



# Thorpe Bay Yacht Club

[www.tbyc.org](http://www.tbyc.org) • Edition 4





# social scene

## Happy New Year!



What a year 2010 was, and I hope you all enjoyed it as much as I did!

A big thankyou to everyone who was involved and especially **Jo and her team** in the kitchen and **Gordon and Lorraine** behind the bar.

**2011** promises to be just as good, if not better than 2010. We have many fun things planned including a **Moules and Frites Night**, the **Summer Ball**, a **Comedy Night** and a **Red, White and Blue Party** to celebrate the Royal Wedding (and the extra bank holiday!) on **29th April**. As always, details about all events will be posted around the club and on the website, so keep your eyes peeled.

Our first major event for 2011 is the **Valentine's Dinner** on **February 12th** and this year we can all enjoy music from the saxophone duo *Sister Sax*. Details of how to book and the menu will be available soon.

The annual spectacular **Summer Ball** will be on **June 11th**. Keep your eyes peeled for tickets as they are guaranteed to sell out fast. This year's theme is 'Glitter Ball', so the more sparkles the better.

A full list of events for the year will be posted on the website. Don't forget to book your tickets early as they sell out early!

Have fun

*Kylie*



# HOUSE REP



## Happy New Year!

It will be a busy year on the work party front, so be ready with your enthusiasm and the odd tool or two!

We will be building the new disabled lift this spring along with a new rear staircase which will give fantastic access to our first floor level, allowing easier entry for those who have trouble negotiating the stairs for one reason or another. Yes, we can even bring those who have had a few too many back into the fold! This is a brilliant step forward for Thorpe Bay and one which I understand has been a matter of discussion for many, many years .

I hope that the ongoing costs for looking after this addition to our superb facilities will be covered by fundraisers and legacies.

We will be able to accommodate more functions, which we are seeing an increasing demand for, along with an increased capacity allowance due to the new stair arrangement.

A big thank you to all those involved in this project, especially to **Nick Elmore** and **Mark Dell** who have both given up a huge amount of their time, expertise and dedication on our behalf to make this project happen. If you see them at the bar, you could always buy them a beer to thank them .

Do keep an eye out every few days on our [website](#) for details of the help required and if you have a particular skill or trade that you feel could benefit the club and would like to help, then please let me know.

Now get your boat ready and go sailing!

**Barry Duce**  
House Rep



# BIELA

## THEREBY HANGS A TALE

You may have noticed that certain notable sailors have been missing from the club's waters over the past couple of years, particularly at either end of the season. Namely myself, **Mark Dell**, **Chris Clarke** and **Nic Barnes** (with brief non-appearances from **Steve and David Hopper**, **Dan Henderson** and **Bruce Spratt!**)



The reason, you might think, is that the lethargy that only fair weather sailors have for the less clement months of our season had finally attacked the abovementioned. But no - it's because we have been on the Solent slogging it out with IRC boats in the Hamble Spring and Winter Series, which finished last weekend.



Some of you will know that we successfully campaigned a 707 called *Cacciatore* - Italian for Hunter (Hunter Boats built 707s.) In 2006/2007 we (my sons Nic and Joth, my son-in-law Mark Dell, Chris Clarke and I) managed to hold every Championship Trophy including the Nationals. We reckoned that we needed to move on, and whilst sailing 70's for one more season, we would look at what we would do next. Little did I know what I had let myself in for!



Most reasonable people would think moving on meant maybe a J80, or a 30ft racing cruiser. Our wives and girlfriends became very excited at the suggestion of a cruiser with visions of long sunny afternoon cruises followed by gin and tonic-soaked sunsets. This was something we could all do together, unlike the boring old "who was first to the windward mark" stuff. And so the boat spec started to take shape; a bigger and bigger shape. It had to have a competitive racing pedigree but sleep six to eight comfortably. We spent that season looking at just about every 35- 45ft boat on the market from Beneteaus to X-Boats. Joth signed up with Swan, which thankfully was as far as that went!

Eventually, and not without some trepidation, we settled for a *Comar* (an Italian boat builders near Naples) Comet 41 Sport. Biela, which is both the name of a comet and the Italian for "comet", is marketed in the luxury cruiser segment, which is a big hit with Hilary and Alix from an appointment standpoint, but she also has a racing pedigree which places her in IRC 0/1. There are 40 or so of her class racing in the Med with big Regatta success - just what five dinghy come 707 sailors should immediately step up to!



Having bought *Biela*, we couldn't wait, so in early January last year we embarked on our Day Skipper course as we thought we should at least be able to park her. We broke the ice going into Lymington Marina and the condensation we generated through sleeping on the boat froze in icicles. Nonetheless, we passed and set our sights on fitting her for those idyllic cruises. Duvets, pillows, china, fruit bowl, ice bucket, wine glasses - and on it went. Equally, those of us with a slightly sharper focus on racing were working out how we could strip all this stuff off the boat on a Friday night without losing good drinking time, a process we have now perfected.



The ice in Lymington Marina was not the only thing we were to break. Biela needs twelve onboard to be competitive in anything above 8 knots, and in a breeze, everyone has a lot to do. We started with our 707 base crew and added seven more, including **Tim Reichert** and three more - Joth's now wife-to-be **Gemma** and two of his best friends **Gully** and **Gart** - none of whom had sailed before.

We did not expect to win, but neither did we expect to do quite so badly. We had some lovely cruises, including one where Hilary and Alix suffered narcolepsy caused by taking anti-seasickness pills. In our first three months, we contrived to rip every sail on the boat, lose a complete set of spinnaker sheets and guys overboard, and I can assure you they don't float. We were experts at spinnaker wraps; the instruments were a cause of constant frustration.

