

Thorpe Bay Yacht Club

www.tbyc.org • Edition 5 • April 2011



social scene

Spring has finally sprung and we have an abundance of exciting things planned for this year at TBYC!

Firstly the **Summer Glitter Ball** on June 4th has had a huge response, and 170 of you have bought tickets - making it a **massive sellout event!** So ladies and gentlemen, have your sequins, diamonds and sparkles at the ready for what is guaranteed to be a fantastic night.

April will be a busy month, not only for TBYC but also London, with the Royal Wedding on April 29th. We are planning a big **Royal Wedding Party** on that night with a red, white and blue "Back To The 80's" theme, so don't miss out on one of the biggest parties of the year!

Not forgetting the **Easter weekend hog roast** on Sunday April 24th. Keep your eyes peeled for tickets and ticket discounts for those who buy them for both events. These will be on posters around the club and on the website.

Let us know if you have been to any great events elsewhere and would like to see them at TBYC, whether it be a casino night, a cocktail party or beer tasting. Let us know - we would love to have your great ideas!

Finally, we are going to start offering a **combined ticket booking discount** for certain events, like the hog roast and Royal Wedding party, and people who attend the Christmas party will receive a discount on tickets for New Year's Eve. We hope this will encourage more ticket buying and bookings!

Kylie



Social events for 2011

APR 24 Saturday	Easter Hog Roast party
APR 29 Friday	Red, White and Blue "Back to the 80s" party in honour of the Royal Wedding
JUN 4 Saturday	Summer Ball with music from Hula Groove (www.hulagroove.co.uk)
SEP 24 Saturday	Comedy night dinner
OCT 8 Saturday	Wine tasting Limited to 80 tickets!

OCT 28 Friday	Black and White Magic Circle dinner
NOV 12 Saturday	Prize giving dinner Limited to 140 tickets! Book now to avoid missing out!
NOV 19 Saturday	Beaujolais Nouveau evening
DEC 10 Saturday	Christmas Party
DEC 31 Saturday	New Year's Eve party With DJ and nibbles. Tickets £5, limited to 200 people - book now to avoid missing out!

To book, e-mail kyliejenkins@googlemail.com or call 07734 904824

Hello, I would like to introduce myself to you. I am Gary Watty and have been given the wonderful opportunity to take on the kitchen franchise duties at your Yacht Club.

Purple Chilli Catering has been in business for just over three years supplying buffets, canapés, celebratory meals and dinner parties. I personally have over twenty years catering experience as a chef, and would be pleased to cater for you in any format. I am married with three children aged 7,5 and 2 and live locally in Great Wakering.

It would be great if you could come down and try the food, and I am sure you will not be disappointed. The menu will stay with all the favourite dishes plus daily specials and seasonal meals.

I am looking forward to meeting you all!

Purple CHILLI
Catering Ltd
www.purplechillicateringltd.co.uk



HOUSE REP



Many thanks to all those who turned up on the various work parties and gave up your time to enhance our facilities. There is nothing like the passion to get the job done by an army of volunteers. Special thanks to Graham Dare, who virtually painted the committee boat on his own.

You may have seen the works have started for the new lift and stairs. This new addition will enhance our club and make the bar more accessible to all. A big thank you to Nick Elmore, Mark Dell and Dominic Speller for their expert advice, time and dedication in bringing this project to reality.

Going forward this year, I am looking to put a house committee together and invite those of you that would like to help to give me a call to find out more. We are so lucky to have such a vast range of members from many trades whose knowledge, tools and know-how really makes a difference to our club.

Barry Duce, House Rep



MEMORY LANE

THORPE BAY YACHT CLUB

The Very Beginning of Thorpe Bay Yacht Club

Terry Wheeler

During the Second World War, my school, Eton House, was evacuated to Banbury in Oxfordshire, so I became a boarder while my parents rented a bungalow at Bourne End, on the Thames in Buckinghamshire. After the war, my school returned to the Borough in 1945 and the early intake of new boys included **Kit Hobday**. As I was School Captain at the time, it was not unnatural for a degree of rivalry to emerge between us.

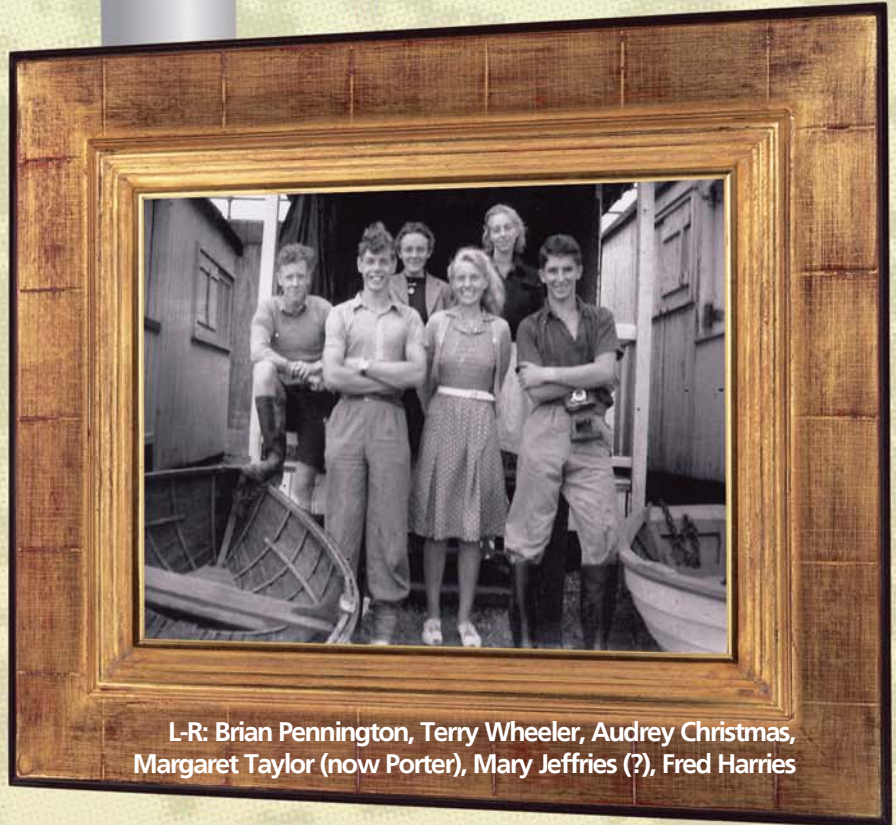
Pat Linnel (nee Wetton) makes the point in her excellent notes on the origin of the Club that Kit's father and his wife, **Pearl**, provided a meeting place for us for far too long. Hence the concrete Bosun's Hut was purchased and built. But that was not the beginning: it was on the beach that it all began.

If you go down the steps opposite St Augustine's Road to the beach, about eleven beach huts from the end there was one called Ben Hilton, which was owned by my parents. A further five huts along was the Hobday hut and that is where it all started. Kit ordered a hard chine dinghy from Johnson and Jago which was called *Texacana*: his brother, **Terence**, had a largish dinghy with an outboard motor: and I had an eight foot dinghy with a bright red mainsail. This was later replaced by a pre-war German sixteen foot quarter decked sailing machine, which had two disadvantages. Firstly, it leaked like a sieve, hence the fact that the name of *Warihiki* became *Warileaky* and secondly, it was slower than *Texacana*.

Kit's 'gang' included **Barry Belton**, who was left-back for the Eton House first eleven, and a lad called Williams whose father either owned, or was, Chairman of the Kursaal. He was also artistically inclined and designed the flag for the Yacht Club, which still flies proudly.

Warileaky broke up in the August gales of 1946, and with the insurance money we bought an EOD called *Minuet*, number 2. Kit then bought a Jewel one-design. As Pat Linnel describes, the early keen sailors bought four or five Jewels, which were sprightly sixteen foot sail boats.

