

Newburgh Sailing Club

Newsletter 2012

www.newburghsailingclub.org



Expanding Fleets - Fact or Fiction Part IV

Not a great deal to report on this this year, however there are a couple of noteworthy events for the 2012 season, Simon has sold his Solo 'Han' and is awaiting delivery of a brand new Winder designed Epoxy Solo.

Henry has sold his Solo 'Hokus Pokus' and has acquired an Epoxy Phantom following his promotion to the Gold fleet for the coming season.

David Chisholm's Solo has yet to see the water, due mainly to David's heavy work load away from home. But his Solo is for sale if anyone wants a new boat at a saving.

Rumour has it that there is a fast laser II about to make an appearance in an attempt to challenge the dominance of a certain Albacore.

JC does it again - 3 from 3

J Cameron has yet again taken three trophies from three classes's, arguably the most impressive of which is the Farquharson trophy which he managed to snatch from team wincott in a nail biting end to the championship series where the drifting conditions favoured the Solo.

John & Jan do it again

Team Wincott have won the RTYC winter series for the second time, successfully defending last years win with a series score of 3, 2, 2, 1, 1, 1, 1 which is all the more impressive taking into account that the apparent master of Albacore sailing, John Ferguson, of Perth sailing club was taking part with his Albacore too in a 22 boat strong fleet that featured 3 Albi's in total as well as several Solo's

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Safety and Procedural changes

For this season as a club we have to introduce new procedures, following some occurrences on the water that have seen us as a club have our safety boat resources stretched beyond a reasonable level.

To that end the Committee is planning to introduce a safety boat rota, if for any reason you cant make your rota slot, then it will be your responsibility to arrange someone else to cover for you. Safety boat courses will be running this year it is every members responsibility to get trained up.

An OD course is in the planning as well, we also would like to see more members taking a turn at doing race officer too, the good news is that the committee are looking at a race average score reward where anyone doing a duty (SB or OD) would score individual race average for doing so, final details of this are still being looked at.

Procedurally, when you now turn up to sail at the club, if you intend to race then you have to sign in, the duty OD will no longer chase you around the club for your details, so if you forget to sign in you don't get a result even if you do the course and win. NO exceptions !!! Race times will only be deferred at the OD's discretion, and certainly not because you are late.

However if you are not taking part in racing for safety reasons and out of courtesy please notify the OD before going onto the water.

Boat Storage

The owner of the bus shed in which we store our boats, has announced his intention to retire soon, when this happens we are likely to lose our storage facility.

Therefore all members need to start thinking about alternative off-site winter storage, trailers should be located (if you have one) and roadworthiness checked. Hopefully we will receive at least 6 months warning of this, however now that we are aware. there is no time like the present to prepare.

Newburgh sailing club will take no responsibility nor adopt any liability for boats that are left wintering in the dinghy park, it is each members responsibility to ensure the security and safety of same boats, including having suitable winter liability and insurance.

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Club extension

Work on the club extension has been painfully slow during 2011, your club needs more volunteers to come forward and advance this project in order to further extend and improve club training and changing facilities.

Club Press liaison officer

Following Liz's resignation as Press Liaison Officer in 2009 the club still does not have anyone to send results or race reports into the the local press that publish sporting event results in fife, anyone interested in taking up the post should contact the club secretary.

Cruising V's Racing

Some members have commented that all we seem to do as a club is to race, this is fair comment and while the norm is racing we have had the odd cruise at the club albeit normally an on-the-spot decision, the last one we had, was I think in 2009 and, consisted of 3 GP14's and the Kirsty Anne heading up the earn for an impromptu picnic.

So, is there an interest for cruising ? ,

Do you want a cruise event on the fixture list ? ,

This is your chance to speak up and put forward cruise idea's , if you want a cruise. Idea's in the first instance emailed or in written format to the secretary or any committee member please.

I would even go so far as to support a proposal for an ad-hoc cruising rep, as someone would need to come up with the logistics of a cruise, and, yes you guessed it, organise it too.

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Rules to remember - COLREGS

1. If an approaching vessel remains on a steady bearing, and the range is decreasing, then a collision is likely.
([Rule 7](#))
2. The sailing vessel on port tack gives way to the sailing vessel on starboard tack.
([Rule 12](#))
3. If both sailing vessels are on the same tack, the windward boat gives way to the leeward one.
([Rule 12](#))
4. If a vessel on port tack is unable to determine the tack of the other boat, she should be prepared to give way.
([Rule 12](#))
5. An overtaking vessel must keep clear of the vessel being overtaken.
([Rule 13](#))
6. Sailing vessels must give way to vessels engaged in fishing, those not under command, those restricted in their ability to manoeuvre and should avoid impeding the safe passage of a vessel constrained by her draft.
([Rule 18](#))

Anarchist Miahmouse's Comprehensive Guide to the Heavy Air Death Roll.

Step 1 - Realization

The exact point at which you need to realize you're completely screwed on a downwind run will vary, and that point comes later with experience. For some, it's the first moment the boat starts to wobble a bit, while for others it's when the last twitch of the tiller was a bit too much or the yank on the mainsheet wasn't quite enough. Either way, knowing your moment - be it early or late - is paramount to both executing and recovering from the death roll.

Step 2 - Execution

The execution of the perfect death roll entails several key points; style, recovery planning and timing/placement. The easiest - yet most overlooked element of the performing the proper death roll - is timing. The most opportune moments to perform this manoeuvre are directly to leeward of the windward mark and directly to windward of the leeward mark. Performing the perfect death roll at these points is certain to make you the hero of the day. It also serves to encourage others to join in the fun, and few moves are more satisfying than a death roll orgy set off by a textbook death roll.

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Style and recovery planning are linked in a way, they will often increase and decrease in direct relation to each other. They're also both linked directly to knowing the moment of realization (described above), as realization is directly related execution.

Here are the possible methods:

Basic Skill Level:

Get caught completely by surprise and ride it all the way down without a word, the look on your face will out you as an amateur.

Intermediate Skill Level:

Let out a battle cry as you reach your moment and proceed to ride it down (points are deducted if you scream like a little girl).

Advanced Skill Level:

Also called the 'spider monkey over the side combined with a swan dive.' This method shows the beginning of recovery planning as you'll now be on the correct side of your newly capsized vessel.

Expert Skill Level:

Also known as the 'spider monkey front-flip handspring' and more complex than the 'spider monkey plus swan dive'. As you desperately clamor up to the new high side of your doomed, rolling vessel, you lunge at the Centreboard, hands first, just as the mast hits the water. This method can be risky as when slightly misjudged will result in a Centreboard faceplant or slug-slide down the side.

Professional Skill Level:

The Railslide is the pinnacle of death rolling. Initiated as the 'Spider monkey over the side', the death roller then pauses, balancing him/herself on the rail before sliding forward on it all the way to the bow, precisely as the mast hits the water. Bonus points are awarded for a proper rebel yell on your way forward.

Step 3 - Recovery

Your moment has come and gone, and now you've got to sort all the crap out and get going again. If time isn't of the essence, hoist your sorry ass up onto the Centreboard, reach in the boat, grabbing the mainsheet and tiller, flip the main down and bob the mast until the mast no longer points into the wind. If your recent yard sale is about to cost you the race, grab onto the board and pop the mast into the air holding on in true Eskimo style as it takes you for a ride.

Now take a moment and enjoy all the applause you're getting if you did it with style and perfect timing. And yes, your water bottle is now floating away...

An article from sailinganarchy.com

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