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BTYC NEWSLETTER, JUNE 2011

## Looking forward to the new season

Summer is with us and has brought a number of Saturdays with strong winds providing the courageous amongst us with lively sailing. The club now has a strong racing fleet with Frank continuing to make the running, although Mark Wolf is hot on his heels.

We have a growing membership, possibly due to the excellent barbecues!

Training is going well, as you will read further on. Six more of our members recently passed out as dinghy instructors. Good to hear the praise given by their coach at Mount Batten Centre: he called them an unusually strong group from an unusually strong club.

Our windsurfing contingent is growing and is very active, helped by the strong winds which provide them with good sailing. The RYA gave us £2,000 for new boards and equipment, which we matched from our own funds. So the club now has the best kit for the type of windsurfing that we provide – or that our team provide; I gave up long ago after falling off too many times.

Maurice and his merry band are aiming to participate in the Fastnet race and have been campaigning Maurice's yacht in the qualifying series.

All in all the club appears to be thriving, thanks to the efforts of a large number of volunteers. Most of the voluntary work carried out for the WHSA, such as weed control, seems to be done by BTYC; Helen Allen is now WHSA Sailing Master and Liz is their Secretary. We may not be the largest club on the Harp but we certainly make our mark.

A major issue facing us all is the possible participation of rowers on the lake. The main reason for considering this is the financial situation of the WHSA (which ultimately affects all the



*The intrepid captain and crew of the Starship Enterprise (in disguise, you understand)*

clubs). With weed crisis expenditure and recession extra income is needed. In addition, the Harp is not really used during the majority of the week and it is good for all concerned if it is busy. Local councils like to encourage sporting activity and we can help them this way. We believe it is possible to absorb the rowing fraternity without disrupting our normal activities, but the details will need careful working through.

We seem to be holding the weed at bay thanks to new equipment and the efforts of volunteers. But we have thought this in the past, so have to keep working at it. If anybody has time to spare, please contact me.

Now for the boring bit: finance. You may wonder where your membership money goes. Well, some of it goes to the WHSA: of your £200-odd, £65 will go to them. They in turn pay rent to British Waterways and also provide for the upkeep of common facilities – committee boats, pontoons, boat park etc. The WHSA also takes directly the income from boat berth fees (£55) and the trailer fees (£20). BTYC then spends the rest of your subscription (£135-ish) maintaining the clubhouse, club boards, safety boats and dinghies – six GP14s, six Lasers and a number of Picos,

Toppers and Oppies. We buy a new GP and new boards every year so the training fleet is kept up to date.

So is it good value – for your £200-odd you can get training from novice to racing helm, which would probably cost you far, far more if you did it elsewhere. You are provided with club boats to sail – you can pick a GP14, a Laser or a windsurf board and, as long as you are checked out, you can sail when you like (except when big events are on). The sum you pay compares very favourably with membership of health clubs, fitness centres or golf clubs. I feel it is excellent value.

In the near future we will be holding the UK Grand Master Championship of the GP14 Association, which is a very prestigious event – as a quid pro quo the Laser fleet took up the whole of last weekend with two open meetings and it was nice to see seven of our Laser sailors braving extremely strong winds to compete. A report can be seen on the 'Yachts and Yachting' website at <http://bit.ly/kfMqX6>

*Brian Jefferies, Commodore*

## RYA Level 1 & 2

A group of Thursday beginners has just spent three Sundays doing a combined Level 1 & 2 course. Running across three separate days was a bit of an experiment for us, but the reception seems to have been enthusiastic.

The weather was not always ideal for learning, but nothing stopped our intrepid trainees...



If you are learning on Thursdays and would like to do a Level 2 at the end of the season, please ask for a form at the bar and leave your details, or email me at [dinghytraining@btycsailsports.org.uk](mailto:dinghytraining@btycsailsports.org.uk)

*Tam Cole, Training Officer*

## What's tide? How not to get swept away

Someone asked me the other day if there was any tide at the Harp, to which I replied that they would soon know about it if there was.

For those of you who have never sailed on tidal waters there's an opportunity coming up to find out what it's like to go backwards while your boat thinks it's sailing with nice full sails in the other direction.

We have organised a weekend away in Brightlingsea in Essex on 13 & 14 August, sailing out and round the coast, learning about navigation and tides and visiting good places (with pubs, if possible).

