmore. Peter Ballantine again managed to pull out a slender lead over Louis Cartwright up to the final mark. On the final run, Peter and Louis managed to sail themselves into a hole allowing the leading Topper of Tom Ballantine to almost catch them up. In the end, Tom won the race with Peter second and Louis third.

Race three and there was all to play for; Louis was in the lead but the results would be much closer after the discard. The wind had now dropped slightly and the tide had turned making for a challenging beat against the tide. Peter had a good first beat and rounded the windward mark with a small lead over Louis and a large lead over the Toppers, who didn't have the boat speed to match the Lasers upwind against the tide. By the finish, Peter took line honours followed by Louis, then Tom several minutes later. Torrin and Michael were having a real battle with the result between the two not being clear until the final stages of the last beat. In the end, Michael beat Torrin to take a well deserved fourth.

Overall, Louis won counting a first and a second (and discarding a third!). Congratulations must also go to Charlie Blazeby, Henry Wadey and Henry Bright, all of whom have only started racing this season.



### LASER 4.7 NATIONALS

Louis Cartwright and Peter and Tom Ballantine made the short trip over to Paignton for the Laser Nationals this summer for their first experience of big fleet sea sailing. A stormy first few days saw them struggling against the youth squad sailors nearly twice their size and suffering gear failures with their ancient boats. All three finished every race, which was quite an achievement considering the challenging conditions. When the wind moderated towards the end of the week they put in some creditable performances with Tom getting consistent top 15 results and Peter taking fifth in race six (much to Tom's disgust).

### SOLO FLEET NEWS

Salcombe can boast not only a large fleet, our numbers have swelled from 35 at the end of last season to 39, but also a fleet of which the majority of boats are new, or nearly new. This scramble for the latest equipment during a time of economic gloom reflects the highly competitive atmosphere within this fleet, where class rules forbid all but the slimmest of margins for development.

It was hardly surprising therefore, that in their continuing search for perfection Chris Cleaves and Malcolm Bell arrived at the start line for the commissioning race with brand new Winder hulls and the latest North Technora laminate sails. This was however insufficient to prevent Paul Ellis & Alister Morley taking first and second place after a race-long duel in the strong, gusty conditions which kept the rescue boats well occupied.



The commissioning race was to be a rare occasion when the Solos raced in a handicap series, due to increasing numbers the fleet had its own Spring Series this year contested by 23 boats in all. Paul Ellis maintained his winning form in the first race of the series, before Cleaves got into the groove with his new rig and took control. A well deserved win in the 4<sup>th</sup> race by Simon (Yotter) Yates caught him unawares, when it was explained in the bar afterwards that the other 15 competitors were now waiting for him to buy a round and Jools did not accept credit cards. The spring series was won by a string of consistent performances from Peter Hammond who beat Chris Cleaves into a close second place.

This year's Sailing Club series was contested by 33 boats, with Cleaves emerging the clear winner from 'Yotter' Yates and Billy Jago. Alister Morley took three wins in a row towards the end, but missed too many early races to post a competitive score.

The Spring Open was held over the late May Bank Holiday week-end, as usual and attracted 47 entries including 17 visitors. By now some of the Laser sailors in the club were beginning to follow Tim Law's example by switching to Solos. Iain McGregor brought one of his own and Roger Lumby borrowed David Greening's boat for the week-end and, quickly realising the error of his former ways, went and bought one for himself. Wind conditions for the Open were lacklustre, with light winds during the first two days replaced by no wind at all on the Monday, leading to all racing being abandoned. Alister Morley proved that he could master light airs as well as the heavy stuff, by posting two straight wins to clinch the trophy. Once again we are all indebted to Barney Greenhill for his generous sponsorship of this week-end.



Racing may improve the breed, but sometimes a little coaching can help and David Greening arranged an excellent day's training at the beginning of the summer. Olympic coach Mark Rushall spent the day with 15 members of the fleet talking race and start-line tactics, plus boat tuning. With a strong wind and gusty conditions all day, Mark laid on a succession of mini-races, at the end of which, a very tired bunch were able to watch video footage and be given expert analysis of their performances. The experience was invaluable for members of all skills and the lessons are evidenced by some much improved start line performances.

With the National Championships clashing with Salcombe week this year, the fleet was destined not to repeat its success from 2008, when they brought home the team trophy. However, Salcombe did make its mark on the Pre-Championships event held at the new National Sailing Academy at Portland.

Alister Morley, Peter Hammond, 'Yotter' Yates, Iain McGregor and Peter Edwards all made the trip to Weymouth to take part in the 48 strong fleet over the week-end. The entry list may have read like a Who's Who in Solos at the time, including reigning national champion Charlie Cumbley, but they were all powerless to prevent Alister Morley from dominating the event with three wins and two second places. Alister also managed a 16<sup>th</sup> in the first race, but this was due to his other legendary skill of turning up late.

Chris Cleaves and Billy Jago fought for advantage throughout the Summer series with winning performances also from Simon Gibbens, Alister, Peter Hammond, Tim Law & Roger Tushingham, but it was Cleaves & Jago who benefited from their consistent appearances to finish the series in that order, followed closely by 'Pink' Dave Greening & 'Yotter' Yates.

The Wednesday evening midweek series has grown from a modest four races in 2006 to thirteen this year with more than 50 boats

taking part at various times, including 16 Solos who succeeded in taking nine out of the top ten places overall. David Greening & Peter Sturgess fought for top honours throughout the series but in the end the Commodore emerged as the clear winner.