I had resolved not to list the various support groups: for fear of leaving someone out, as my memory is not perfect these days. But some of



L-R: Brian Pennington, Terry Wheeler, Audrey Christmas, Margaret Taylor (now Porter), Mary Jeffries (?), Fred Harries

the regular stalwarts included **Fred Harries**, which was most fortunate as he lived in Thorpe Bay Gardens whereas I lived literally miles away, north of the railway line. Also, **Pat Linnel**, who was a real tom-boy and kept up with us all; the beautiful **Margaret Taylor**, whose blonde hair would have made Marilyn Munroe envious; **Mary Stewart**, a choir girl from St. Augustines Church with a beautiful voice; **Grant Jones**, **Brian Pennington** and **John Cotgrove**, who really knew about boats. We were all constantly lectured by Kit; who was always talking about forming a yacht club, and when he came back from National Service, he did it!

Before the Second World War, the site of the present Yacht Club was occupied by a large building which was painted white and, I believe, was made of clapboard. This was a coastguard lookout station. During the war the inside was stripped out and a large naval gun was installed. I suspect that the Club bought this site.

When I returned from National Service in early 1953, the following events took place. **C.J.Moorhouse**, **David Cotgrove**, **Fred Harries** and myself, and I think, **Ron Weedon**, fastened large baulks of timber on top of the rainwater outlet, using an explosive hammer, which fired bolts through the wood and far enough into the concrete, to make a slipway. Naturally, we spaced the wood with one and a half to two inch gaps to stop the waves forcing up the wood. At the same time C.J.Moorhouse was digging the foundation trenches for the current club house with a dinkum digger which belonged to the Kursaal. Our first club house, the Bosun's Hut, was certainly there by the time the slipway was operational.

I then bought my Essex One Design and sailed at the Essex Yacht Club so I had little to do with the Thorpe Bay Yacht Club until the advent of Hornets.

But that is another story!

Margaret Taylor (now Porter) remembers the first Thorpe Bay Regatta. In a real mixture of craft, that is before several of the first members had the same boat (The Jewel), they had no life jackets, no rescue boat and no buoyancy in their boats, but they were all white at Phil's request.



The Hornet was the second class to be adopted at Thorpe Bay in the mid 50s and soon produced such champions as Kit Hobday, Terry Wheeler and Mike Patten who made the club well known not only within the class but throughout the world, both for the quality of sailing and the spirit both of which still remain with us.

The club started, as most do, as a hut on the beach. The incentive to expand was given by Beecher Moore when he invited Thorpe Bay to hold the 1958 Hornet World Championships. Within a year sufficient money was raised and the main part of the existing clubhouse was built.

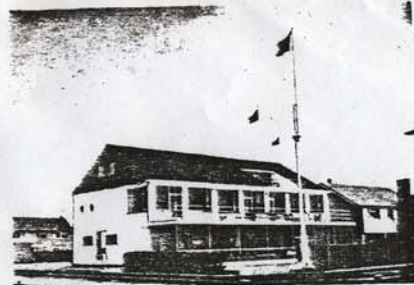
Today there are ten racing classes in the club but its heritage still remains in the Hornet.

In 1970 'Smoothy' and I took on the task of the Nationals. The week had its problems at sea due to high spring tides and fast changing weather, but the unbeaten social successes are still talked about today.

This year Barry and Ken have put their all into ensuring that you will go home at the end of the week having enjoyed a tremendous championship and holiday and that Thorpe Bay will remain the great Hornet venue.

I wish you all the luck you need in the racing and sincerely hope that you enjoy a week to remember.

Howard Jones
Commodore.



In 1958 Thorpe Bay Yacht Club was host to the Hornet World Championships, nineteen years later we are delighted that this event should take place on our water again.

The Club is in many ways grateful to the Hornet. It, and the people who sailed them played an important role in our early development.

The invitation by Beecher Moore to stage the 1958 Worlds prompted, and gave incentive, to raise sufficient money to move from a hut on the beach and build the first stage of our present Club House. It was also the second class to be adopted at Thorpe Bay and produced such Champions as Kit Hobday, Terry Wheeler, Mike Patten and more recently Ken Hervé. They helped, through their ability and skill, to secure the reputation the Club now enjoys for the quality of its sailing and the friendliness of its members.

Ken Hervé, together with Philip Crawford, Rear Commodore, and Tony Williams, the Sailing Secretary have put a very great deal of their time and energy into the preparations for this year's Worlds. Full Credit must be given to them for ensuring that you have a first class Championship and holiday at Thorpe Bay.

May I wish you good sailing, a little luck and a most enjoyable week.

GERALD MITCHAM.
Commodore T.B.Y.C.

Alan Butler, founding editor of Newsbuoy, writes:

As the founding editor of the TBYC newsletter "Newsbuoy", may I congratulate all concerned on the new colour magazine. The newsletter has come a very long way from its origins in 1961 when a four page foolscap paper produced on a Roneo machine, with my wife typing the skins, was mailed to 600/700 members.

Members might be interested to learn how the magazine got its name. As editor, I announced a readers' competition. Unfortunately, as most editors of such publications will understand nobody answered or entered, so the editor's choice became the name which lasted for over 40 years.

Best wishes for many years of success to the new magazine!



Start of Thorpe Bay Yacht Club A Few Jottings

- 1 a large expanse of water not used
- 2 Girls restricted in most of the Sailing Clubs.
- 3 Sailing to be encouraged by male and females of all ages
- 4 War was over and a lot of young men returning home. Weather beautiful.
- 5 Ability to run Races and train sailors
- 6 Needed a meeting place. Cliff and Perle Hobday had had enough and wanted their house back but we thanked them as without their kindness there would be no Club.
- 7 Club managed. 15 rent lump of concrete on beach at top of slip were Bricks had been loaded pre war
- 8 To buy a Hut we offered life membership to all people that lived in Thorpe B. for £5 the yearly subs was 2/6 or should I say 25p.



Peter Thompson Commodore

"The Big Picture"

It's very easy to use our clubhouse, boatpark, slipway, racecourse, sail training, guard boats etc without ever knowing how it all came about.

Well in this issue we have started to rekindle the grey matter of some of our elder members and former members who hold very dear the memories and great times, post-war on Thorpe Bay Beach.

I often ponder the thought of no club at Thorpe Bay, and whether there would ever be a group of today's men and women inspired and driven enough to create one. Financially, the bar is very very high to replicate TBYC and all its assets both on and off the water, and that is where I am leading to. Many of our floating assets have been around far longer than many of the current membership and are most probably used more today than when they were new.

The Committee boat, or "Big Red" as I have heard it referred to, which was formerly white,

is, can you believe, coming up to 50 years old in 2015. State-of-the-art in the 1960s, it's looking a little tired now with a history of so many sailing events and championships under her control. We feel it to be prudent to invest in the next 50 years with a replacement to save the ongoing year-on-year rebuild costs. The Catamaran design has proven to be the race station envy of many other yacht clubs and will be replicated in many ways.

The responsibility for the future of TBYC lies with us all as the current membership, and it is our duty to pass onto the future generations a well-maintained club with up-to-date facilities and assets. The replacement costs vary significantly and the Sailing Committee has been drawing up its requirements and the options available, the aim being to bring the replacement proposal to the 2011 AGM.

In recent years there has been a huge investment in the new slipway which as you may have seen has had an impressive clean to enable antifouling which is in its first couple of months but seemingly working

well, hopefully no more slipway slips! Currently the long-talked about lift access to the first floor has finally got underway with the first stage replacement of the dangerously angled back stairs. **Nick Elmore** has taken all this under his wing and is driving the project to a successful conclusion within a couple of months, just great we have Nick with his wealth of building experience. Huge thanks also to **Mark Dell** for the design drawings and **Dominic Speller** for the structural engineering.