We use the Wayfarer dinghies, safety

boat and bunkhouse building which belong to the North London Sailing Association, so there's no towing involved.

To join us you need to have passed RYA Level 2 and have done at least a season of regular sailing. The cost per person is £70 if we fill all the places, which includes accommodation, boat costs, breakfasts and picnic lunches and a communal meal on Saturday night.

If you would like to come, please talk to Rog or Tam as soon as possible – there's a notice up in the club, and places will go to those who pay first. There are eight places for new-to-tidal sailors.

[dinghytraining@btycsailsports.org.uk](mailto:dinghytraining@btycsailsports.org.uk)

## Racing secretary's report

### Tuesday spring racing

#### Mark and Alain conquer all

The Tuesday series which finished on 14 June was totally dominated by the pairing of Mark Wolf and Alain Renaud. Mark helmed the 'A' races with seven wins out of nine appearances, giving him the maximum 6 points for victory over the second place of Frank Pearce & Agata Bartoszcze. Jim Faulkner and Suzanne Williams were third. Special mention should also be made of 'A' helm Steve Cooper who won in April, with Jenni Moore crewing.

In the 'B' series, Alain won all eight races he took part in – some sort of BTYC record – giving him a maximum five points out of five races to count. Against this onslaught, Helen Allen and Roger Walton had to settle for 10 points and second place, followed by Agata and Frank with 11. Jenni Moore and Steve Cooper also won one of their 'B' races, but ended up with 28 points. Alain's undoubted talent and experience is such that it has been agreed to classify him as an 'A' helm for all future series.

In the Laser racing, we had four people taking to the water on Tuesdays. The strongest showing was Mike Morley, followed by Lincoln Rivers.

### Saturday spring racing

The series finishes on 25 June, and I am tempted to predict the winners. By the time you read this, you will know how accurate my forecasts are, and whether to ask me for next week's lottery numbers!

In the 'A' helm races, Frank Pearce and Richard Wang are showing their experience and skill, and look to be ahead of Roger Walton and Helen Allen. Jim Faulkner and Suzanne Williams are currently third, but I predict that they

could grab second place if the wind conditions suit them for the last race.

Also worthy of mention are Ruslan Scutelnic (Scooter) with Yvon Kalmeijer, followed by Alistair Lambert with Giselle Sherwen in 4th and 5th places respectively. Richard Connett with Cesar Mateus has also won one race, as have Karen Wilson with Wiebe Nauta and James Stafford with Andi Lindinger. Mark Wolf and Alex Dotsch have won three but were not able to race enough to make an impact on the top of the table.

In the Laser series, we have seen appearances from 13 different people. Top scores so far go to John Rider, Maurice Futerman and Tam Cole.

### Summer race series starting

The ending of the spring series does not bring any rest... the summer series starts immediately. The Tuesday series, open to both GPs and Lasers, runs through until September. By then the evenings will be creeping in, and there will be only a single 'A' race on 30 August and 6 September.

The Saturday summer series for GPs and Lasers consists of three races, starting at 13:30. For the GPs, the middle race will be for 'B' helms. The end of the Saturday summer series will be 22 October, but there will be some gaps, not least because of the GP14 Master and GrandMasters event on 9/10 July.

### On the water: protest or dispute?

You may recall from the previous newsletter that the RYA have introduced a new process called the Advisory Hearing, which exists to educate those involved in boat-on-boat incidents, especially when they may not know who was in the right or wrong.

RYA Arbitration offers exoneration penalties rather than disqualification

and is a simpler procedure than a full Protest Hearing. This is only a guideline and the aim is to encourage everyone to follow The Racing Rules of Sailing.

We have been discussing this initiative with Seahorse SCC and the WHSA, with a view to introducing the process ourselves. Having presented this to the WHSA, it was agreed that this may be included in future.

It is not mandatory – you still have the option to follow the normal Protest Process. However, for some people it is a less intimidating way of finding out about how the rules work in practice on the water. If you would like to find out more, the process is described on the RYA site at <http://bit.ly/grum5Q>

### GP14 Masters update

#### Book now for 9 & 10 July

Special thanks to Liz Hall who is steering the preparation work on the GP14 Masters which will be held at the Harp on 9 & 10 July.