Biela is 41ft, has a 13ft max beam, weighs 8 tonnes plus, has a 60ft mast, with a 90% fractional rig and 115 square metre spinnaker. She makes a 707 feel like a Pico! Racing inshore is largely windward/leewards with windward legs of 1 to 2 miles, so there is not a lot of room and thus things get incredibly close at times.

Nonetheless, as the season progressed we got better, largely described as not breaking or losing as much gear. We were learning to sail the boat to cope with the much higher loads, but the amount of thinking and planning each change of direction takes and that, unlike the 707, Mark's penchant for changing his mind at the last minute could only end in an almighty cod's up! And that's before we get to navigation and tactics.

Then came the final blow. On November 8th 2009, in 14 knots of wind, we were dismasted due to a manufacturing error in rigging tolerances. It took us until May to get Biela re-commissioned, having virtually got to court before the appropriate settlements were made.

However, probably the most challenging issue is the IRC rating. This is not one design racing and the opportunities for differences in design are massive even within boats of similar size. Achieving a lower rating is an art more than a science. Nobody apart from the IRC knows precisely how the formula works, although it is possible to broadly evaluate sail plan impacts. Some of the really competitive boats will look at the weather forecast for a championship weekend, pick the most favourably rated sail plan for that wind strength, and then re-rate the yacht for that particular event. We have moved to non-overlapping foresails for 2010, which knocked 12 points off our rating (to 1086) while actually making the boat go faster in anything above 5 knots. We have a lot more work to do over the winter to try and improve (lower) our rating further. Mind-boggling!

And so to 2010. We continue to make progress. Having raced an improving IRC Nat Champs, each race better than the last, and although still last overall, the top ten boats were from Commodores Cup Teams. We did an epic trip to Dartmouth, crossing Lyme Bay in 40 kts plus of breeze with the boat taking water. Some firms would pay thousands for the teambuilding that went on that fine day!

With a gelled team we came third in Class 1 at Dartmouth Week, have just finished second in class in the Hamble Winter Series and managed to bag some decent results in the Big Boat Series. We are much more consistent and much closer to the pace.

Not so much cruising this year, apart from a brilliant fun Regatta for Gemma's birthday, during which **Craig Asquith** was heard to comment that he had never met anyone as underwhelmed by big boat racing as Hilary. The fruit bowl has without doubt been under-utilized in 2010. We plan a more structured cruising calendar for 2011.

I guess we have learned some lessons over the past couple of years.

- 1. Whatever your worst thought is of the cost of anything, it's always worse by multiples, not percentages.**
- 2. The marine services industry has found ways of extracting cash which makes bankers look like angels**
- 3. IRC ratings are a mystery. Unfortunately, solving them has big rewards.**
- 4. Eight tonnes of boat is slower to accelerate than a one tonne 707. It is also slower to stop!**
- 5. If it can go wrong it will, and there's twelve crew, so who do you choose to shout at to get it fixed?**
- 6. Five 40ft yachts approaching the leeward gate in 25 knots of breeze is petrifying.**
- 7. Doing well with a crew of twelve gives an immense rush, followed by a similarly enhanced hangover.**
- 8. Nothing surpasses passing Tony Hayward's Bear of Britain (BoB) on a port tack flyer!**

Next season sees further evolution with new and more competitive racing sails, as we tap Hyde's and predominantly Rob Larke's expertise, a re-rating and a more finely honed crew, half of whom learned how at TBYC.

**This is BIELA, the Comet's Tale. Fantastic fun.**

*BIELA is for Charter. See our website at [vbcharters.co.uk](http://vbcharters.co.uk) or contact us by e-mail at [bielaracing@me.com](mailto:bielaracing@me.com).*

**Richard Barnes**



# sail training



The **Sail Training** dates for 2011 have now been finalised and are listed here.

Bookings are now open for the Stage 2 course in March / April, the Stage 1 course in April / May and for the Stage 3 course in August / September.

There are a maximum of 30 spaces available on each of these courses and if you wish to take part, do please send me an e-mail as soon as possible. Please remember, we only have three club Picos and if you wish to enrol, you will in most cases need to either own a Pico or borrow one from another club member. This does not apply to cadets enrolling for the Stage 1 as cadets are taught in the six club Oppies.

We always have a waiting list for our sail training and all entrants are required to be available on every day of the respective course. If you are unable to make all the required dates, it would be appropriate to allocate your space to another member on the waiting list.

Additional details, start times and application forms are available from the club website. **Mike Thomason**



## Sail Training Dates for 2011

### Stage 2

Thursday 31 March  
Saturday 2 April  
Saturday 9 April  
Saturday 16 April  
Sunday 17 April

### Stage 1

*(Cadet Week entrants only)*  
Monday 1 August  
Tuesday 2 August  
Wednesday 3 August  
Thursday 4 August  
Friday 5 August

### Stage 1

Thursday 28 April  
Saturday 30 April  
Saturday 7 May  
Saturday 14 May

### Stage 3

Thursday 11 August  
Saturday 13 August  
Thursday 18 August  
Saturday 20 August  
Saturday 3 September  
Saturday 17 September



## Peter Thompson Commodore

**Roll on summer!** endurance for those hardy few who have braved the sub-zero frozen conditions. For the Sprint 15s, testing the wind chill factor is not seemingly enough of a buzz without a swim to cool off! Sandhoppers have also made a hasty retreat to the comfort of the boat park. On Christmas Day, the Hopper 49er with Steve and David went for a traditional pre-lunch outing, albeit a fairly brief one, but good to see from the comfort of the bar!

It's hard to imagine in the middle of a long cold winter, but we are really only just over three months away from the start of spring weather - hopefully!