The demands of safety requirements today are very strict and TBYC aims to tick as many boxes as we can both on and off the water. We are lucky enough to have a defibrillator positioned on the corner of the bar which is a very easy to use bit of lifesaving kit which talks you through the simple stages. It was very kindly donated by **Team Palmer** with ongoing training from **Mark Petty-Mayor**, a very big thank you.

On the seafront side there has

been the installation of a road crossing refuge to the left of the boat park entrance. This has been kindly overseen by **Mike Woodford** of **Olympus Keymed** for the safety of us all crossing the road. Particular care was taken in its positioning and understanding the access needed, alterations have also been made to the cycle path with signage and rumble strips which I hope will help continue our excellent safety record. I think we are the only location in the country to have the warning signs of "Boats Crossing" for the oncoming traffic! Thanks, Mike.

The improvements to the grass car park have been under the careful eye of **Ron Woodley**, our Independent Councillor for Thorpe Bay, who is instrumental in maintaining the local character and supporting the important role our club plays in the community for the kids right through to the retired. Thanks, Ron.

If **David Johnson's** recent "death and life" story (see page, opposite) doesn't make you sit up and take note to do more sailing, then that would be a lesson missed.

Doesn't that sunshine look good!

Peter Thompson, Commodore



On February 6th 2011 I was unfortunate enough to have had a cardiac arrest whilst competing in a 100km cycling event between Maldon and Little Baddow. This occurred in a fairly desolate part of Essex. I am a very lucky man, as a lady paramedic, who was off duty and happened to be passing by, whilst out with her son, immediately took over from a fellow cyclist in administering CPR. The Essex Air Ambulance arrived on scene less than 10 minutes after my incident, and the paramedics took over from the lady, and administered further CPR, defibrillation and essential drugs. Those involved at the scene undoubtedly saved my life.

I spent four days in intensive care at Broomfield Hospital, followed by a further seven days in the High Dependency Unit. During this time I received angioplasty (stent). The care and professionalism of all those involved has been immense.

My recovery at home, in little more than a month, surrounded by those who I love has been remarkable and I am now exercising regularly and slowly getting back to the fundamentals of a somewhat changed life, with determination to return to the things I enjoyed before my cardiac event.

On 19th March I was invited, along with my close family and friends, to spend an afternoon at the Essex Air Ambulance base at Boreham Airfield. I was able to speak to the paramedic who had been one of my guardian angels. He explained precisely what procedures had been conducted on the day. I also met the pilot, whose modest manner far belied his ability to control the most complex of processes for flight and land in the most awkward of spaces; he said I looked a whole lot better than on the day he picked me up.

I was in awe of the expertise and care with which I had been privileged to receive. Far from the emotional experience I expected, I found my visit to be a turning point for my psychological recovery.

I understand that the Essex Air Ambulance requires about £250,000 of charitable funding, per month to stay in the air and provide such a phenomenal service. The day before my visit my dear friends at Thorpe Bay Yacht Club raised enough money in a whip to donate £325 towards the air ambulance funding, and my mum gave some money that I had given her to buy a new coat; she said she would rather have me back than a new coat any time!

These were undoubtedly small amounts, but I would say every little bit helps. I intend to raise more money in the future to assist the Essex Air Ambulance, I would encourage any one else to do the same, as you might, like me, need them to attend quite literally out of the blue.

Oh! And *lucky* 7? that's the number of people out of 100 who survive a cardiac arrest. I am a very, very lucky man.

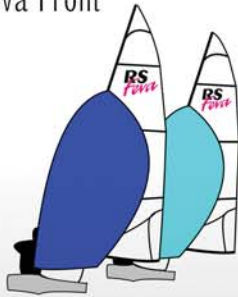
David Johnson

Lucky seven



The latest and greatest on the Feva Front

TBYC **RS** Feva



Training News

Following a very chilly start, training is going well with three sessions under our belts and lots of smiles both on and off the water, which is very surprising given the conditions and full day sessions.

I must just publish thanks to all our helpers so far: **Craig Asquith** for giving up his Saturdays for the past three sessions, bearing in mind he travels to us from the South Coast; and a big thanks to our home grown coaches **Natalia Eyre, Bruce Spratt, David Hopper** and **Dan Henderson**.

As training progresses we have three main aims this year which I consider to be the most important:

- Boat Handling
- Starts
- Course Awareness

To this end, all of our coaches are dedicated to progressing our young sailors with these skills because, let's face it, if we could all not capsize, start on time and go

the shortest route round the course then most of us would win a race!

I am also introducing a new scheme which was the brainchild of our own **Martin Eyre**. As Martin himself says, "I do occasionally have a good idea - but usually only one a year."

Well, we should be glad that he has used his quota on our fantastic class!

Martin put forward to me over what turned out to be a rather boozy lunch at the club ("*no change there then*", *I hear the cries*) the idea of introducing a **mentoring system** to maximise the incredible resources that we have at our disposal with our own in-house coaches.

So during the next training session this will be implemented as follows:

Our Feva sailors will be put into a hat by boat number and be pulled out at random and allocated to a mentor (coach). When allocated, the coach will then be responsible to bring that boat/team on with their sailing and racing with a trophy presented to the mentor/coach with the best achieving teams under their instruction.

This will not affect normal training as we will all train as a group, but is intended to promote competition within the fleet and to motivate our coaches in to giving their best.

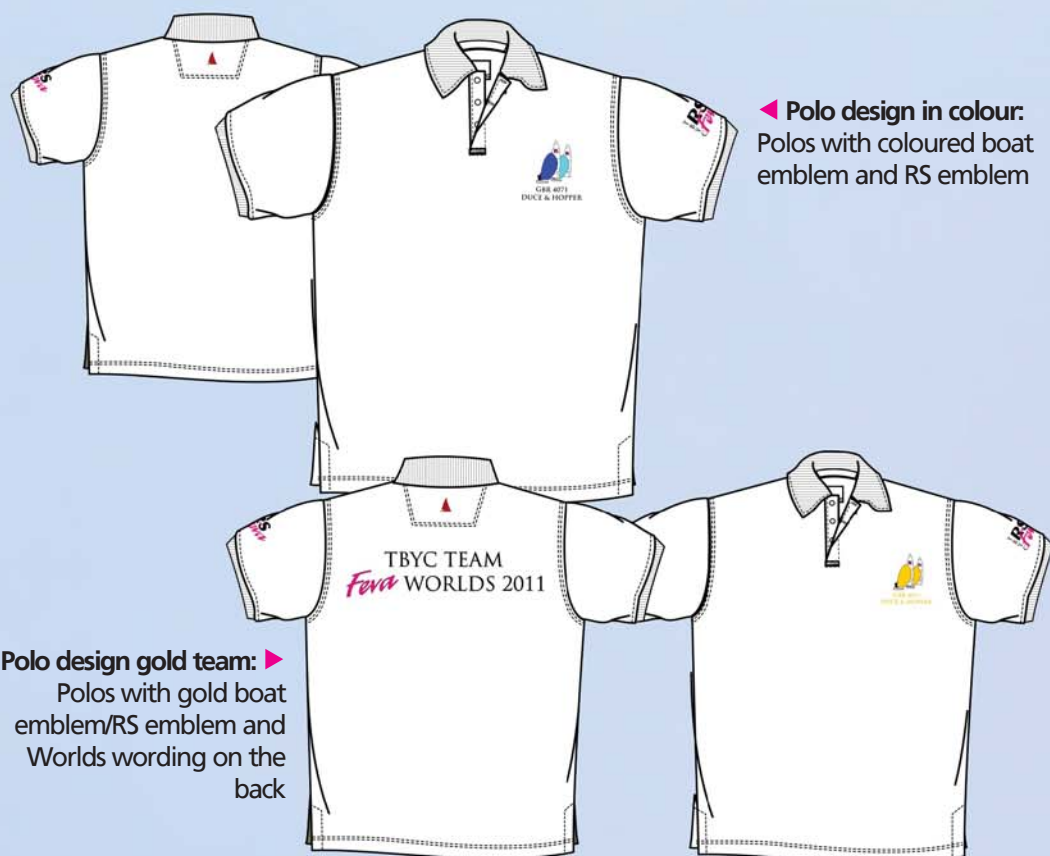
Each team will be given their mentors' contact details and are encouraged to ask for help in any way Feva-related, and each mentor will be encouraged to bring their teams on outside of structured training sessions.

