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Dates for your diary:

- **NOMINATION MEETING** — Friday, 6 November 2015 at 20:00
- Frostbite 1 — Sunday, 25 October 2015 at 9:30
- Cadets’ Social — Wednesday, 28 October 2015 at 19:00
- Halloween Party — Friday, 30 October 2015 at 19:30
- Laying-up Supper & Quiz — Friday, 13 November 2015
- Cadets’ Social — Wednesday, 25 November 2015 at 19:00
- Dinghy test event — Tuesday, 1 December 2015 at 12:00
- Christmas Party — Saturday, 12 December- 20:00
- Christmas Carols — Friday, 18 December- 20:00
- New Year’s Party — Thursday, 31 December- 19:30
Rear Commodore’s Report

Hannah Barnes reports on recent developments at Tudor Sailing Club.

It doesn’t seem so long ago that I was writing about the start of the season and looking forward to getting out on the water more often. Well the summer appears to have been and gone all too soon.

Kayaks
Following a proposal submitted by Rob Nicholson we have amended our by-laws to specifically include kayaks. It has been added to section 9.3(h) (new section):

“Kayaks are permitted to be stored at in the dinghy compound on the kayak rack or on top of an existing dinghy. Kayaks that are stored on top of and within the footprint of and existing dinghy will be free of charge. Kayaks stored on the rack will be charged in accordance with by-law 6, (e) viii.”

The bye-laws are being updated before uploading to the members’ secure area of the website. The club has a rack area designed for Toppers and small boats. In the short term, this will be used to store kayaks of any new members while a longer-term solution is developed. We have already had one member apply to join in September with just a kayak with a second one coming to new members in October.

NOTICE OF NOMINATION MEETING

The Annual Nomination Meeting will be held at Tudor Sailing Club on FRIDAY, 6 NOVEMBER 2015 commencing at 20.00 hours.

To receive nominations for the election of club officers and committee members for 2016 season.

To receive resolutions for constitutional changes for inclusion on the agenda of the annual general meeting on SUNDAY 10th JANUARY 2016 at 14.00 hours.

Maureen Clark
October 2015
Club boats
In 2015, Tudor Sailing Club was awarded a grant of £10,000 by the Sport England small grants programme and this was used to purchase three new club dinghies. There are two RS Fevas and one RS Quba.

In line with the aims of the grant programme, the dinghies are intended to provide a pathway for older cadets to continue sailing once they become too big to comfortably use the Optimists. We also hope that the boats will allow younger adults who do not yet own a boat to join the club and start sailing.

Conditions for use
The new boats may be used by any club member, at any time. This is subject to compliance with the following conditions.

- First priority is to the cadet programme and the cadet leadership team will manage their use on Wednesday evenings and during cadet events.
- Second priority is for members’ use during any organised club event – racing or organised cruising.
- Users must be able to rig and derrig the boats competently. This will be covered in a demonstration session, please keep an eye on Tidal Diamonds for the next one or email rearcommodore@tudorsailing.org.uk to find out.
- Users (except for those using the boats during a cadet session) must register their usage (we will explain how to do this at the demonstration session).
- Users must put the boats and equipment away in a clean and tidy state and report any problems immediately to the Sailing and Bosuns’ committees.
- The club will monitor usage and reserves the right to bar any individual member or groups of members from using the boats (for example if they are misusing the boats) or limit their usage (for example, if it is felt they are preventing other people from getting a chance to try the boats).
How to book
Boats can be booked via the TSC online Calendar as follows.

- Click on the name of the club event you wish to make the booking against.
- Click the “Book this Boat” link in the table under the “Boat Bookings” section.
- Enter your full name, email address and the age range of the helm, before submitting your booking request.
- You will receive a confirmation email providing further instruction.

