



Mengeham Rythe Dinghy Sailing News



Andrew Filipinski

After the 'heat wave' the unsettled weather which to date has seen some races set to be re-sailed most notably the Adams Bowl—although for one Finn sailor that won't be a problem as *his* gender never qualified him anyway. From the winning Finn of the Rowans pursuit when we suggested 'you made that look easy' the retort was 'yeah –right' - man of few words, however he did later complain of aching legs—human then. **Breaking news:** Adrian BRUNTON 2nd French Finn Nationals with Mathew Walker 13th. Other items 60th anniversary culture, media and sepia, Club websites and Site security.



Rowans pursuit: Cheeky little wind with a steady 20 knots with shifting gusts of 25. The traditional start in the creek made for great spectating and with a laid triangular course on the Pilsey sand made for some interesting sailing especially when the tide turned and brought on the 'tricky' chop. *See article.*

Golden Jubilee Celebrations: Having helped PRO the Rowan's pursuit last Sunday, in what was more than frisky weather, I wanted to extend thanks to all those who undertook their duties. With 2010 being the 10th year of this race I hope we can plan to break all records for entries and monies raised – which of course coincides with MRSC's 60th Anniversary year celebrations. On that note I have been asked by the commodore to co-ordinate the 'History' activities of the 60th, for which I would ask that any of you who are able to loan us pictures/film/video/ archive material and contribute to the compilation of historic information on the club's 60 years to get in touch with me. We are planning a photographic exhibition throughout next year, together with the production of a yearbook for members as a record of the first 60 years of MRSC! *Ian Grant - President*



Events: Junior week Monday 3rd August to Friday 7th August

MRSC Regatta: Sunday 9th August followed by Federation Week. The last time this happened it was Mengeham's biggest entry to date, so perhaps we can get some of those occasional sailors out or the 'start racing gang' will actually race ??

Helpers and crews needed on Regatta day—volunteers to Sailing Sec. Please

Full Dinghy Sailing News on Website

Rowans Pursuit:

- The Rowans Pursuit Race was first run in the year 2000 so this was the ninth year. Last year attracted the largest number of entries, 54, 9 of these from HISC on a perfect sunny day with gentle breezes and raised a record £1,100. This year there were 24 entries with 6 from HISC the event raised £775.00 which considering the number of entries was down was a very good result.
- As you know the support for the event within the club has grown over the years, we have also had very good support from many local businesses who have donated prizes for the raffle.
- The sum raised to date by the club in support of the Rowans Hospice now stands at £5,880.00 this includes the proceeds from the two art exhibitions that have been staged at the club the first of which was in September 1999.



- First Meneham and winner of the Rowans Trophy was John Tremlett in his Finn, second place was Neil Robinson in his Finn. None of the slow handicap boats finished and there were no Juniors entries this year, probably due to the very windy conditions.
- The Travellers trophy was won this year by John Rees and Dan Mountifield from HISC in a Merlin Rocket, second was Gill Browning and Roger Houston from HISC in a FF. Thank you to the members from HISC who came and support the event and help to make it a success.
- A Junior Trophy has been created for this event year as we had several junior entries last year but no prize for them. We now have a model boat mounted on an engraved plinth as a junior trophy. Perhaps next year??
- The Rowans Trophy was designed and made by Nicola Hopwood who designed and made the stained glass window for the chapel at the Rowans Hospice. Thank you to all those that helped and the competitors. *Ann Kent*

From the Commodore: This is an appeal to all drivers of RIBs, Safety boats, Tarka and any powered craft to drive sensibly and carefully particularly in the vicinity of the Club pontoon and the creek. I have had a number of reports of excessive wash almost tipping people out of tenders and off cruiser decks - also excessive strain is put on to mooring tackle. This obviously applies to members own powered craft as well as Club boats but I am concerned that the incredible amount of work that some members have put into fitting out and maintaining Club boats could be jeopardised. Thank you. *Ken Osborne.*

Rear Commodore Sailing: Chris REED who is in charge of the project to re-vamp the Club website and is seeking assistance and expertise in this task. Initially the brief is to design and create a working web site such that it can be maintained by our current webmaster Carol Carter.