Once I have developed this scheme fully, I will publish how I intend to measure the mentors, however it will be results-orientated and I will probably publish events that count to this highly individual trophy.

Feva Worlds is Hotting Up

Most of you know about this event now and I am proud to report that we have seven teams already entered, with over fifty TBYC





◀ **Polo design in colour:**
Polos with coloured boat emblem and RS emblem

Polo design gold team: ▶
Polos with gold boat emblem/RS emblem and Worlds wording on the back

members going to Bruinisse, Netherlands between July 22nd and 29th. What an awesome event this will be! TBYC rent-a-party, here we come!

For those of you still considering going, don't leave it too long, as places are limited to 180 entries and there are already 120 entries with over four months left to go. We would all be pleased for any of TBYC to join us.

So far we have three support ribs joining us and one cruiser with two of us ribs taking the intrepid voyage by sea from Thorpe Bay. Should be fun, especially if we make **Barry** cry!

News of the event can be found on the Feva website:
<http://lirsca.rssailing.net/lrsfeva/worlds2011/>

News in General

For those of you who follow the club website, the following will be no surprise, however there have been exciting things happening in the class over the winter. Not only has training been underway but the fleet has been expanding with new

teams joining each month.

We have also undergone a new **in-club identity** thanks to the fantastic artwork and deal arranged for us by **Sam Husk** for individual Musto T-Shirts pictured above (thanks, Sam!)

Prices are extremely reasonable, at £13.72 for club personalised polo shirts and £18.64 for the "worlds" edition.

If you would like to order these then please contact me at s.hopper@eitsgroup.co.uk.

We have also negotiated a special club deal for new boats from RS, with prices cheaper than some secondhand boats! If you are interested, then contact me on the above e-mail.

Coming soon

Look out for the next issue of Newsbuoy, where we will be covering topics such as "Pimp My Feva", lots of go-faster tips and news on other events. See you on the water!

Steve





Monohull Class



THANK YOU

Thank you to all those that turned out to help with the last working party at the end of Feb: helping to paint the seasafe floor boards, tidy the race hut up and a few odd jobs in the club. A massive thank you has to go to **Graham Dare** (Hornet sailor) for all his work painting the Committee boat hull in March. **MOST IMPROVED**



MONOHULL 2011

At Prize Giving back in December Miles and Mason won the Monohull's 'Most Improved Trophy' for 2010 so who will win 2011's? Make sure your out on the water giving it your all as it could be you this year!

THIS YEAR IN THE MONOHULL FLEET

The Icicle Series is nearly finished and as it stands in mid March the Goodmans (49er) are leading the Fast Asymmetric fleet closely followed by the Burrage brothers (49er). Kevin Iles (Nat 12) is leading Allen Burrell (Finn) by only 1 point in the Monohull's. Will the leaders hold on to their narrow leads or will the results be mixed up in the last few remaining races?

I'm very happy to announce that the laser fleet will be joining the Slow Monohulls for racing this season. As you know last year we split the fast and slow Monos into 2 separate sailing groups leaving the slow Monos numbers quite low. So we're hoping that joining up with the Laser fleet racing for the slow Monos will be boosted. So for all you slow Monos out there - Mirrors, Cadets, Topazes and Solos - let's not let them sail around on their own! Get yourselves out there on the water.

This year the 49er fleet will be joined by a young guy that it's fair to say had the best sailing year of his life last year. Not only is he content with winning the Musto Skiff Worlds his looking to mix things up in the 49er fleet. So 4 become 5 as the Fast Monohull Asymmetric fleet keeps on growing.

Were having a big TBYC Regatta in June (18th/19th) and were hopefully going to be joined by a fleet of Moth which will make for some amazing racing and spectacular watching I'm sure. Please spread the word to any Monohull friends you think would like to come and join us so we can boost the attendance of the Monohull fleet.

TBYC HITS THE HEADLINES

The Club profile is elevated in the local press with outstanding achievements from some of our Monohull fleet.

"Dan Henderson wins skiff title by 11 dear points" 19th Jan 2011"

Dan Henderson has scooped a dinghy world title. The young Essex sailor, who grew up in Southend & Benfleet, made sure of the singlehanded Musto Skiff class crown despite intense pressure from the international sailors from nine countries.

With the exception of day three, Dan led the championship - held near Melbourne in Australia - from start to finish."

"Essex sailors scoop silver in Miami" 2nd Feb 2011

"Sailors from south Essex signalled their Olympic aspirations at a major World Regatta with podium places at the weekend. Thorpe Bay's Mark Asquith raced to overall silver finish in the 49er class at the Rolex Miami Regatta which is the first of the 2011 season World Series. Brotherton and Thorpe Bay YC member Mark Asquith's silver put smiles on the duo's faces."

It's good to see Team Brotherton & Asquith climbing back in the Olympic sailing arena following nearly eight months out due to injury! Following Miami, the rock star duo have since been training in Palma, Spain, and we should have more news for you on this in the next issue.

See you all on the water soon.

Sam Husk
Solo 4057





TEAM HENDERSON PERERA 49ER CAMPAIGN

Once again, I would like to say thank you to everyone for their support while I was competing at the Musto Performance Skiff World Championships in Melbourne, Australia. About six weeks before the World Championships I still didn't have the financial backing to be able to attend the event. My parents and I had been searching for a sponsor for a number of months, but had no luck.

Dave Blaker from Benfleet Yacht Club has been one of my father's friends from their days sailing as youngsters, and works for a company called WellCom - one of the leading companies in media, photography and digital printing. Dave passed on my sailing CV to Wayne Sidwell who is the CEO and executive chairman of WellCom group. Wayne is Australian and lives in Melbourne not far from BlackRock where the World Championships were held. Wayne saw potential in me and decided to financially help me in my quest to become the Musto Performance Skiff World champion.

Due to my result out in Australia, it has opened up a number of

different pathways in sailing for me to go down. Once I had won the World championships, the RYA, and in particular the RYA's Olympic manager, Stephen Park OBE had shown interest in my result and suggested that I start sailing 49ers (a two-man high performance skiff that is one of the ten Olympic classes) and try for the RYA Olympic 49er sailing team. Currently the 49er is one of the toughest classes to break into, with five of the top ten in the world being British.

And so, a new window has opened for me, and I have decided to start helming the 49er with ex 29er junior world champion crew **Pete Perera**. Pete was part of the RYA youth squad in the 29ers when I was also sailing 29ers, and has also finished second at the 29erXX world championships.

Pete and I had our first sail in a 49er together on 20-21 February. Thanks to **Steve Hopper** who lent us his pride and joy for the two days. To say I wasn't a little apprehensive about how it would go would be an understatement, but it went much better than I had thought it would go. We spent the two days working

on boat handling, continuously tacking and gybing, with a little speed work and triggering thrown in too.

The plan for the next few months is to continue practicing hard, and improve our boat handling, and hopefully we will be competitive at the first event we go to, which we are planning on being the **Sail 4 Gold** Olympic regatta at Weymouth and Portland national sailing academy in June.