The TBYC winter sailing series has in the past given us some lovely race days on the water for both competitor and spectator alike, but this winter is a real test of

committees have their forward-thinking heads on planning another year's extensive programme of events, both on and off the water. As you may have already read, the theme this year is on training and sharing the tremendous wealth of sailing knowledge, experience and skill from within our club which we are very lucky to have. This will see a lot of extra sailing time outside the set race times making the most of the tide.

Treasurer Paul Clarke made a very interesting observation on the use of the clubhouse at given events by different members who attend informative talk evenings like race training, but not purely social/party and vice versa, so

we are hopefully going to be able to put on a few more talk-style evenings on varying subjects, not least the history of TBYC, making more of our quieter Wednesday nights.

If you can assist Paul and Hon Sec Tony Padbury (seen on the front cover aboard his overseas yacht) with a swift return of your membership fees, this will help the volunteer office.

2011 will see those great guys and girls at TBYC with the same compulsive giving disorder coming together for the benefit of us all. I just look forward to the sun shining for them.

**Keep smiling!**



# Simon says...



Hello you sailor types! Here's an inaugural message from your shiny new sailing secretary.

After being sailing secretary at the **Halfway/Premier Inn Yacht Club** for a couple of years (which then required a small break of some fifteen years) here we are again!

Why take the role on again after so short a break, you may ask? I mean, the toe-nails have grown back... or was it the promise of a free pint during committee meetings? Was it the mention of a gold-plated "sailing sec" sign and having a valet parking place downwind of the gents' changing rooms? (*It was the promise of a free pint, of course.*)

Right then, down to business. Many thanks to the previous sailing sec, **Chris Boshier**, for doing a

great job. May he enjoy his fifteen years off! I wish you well with your Contender campaign for next year.

A huge well done to **Sam Husk** for becoming the 'Ladies Inland National Champion' at the Solo inland championships this year.

Please let myself or a member of your sailing committee know if you're in the chocolates at an away event from the TBYC and it will be published.

The *Frozen Sheets* prize and *Winter Series* prize giving will be as soon as is practical after the race on Sunday 9th January.

Roll on the summer!

**Simon Boygle**  
Sailing Secretary

## Cruiser Captain

The Boat Park is a hive of activity as members get their boats ready for launching. Don't forget **Polly** - she needs attention as well! Due to the snow and ice we are behind schedule to get Polly finished. Please try and give Polly an hour or two into your work rota to get her ready for the next season as she is a valuable asset to the cruising section.

By now, you will have seen the sailing plan for the next season. This is not set in stone; if you have a favourite place to cruise to, or if you may know of events taking place

that we could go to with the tides available, come to the club on Tuesday nights and help make plans.

For this year's **Calais Rally**, we will be taking a vote on choosing an alternative destination on the French coast. We are considering the port of Gravelines, which is not far from the French/Belgian border.

We are hoping to organise a joint club trip to Yantlet or Queenborough to give our friends in the Dinghy section a taste of cruising. Jan is looking into the possibility of hiring the lighter at Queenborough so we can all tie up and have a party.

We also need boats with spare bunks for any dinghy sailors to sleep over. With the rise in air fares due to the increase in fuel prices, your boat could provide you with a cheap holiday.

This year, why not join us on the East Coast Summer Cruise? Whilst on the subject of holidays, Jan has chartered a yacht from Falmouth for seven members to cruise along the Cornish coast and across to the Isles of Scilly, weather permitting.

**Bob Crane**  
Cruiser Captain



# CADET SECTION

Foreword by the Cadet Rep  
Rupert Snow [snowchance66@gmail.com](mailto:snowchance66@gmail.com)



There are three main aspects to the Cadet Section at TBYC, all supported by a huge cast of volunteers aiming to deliver a year of activities both on and off the water and ensure we there

is always something for everyone to enjoy. They include:

- **Thursday Cadet Club Evenings**, which this year will offer themed evenings every so often as well as regular games and training, added to with occasional social events, specifically for cadets. Debbie Kilkelly will be liaising with different sections of the cadet fraternity to ensure all tastes are catered for.
- **Cadet/adult sail training** to Level 1, 2, or 3, organised by Mike Thomason and his crew of sailing instructors;
- **Cadet/family racing and race-training opportunities** for Picos, Fevas, Cadets and Cats;
- **The iconic Cadet Week** (1st – 5th Aug) with Stingrays (Mark Petty-Mayor), Barracudas (Mike Thomason), Sharks (Chris Pimm) and the Race Group (Rupert Snow) offering a week of thrills both on and off the water!
- **Saturday Beach Club/Handicap racing**; these will be days organised by Chris Pimm to encourage those newly trained via one of Mike Thompson's Level 1/2/3 courses to practice skills learned and to create handicap racing opportunities for cadet sailors in all classes, to chase the kudos of being lauded as the top cadet 'Handicap' sailor.



We have two Cadet Committees this year; the **Cadet Week Committee** consisting of the Team Leaders (see above), **Debbie Kilkelly and Max Duce** and a new group called the **Cadet Sailing Committee** which is aimed at focussing on promoting racing and race training within the cadet group, with **Steve Hopper, Howard Warrington, Mike Thomason, Chris Pimm and Rupert Snow**.

This second group has been created in response to the club recently identifying that we have a need for a clearer pathway beyond the extremely successful Oppie/Laser Pico choices. There are an almost infinite number of choices available as to the 'next step' and it was felt that a small number of recommended pathways would focus competition and training, thereby maximising the development and competitiveness of our youth sailors. It would also enable best use of the club facilities and the volunteers available at present, to support training. Both will have cadets attached to them and the main aim is to feed into to the General Committee any feedback or ideas for future events - so please keep us informed of what you want.