There will be breakfast on Saturday, with the first briefing at 12:00, followed by two races. On Sunday, racing will start at 10:30, followed by a last race in the afternoon. In between, we will be providing lunches, teas, and a BBQ with entertainment on Saturday evening.

As a National event, we need to limit the entries – there will be a maximum of 45 GPs on the water that day. If you qualify for the Masters or Grand Masters, make sure you get your application form in quickly! This is open to helms over 40 (Masters) and over 55 (Grandmasters). Crews can be of any age. The application form is available at [www.gp14.org.uk](http://www.gp14.org.uk) and further details will be available on the club website

*Dennis Adams, Sailing Secretary*

## BTYC Laser Open

### First: the actual sailing

The event attracted 30 boats, seven from BTYC and six visitors. The event was won by Steve Janering from Wembley who won the first two races and sat the last one out. Steve's height probably helped him to survive.

The first race was postponed by five minutes owing to a gust of 35 knots which wiped out a large number of boats and presumably persuaded some that it was a better spectator sport. The wind was very strong all afternoon and the front of the fleet certainly showed ability on the downwind legs with some good planing.

BTYC sailors didn't feature in the results except for Mahmood who won the prize for first Radial sailor. However, our sailors are to be congratulated on their commitment, as Lincoln, Scooter, Mahmood and Wiebe all kept going to the last race – well done. Scooter said that he had lost count of the number of capsize by the end.

### Organisation

We have at last found out why we hosted the event. Whatever the reason I feel that BTYC showed its great strengths in pulling together a very successful Saturday's racing. I was very pleased to see the cooperation with WSC which cannot but be good for the Harp and all who sail on it.

Thanks must go to a long list of volunteers: Helen, for getting food; Liz, for organising us and helping with registration; John, for the barbecue; Mary, for registration, food, bar, etc; Mike Green, Assistant OOD; Jim Faulkner, Rick Cotter and Dennis Adams, rescue; Martin Hall on bass (sorry, got carried away there), on bacon sarnies; Len, on bacon sarnies; me, OOD.

John Shepherd helped with rescue and ran the bar in the evening although I suspect that a lot of people must have been too tired to stay long.

*Brian Jefferies*

## Help for the Masters

For those of you who don't, won't or aren't yet ready to race, please consider coming along to help out during the weekend.

There are all sorts of jobs involved, from helping with boat parking to serving food or just acting as messengers for the scoring team or OOD, and it's a great event to watch even if you're not sailing. If you are new to the club it will give you an opportunity to meet members and see another face of the club you have joined.

The weekend starts at 19:00 on Friday, when we need people to meet and greet visitors, some of whom will have come from a significant distance (this is a national event). Breakfast needs to be cooked for competitors on Saturday, and there's a barbecue and entertainment on Saturday evening.

Thanks to all who have already volunteered – if you haven't, and are willing to help, please let us know:

*Liz Hall: [liz.hall@meh.eu](mailto:liz.hall@meh.eu)*

*Helen Allen: [helen@hada.co.uk](mailto:helen@hada.co.uk)*

## Windsurfing news

It's really great to see so many new and returning windsurf members on the water this season – so welcome to you all. A very special mention goes out to our youngest windsurfer, Alex, who regularly sails with his Dad on Thursday evenings and is making such excellent progress that he could soon be blasting along faster than all of us, if he isn't already, that is!



The spring fun racing series proved popular, with five races completed. A Special mention goes to Jack, Vanessa and Mahmood who came 1st, 2nd and 3rd in the Silver fleet – all the results are posted on the club website. We have plans to run a further series this season so if you are interested joining in then let us know.

You may have noticed the far from ideal state of the windsurf beach in and around the water's edge, making both launching and landing tricky. But help is at hand, as Martyn has joined a WHSA sub-committee tasked with making improvements in the near future.

*Dave White with some of the usual suspects*



Top UK windsurfer and Boards Windsurfing Magazine Editor Dave White came to experience BTYC first hand last month as part of 'The Capital's Windsurfing Clubs Tour' for an upcoming feature in the July issue of the UK's number 1 windsurf magazine.

Dave, the winner of three consecutive world windsurfing production-board speed titles and current speed record holder, captured all the action through the camera lens and answered our many questions on our sport.