Club boat naming ceremony
David “Freddie” Carr, one of the crew members with Sir Ben Ainslie’s Land Rover BAR America’s Cup racing squad, was the guest of honour at Tudor Sailing Club on Wednesday, 9 September 2015 when he unveiled the two new RS Feva dinghies and an RS Quba dinghy, thanks to a £10,000 grant from Sport England, supported by the RYA.

There was a great turnout, with plenty of youngsters to greet Freddie, who named the boats Ben (after Sir Ben Ainslie), Bart (after the late Andrew “Bart” Simpson) and Freddie.

Freddie spent the evening talking to the cadets, telling them what it was like sailing with Team BAR. He spoke of the safety aspects that have been put in place to make sure the team have a good sail and answered many questions from the cadet. After a few words from Richard Gunn who thanked Janice for writing the bid, and a ceremonial sprinkle of prosecco on the bow of each boat by Freddie, the boats were ready to be launched. Freddie spent the rest of the evening up to his knees in the water helping to launch boats and talking to parents, cadets and club members on the slipway.

Thanks to Phil Bryant who made the visit possible with his cheeky email to Ben Ainslie’s PA earlier this year.

Hannah Barnes,
Rear Commodore.
## 2016 Committee Nominations — Vacancy List

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A cautionary tale from Paul Megson for anyone who is thinking of towing their boat.

At the end of last summer I acquired a Cornish Cormorant, a wooden-sparrered, gaff-rigged sailing dinghy built around 1990. My Cormorant is in generally fine condition – the mast is a bit discoloured by water getting under the varnish, and a borax solution failed to bleach it out so I revarnished over and live with it. The trailer and trolley are also in good nick – or so I thought.

I must admit that I have eyed up the tyres and thought often that it might be an idea to replace them. They looked OK, but they were probably as supplied when the boat was delivered to its first owner. With my previous dinghy, a Laser 2000, I had bought three new wheels, to replace those fitted to the trailer on delivery in 2006, plus a spare, because I felt that tyres which spend most of their lives in one position are likely to deteriorate more than those in constant if infrequent use. After all, you can buy three new 400 x 4 trailer wheels (no-one appears to supply the tyres separately) for between £60 and £70 on eBay.

Anyway, these hadn’t let me down, so I let it go.

**Autoroute problems**

I had just settled into the cruise on the autoroute 84, from Caen towards St Malo when the car started to feel as though it was running on a rough road surface. So I pulled onto the hard shoulder. The trailer tyre on the offside (ie furthest from the kerb in France) had blown out its sidewall. Changing a tyre with my back to the French motorists would not have been pleasant, but fortunately I was excused that chore, because I didn’t have a spare. Mercifully, we were right next to a motorway sign which read “Exit Villers-Bocage 500m”. So we hobbled, at 5mph and with hazards flashing, along the shoulder and out the exit, where we stopped to call Green Flag.

That went well, until we mentioned the autoroute. “I’m sorry, but we can’t help you. In France, recovery on the autoroute is reserved to the Gendarmerie. You’ll have to call them. They are expensive and their charges are not covered on your policy”. Thinking fast, I mentioned that we were probably no more than 200 metres from a small industrial estate, so if we hobbled there and called again, would that fall outside the Gendarme’s franchise? "Um, yes, that would work, but I didn’t tell you that. I’ll give you the job number, so just quote that when you call again and you won’t have to go through the information checks all over again". Just as we closed the call a motorcycle gendarme came along, took a look, and escorted us, slowly, with his blue flasher on a pole above his head, to that industrial estate.
**One Wheel on my Wagon**

**The costs of recovery**
In fact Green Flag were just fine from then on. In about an hour we had a call from the recovery truck, and he turned up about 20 minutes later. By chance, his depot was just the other side of the roundabout in front of us. He told us he had to attend an accident on the autoroute but would be back in 20 minutes (oh yeah?) to take the trailer and boat to his depot. We left him to it and continued, trailerless, on to St Malo, on a completely deserted autoroute, presumably because the accident was just behind us in our direction. The following morning “Steve” phoned me and said he was just off to find the tyres as we had discussed – one for the blow out, one for the other wheel as logic suggests that wasn’t reliable either. I went back to collect the trailer with new tyres a couple of days later.