As such, it has been decided that the club will actively support a pathway that develops children, beyond the Laser Pico, through use of a) RS Feva, b) International

Cadet, c) Dart 15/Cats and other handicap classes. This offers two monohull classes with very different training/competition opportunities and a multihull option, whilst any other cadet class (29er, Laser 4.7/Radial) with sufficient numbers will also be included to the best of our ability.

The successes made through the adoption of the Laser Pico should not be underestimated and it is no coincidence that use of this particular vessel has enabled the cadet section to be as strong as it is today, particularly when compared to many other clubs. We are aiming to maintain this success to ensure we do not



## In this edition's bumper Cadet section:

An introduction to who we are and what we do • All about the new TBYC RS Feva Class • The International Cadet Dinghy • Meet the Cats and Handicap group

lose cadets as they mature, giving them opportunities that should enable them to compete effectively in their teens, their college years and beyond. Essentially, the three pathways offer the following:

- **Feva** - Superb in-house training and club racing with the option for cadets and parents to experience national and international competitions within an extremely friendly and 'teen' active class. Modern asymmetric style sailing in a fast plastic boat usable by adults and children.



- **International Cadet:** The best RYA training and selection at a variety of Area/ National/ International venues within a 3-tier fleet with 100's of boats on the line, for families able to support such regular travel. Traditional 'symmetric' style sailing with superb training for crews, the only boat specifically designed exclusively for children.
- **Dart 15 / Cats / Handicap** Cats offer children and families unprecedented access to speed and a very fast learning curve initially. Superb training from club-based Cat sailors. Other handicap boats offer individual advantages for families and cadets but are much harder to target for training and racing opportunities.

I am very keen to offer parents the opportunity to follow their children

on the water, particularly during races, who do not necessarily want to sail, but do want to be more involved. **Lisa and Linda** both started their Race Officer experiences when I started the Pico Series years ago. This enabled them to take part in (and understand) the racing, more closely than watching from the beach.

There are also opportunities to learn to crew (and then helm) the rescue boats, which is a superb way to enjoy the water and feel really involved in the life of the club – as well as enabling better conversation when reliving the day's events!

Right, that's my introduction over - over the following pages I'll be handing over to **Steve Hopper** (RS Feva Class) and **Howard Warrington** (International Cadet Class) for a more detailed breakdown of the opportunities available.

I am sure that under the proposed activities we will see the continuing success of the Cadet Section with TBYC and look forward to seeing you all on the water and in the clubhouse.

Rupert Snow

# CATCH • THE Feva

It is easy to become a reasonable club sailor by just making sure you do the following:

1. Arrive for your race with plenty of time
2. Enter all races in a series and complete them
3. Maintain your boat
4. Start on time!

However, it is infinitely more difficult to become a reasonable National Junior or Youth sailor, especially when you live in the most successful country in the sailing world! Here are some quotes from our Youth sailors and parents who went through the Junior and Youth sailing path in recent years:

*"In preparation of the 2007 29er worlds in Argentina, Bruce and I completed the equivalent of 20 years of club sailing hours on the water."*

**David Hopper**

*"My girls gained life-long friends in what I can only describe as one of the best times of their young lives, in the most friendly class of nice people."*

**Martyn Eyre, RS Feva Class**

*"Being part of a Junior or Youth Squad, coached by world class athletes, creates a pathway and allows endless amounts of opportunities, both on and off the water, to further your sailing career."*

**Dan Henderson**





# TBYC's Vision for our new RS Feva Fleet

Steve Hopper, TBYC RS-Feva Class

## Why does the RS Feva make such a good next step?

We were after a boat that would stretch the ability of our cadets whilst still having that exciting modern boat appeal. This, coupled with some of our active members being pioneers in the RS Feva class, gave our new fleet a head start with set-up and boat handling. With that decision made and a clear path stretching out, to help our junior sailors cope with a new challenge, how could I resist being involved?

With our new cadet rep **Rupert Snow's** encouragement (of which none was required, I might add!) and the enthusiasm of the new TBYC Feva fleet, it has fallen to me to put together some structure behind the new and as yet fledgling fleet. Whilst I have harped on above about the virtues of Junior and Youth sailing in this country at Area and National Level, it is my vision to bring some of the most positive elements of National Circuit sailing to our own doorstep here at TBYC, so all can enjoy the benefits without having to travel.

I have, for the forthcoming year, already arranged a number of opportunities for our new TBYC RS Feva Class, detailed in the panel above. All of these, together with negotiations to bring Fevas to TBYC in 2012 with either an Open or even a Nationals (meaning National level competition without the travel) will give us, I believe, a class to be envied throughout the club sailing community, so don't miss the opportunity to become part of the **new TBYC feva squad!**

TBYC now has fifteen boats in the Feva fleet which has grown over only a few months, with plans and commitment from people within the club to expand rapidly.

I am looking to place orders for at least another six boats in the New Year and for approx £3,250 for a new boat. That represents a superb deal, particularly since the second-hand value of boats several years old is nearly the same.

## New Feva Opportunities for 2011

- **16 Training Days** comprising briefings, on-the-water coaching, video recording and structured debriefing, with guest coaches ranging from the clubs elite, to Olympic squad sailors
- **Additional midweek school holiday racing series** for both Easter and summer holidays.
- **New Feva class trophy** sponsored by EITS for Nore race 2011 and onwards
- **Three major National and International travelling events.** For these, there will be a limited opportunity for those in the TBYC Feva Squad to get their boats to the events via our six-stacker trailer and van (having the capacity to take up to eight boats to each event!) - that is in addition to the support offered to all members in order to assist getting themselves, their children and boats, to any event they wish to attend.