In a recent Boards article Dave had visited the Starboard HQ where its R&D team revealed their new 'Catamaran' board – two windsurf board hulls below a moulded deck. At BTYC Dave soon spotted our old 'Bi-Planche' which he commented was remarkably similar to the new 'Cat' and proceeded to take lots

of pictures of us sailing it as surprise for Starboard – how old windsurf designs come around again!

Dave's visit made for a great evening of Windsurfing on the Harp, so thanks to all of you for making it out on the water and expect to see your best moves captured in the magazine which is on sale 5 July. If you would like to try our very own 'Cat' board then the 'Bi-Planche' is ready to sail now, just ask one of the team and we'll show you how.

Club windsurfers are planning a weekend sailing away on 30 & 31 July, based in and around Sandbanks, Poole, where Martyn promises to reveal to us the locals' secret sailing spot! If you're interested, then speak to a member of the Beach team for more details.

*See you on the water  
David & the team*

## Training update

### Thursday evenings

A very warm welcome to all our new members – we've had a lot of novice sailors through the door this season, including a whole cohort of children with their families, so Thursday evenings are looking a bit different now.

We regularly have a fleet of Oppies out, organised more than capably by Mike Green, with the help of parents, and we hope that a lot of the children learning to sail on Thursdays will be joining Harp Young Sailors in the near future.

The Challengers have been out, too, thanks to the sterling work of John Rider, Mick Printemps, Mahmood Shamsuddin and the instructors who took part in the Challenger training day.

### RYA courses

The group of ten sailors who took part in the RYA Level 1 & 2 recently will tell you how useful it is to do a formal course as part of your training (see front cover). If there's interest we'll run another one at the end of the season, so sign up now if you'd like to do it.

### Instructors

We have six new dinghy instructors just qualified with flying colours (see right), and, with the help of Steve Mitchell, our RYA London Coordinator, we're planning an Advanced Instructor course for the autumn. This will give a group of instructors new skills and the ability to run the more advanced courses.

The Assistant Instructor course I've been promising for so long is finally getting organised. We'll be running it together with Seahorse and Allen Talbot from HYS – in two parts, concentrating on individual sailing skills at the end of this season and looking at the RYA scheme and teaching at the start of next season. We'll also be working in different boats, so it should be a really interesting time.

### Brightlingsea reminder

Sign up now! Not many places left. Information has been disseminated and there is a sign-up sheet at the club. Help us by getting your names on the list and your money paid as soon as possible.

*Tamasin Cole, Training Officer*

## A week in Plymouth

After a tough week not only learning techniques for teaching people to sail, but also having our abilities at the helm and as teachers continuously assessed, we are proud to say we have six more DIs (dinghy instructors) at the club – Andy Wadsworth, Chris Bell, Dennis Adams, Helen Allen, Steve Cooper and Suzanne Williams.

The venue was the Mount Batten Sailing Centre in Plymouth, a great training centre as it is on tidal waters with plenty of other sea traffic and strong winds to cope with! The course was really inspiring and taught us some great skills on how to structure and run sessions for various sailing skills and how to give constructive feedback for students – not to mention how not to overload people with too much information! We're all looking forward to practising our new-found skills on all you lucky new trainees throughout the summer!

*Helen Allen*

### Note from the Training Officer:

Congratulations, and very many thanks to all – not only for the real dedication put into preparing for the course, but also for so capably and efficiently taking the organisation over from me.

*Tam*

**NB** No Thursday training on Thursday 28 July  
Instructors will be preparing boats for Poole weekend

## Za and Libby

Since returning to the States 15 months ago, ex-commodore Za and his wife Libby (ex-sailing secretary) seem to be settling down and – after a tortuous joining process that took four months – are now members of the old-established American Yacht Club, whose latest newsletter he emailed to Brian. The club is very grand (so is the full-colour 20-page newsletter!) but Za doesn't sound altogether happy with the class of boat they sail, the Cook 11, which he says: 'could best be compared to a mix between a Laser and an Oppie'.



However, despite the Club's very high standard of sailing, Za has already done well enough not only to win the B fleet, but to receive the 'Rookie of the Year' award! Here he is on p15 – how long before he gets to page 1?

## Racing corner: scoring codes

Welcome to what I hope will be an ongoing series of small articles in the Newsletter which I have entitled 'Racing corner'. The objective is to briefly explain some of the aspects of racing at the Welsh Harp, mainly for those new to the club. This time the topic is the scoring codes which you see alongside the scores on the notice board.