It could have been so much worse. Some of the exits on the A84 are many miles apart and we could have just gone past one. We could have faced a very long wait, and an expensive, uninsured recovery charge. The trailer could have lost control and scattered its load across the road. As it was the new tyres cost me €170 instead of about £70, with the garage labour in sourcing and fitting. Plus a 200-mile round trip to collect it and a loss of three full days’ sailing.

**Lessons learned**
What have I learnt? Don’t assume. This was not a life-threatening situation, but other assumptions I could easily make might be. Change my trailer tyres more often. Always carry a spare and the tools to change it. Undo, grease and reattach the bolts from time to time to ensure they loosen easily when I really need them to. In fact, when I got home I also took a close look at the whole running gear, and concluded it would be better if I replaced the lot – suspension arms, axles, hubs and wheels just in case. It cost less than an autoroute recovery in France would have cost.

Leave the boat in the TSC compound next time I go on holiday? Hopefully not.

*Paul Megson.*
Another summer has flown, but Rob Nicholson reviews the cadet sailing activity in 2015.

It only seems like last week that we were kicking off the cadet programme for 2015 at our beginning of season meeting, but somehow the summer has flown by and the on-water cadet program is over for another year. But what a year.

A quick glance at the results for the cadet race series will tell you a great deal about the year we have had. Over the six races we were able to run (one was cancelled due to high wind) we had 31 boats compete. Not only that, but looking down the names you’ll see plenty of eight and nine year olds competing in the racing. Congratulations to Eliza-Mae for winning the series convincingly and to Xanthe for a solid second place. Equally impressive is the story of third place. Zosia is one of our younger cadets yet she fought through some stiff competition and some difficult conditions to take third against a field with many children four and five years older than she is. Well done Zosia.

A great turnout
It was great to see 21 cadets sailing against (and in many cases beating) the adults at Bart’s Bash last week and to see many of our older cadets competing in the adult series and doing so well. Special mention must go to Daniella for her third in the ladies’ tray and fourth in the Sunday series and to new member Oscar who came mid-fleet representing Tudor at the highly competitive Locks’ regatta. I remember typing something like “watch out adults – the cadets are coming to get you” last year in my end of season write-up and I’m delighted that it’s happening this year. Huge hopes for even more competitive racing next year.
All this success represents a lot of hard work by the kids, but special mention must go to Richard and Hannah Barnes who have not only run the cadet race series and regatta, but spent several Wednesday evening providing shore-side race coaching. This year we have also run some weekend coaching sessions, both for complete beginners and to hone the cadets’ race start skills. Thanks to Steve Skinner and Millie Joseph for running these.

Improving knowledge
It’s not all racing though. On low water evenings we have had some lovely cruises down to Swordsands and we were blessed with glorious weather for the family fun day which seems to have been attended by up to 150 people, at least that’s how many meals we sold.

This year Linda Vacher has been running an excellent scheme to teach the cadets more sailing theory via coloured achievement cards. Each of the cadets has an achievement level which they can increase by demonstrating knowledge and skills on the cards, working their way through the cards to the harder levels. This has gone down very well with the children and has certainly improved their sailing knowledge and knot-tying capabilities.

Patrol boats
We started off the year worried that with the growing numbers of cadets we would not be able to accommodate everyone with safe ratios of patrol boats to children. The club stepped up by purchasing a very reasonably priced second-hand RIB to swell our on-water fleet.

Thanks also to Kevin Vacher and friends for nursing the old-old RIB back into a state where we can use it as a backup this gives us the ability to cope with more than 40 children on the water with five patrol boats covering.

