



## Mengeham Rythe Dinghy Sailing News



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**And we're off:** *Spring points 1 marked the start of the season testing PRO and competitors alike with one of the new southerly courses 'ES'. Comments like 'I managed to overstep the windward mark 4 times' and 'who moved Pivot?' were heard as were 'I'm off to get a new sail'. ES course was also used for Spring Points 2&3 and 4&5, so for a new course 5 out of 6 so far, competitors got lots of practice finding the quickest way to Freddie Brooks.*

Fleet sizes for both fast and slow were significant with 24 entries for the Fast and 15 for the slow so far. The Cleeve and Plunkett Cups will be re-sailed on as racing had to be abandoned on Easter Sunday due to fickle wind. We shall post on the notice board and email the dates for the re-sail.



**New Committee Boat:** The boat is to be called 'Tarka' in memory of Cecil Walker (the original boat can be seen in a photo in the Clubhouse) and also in recognition of the support afforded to the Club by Bentley Walker Ltd. *La Mouette* is currently sulking after having suffered an engine failure on the 1st Race.

**Personal Handicaps:** The first race to run under this scheme (see notice board for details) will be for the Betty Hudson Trophy and the Curry Pot on 24th May. You can still get a PH, all you need is a minimum of 3 races finished – that could be Spring Points 6 & 7 and these trophy races. The Summer Points Series will also be raced under PHs while Class trophies for Finn and Solo classes will be based on class finishing positions. The trophy for the Solo class is the Notley plate, presented by Simon and Adam in memory of their father.

**From the Committee Boat:** As PRO we all want to get it right. Under this heading we share recent PRO experiences and offer either guidance or explanations – see further on.

**Dinghy Park:** If you got a better slot then great—the way to keep it is to use the boat. Broadly the system will favour those that **DO. USE** it or **LOOSE** it. There are **NO** current plans to extend the parking facilities. David Eaton the 'Dinghy Park Ranger' is requesting that all dinghies in the park should be clearly labelled with last years tag or the name of the owner this will facilitate the 2009 tagging. The penalty is, being moved to a less favourable position. **NO ID no 2009 Tag.**

**Start Racing:** A program for those that can sail but don't yet dare race—see further on.

**Events:** The Glyn Charles Pursuit—HISC 25th April—All proceeds go to the John Merrick Trust which have given us grants towards Junior sailing—Please support. Finn and Osprey Open on 9th & 10th May.

**Help wanted:** Trolley dollies and trolley jockeys wanted, the Finn / Osprey race team is looking for volunteers for both Saturday and Sunday to assist in managing and sorting trolleys when the fleets go afloat and return. Contact Graeme McDonald.

**Sailing Away:** Niall Houston spent the Easter Weekend at the Riva Del Garda Optimist Regatta. John Tremlett **won** the Finn Inland Championship at Graffham Water – Adrian Brunton, Dan Belton and Richard Hart were also there.

## From the Committee Boat:

**Firstly guidance:** The dilemma on the new ES course is where to lay Mill Rythe East and where to have the start line. The 1<sup>st</sup> consideration is, is there enough depth of water a) at the start and b) when the boat return to Mill Rythe East as the leeward mark. Furthermore, if Mill Rythe East is moved after the start one needs to consider the impact on the reach from Pivot. What seemed to work well was starting and finishing half way up the beat allowing for a certain amount of flexibility when placing Mill Rythe East. Finally please remember that the next mark on the course the boats are sailing **MUST NOT** be moved whilst there is a boat on that leg - there may be another race on the course as well.

The rule says: **29.1 Individual Recall** *When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats are completely on the pre-start side of the starting line or one of its extensions and have complied with rule 30.1 if it applies, but not no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier.*

This is one of the few instances when a sound signal is obligatory, and without it the recall is usually invalid. However what if PRO can't identify all the offending boats?

**Explanation:** Ooops!! we were over the line which earned us an OCS – 'On course side' and disqualification because we did not re-start. However the episode raises some important points on rules and interpretation for PRO's and competitors alike:

*29.2 General Recall: When at the starting signal the **race committee is unable to identify boats that are on the course side** of the starting line or there has been an error in the starting procedure, the race committee **may** signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start.*

The PRO's decision will be guided by the general principle of trying to give a fair start resulting in a fair result.

### So what needs to happen in the committee boat?:

1. The PRO should be prepared for an individual recall and a general recall by having the flags ready to use on the mast
2. The PRO should place a RIB at the Pin end of the line so that numbers of boats identified as over can be reported.