At BTYC, we use the 'Appendix A' scoring system. This is explained in the Racing Rules of Sailing 2009–2012 which is produced by the International Sailing Federation. Some of the more common codes which are mentioned in Appendix A are as follows:

- **DNC**: did not come to the starting area.
- **DNS**: did not start the race.
- **OCS**: has a number of meanings, but typically means that the boat was 'on the course side', ie over the starting line when the race started.

- **DNF**: did not finish.
- **RAF**: retired after finishing.
- **BFD**: Black Flag disqualification – when the boat is in the triangle between the start line and first mark during a start subject to a 'black flag'.

Most of these are self-explanatory. RAF occurs sometimes when there has been a dispute on the water, and one party has acknowledged that they were in the wrong and retired accordingly.

For the purposes of club scoring, we have typically counted DNC as 100 points. This is, strictly speaking, incorrect. However, we started this some time ago because it can help people to understand very quickly how many races they need to take part in to qualify. There are other codes which we use, and I hope to explain them in a future issue.

See you at the starting line!

*Dennis Adams, Sailing Secretary*

## Fastnet campaign 2011

### RORC Easter Challenge – it seemed a good idea at the time!

It was commended by RORC as good training with on-the-water tuition. Only when we saw we were virtually the only yacht without Kevlar sails did it seem we might be out of our depth, especially as this was only our second outing as a crew. When the winds turned ultra-light and yachts like 'BOB' (ex 'Bear of Britain', with no expense spared) raced into the distance, we realised we were totally outclassed. No experience should be wasted, but DNC, DNC, DNS, 18/18, DNS, DNF... enough said.

Our third race, one of the Fastnet qualifiers, was the 'De Guingand Bowl'. From Cowes via The Needles, St Catherine's Point, and the Greenwich Lightship (longitude 00° 00') it finished at Gilkicker Point just east of Lee on the Solent. The wind was force 5–6 all the way, which produced a lively sea and a bumpy ride. The crew really came together on this race; we learned a lot and enjoyed the experience – the more so as we came 19th out of 24 in our class (IRC 4), 61st out of 69 overall.

The following weekend was the RYA Sea Survival/ISAF Safety course. This saw us and others splashing about in a swimming pool in foul weather gear and inflated life jackets trying to manoeuvre in and out of a liferaft and around the pool. The course is an absolute must for anyone serious about offshore sailing.

Then came the Morgan Cup (17–19 June) from Cowes to Cherbourg via a buoy in the Channel.

Forecasts of 8s and 9s meant extra emphasis on heavy-weather prep, and that, plus other factors, got us late to the start. We'd rigged out of Portsmouth with two reefs and heavy weather jib. Late for our start, we met a hole in the wind, and



*Brisbane Star GBR 8030T – not in Force 8 or 9*

had to change up again to full rig just to get back past Portsmouth. As the wind built, we were way behind and reluctant to reef again too soon. By the time we came to do so, a gale was rushing in. There were gear issues going down to second reef and we hove to as we sorted it. We also changed down to storm jib, and again had issues with kit and inexperience in such conditions. We called up the off-watch to help. In the dark we heard a Mayday call, some ten miles south of us. The skipper of the yacht 'Lion' had gone overboard; his crew couldn't haul him back in. Sadly he drowned.

By the time we'd finally rigged right down, it was round 3.00 am. Three crew members felt varyingly unwell, the watch routine was badly disrupted, and we hadn't yet reached the Channel turning buoy. But the boat was feeling good – well-balanced, taking the seas easily. Then we realized we had lost our

masthead (long-range) radio aerial. Heading south into even bigger seas, with the 'Lion' incident in mind, and weighing crew sickness and fatigue, we decided to abandon the race.

Next up is a race to St Malo, then to check if we have enough qualifying miles.

If so, Rock on.

### Round the Island Race

As you get this, a different crew will be taking part in the annual Round The Island Race with 1883 yachts entered to date. This will be the 9th year in succession for me, the 8th as skipper and the 5th in 'Brisbane Star'. This year we are in IRC group 3, but it is more of a fun race day with some seriousness thrown in and socialising in Cowes. A practise day on Friday, the race on Saturday and a local cruise on Sunday all go to make it an enjoyable midsummer sailing weekend.

*Maurice Futerman*