This of course left us with a problem. We spent one interesting evening calling to each other on the radios using call signs like “old-old RIB, this is new-old RIB, or was that new-new-RIB” – all very confusing.

So with the new RIB being christened Nemo after the hero clown-fish who’s friend Dory we already had it only seemed natural to name the other boats after characters from the film. So now we have Marlin (the second-hand RIB we purchased this year), Coral (the old old RIB) and Squirt, the little red Pioneer.

New members
We have continued the pattern of attracting good numbers of new families into the club through the cadet program and it is great to see all the new faces. While I am talking about this I will mention that quite a few of the non-sailing parents of cadets who sail are now venturing out in races and cruises. We saw a bit of this at Bart’s Bash and what with the new club boats we have plenty of opportunity now to swell the ranks of regular sailors in the adult races.

New boats
The club boats, two RS Fevas and a RS Quba, arrived right at the end of the season having been funded by a grant from Sport England. They are already proving very popular with the cadets, especially as they permit proper two-up sailing. Based on what I have seen I’m confident that they will be well-used next year and will improve the sailing skills of the older cadets as well as giving an opportunity to transition some of our non-dinghy-sailing members into dinghy sailors.

Continuous club meetings
The cadet sailing season may be over but, of course, the fun continues off the water. We hold monthly get-togethers through the winter – a chance for the youngsters to get together and also polish up on some of their sailing theory – and perhaps obtain some more ticks on their achievement cards. Then there is the end of season party, Halloween, and the Christmas party to look forward to.

Final thanks
I’d like to thank everyone who helps out with cadets. Getting more than 40 kids onto the water in up to 30 boats with five patrol boats and recovering them all safely is a mammoth task and yet, week after week, we get it done, even on evenings when we are pressed for time due to limited daylight. It would not be possible without everyone looking around to see what needs doing and just getting on with it, helping each other out, helping any kid who is stuck, cold, struggling or confused. It’s quite amazing to watch – and shows Tudor at its best.

Thank you and well done.

Rob Nicholson,
Cadet Captain.
Roger Smith explains his plans for next summer’s sailing aboard Cinabbar.

Well, that is what “Finistère” (the region of north-west Brittany) means – the end of the earth. It is where we are thinking of heading for our 2016 cruise in Cinabbar.

Over the past few years we have visited many of the ports along the north Brittany coast from Lézardrieux in the west to St. Malo in the east and they are all very appealing. Having spoken to people recently who have been west of there and taken a look at the photos on Google Earth I feel we just have to go there sometime. If you like peaceful bays, wonderful beaches and pretty historic towns, this is the area for you – just take a look for yourself.

Taking time
Previously, time was always an issue – just getting there via the “standard” route (down through the Channel Islands) would eat up much of our normal two weeks, and as nice as Kebo was, she wasn’t really set up for long passages. But now we have Cinabbar – a boat designed and prepared for such trips, complete with our wonderful “hydro-vane” self-steering gear. These Barbicans have crossed the Atlantic many times (including single handed) and a few have circumnavigated the globe. Cinabbar herself sailed to and from the Mediterranean with her original owners. She might take a bit of wind to get her going, but she will look after you when things get tough.

Prevailing winds
To make the most of the trip, I am planning on taking three weeks off this time.

Having looked at the various options, it looks like going straight to Guernsey in one hit (just
To the Ends of the Earth

more than 110 miles, but with the potential of gaining a huge boost from the Alderney race) seems the overall best option, with the best chances of sailing with the prevailing winds.

With a day’s rest before heading south west again to the new marina at Roscoff and a passage of some 80 miles or so, we would need a reasonable weather window because it really is open water. If weather and time permit, it would be great to explore a bit further west – Ushant is only another 50 or so miles, but we shall see on that one.