The next four years of our lives are looking as if it's going to be spent sailing 49ers around the world at a number of stunning locations, however our goal of competing at the 2016 Olympic games in Rio can't be achieved without financial backing. WellCom group stood up and supported me to help me win a world championships. The financial support that it will take to run a campaign for 1 year is about £50,000. Unfortunately for us, money apparently doesn't grow on trees, so any help that can be offered will be greatly received.

Daniel Henderson and Pete Perera



MUSTO SKIFF DOUBLE WORLD CHAMPION - DAN HENDERSON

Whilst most of us have been tucked up in the warm planning our assault on the new season ahead there have been as you are probably aware some spectacular achievements within our midst, not least two of our Musto skiff guys, **Dan Henderson and Ronny Barns**, who ventured all the way down under to Melbourne Australia this Dec/Jan to take part in the Musto Skiff World Championships.

Whilst Dan got in some training days with the Aussies, Ronny had yet to receive his boat as customs had seized it. After several days and some bartering later the boat was released in time for a brief training session.

Before the big event there was a pre Worlds warm up regatta, over the course of a weekend with a 6 race series and 1 day off. This series went very well for Dan who made his own way up the courses rather than following the fleet which paid off greatly, giving him a very good set of results (1,2,3) and finishing in 2nd place heading into the Worlds with great confidence.

So after a days rest the Championship kicked off in light winds with 3 races sailed and Dan achieving a great 2,2,3 score line

resulting in him leading the champs on the very 1st day. Not a bad way to start your campaign.

Day 2 saw a change in the conditions with the wind increasing and unwilling to settle. Through out the race Dan again did his own thing looking for clear air and best racing lines which improved a fairly bad start to leading the race. However the heavier guy passed him in the windy conditions landing Dan in 4th place. Due to the ridiculous weather only one race was sailed that day.

Day 3 kicked off with Dan giving the other competitors a lesson in sailing, leading the race from start to finish. Racing was then postponed due to worsening conditions until later in the day. Dan experienced a couple of higher results which just toppled him off the top spot.

Day 4 can only be described as another master-full display of sailing from this young guy with a 1st and a 3rd putting him back on top of the Worlds.

Day 5's races didn't deliver the top positions as previous days had but a good 6th & 4th only helped cement his top positioning.

With the exception of day 3, Dan led the championships from start to finish with an impressive score line to count of 2,2,3,4,1,1,3,6,4 - total score 26 points, some 11 points clear of second place.

Dan went into the competition lighter than most of the competitors but sure enough that wasn't going to stop him, what with his great downwind speed and boat handling clearly making him a standout contender and a deserving champion. This young guy put his heart and soul into an outstanding performance and deserved to be crowned not only World Champion, but Youth Champion too. I take my hat off to him.

For 2011 Dan is jumping straight into another high performance boat and starting an Olympic campaign in the 49er. No doubt we will be hearing of his many achievements in this fleet through out the year and TBYC will keep you all posted.

Here's wishing Dan the best of luck.

*Steve Hopper & Sam Husk
49er 955 & Solo 4057*



CADET SECTION



It has been great to see the cadets on the water training hard in Cadets, C a t s , Asymmetrics and RS Fevas.

Huge thanks go once again to **Steve Hopper** and his 'team' of instructors, particularly **Craig Asquith**, who has been inspirational. Messers **Lloyd and Warrington** have been hard at it with the Cadet dinghies and on many occasions they have been joined by **Chris Pimm**, encouraging TBYC Cadets of all ages to host and join in on impromptu races to hone their skills (and learn a thing or two about race officering).

Off the water, **Debbie Kilkelly** has been working hard to promote a sense of belonging amongst the vast age-range that make up the cadets at the club, offering a paintballing day for the older ones and a visit to Kids Kingdom for the younger ones. Both were hugely successful and certainly helped make a few new faces feel more at home back in the clubhouse.

I am afraid that the cadet survey has not been a huge success (but we will try anything once) with very few returns, but we will now compile the results we have in and I will publish those on the website shortly. It has been suggested that we might try an on-line survey next time.

There has been quite a bit of interest in adults learning to assist in the race box and on rescue boats,

and again, keep your eyes on the website for details of Thursday training sessions. On that note **Steve Hopper** is planning a 'Splicing Master-class' soon - not to be missed by any cadet or parent who wants to know how to pimp their boat to perfection.

As the nights are becoming lighter again, we would be interested to hear from any parent (or other member of the club) who would be able to offer their time on a Thursday evening to assist with running games and sailing-related, land-based, activities to engage and enthuse the cadets. I am sure we have football and rounders covered by **Chris Pimm** and the older cadets, but you may think of something and if you do, we will be grateful for any help.

The **Cadet Committee** will be meeting shortly to start earnest planning for the Cadet Week (first week in August.) We will aim to get the all-important registration sheets out to you in April with clear guidance as to which group will be doing what and the various sailing expectations required. I know there have been calls to ensure there is a large enough race group to cover all classes, but remember to let your Junior Cadet Rep - **Max Duce** know what you would like to see from Cadet Week, so we can ensure the best week possible. In fact, Max will be happy to hear any advice, ideas, or concerns you may have. He is superb at feeding issues back to the Committee and doing a great job for you all, so do use him!

That is all for now...see you on the water!

There is a wonderful opportunity for a philanthropic local firm(s) to sponsor TBYC Cadet Week 2011.

We are looking for a company who would like to see their banners, flags and company logo, displayed on:

- the race box and bosun's hut
- the dinghy park fencing
- the club balcony
- the foyer and bar of the club
- the summer edition of Newsbuoy
- any article reported in the local papers.

A company who might also like personnel to be able to spend a day on the water, witnessing first-hand the excitement and fun being had and who would like to be on hand at prize-giving to hand out the end-of-week trophy.

If there is a company who can make a significant bid early on to access all these rights, we would love to hear from you as soon as possible. Please make all enquiries to **Rupert Snow, Cadet Rep.**



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THE PICO PAGE

Pico Spring, Summer and Autumn Series 2011

There are again three series being run this year on the same format as last year. The spring series kicks off on **Saturday 21st May at 1415**.

All Pico Series dates can be found in the main club programme, as well as on the club website and on the lobby notice board.

For the past three years we have achieved an average turnout for the Pico series of 55% and this year we wish to encourage more of our fleet to have a go at the Pico race series. Races are inshore and last for about 25 minutes and offer a fast learning curve for those new to racing.

The Pico Midweek Trophy will be taking place again this year and the results will be extracted from any Pico entered in the Club Midweek points and the rules will be as per the Club event.

All the Pico Race series are open to both any Cadet and Adult in any helm / crew combination.

New Members to the Pico Fleet

A warm welcome to all our new owners and family owners for joining the Pico Fleet including **Jeff Banks, Clive Bouch, Andy Bicknell, Brant Chapman, Paul Chapman, Paul Chisnell, James Clary, Charles Meaby, Julian Porter, Richard Sands, John Serjeant and Matthew Waters** and we hope to see you all afloat and racing during this coming season.

Club Racing

Do remember that you are welcome to enter any of the Club races. There is a full season of races available to everyone, so take advantage of our handicap and have a go. You may be surprised.

Thursday Night Sailing

On the Thursday night sailing dates which do not clash with the Midweek points we will be opening up the race box to enable multiple practice starts.

Wanting to sell or to buy a Pico?

If you are looking to buy or sell a Pico, give me a call and I will put you in direct contact with the sellers or buyers.