### Dates:

28th-31st May - Feva Nationals, Abersoch, Wales

11th -12th June - Feva Inland Nationals Draycote Water

23rd-30th July - Feva Worlds, Netherlands.

- **TBYC RS Feva Squad personal identity polo shirts**, from Musto, with helm/crew insignia and boat name/number
- **Special one-off TBYC Worlds polo shirts** will be designed and offered for sale, for those who go to the worlds (obviously highly discounted via Sam Husk at Musto.)

Thanks largely to our ever energetic commodore **Peter Thompson**, we have engineered (and plan to maintain) a special-deal price structure from RS on new RS Fevas. This effectively gave us a stunning £1,000 off the asking price, for a top-of-the range RS Feva and for those parents that are labouring over Christmas presents for the kids - problem solved!

With such a superb second-hand value, these really are a bargain representing cadet racing heaven and family fun in one. Please email me on [s.hopper@eitsgroup.co.uk](mailto:s.hopper@eitsgroup.co.uk) for more details.



There is a stalwart Cadet fleet at TBYC with a long and strong club history. They are the only two-man boat ever developed specifically for children to sail (Jack Holt 1947) and have full ISAF (International Sailing Federation) recognition.

Apart from club racing, the beauty of the Cadet is its circuit. Not only do they have regular open meetings, but there is an exciting Qualification Series (Indicators as they are known) to secure a place in the World Team. This is run over 3 'Indicator Weekends' at which the top seven boats get to be in the team. They will then be afforded bespoke training with Adam Bowers (RYA) and then go to the Worlds that year. This is a real and achievable goal for determined sailors and their parents.

There are three fleets at the Indicators: Gold, Silver and Bronze. The Bronze is designed for all new sailors. They start 5 minutes behind the gold and silver fleet so they don't get intimidated by an 80-boat start line, and they have an opportunity to get a decent position. This fleet size is normally around 10 boats. Once you have scored a top 3 position in two of the events, you move up to the silver fleet, and so on.

Aside from the summer events, all the kids get to trial for the RYA Winter Zone Squads. There is a National Squad for the top 10 boats over 15 yrs old, run by **Mike McNamara**; a National Junior squad for the top under 15s, run by **Adam Bowers**, an East Zone Squad for under 15s and a Development Squad for those too old for the East Zone Squad! All this gives something for the kids to aim for during the year.

## The International Cadet Dinghy

The reason for following the series is so that the kids get a real chance to see what big fleet racing is all about - it's nothing like club racing, as everyone who has been on a 100-boat start line will testify to. The learning curve is huge! Look at **Matt Lloyd** this year - still lots to learn but he has done three events and suddenly he's in the top three to five in our Laser Pico series, when earlier in the year he was routinely at the back of the fleet. The skills learned sailing a Cadet Dinghy in large fleets, against children from all over the country, are astonishingly transferable and Cadet sailors have gone on to excel at club and Olympic level in all manner of craft.

The Cadet Worlds is also open to everyone. A Promotional Regatta, held at the same time as the main fleet competes at a designated Open Event, is used for selection purposes. So all competitors can aspire to sailing in a top-class world sailing event, without it being too 'elitist' and beyond the reach of someone who has worked hard locally, but not sailed at National or International level, before. The friends children make on the circuit, they will have for a long time and the "Cadet Family" is a special place for many of them. My son Alex has friends in Australia and Argentina now!

There is some superb RS Feva Training being organised by **Steve Hopper** and there will be opportunities to dovetail into some of this during the year. We

have one extremely committed parent with a Rib (Michael Lloyd), who can support and help with rescue cover and there is an abundance of training talent in the club (including many names on the honours board). As such I am sure that this class offers a real alternative within the club.



There are two "spare" fibreglass Cadet Dinghies (generously on loan from the British Cadet Association) which are available to help encourage a couple of pairs of young sailors into the class. One may already be taken, so get in touch if you think you might be interested as this is a rare opportunity for an interested and committed family, to experience the Cadet dream without any initial outlay. There is a double stack trailer for their use coming too! You really could experience some of the circuit if you want to... as this is where the special appeal of the International Cadet lies; in top-class competition!



Howard Warrington  
TBYC International Cadet Class  
[hwarrington@btinternet.com](mailto:hwarrington@btinternet.com)



# The Cats and Handicap Group

Chris Pimm [chris.pimm@btinternet.com](mailto:chris.pimm@btinternet.com)

This group is very much a part of the cadet presence at the club. We have cadets sailing a vast array of craft at present. It is true to say that the club is trying to streamline things and offer a more prescribed pathway, but the RS Feva and the International Cadet will not necessarily appeal to everyone. We would like to create a Cadet Multihull Class to sit alongside the other two classes, with the Dart 15 Sprint being the obvious option, as it is one of the largest fleets in the club and extremely manageable, fast and fun.



However, at present the classes chosen by cadets and their families outside of Fevas and Cadets, is vast (29er/Laser 4.9/Laser Radial/ RS 500/ Dart 16/Dart 15/Prindle 15/ and even a 49er – OK, so the **Burrage Boys** are not 'cadets' anymore, but they were!)

I am aiming to offer a Cadet Handicap Series (in response to suggestions made at the Cadet AGM) to allow cadets to race from the Shorebox, so as to encourage friendly rivalry within and between the fleets and to ensure all cadets feel part of the TBYC cadet scene. I will be organising these on Saturdays, when Cadet Beach Days are advertised, as this would also offer newer cadets the chance to maximise the opportunity for 'trailing' other boats, develop skills learned in Sail Training Courses and mixing with cadets sailing a wide range of vehicles. There may well be training opportunities available, but mostly these will happen as a result of on-the-water coaching during the handicap series. Mainly this group represents the interests of those not in the other two classes; those who 'feel the need – the need for speed!'