Safe anchorages
Between Roscoff and our previously explored area there are many small harbours, new marinas and safe anchorages (subject to the weather) to visit – all of which seem beautiful from what I have seen and heard. I would hope to get to Paimpol around the beginning of the second week because it would be good to visit the harbour there without the crowds from the big sea shanty festival which we have been to a few times previously. This puts us into the area where anyone choosing to do a two-week cruise down through the Channel Islands can join us – or we can join them.

From here it would be nice to head east and explore up the river Rance at St Malo and perhaps visit Granville or even the Iles Chausey, but we would be happy to follow along with anyone else’s plans. After that, the route home is over well-trodden ground for us – again depending on who wants to visit where. It is all pleasant, from the Channel Islands to the coast of the Contentin Peninsula. Weather permitting, Omomonville-la-Rogue would be a great stop off to shorten the trip home.

Plan ahead
At the moment the idea is to set off between the middle and end of July 2016, returning
around the first week of August because this seems to suit most people. Of course, anyone is welcome to join us for the full trip, but we do realise that an 18 to 20-hour crossing is not for everyone. There is always the option of crew joining at Roscoff or Guernsey by ferry or flying into Morlaix.

We will have to look at tides closely for the first part of the trip to make sure we get to the Alderney race at the optimum time and likewise for the leg from Guernsey to Roscoff.

Roger Smith, Cruiser Captain.

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To the Ends of the Earth

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2015 Social & Sailing Calendar

Saturday, 31 October
Friday, 13 November
Saturday, 12 December
Friday, 18 December
Thursday, 31 December

Halloween Party
Laying-Up Supper and Quiz
Christmas Party
Christmas Carols
New Year’s Party
STEVE FRANCIS looks back at the summer’s events and forward to winter evenings.

First, I would like to welcome the numerous new members to Tudor Sailing Club. I hope to meet those I haven’t already spoken to at some of the autumn and winter events we are planning this year, which I will go on to later.

The social committee and lots of non-committee members have all put in a huge amount of time and effort this year (yet again) planning, organising and hosting the family fun day, regattas and summer ball and, more recently, the rugby world cup evenings. So, thank you all, you know who you are.

The family fun day gets busier year on year and is such a great club event with everyone getting involved one way or another. In fact, it’s a struggle to keep up on the barbecue with all those hungry mouths to feed.

The summer ball
If you didn’t come to the TSC summer ball then you missed yet another treat, what with Groove Monster kicking out the 70s disco tunes and a busy clubhouse with guests dressed to the nines.

One of the best things about the summer ball is that everyone gets up to dance as soon as the band pipes up. There’s no “school disco” syndrome at Tudor, what a bunch of social party animals we really are.

For some reason, which I haven’t quite fathomed, it is quite hard work to get TSC members to come along to the summer ball. Is there a reason for this?

- Do the tickets seem expensive?
- Is it just not something that members want?
- Is it the wrong time of year?

I would welcome your comments and suggestions.

Anyway, by all reports a great evening was had by all and we will be organising another one for next year. Watch out for it in next year’s calendar.

Coming months
What have we planned for the autumn and winter months at Tudor?

Well, there is the usual cadets’ monthly get together on the last Wednesday of each month (excluding December).

We have the lift-in supper and quiz, the Halloween party, Christmas carols, the Christmas party, the new year’s eve party. Now I think of it, a theme seems to be developing here: see what I mean about party animals.

I am also planning inter-club darts matches again, it was such a fun tournament last year. If
Social Secretary’s Report

you are interested in joining the team or just fancy a game please let me know.

We usually practise (and I use that term in the loosest of senses) on Wednesday evenings and this is usually accompanied by the mandatory mickey taking and a beer or two.

It’s fun and very informal so come along with your arrows for a game even if you don’t fancy playing in the tournament.

As usual (yawn, yawn; I know) I am always looking for galley volunteers and I know that Jason Chipper (bar manager extraordinaire) also needs volunteers to open the bar.