Any offers of help to: editor-sailing-newsletter@mengeham.org.uk please.

From the Committee Boat: we had 2 defaulters for RIB duty on the Rowans, not good as both were in the same Rib. Crews are expected to arrange for replacements via Dutyman if not available on the allocated day, they also have to confirm they will attend on Dutyman so the PRO does not have to panic! **DUTY-MAN** works and is the only method we use to manage duties, unless the PRO **chooses** to contact crews directly **as well**, he will assume **YOU** will turn up unprompted—it is your responsibility to ensure your allocated duty is carried out.

Weather: The latest Outlook from BBC Weather shows increasing confidence that by the end of July and into early August we will see a return to warmer and more settled summer weather. It is expected that the Azores high will build northwards and become more dominant. This will result in above-average levels of sunshine for the time of year and a rise in temperatures.

From the RIB safety boat: Perhaps having gone out and done 4 assistances in the Rowan's it might be worth sharing some of this experience and perhaps highlight techniques for recovery not necessarily covered by PB2, so apologies if this is a little wordy.

The club's policy on sailing crews participation in events is that it is clearly their responsibility whether they go out, however sometimes sailing crews should consider what others are doing which may assist in their decision whether to go out or not?

The technique in all assistance remains the same albeit sometimes specific to a particular class of boat. In general if the crew is fit, able, uninjured and not cold, assistance should only be attempted if they request it. Otherwise there race is compromised. There is the fine line of course and if in doubt **DO. PEOPLE BEFORE BOATS.** If after several attempts at righting the boat the crew has failed due to the wind/wave or technique and assistance is requested then with the safety boat crew holding the front of the boat, the safety boat can tow gently in reverse in order to hold station—the dinghy crew then have a significantly higher chance of a successful righting with the boat headed into wind. Factors to consider are do you have plenty of water around you and beneath you?

- A capsized RS 400 floats a long way out of the water so getting to the centre board is a challenge a rope thrown over the top will help and the crew really does need to be lying flat in the water if they are to attempt the text book 'scoop up' righting.
- For the Finn and in the scenario we had, the helm was hanging on by his finger tips to the 'metal' centre board, with the concern of letting go. The board has a habit of disappearing into the hull if allowed and we were further challenged by the 'carbon' mast touching the bottom. We decided to get close enough to the boat, to hold the centre-board, whilst getting the helm onboard and then to assist in righting the boat from above whilst reversing gently away from the expensive mast touching the bottom. Oh! and managing the by then tricky Pilsley chop. Still we avoided leaving carbon splinters in the mud. *There is another technique which consists of the helm pushing down whilst hugging the bow and twisting at the same time—I guess that may work in deep water and a bit of practice??. Or is it an old Finn sailors tale??*
- For the broken boomed Laser or any disabled boat, the RIB should be kept free of towing, once the crew and boat are secure the hard boats should be used for towing leaving the RIB to further assist. We capsized the Laser onto the RIB removed the mast and had Messrs Sidall and Sparks tow the boat home behind Marjorie—*Thank you.*

Luckily we didn't have catamaran's as the technique for recovering them involves 56lb weights and extreme towing !! Good news, no blood, no broken bones or helicopters and good experience for all.....



SECURITY: Suspicious vehicle and occupants seen in the car park Monday 13th July 13:40. They were seen clocking the crane and other scrap. It has been reported to the Police and apparently the vehicle has a 'marker for stolen metal'!! Anything suspicious please contact David Jones—Security Officer.

Editorial: Thank you for all your the feedback regarding the Mengeham Rythe Dinghy Sailing News and it's content. Keep it coming. *Andrew*

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