Mike Thomason

PICO RACE DIARY 2011

Monday 25th April
Friday 29th April
Wednesday 11th May
Thursday 12th May
Saturday 21st May
Wednesday 25th May
Thursday 26th May
Saturday 04th June
Friday 10th June
Saturday 11th June
Saturday 18th June
Sunday 19th June
Saturday 02nd July
Saturday 16th July
Saturday 23rd July
Monday 25th July
Tuesday 26th July
Sunday 31st July

Monday 01st August to
Friday 05th August

Sunday 07th August
Monday 08th August
Tuesday 09th August
Tuesday 23rd August
Wednesday 24th August
Saturday 27th August
Sunday 28th August
Monday 29th August
Sunday 04th September
Saturday 24th September
Saturday 01st October
Saturday 08th October

Check the main race programme for start times.

Mike Thomason

Easter Egg Race
Royal Wedding Race
Pico Midweek 1
Pico Midweek 2
Pico Spring 1 + 2
Pico Midweek 3
Pico Midweek 4
Pico Spring 3 + 4
Pico Midweek 5
Pico Spring 5 + 6
TBYC Regatta
TBYC Regatta
Pico Summer 1 + 2
Pico Summer 3 + 4
Pico Summer 5 + 6
Pico Midweek 6
Pico Midweek 7
Pursuit Race

Cadet Week

Walley Cadet Trophy
Pico Midweek 8
Pico Midweek 9
Pico Midweek 10
Pico Midweek 11
Pico Nationals at TBYC
Pico Nationals at TBYC
Pico Nationals at TBYC
Cadet Rebellious Bowl
Pico Autumn 1 + 2
Pico Autumn 3 + 4
Pico Autumn 5 + 6

THURSDAY NIGHT CADET SAILING 2011

All sailing starts at 1800 prompt

Thursday 12th May (midweek 2)

Thursday 26th May (midweek 4)

Thursday 9th June
Thursday 23rd June
Thursday 7th July
Thursday 18th August
Thursday 22nd September

Please ensure there is a support boat available before going afloat.



Club Picos and Oppies

- The Club owns 3 Picos and 6 Oppies and these are for the use of reasonably competent members only - except in Sail Training. Non members are not permitted to helm or crew a club boat at any time.
- Correctly fitted buoyancy aids must be worn at all times by adults and cadets.
- A representative from the Sailing Committee, Race Officer, Support Boat Crew or a Sail Training Instructor may decide that conditions are not suitable for club boats to go on the water. If you are already out sailing, you may be asked to return to the beach immediately. This request will be made for your own safety.
- All club boats must be treated with respect. Members using the club boats are reminded that they are responsible for making good any damage caused to the club boats through neglect or misuse.
- A support boat – normally Seasafe 7 – must be available and on station before taking the club boats afloat.
- Club Picos and Oppies should be sailed in 30 minute sessions. Please remember, other members may be waiting to use them.
- During the Sail Training Sessions and Pico series, club boats are reserved for those undertaking sail training and / or racing. Please obtain agreement from a Sail Training Instructor if you wish to use a Club boat during these times.
- Club Picos used in the Pico Racing Series are to be sailed two up.
- After use, club boats must be washed down and stowed away neatly with covers correctly fitted. Please report any damage, however small to either Mike Thomason or to a member of the Sailing Committee so that repairs can be carried out to keep the club boats in good sailing condition.

The Sailing Committee



It's that time of year again, we're starting to look forward to lighter evenings when the clocks go forward, the weather is starting to get a bit warmer - just - it certainly has been a long winter. So much for global warming!

It's also the time when the Albacore fleet start to ready themselves for the forthcoming season and resumption of racing.

Hot news is that **Richard** has fitted a strut to *Aeolian*, that should improve his stiffness (mast) and racing performance. He is constantly striving to improve his rig, which is something we all do, or should!

With three weeks to go **Nick and Graham** are just thinking about doing some work on their boat, but amazingly they always seem to be ready around the start of the season.

George is wondering how to get *Invisible Touch* out of his garage! How he gets it in there and works on it is a miracle. **Steve** is trying to tear himself away from his beloved Mk 1 Escort in which he is installing a 2.0 litre Zetec engine. Fortunately, there isn't much work required on *First Impression*, just some touching up I'm told.

Sadly **Rick** has succumbed to "Albacore knees" and had to sell *Pax 3*, however we will still be getting him out to do a bit of crewing when the opportunity arises. **Charles** is thinking about getting a new boat, so I'm told, come on Charles go for it! **Jim** is normally the best prepared, and I'm sure he will be this year.

Anyway, one way or another we'll all be out on the water soon, having our own little race within the main races - just the way it has been for our fleet (same people) for the last 35 years or so! Maybe that's why we resist Barry's invitations to go over to the dark side of the Sandhoppers!

John Payne
Albacore fleet captain



Cruiser Captain

Here we go again, straight on to my soap box!

Your Vice Captain **Wayne Miller** has put the new **Bosun's Duty rota** for *Polly* up on the notice board. It is still a gentlemen's agreement, to your two days duty, so get your two crosses down early as Wayne is threatening to allocate duties to any blank spaces.

Now onto *Polly*. I would like to take this opportunity to thank everyone who helped work on *Polly* this winter. She was in a sad state and is looking much better now. Here's hoping for a trouble-free season.

Our first cruise of the season is to **Chatham** at Easter. This is an easy Cruise for smaller yachts crossing the Thames and entering the River Medway on the flood tide for easy sail to Chatham, arriving approximately at high tide to lock into the Chatham Marina, which has excellent facilities. We need to make a block booking to get a club discount, so please let me know if you are going ASAP.

We are planning a **Saint Georges Day Bar-B-Q** on evening of Saturday 23rd April, weather permitting. There is a lot to do and see; the Royal Naval Dock yard can take all day to go around and has a working ropery. The entrance tickets are valid all season, so you can make as many return visits as you like. The town offers many restaurants, eateries and bars to enjoy.

The next rally will be to **Hoo Marina And Sweeps Festival**, between Saturday 29th April and Monday 2nd May (the bank holiday.) This is another local easy cruise for small yachts. Enter River Medway on flood tide to Hoo Island. Follow the channel marked with withies to Port to Hoo Marina, which has a 1-metre sill, so look up entrance details on your chart. This Marina dries out, so you settle on mud. It is also cheaper than Chatham - club rates!

In the clubhouse, a home cooked dinner can be booked in advance, as can breakfast. On Sunday we'll be taking a trip into Rochester for the 400 year old Sweeps Festival with folk music, street dancing and a real ale festival. All the pubs have live bands throughout the weekend.

Finally for this edition, don't forget the **Calais Rally** on the spring bank holiday weekend from 28th-30th May. If you think your yacht is too small to cross the English Channel to France, there are often opportunities to crew on larger yachts.

Come to the club on Tuesdays at 8.30pm and get involved!

Bob Crane
Cruiser Captain





Reinvigorating the Laser race fleet to life: this is the task that has been asked of me!

Starting with the Spring Series, the Lasers will now be racing with the Slow Monohull group.

There are two reasons for this. Firstly, we are very close in size and speed with the Solo dinghy. and they have a healthy fleet of eight regular sailors. Secondly the course set for the slow Monohull is somewhat shorter in distance, as we don't have the comparable boat speed of the fast Monohull group, such as Finn's Phantoms or Mustos.

This new, tightly packed fleet will hopefully entice the newbies and novices out to race with us.

To assist with those who may need help making that step on to the weekly racing circuit, I shall be conducting group exercises and practice sessions on the water as a crucial element of boat handling, and confidence is a must when racing.



There will be a new club Laser available if needed, and this invitation is on offer to all interested parties who would like to become part of the Laser Fleet and do not have a boat.

Please contact me ASAP so I can put together a timetable that suits everyone.

Nick Turner, nickturner@hotmail.co.uk

Now for a quick break from sailing and social related articles, and a chance for me to let you know what has been happening around the club so far this year from the treasurer's perspective. It is a bit of a mixed picture to be honest, characterised by two of our largest revenue generators.