New beers
By the way, if you haven’t visited the clubhouse for a drink recently, there is a now a new range of beers and other wonderfully tempting drinks available. We’ve even been known to knock out the odd cocktail or two, although don’t expect Tom Cruise level bar tending or you may get more than you bargain for.

Thanks to Tim Stell for suggesting these evenings.

If members have any suggestions for events please let me know and if possible we will always try to accommodate.

Signing off now; thanks for making Tudor such a friendly club to be involved in.

Steve Francis,
TSC Social Secretary.

The cup and curry
We have recently hosted some rugby world cup and curry evenings which have proved popular.

Email:
socialsec@tudorsailing.org.uk
Dinghy Sailing

Summer 2015 dinghy sailing escapades with Hannah Barnes.

Richard and I have been out on the water in the Vago a lot and travelled to West Kirby SC for the Vago Coastal Nationals in July along with fellow club member Simon Dowdell.

The forecast was not great, but we decided to go anyway. We rigged up in the windy conditions and went out for the first race on Saturday. The combination of large waves, high wind and big gusts trying to tip us in was no fun so we decided to return to the slipway. We then helped to recover the steady return of boats in the five-foot swell. We knew we had made the right decision at the end of the day when the count was three broken albacore masts, a split Albacore hull, a very bent Laser mast and a Vago with a piece missing from the transom.

It didn’t get any better
The wind was even worse on Sunday so the race officer sent the boats onto the marine lake to sail. It was a great opportunity to watch great sailing. We took some video of one of their post-race kite runs, you may have seen our Vago going reasonably quick, but these boats were clocked at just below 15 knots.

The video is on youtube ‘The Ultimate Laser Vago Formation Kite Reach’ https://youtu.be/NiALcHlaT0c.

The Chris Wadham Trophy
We have been out on the water at Tudor over the summer. Mainly in the dinghy, but we have also used our cruiser a couple of times. There has been some great quality dinghy sailing during the season and we had a good turnout for the Chris Wadham trophy with 10 Tudor boats. We did our best and got some good results at the front but, sadly, they beat us (again!) We will rally round and try again next year. Come on team Tudor we need you.

Hannah Barnes.
In the Compound

Linda Vacher asks members to keep the sailing club compound tidy through the winter.

A warm welcome to all our new members. I hope you have all managed to get out onto the water and been involved in the races and cruises as well. Our social secretary, Steve Francis, has arranged a “Lay-up supper and quiz” on 13 November, so why not make get to the club and meet more members.

Dinghies
We now have four club boats: two new Fevas; a Quba and an old Laser 2. Well done to Hannah Barnes and the sailing committee who secured these new boats for our use. If you are intending to use your sailing dinghy over the winter and haven’t already let me know by email, please do so; the sooner the better please.

Compound
The compound re-organisation took place on 10 October and thanks to all who helped. Please check that launching trollies are clearly marked with the owner’s surname clearly visible. It can make hours of difference when identifying boats.

Members who have a “summer only” compound space should have now removed their boats. And tenders kept in the compound should all have their boat name on them. Lack of names causes a lot of extra work – please make sure that yours is not one of the offending boats.

A load of rubbish
Rubbish often accumulates in the compound, this is especially noticeable around the edges. Some may be “stuff” that has been left by the cruiser owners from past year other items might be “dinghy detritus”. Whatever category it falls into, if it was yours – or if you still want it – can you please dispose of it or store it safely away. I have gradually tried to get rid of it, but have been asked to appeal particularly to all cruiser owners to remove anything they may have left.

Recovery weekend.
Well done to all who helped in any way during the recovery weekend. A special thanks to the “water babies” who worked hard all day on the Saturday and Sunday to ensure the boats were recovered easily and quickly.

As usual, all sections of the club were there to help. Because of the extra bodies around on the day, Bill (maintenance) managed to get a couple of little extra jobs done as well.

Please ensure that you do not leave anything around in the compound, take old gear / rubbish home. Old chain can be left near the south gate of the main compound.