The end of the midweek series heralded the start of this year's Regatta in which fifteen visiting boats made up the total entry of 43. Buoyed by their recent performances at the Pre-Champs week-end, Alister Morley and Peter Hammond had made the trip north to the National Championships at East Lothian Yacht Club, but in Salcombe the strength of the home team was as good as ever and Chris Cleaves fended off a determined Jon Clarke from Draycote all week to take overall honours, with Billy Jago close behind in third place overall.

Harold Cranch showed that there was still life in the old dog by finishing 12<sup>th</sup> overall in this year's Regatta, just behind Tim Law. Harold had recently had an outing in Rob Hyde's Speed Solo, realised its potential and immediately gone out and bought one for himself. This in turn presented an opportunity for James Hannaford to dispose of his 30 year old wooden boat and trade up to Harold's, still competitive, Holt built boat.

Whilst James & Roger Lumby were getting to grips with their new acquisitions, Stephen Page also realised that it was time to buy into the Solo boom and so he bought a nearly new Winder from one of this year's regatta visitors. Sadly we bade farewell to Peter Edwards, who sailed his last race with us in the Regatta and has since moved away to get married. Peter was presented with a framed photograph, signed by all of his peers, at a riotous Solo Fleet dinner during Regatta Week. The dress code of 'pink tie' was taken to extremes by Chris 'Chubby' Cleaves who looked very fetching in Bernadette Law's pink kimono. Peter Edwards has, sensibly, not let any of his former 'mates' know the exact whereabouts, or date, of the wedding, but we wish him well and will miss his valuable contribution.



Meanwhile at the National Championships, Alister could not reproduce his pre-champs form and had to settle for ninth place overall. Peter Hammond managed 24<sup>th</sup> overall in yet another new boat, as well as winning the Plate Series.

Our autumn open meeting was thankfully spared the airless conditions which prevailed over the spring week-end. In fact, following a gentle start on the Saturday afternoon, matters became much more serious on the Sunday morning as the forecast north easterly came in from the SW but with every one of the promised 20 knots, and some. Of the 37 boats which lined up for the start on Saturday afternoon, just 12 turned up for the final showdown on Sunday afternoon. It could have been 13, but Peter Sturgess lost his mast in the morning race. This was a week-end where the combination of weight and skill

reigned supreme, so it was surprising to see Chris Cleaves only in fourth place, but some hair raising performances on the Sunday from Alister Morley & Paul Ellis saw them through to the podium in that order, followed by Tim Law. Law's performance was by far the most consistent having been runner up (and thus scored least points) in all three races. Alas, allowing for discards, he was only level pegging with Alister & Paul on net points and therefore relegated to third overall. Mention should also be made of Simon Gibbens' win on Saturday afternoon, when his performance was without equal.

At the time of writing the Autumn Series, which has been contested to varying degree by 37 of the 38 strong fleet, is headed by Alister Morley with Cleaves, Hammond & 'Yotter' in close contention. We look forward to more exciting racing as the weather deteriorates & becomes more challenging.

Racing will continue until New Year's Day as usual, but the fleet will not go into hibernation entirely. For the second year running 'Dangerous Dave' Greening is organising the Solo skiing trip, to be held this year during the last week in January at the Chalet Veronica in Meribel. I believe that there are still places available, but sadly for some of us, the very thought of spending a week away from home with Veronica brings with it dire consequences.

**Adrian Griffin**

### SALCOMBE YAWLS

As I write this article, my Yawl is safely put away for the winter and I have my feet up in front of the fire. Thankfully for the class there are still the hardy ones who hopefully will keep sailing up till Christmas.

2009 has been another successful season; two new Yawls have joined us and the numbers for all the open meetings continue to rise. I list below a précis of the main events:

Early May Open    Blue fleet 17 entries won by Y98  
                               Red fleet 16 entries won by Y183

Late May Open     Blue fleet 21 entries won by Y97  
                               Red fleet 21 entries won by Y167

Regatta Week       Blue fleet 21 entries won by Y152  
                               Gold fleet 16 entries won by Y74  
                               Red fleet 31 entries won by Y183

Sea Open Meeting Blue fleet 15 entries won by Y140  
                               Red fleet 15 entries won by Y184



There are always different winners, which is indispensable to a healthy fleet, and the red and blue fleets are still equally split which produces consistently competitive races.

On top of these events we also had the Sea race, the pursuit race and, last but not least, the famous fishing race which were all equally well supported.

It is worth noting that the Salcombe Yawl fleet ranks 15<sup>th</sup> on the National Championship attendance table and, if you take the junior fleets out, we go to 11<sup>th</sup>; not bad for a class that is only sailed from one club.

I shall shortly be organising next year's fixtures and intend to base it broadly in line with this year.

Finally I would like to thank the sponsors who so generously support our main events, all my committee and particularly Allyson Lofts and John Donovan who give a great deal of their time to the Yawl fleet.

I hope you all have a great Xmas and a successful 2010.



## SYC CHRISTMAS CARVERY 2009



### Starters

*Tomato and Basil soup served with Italian Bread  
 Fanned Melon , Lemon Sorbet and a Duet of Coulis  
 Crab, Smoked Salmon and Prawn Timbale & side salad*



### Main Course

*Local Roasted Turkey.  
 Local Honey Roasted Ham.  
 Red Onion & Goats Cheese Tartlet ( V )  
 All served with roast potatoes , new potatoes  
 & seasonal vegetables*



### Dessert

*Christmas Pudding with Rum Sauce.  
 Profiteroles with a Chocolate & Brandy Sauce and clotted cream  
 Ice cream.  
 Lemon Tart with a Raspberry Coulis*



*Coffee , Mince pie & Petit Fours*



*2 course £16.95    3 course £18.95*

**MINIMUM OF 20 PERSONS**

**CHRISTMAS CRACKERS AND PARTY POPPERS INCLUDED**  
*Please book direct with Les or Chris*