If you have any ideas, suggestions, or would like to offer to help with any of the above; I will be at the club most Thursdays and weekends.



## Trainers for 2011

### Boat Set-up and advice

Chris Purdon, Martyn Eyre, Gordon Sanders  
**Training**

David Hopper, Tally Eyre, Dan Henderson,  
Nick Binnendijk and Dave Hall, Mark  
Asquith, Craig Asquith and Alan Burrell



# Monohull Report

**Amanda and Colin** had a great 2010, taking home three general handicap trophies, winning the Spring Saturday and both days of the Summer series in the Asymmetric fleet.

But they'll have to watch their backs, as next year sees **Steve Hopper** leaving the steady plod of the Sandhopper behind him and opting for the fast lane. Joined by his crew **Paul Dell**, the boys are back with a vengeance and a brand new boat being delivered at Easter. Steve's old 49er is being passed down to his son **David** who, after winning this year's 49er open meeting here at TBYC will no doubt be hot on their tails.

And let's not forget the brothers **Miles and Mason Burrage** as I'm sure they will be in hot pursuit, what with winning the Monohulls Most Improved Trophy in 2010 - next year could be theirs!

A couple of the Finn guys, **Sander Kooij** and **Allen Burrell** have a busy 2011 planned, what with seven qualifying events for the Gold Cup (World Championships), the Nationals at Christchurch in May and the World Masters over in Italy in June. Here's wishing Sander and Allen a very successful 2011 and I'll keep you posted.

**Mark Smith** from the Moth fleet has got himself a second boat to sail alongside his very weather-dependent Moth in 2011. It's a relatively new boat to the UK, very popular in Europe: the "D-One". The boat has been designed with no compromises and with extensive use of carbon and a 26 square metre sail area provides exceptional performance for a hiking single handed Asymmetric. Wish you the best of luck with your new boat in 2011, Mark, and we look forward to seeing it in action on the water.

By the time you receive this magazine, the Winter Series will be well underway for the crazies amongst us. Despite all the snow, participants from the Monohull fleet is around 35 boats for this series, comprising 11 Lasers with five regulars, seventeen Monohulls with nine regulars (ranging from Finns to 29er, National 12s to Contenders, RSs to the new Feva fleet) and the ever-consistent three asymmetric Monos. Well done everyone - much braver than I am!

Here's wishing everyone a happy New Year, and a great 2011 sailing season.

**Sam Husk, Solo 4057**

Greetings all,

Jeremy Sandford has asked me if I would mind doing the Laser Class Captain Role. I have accepted this role with delight, as I get a lot of my pleasure from Laser sailing and would like to pass this skill and enjoyment on to others.

My previous sailing club was Aldenham, based in Borehamwood in North London, where I have spent the last eight years sailing and racing Lasers. As the Laser Class Captain, it brought me a lot of delight seeing a fleet of five Lasers grow to a fleet of fifteen, racing each Sunday.

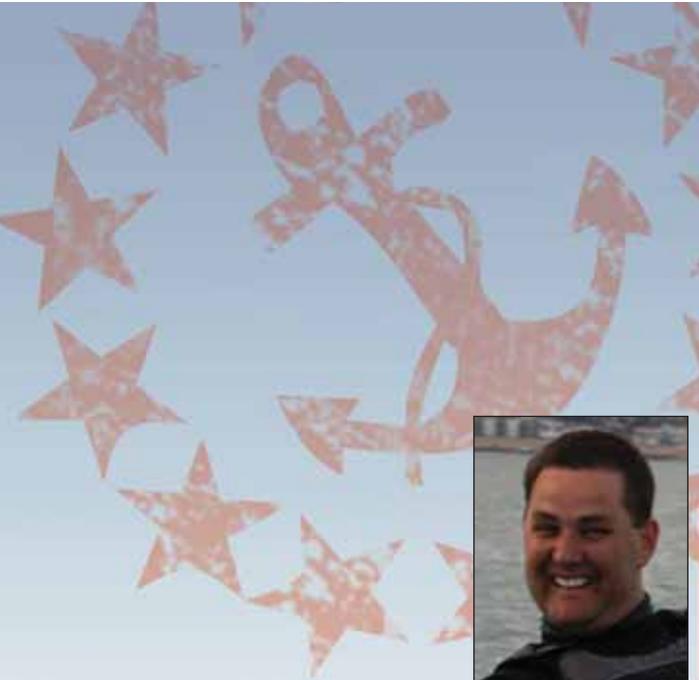
I am only too happy to assist or advise and share information on getting more out of your Laser, so feel free to call me on the number below if I can be of any assistance.

I have 32 Laser sailors on my e-mail list, and over the next month or two I would like to speak with you all, so if e-mail addresses need updating and/or phone numbers changed, please reply back with fresh info.

Happy new year!

**Nick 07791 682001**





## rear commodore

Following the recent years of hard work put in by **Chris Maloney and Chris Boshier**, I have been lucky enough to be elected as Rear Commodore (Racing) and will be assisted by the new Sailing Secretary **Simon Boyle**.

Our aim, with the support of a great Sailing Committee, is to build upon the sterling work of recent years on the management of our sailing calendar.

As another fantastic year of activities at our premier club draws to a close, we see no break in the action on the water with the well-supported **Winter Series** running every other weekend up until the Christmas break. We have been fortunate enough to have been challenged by all types of weather conditions, from some very extreme Sundays to the gentle-but-fresh Saturday morning race that has just passed. The series has seen support from many types of boats including Foiling Moths, Contenders, 49ers and Musto Skiffs through to fleets of Sprints, Lasers, Hurricanes. Even some hardy Sandhoppers have stayed in the water to participate and extend their racing season.