In the event of a recalled boat NOT returning to the start following an individual recall the PRO should note its finish time regardless in case of a subsequent request for redress.

### What do the competitors need to retain?:

1. It is the offending boats responsibility to return to the start - the PRO has signalled the infringement, and may have shouted out the offending boat number but is NOT obliged to.
2. The re-starting boat retains all of her right if she chooses to continue whether she knows she is the offending boat or NOT. Only when she 'starts' to return to the start does she loose all rights and has to keep clear of the other competitors. *Rule 21.1: A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to start or to comply with rule 30.1 shall keep clear of a boat not doing so until she is completely on the pre-start side.*
3. Finally if you are going to be over the line have a discreet boat or don't get caught!! Have you ever wondered why nearly all Finns are white?!!

## Sailing away on Lake Garda – Niall Houston:



We arrived at Riva late Monday night. Tuesday afternoon I trained with a couple of friends. Lake Garda has completely different sailing conditions to what I am used to, with ice blue water that runs straight off the mountains and is as cold as ice, a drysuit is a must have!

There are two major winds: the “Pelér” blows from north to south in the morning, at lunchtime the wind completely drops for a while and then the “Ora” blows from the south in the afternoon, this wind is usually stronger. Wednesday I trained in both winds. In the evening there was an opening ceremony, there were speeches, a brass band lead the competitors’ parade around Riva as the sailors walked behind their national flags.

On Thursday the regatta started with 800+ boats entered from around the world including Thailand and USA. There were two fleets Cadetti and Juniores. I was in Juniors, we were divided into four flights spread over two courses. Each flight had around 180 boats on the start line finding a space was tricky. All the racing was planned to be in the “Ora” however due to Friday being very light my flight was not able to complete all races so on Thursday I had to get up at 6.30am to race in the “Peler”, not the best time of day for me.

After three days of racing we were divided into Gold, Silver, Bronze and Emerald fleets. I just missed being placed in Silver but was happy with Bronze. There were two races on the last day and I came 41<sup>st</sup>, the first GBR sailor who was not in the official national team/squad. We all had a great time!

*Strangely this is not an international ranking event, however it is the largest one design regatta in the world!! This year it attracted 800+ down on last year of 990. The regatta is in its 27th year and seems ever popular probably because of it’s location.*

**History:** Betty Hudson Trophy, presented by Roy Hudson and subsequently named after his wife; Curry Pot presented by Pat Smith, wife of Don in memory of her mother. Don as Commodore was instrumental in building the 2nd Clubhouse in the 70’s (and much of the forward thinking at the time). We are on Clubhouse 4 if you count the ‘Salt House’ as Clubhouse 3.

**New launching ramp:** Whilst the debate on this issue rages on competitors are asked by the Sailing Committee to expedite their launching by not rigging on the slip and to remember that it is a shared facility with other Club members. The slip is 2 boats wide so **Starboard** down **Port** up and move along the quay please or for the right handed amongst you *Righty handy down to the sea and righty handy out from the sea*. Think driving in France the only rule they have!



## The 1st Start Racing day began on 18th April with 30 people signed up in 19 boats:

The sessions will begin with a briefing and followed by on the water practical. The objective being, that at the end, sailor will have the basic skills to understand the course, the tactics of the start and getting around the course, safely and hopefully having fun. Based on the RYA start sailing course the 8 sessions are spread every fortnight. If you missed the sign up John Butcher is your



## Tera Spring Series

What a great start to the first Mengeham Tera Racing series. Eleven boats on the start for all four races and eleven finishers.

After a briefing on the shore the fleet beat up the creek to the start area by double cross. Two races were completed which were hotly contested with the lead changing many times. The fleet then moved onto the Pilsey sands to complete two more races. Again many positions changed.

On an ebbing tide and dropping wind the fleet was assisted back by the rescue fleet to the club where burgers and bacon rolls were appreciated by hungry sailors.

The positions so far are:

- 1<sup>st</sup> Stefan Search
- 2<sup>nd</sup> James Notley
- 3<sup>rd</sup> Isobel Lewis



The next race Saturday in the series is on Saturday 2<sup>nd</sup> May 2009 at 1700 hours.

**Editorial:** What a great start to the season and thank you for all your the feedback regarding the Mengeham Rythe Dinghy Sailing News and it's content. *Andrew*

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