Firstly, I would like to thank all members who have paid their annual subscriptions for 2011. Subscriptions, plus sailing activity and mooring fees,

make up our largest income stream for the year and ensure we are able to keep our sailing activities at the club running. If you have yet to return your subscriptions to the club office for this year, please do so as soon as possible.

After sailing, the bar is the main focus of most members. We enjoyed a successful year in 2010 which was due to improving efficiency and managing our suppliers better. As a member, we hope you noticed that while you were enjoying the improvements in the bar, you also noticed that we did not raise the prices of drinks throughout the year. Unfortunately with rising costs we cannot continue along that particular path and so you will recently have seen that prices across all drinks served at the bar have had to be raised. We continue to work to ensure a good balance between offering the best value bar with an aim to generate some surplus to combine with the subscription income so we are not just keeping sailing activities running this year, but we can develop the club further for future years.

So – where are we spending the money? The biggest change in the coming months will be the installation of the **disabled access lift** to the first floor of the clubhouse building. Many hours of planning and research have gone into this project, notably from **Mark Dell and Nick Elmore**.

I highlighted at the AGM that we provided £25,000 of the net surplus generated last year to this project. I



am pleased to report that we have a contract in place for the lift itself to be supplied and installed for slightly less than that amount. Associated with the work to install the lift, we also have to make changes to the fire escape door and staircase. In total, the cost of all works associated with the new lift should amount to approximately £30,000 and the General Committee continue to monitor the expenditure on the works to ensure this is controlled appropriately. I understand that an additional benefit of the changes to the fire escape door and staircase is that the permitted capacity of the first floor of the clubhouse can be increased under fire regulations.

Finally – a very positive note to finish on. On 8th March, **Janet Willsmer** started in the role of Club Administrator. **Tony Padbury** kindly agreed in October last year to take on the role of Honorary Secretary and he was co-opted to the General Committee at the December meeting. Janet will be reporting directly to Tony as his role is to oversee the day to day operations of the office on behalf of the General Committee.

Many of you will know Janet as a long time Sandhopper sailor at TBYC. Janet has crewed for many of the most recognised names from the fleet both past and present including; **Stan Starkey, Ian Stobart, John Boshier and Tony Padbury**.

The recruitment process was run by **Ken Clarke** and **Tony** with a very specific job description and a clear picture of the skill set the club needed. They interviewed candidates that responded to Club advertisements both at the club and on external job websites, passing a short list of candidates to Peter and I for final interview and appointment. Janet comes to the Club office with a strong background in producing management accounting and experience of using databases which were two of the key requirements for the role in the office. Peter and I would like to extend our thanks to Ken and Tony for their time and effort spent on our behalf.

The core **opening hours for the office** will be from Tuesday to Friday, 10am to 3pm. Janet may be available at other times as well; the best method of communication with the club office is by email. Please remember that at weekends and when there is mid-week sailing, Janet is an active sailing member of the club and we know that she is looking forward to another great season of sailing in 2011 as much as the rest of us.

Have a great season – see you on the water.

Paul



FINES FOR SAILING



At last the new season is upon us, and we've had the whole winter to get our boats nicely tuned up and the fortnightly practise to keep the cobwebs away. We are ready to hit the ground running and improve on last season. There will be many training sessions held at TBYC to help improve technique over the coming weeks to get that little extra out of our well-conditioned vessels, but it shouldn't stop here. Imagine if your main tool - *your body* - was in tip-top shape too!

With extra stamina in your legs and stomach to hike that much harder up the beat, greater strength in your arms and shoulders to squeeze that bit more leech tension on the main sheet and better cardiovascular fitness to keep racing your best right up to the finish line, you really would gain an edge over your competitors. Imagine the edge that would give you over your rivals.

You would be amazed with the difference just 45 minutes of the **right** exercise every other day can make, and hopefully this short guide can help structure a basic workout regime suitable for most busy people able to train three days a week.

Before explaining the routines themselves, it is worth considering when this will fit into your life and how you can adapt without too much of a compromise. If you can juggle things to spare an hour before or after work (when you are not hungry, but haven't eaten within the last hour prior to your warm up) that would be ideal.

The following exercises are designed to increase muscle strength and stamina and improve general fitness.

We are going to break each workout into 3 parts. First, a short warmup, typically 8-10 minutes of increasing intensity cardio. A fast pace with low resistance, a great way to get the blood pumping and heart rate up starting off slowly and increasing until the end. Next, moving onto the chosen muscle

groups, aiming to complete each exercise four times with between 15 repetitions to begin with (on the starting weight) down to around 8 reps on the finishing weight (increasing the weight each set whilst decreasing the repetitions.) When choosing the weight, imagine a personal scale of 1-10 where 1 is incredibly easy and 10 is almost impossible.

Finally, finish off your workout with a warm down, either stretching the worked muscles off or returning to the original warmup exercise and spending five minutes with a slightly higher resistance at a low pace before going home.

Here is an example of a typical week's workout:

Day 1 : Chest, Shoulders & Triceps



Warm Up: Cycling machine
Weights: Chest press

Using a flat bench press if you have someone to train with or a seated cable resistance chest press choose a weight which you are very comfortable with (on your scale this would be a 3) and complete 12-15 reps as your first set, move up to a slightly higher weight (5 on your scale) and aim to complete 12 reps, then up again (6 or 7) for 10 reps, then final set of 8 reps (8 or 9 on your scale). This should take approximately 10 minutes.

Now move onto a shoulder press with dumbbells, find an inclined bench and again work on the same basis to choose the weight and repetitions.

Next move onto a tricep extension exercise using a cable resistance machine and a short bar or a rope connection. Again, use the same principle to select resistance & repetitions. Complete 4 sets and then you are done! Warm down and go home...

(These groups of muscles complement each other well, therefore by training them together you will get the most out of your short workout.)

Day 2: Lower back, quads and hamstrings



Warm Up: Treadmill (jogging/running)
Weights:
Squat with a Barbell or Leg Press - 4 sets
Quad extensions - 4 sets
Hamstring curls - 4 sets

Warm down and go home...

Again, there is a particular reason why these muscles have been grouped together to train on one day. Your **lower back** is a big part of lifting anything, as it joins your upper body and legs together. Squatting is a compound exercise, meaning it uses many muscles to complete the full movement, warming up the quads nicely which are the main leg muscles used in hiking, to balance these out the hamstrings should be trained too.



Day 3: Upper back, biceps, core

Warm Up: Rowing Machine

Weights: Lateral pull downs – 4 sets

Bicep Curls – 4 sets

Swiss Ball sit ups – 4 sets of as many as you can do
(there is no extra resistance just your body weight)

The Plank – 4 sets of as long as you can hold, timing yourself on a stopwatch to monitor improvements.

Warm down and go home...

There are many, many more exercises that can be done to work the same muscle groups and it is important that you vary the ways in which you train to ensure you are getting the most out of the time spent in the gym as your body will try to find shortcuts if continuously using the same exercises. If you stick to the basic principles of choosing the weight then increasing it whilst decreasing the reps and keeping good form you can do any almost any exercise.

The internet, as always, is a wealth of information, and if you have a smart phone try the *Men's Health* free app which has a great range of exercises with diagrams and step by step guides to keep it fresh, interesting and to help maximise your gains!

Any good workout regime must be paired with a sensible diet. Good nutrition is essential in building a good body and consuming the right things will speed up your gains in the gym.

To really get the most out of this sort of workout you will need to join a Gym as the equipment is expensive. Please make sure you receive an induction where a trained fitness instructor will show you how to use the machines and how to complete all of the exercises correctly & safely.



STARS - Free access to Southend Sports Facilities

Southend-on-Sea Borough Council, in partnership with Parkwood Community Leisure, run a talent assistance scheme called STARS.