Recently, some of the 'Blue Sails' even made a much talked about epic journey around our famous town pier to the Essex Yacht Club 'At Home' event. After providing a mooring-up spectacle (you know who you are, and so does Essex YC!) all our crews received a very warm and hospitable welcome from the

Essex Yacht Club members onboard the Ex-HMS Wilton floating clubhouse before making a less dramatic exit racing back to TBYC on the ebb tide.

Meanwhile, at TBYC there has been a recent acquisition of a number of both privately owned and club-based RS FEVA boats. **Steve Hopper** has been conducting boat tuning sessions and on the water race training for some of the Cadets with the intention of developing the racing level of this fleet like the already established Picos and Cadet classes.

To enhance our level of safety cover, our three in-house instructors have recently conducted another RYA Level 2 Powerboat Course with a further six members passing the course – congratulations to them all!

As I prepare this article the snow clouds are gathering once again, but we are hoping to squeeze a further course in just prior to Christmas, before the Club Seasafe Displacement boats get lifted out for some much needed annual maintenance. If you are a new or well-established member of TBYC and would like to get more involved on the water or help share the load with some of the tasks over the months leading up to the new season, your help would be much appreciated. Please contact me or a member of the Sailing Committee if you do have a few hours to spare – every little helps!

I must offer thanks to those members who have stepped in recently to provide both Race Officer and safety cover duties on some of the programme events, as it allowed the show to go on and not be spoilt by the 'no-shows'.

A big thank you also goes to new member **Rob Bailey** who recently identified a problem with the water supply main in the dinghy park and undertook the necessary remedial work.

Off the water, we have just had the annual Christmas Party which once again saw both bars in the clubhouse packed with members from all sections, enjoying a great evening. Thanks to **Jo and her team** for the great catering, the highly efficient **bar staff** and **Kylie** for organising another sell-out event at TBYC.

Looking forward, don't forget that following the forthcoming festivities we have the annual **Frozen Sheets Race** on Sunday 9th January, which is a great opportunity to work off some of the over-indulgence and usually attracts sailors from far and wide wishing to compete. So go on - why not enter and have a go! For those that want to continue to race during the first few months of next year, we also have the Ice Series leading up to the new season.

Wishing you all a great Christmas & New Year.

**Toby Speller**  
Rear Commodore (Racing)



# vice commodore's VIEW



With 2010 on its way out, our thoughts quickly turn to 2011 and the looming sailing season. The new Committee are working very hard to make 2011 a very full and enjoyable year.

The bar has enjoyed much success in recent months with parties and celebrations of all kinds. It really is good to see the club used more often. We are now taking bookings for parties in 2011 and are filling up fast – so anyone with a special occasion, please contact us as we can offer the facilities with food and we have a number of DJs and bands that are happy to play at TBYC. The room hire rates are staying the same for 2011.

#### Main Bar hire rate

£ 75 per afternoon or evening session

#### Commodore's Bar hire rate

£ 50 per afternoon or evening session

#### Sail Training Room

£ 30 per day or evening session

All subject to availability. Please call the club for bookings.

In the kitchen, Jo is going to unveil a new menu for 2011 calling on her experience at TBYC and treating us to great food and service for the forthcoming year.



The new lift will be a great improvement on the current method

We are now in the final stages of implementing this much-needed disabled lift. We have quotes now from three suppliers and are awaiting about three or four more before starting to work with suppliers and engineers to finalise the design and place orders. We are looking to enlarge the escape stairs to the rear of the club alongside the lift to further increase our club capacity. An increase in capacity will help the atmosphere of the club and help with the purchase of the lift and back stairs.

When work starts we will quickly move to fix the new

stairs so that the inconvenience to club members is kept to a minimum but I will ask that whilst these works are underway, to be vigilant in these areas and careful of any scaffold or temporary structures needed for construction.

Looking forward once again – 2011 is going to be a busy and fun year for all at TBYC. I look forward to seeing you all in 2011. **Nick Elmore**

# S

## SANDHOPPER SECTION

It's nearly time to unfurl those lovely blue sails and once again dominate the starting line!



Most of us have been busy carefully bimbbling our craft in readiness for the season's races. A few of us did the **Winter Series**, which was excellent fun including a race to the Essex Yacht Club to attend their at home invitation. They seemed very surprised and pleased that we had made the effort to sail there and join in with the day.

The highlight for me was **Martin Binnendijk and Howard Warrington** in *Squiffy* giving the whole yacht club a demonstration on the finish line, at the rear of the Wilton, of how to hook yourself onto the only moored tender for five miles, pirouette like a ballerina twenty times, then disconnect your rudder and sail off into the distance doing doughnuts! It was one of the funniest things I've ever seen. Thank you boys, I think they were impressed!

This year we have 39 Sandhoppers in our fleet, soon to hit the magical 40. The class goes from strength to strength with the best one-design keel boat racing on the Thames Estuary.

If you would like to be part of it, fancy a test sail, want to crew or just be involved let me know, we have our own RYA recognized class association, a quarterly magazine, quizzes, dinners and social functions.

Whatever you sail, enjoy it and do it to the max.