Linda Vacher,
Compound Bosun.
The day started well, two safety boats and six dinghies set sail from Tudor Sailing Club just after 11am. The tide was ebbing and the wind westerly and we made good progress out into the Solent to the Fairway mark before turning to follow the coastline of Hayling Island. That part of the trip was rather more sedate as we bobbed about for rather longer than expected eventually arriving at Hayling Island Sailing Club just after 2pm. We arrived on their beach in what appeared to be a chaotic re-enactment of a scene from a Mad Max movie. The landing area was packed with dinghies of all sorts and under the control of fiendishly good helms of all ages. I was already beginning to feel out of my depth, rather old and with a distinct longing to be half that good. Those that particularly impressed me were the real youngsters who careened up and down in their Oppies. Their boat skills were a dream, where had it all gone wrong? Probably waiting until my thirties before starting to sail may have been my first mistake?

Lunch to Langstone
We passed our time lunching on poppy seeded cheese buns while inhaling the scent of barbecues on the beach and steak and chips wafting down from the restaurant. At the same time the wind speed increased from very little to “oh goodness me”. The Hayling sailors took it in their stride and just went faster and faster, for a while I thought this must really be a dream and we were going to have a great sail back to Langstone bridge.

As we prepared to leave the shore we had to plan our departure route carefully to avoid crashing into the constant stream of boats going back and forth along the beach. Further complicated by the steady procession of powered vessels that were coming and going to the marina and moorings. It was far from anything I
had previously experienced anywhere in more than 25 years of sailing and I was a little concerned that we would have at least one accidental meeting before getting back into the main channel. Fortunately, nothing untoward happened; we made it out OK with no near misses but then we gybed. Oops – perhaps I should have reefed. I checked the wind speed on Chimet later and it had gone above 20 knots for that period. It seemed that we were out of control and heading for boats, mooring buoys, posts and, worst of all, a capsize, but somehow none of that actually happened. The group was meant to stay together for safety reasons, but as well as being out of the group we were more than a little out of our comfort zone, we prefer nine knot winds. The total combined wet weight of helm and crew is no more than 115 kilos and balancing the boat can be an awesome stroke of luck when it’s windy.

OK; panic over … or not. On a run up the channel I thought it best to keep going until we could safely moor up or land on some solid ground; trying to reef afloat wasn’t an option at this point. Harry Potter playing quidditch in his first match must have felt like this, just hang on until things calm down a bit. We radioed Phil Bryant eventually, to let the safety boat know what had happened and we were safe; but by then we were nearly at the bridge and still going too fast. We did find a spot of shingle just after the marina entrance at Northney where we managed to land safely and reefed, a little late I thought. The final few hundred metres to the bridge was almost relaxing even though we had to make many short tacks to negotiate the very narrow channel. We had arrived so quickly there was still very little water but lots of mud.

Lessons learned
That was it really, we moored up to a bouy near the bridge and everyone else eventually arrived having had a couple of minor problems themselves. We took down the mast and were towed under the bridge and then again moored up for re-rigging the boat. The old railway bridge was negotiated with very little trauma, the sudden lack of wind as we passed the main bridge support wasn’t unexpected and we had a great sail all the way back to the club.

What did we learn from our trip? Trust your gut instinct. I knew before we left HISC that there was a lot more wind than we were happy with and we should have reefed. My own vanity nearly caused a disaster, “I didn’t want to reef in front of the others” not one other boat had. When it came down to it I put both crew and myself in jeopardy because I didn’t want to look silly in front of HISC. I hope I can learn from a very important lesson and I thank my crew for putting up with me.

Looking forward…
Will I do the trip again? Of course I will if I have crew daft enough to want to sail with me. Thanks to the safety boat crews who kept a caring eye on all of us and for giving up their time to make the trip possible.

Chris Sherrin.
Tudor Fun Day and Cadets