The scheme offers free access to Council-owned sports facilities in Southend for County & Nationwide standard sportsmen and women at off-peak times. Applicants must reside in the Borough of Southend-on-Sea.

More information is available from the council's website along with the criteria that applies and an application form.



19-20th March	Datchet Fast Cat Open
2-3rd April	Minnis Bay Fast Cat Open
14-15th May	Rutland Fast Cat Open
4-5th June	Solent Slog Fast Assymetric Handicap Open
18-19th June	Thorpe Bay Regatta & Chris Hull Memorial Trophy Event also open to visiting Fast & Slow Cats
2-3rd July	Stone Fast Cat Open
9th July	Benfleet Nore Race
9-10th July	East Coast Piers Race Open to Fast & Slow Cats
10-11th September	Whitstable Forts Race Open to Fast & Slow Cats
12-14th August	F18/Hurricane Nationals IOW
22-23rd October	Grafham Cat Open Open to Fast & Slow Cats
5-6th November	Weston GP Sails Cat Open



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sprints

The **Sprints** held a fantastic training session which will continue throughout the year. **Kyle Stoneham** lent his knowledge on tuning and setup, and as Sprint 2010 champion, we all listened intently.

This was followed by "on the water" training with **Howard Hawkes**, assisted by **Martin Swindon** with his new rib. Thanks Martin. The training majored on key points of basic boat handling, acceleration and stopping, tacking with speed on a whistle and gybing, followed by starting practice and then a race between us. We all benefitted from the day and are looking

forward to the next one. Keep an eye on the website for details; if you would like to be part of the Sprint scene and have a go please give me a call.

We are introducing a "buddy" scheme which will pair the best with the newbies in an endeavour to improve everyone's game and make the already popular sprint racing and even closer event week on week.

For all of those of you who would like to be included in the regular e-mail updates, please let me have your details.

See you on the water, in the bar or the boat park!

Steve Healy, steveh1391@live.co.uk

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TBYC Contact

Steve Hopper
07770 890660 or
s.hopper@eitsgroup.co.uk

RS Sailing Contact

Rich Hoey
07887 875015 or
rich.hoey@rssailing.com

RS Feva Championships 2011

RS Feva National Championship
Saturday 28 May - Tuesday 31 May
South Caernarvonshire Yacht Club,
Abersoch

RS Feva World Championship
Friday 22 July - Friday 29 July
Bruinisse, Netherlands

Check out www.rseva.org
for more events & info...

Order deadline Friday 25 March 2011
Pricing subject to minimum order quantity of 6 boats



rear commodore



W e l l ,
hopefully
by the time
you receive
this edition
Newsbuoy,
the worst
of the

water - the **TBYC REGATTA** to
be held on the weekend of 18/19
June.

The Regatta already has the
making of a big event with
enquiries from Foiling Moths
and Fast Multihull visitors
wanting to join in the fun at
TBYC.

Recently we had the final races
of the **2011 Icicle series**, which
with the Frozen Sheets both had
excellent support on the water.

In addition to the club racing it's
been great to see a number of
very keen Feva crews
participating in tuning, boat
handling and on the water
training sessions led by **Steve
Hopper** preparing for some
great racing at TBYC and the
Worlds trip later in the year to
Holland.

Happy Sailing in 2011!

Toby Speller
Rear Commodore (Racing)

winter weather will have
long gone and the pre-season
working parties will have
prepared the club support
craft for the coming busy
season ahead.

A very big thank you to those
members that have
contributed, achieving
completion of a considerable
number of tasks on the club
craft & around the
clubhouse.

Over the winter months
your Sailing Committee
have been very busy
planning a
comprehensive sailing
programme, making best
use of the tides at
weekends & adding to
the already successful
midweek series with more

races.

Some upcoming key events of
note are the **Bank Holiday
Mini Series** at the end of May
and the premier event on the



vice commodore's view



This year has rapidly become a challenge for which the club as a whole has risen to. I remain in awe of the volunteer spirit which we have at TBYC. At both of the work parties and outside of that, the help received from members is tremendous. I would like to thank all those people who put themselves out to help in all matters Yacht Club.

The bar has seen much activity so far this year. We have removed the old drinks lift to the rear of the bar giving us a much larger area to work within and hopefully expand the bar into in the near future.

The **members' wine tasting** on 25th February has again changed our wine list and it now has a multinational feel to it with wines from further around the world. I would like to thank Martin for hosting the evening and securing stocks of the new wines for us all to enjoy. The Guinness Surger has been a great addition to the bar with sales of the black stuff rocketing. If there are any drinks you like that we do not stock please inform Martin or myself and we will do our best to get it for you at TBYC.

I was sad to report that **Jo** – our long time chef – has decided to vacate the kitchen franchise. Jo has supported us with good food and great service for a number of years and we had all grown used to the friendly banter that always accompanied the meals.

I am now pleased to report that we have now secured the services of **Gary Watty of Purple Chilli Catering** to take on the Kitchen Franchise. Gary comes to us with good experience of yacht club catering, and we are confident he will be an asset to TBYC. Gary will be taking over officially from 1st April and for any bookings please call him on 07854 229939.

Jo has kindly agreed to stay on to help with the handover to Purple Chilli Catering and our thanks go to her for going the 'extra mile' for our club. As with all new enterprise, it needs support. Please come down to the club and meet Gary whilst trying the new food experience.

Our focus so far this year has been to improve access to the less able members of the club and you will all note the works being carried out to the rear of the club. We have replaced the ageing beer cellar cooler unit, which has served TBYC for some 25 years, with a new more efficient unit. We have replaced the steep rear stairs with a more user friendly wider stair in galvanised steel. The stair is larger than the last and will enable TBYC to increase its numbers in the upstairs bar areas and improve access. These works were necessary to enable us to put in a platform lift which will transport less able members to the first floor bar areas. The order has been placed and we will see the lift being fitted in the coming weeks. This is a tremendous step forward for the club.

One word of caution – whilst these works are under way there will be some closures of the rear car park, to allow the work force to carry on their work in the most efficient manner – so please bear with us in this regard.

This year is already set to be a great one at TBYC. We look forward to your support of the club and sailing events planned.

Nick Elmore
Vice Commodore

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SANDHOPPER SECTION



Lots of activity in the boat park, with owners polishing and painting their craft ready for the season's racing.

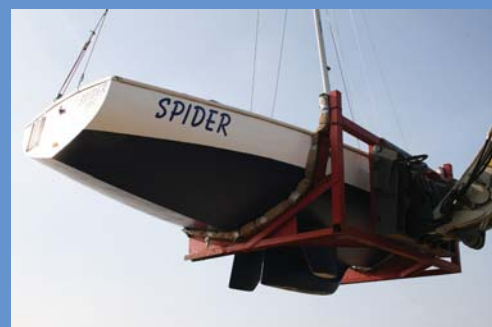
We have 39 Sandhoppers now at

TBYC, and the fleet is growing. BP boats have a brand-new RYA certified mould ready and waiting to lay up the next newest boat. If you want to explore further or are keen on a second hand boat, then give me a call.

Good news that our epoxy guru is making a rapid recovery and we all are looking forward to seeing him on the start line. Sailing over cycling, David. You know it makes sense.

The Sandhopper lift-in supper was as always very well attended with our friends from MBSC also joining in. The Nationals this year will be held at Thorpe Bay and promise to be a great event in September. We will be holding a few two tide long distance races this year when the weather looks right and *True Blue* is looking to sail up to St. Katherine's Dock, so if you fancy joining in then let Steve Tubby know.

As you read this, the boats will have been lifted in by the very skilful Roger and Jason. Launching 39 boats in an hour and a half is a great sight to watch.



See you on the water.
Barry SH39





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Next edition will be out in the summer - in the meantime visit TBYC online 24/7 at www.tbyc.org