Barry Duce, Class Captain





# 2011 Sailing & Social Programme

Provisional 01st January - 02nd May 2011

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Mo/Day	Date	BST GMT	HW	Ht	Event / Series	Start Time	Duty Officer	Race Officer	Assistant	SS2 Helm	SS2 Crew	SS3 Helm	SS3 Crew	SS4 Helm	SS4 Crew	SS5 Helm	SS5 Crew	SS7 Helm	SS7 Crew	Social Event	Cablets	Cruisers	Sandtrapper
Sun	9	15:30	5.4	Frozen Sheets	10:30	Chris Maloney	Phil Crawford	Margaret Kennedy		Toby Speller	Peter Thompson	Simon Boyle	Sophie Boyle										Sandtrapper Quiz Night
Fri	21	13:31	6																				
Sun	23	14:59	6.1	Ice 1	13:00	Barry Duce	Barry Duce	Aimee Summers		Tony Clarke	Nigel Wingfield	Dick White	Dan Bailey										
Fri	28	06:38	5.1																				
February																							
Sun	6	14:37	5.7	Ice 2	13:00	John Pryn	John Payne	Steve Healy		Toby Speller	Tony Clarke	Martin Swindon	Sam Husk										
Sat	12	16:29	4.6																				
Sun	20	13:51	6.2	Ice 3	12:00	Sam Husk	Nigel Pryn	Tony Byrne		Tony Clarke	Steve Beatham	Chris Henderson	Trenor Smith										
Fri	25	16:24	5.4																				
Sun	27	18:19	4.7	Sandtrapper lift in	11:00																		
Thur	31	11:48	5.3																				
March																							
Sun	6	13:38	5.6	Ice 4	12:00	Chris Hull	Martin Binnemidk	Chris Gibson		Toby Speller	Will Daly	Paul White	Chris Martin										
Sat	12	16:48	5																				
Sun	20	12:51	6.2	Ice 5	11:00	Simon Boyle	John Richards	Chris Richards		Tony Clarke	Kornad Wolfe	Kevin Soan	Chris Shaw										
Fri	25	16:24	5.4																				
BST +1																							
Sun	27	18:19	4.7	Sandtrapper lift in	11:00																		
Thur	31	11:48	5.3																				
April																							
Sat	2	13:09	5.5	Cruiser Lift in	11:30	Chris Pynn	Wee Absolon	Nick Turner		Tony Clarke	Paul Clarke	Toby Speller	Gordon Sandlers										
Sun	3	13:39	5.6	Warm Up Race						Roger Pynn	David Brook	Theresa Ryall	Tony Clarke	Kyle Jenkins	Ian Murdoch	David Murdoch							
Sat	9	16:40	5.3	Spring Sail	14:30	Toby Speller	Kyle Stoneham	Glen Stoneham		Howard Warrington	Greg Hiddling	Gary Swardoff	Gerald Swetill	Tony Clarke	Chris Pudon	Simon Boyle	Sophie Boyle						
Sun	10	17:22	5.1	Spring Sun	15:00	Tony Padbury	Tony Padbury	Andrea Metcalf		Mark Dell	Paul Dell	Shelan Smith	Meryn Ellis	Tony Clarke	Becy Clarke	Martin Swindon	Mason Swindon						
Sat	16	11:52	5.7	Spring Sail	10:00	Mike Thomason	Nel Humel	Michelle Humel		Tony Topwood	John Crooks	Don Hammond	Jane Hammond	Tony Clarke	Rod Watson	Vanessa Thomason	Alex Thomason						
Sun	17	12:41	5.9	Spring Sun	11:00	Nick Elmore	Rick Pannan	George Malton		Jeremy Sandford	Julian Rochet	Nick Elmore	Toddy Elmore	Tony Clarke	Becy Clarke	Tracy Metcalf	Richard Metcalf						
Fri	22	16:18	5.6	Good Fri	14:30	Barry Duce	Richard Ambrose	Julian Boyle		Ian McBan	Aimee Stammers	Will Daly	Sue Daly	Tony Clarke	Darry Clark	Chris Gibson	Alex Gibson						
Sat	23	17:03	5.4	Spring Sail	15:00	Tony Clarke	Iain Little	Tra Little		Bob Scott	Ty McKeown	Sally McKeown	Shaun Christian	Tony Clarke	James Christian	Shaun Christian	GB Christian						
Sun	24	17:32	5.1	Spring Sun	15:30	Simon Boyle	Steve Le Grys	Sue Morris		Lynda Robinson	Tony Byrne	Tom Jenkins	Tony Clarke	Becy Clarke	Simon Boyle	Sophie Boyle	Chatham Rally						
Mon	25	18:31	4.8	Easter Egg Race	16:30	Paul Clarke	Paul Spratt	Sam Husk		Paul Plant	Poly Plant	Robyn Farrall	Lisa Farrall	Tony Clarke	Becy Clarke	Lisa Farrall	Alex Farrall						
Thur	28	10:15	4.9																				
Fri	29	11:10	5.1	Royal Wedding Race	09:00	Sam Husk	Paul Beadley	Allen Burnell		Graham Owell	Nick Olet	Tony Clarke	Debbie Kikally	Tim Allard	Nick Grogrove	Linda Snow							
Sat	30	11:55	5.3	Spring Sail	10:00	Peter Thompson	Charles Downport	Elain Aldis		Adrian Bunting	Dave King	Tony Clarke	Steve Chappell	Rupert Snow	Royal Wedding Party								
May																							
Sun	1	12:30	11:33	5.4	Spring Sun	10:30	Rupert Snow	Gary Haylett	Tracy Haylett	David Harbage	Simon Steplos	Tony Clarke	Chris Clarke	Peter Arney	Tom Arney								
Mon	2	12:06	12:06	5.5	Bentley Shield	11:00	Steve Healy	Howard Hawkins	Andrew Hannah	Dora Trechner	Mark Wilton	Mark Wilton	Alex Wilton	Mark Petty Mayor	Chris Petty Mayor								



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