



TELLTALES

September 2009

The Newsletter of Lyminster Town Sailing Club

Calendar of Events

For a schedule of additional dinghy racing events, please see the website

Saturday 5 th September	OPEN DAY
Weekend 12 th /13 th September	29er/49er Open Meeting
Friday 18 th September	Cruising Supper
Weekend 19 th /20 th September	RS600 FS & Foiling Moth Open Meeting
Friday 25 th to Sunday 27 th September	Beneteau 31.7 Nationals
Friday 2 nd October	Quiz Night
Sunday 11 th October	Ineos Solent Circuit Starts
Saturday 17 th October	Trafalgar Dinner
Friday 23 rd October	Cruising Supper

WELCOME TO NEW MEMBERS

We look forward to meeting the following new members who have joined the Club. Our congratulations go to:-

Pierre Barton
Roger & Pauline Church
Claire Hill
Gerry & Sally Knight

Finola Middleton
Conal Molloy
John & Jenny Roberts
Kate Tod & Matt Forbes

Rejoining:
Lawrence & Susan Barnett

SAILING REPORT

Reminders re Sailing Activities: Dinghies - Saturday Sailing - briefing 1245hrs - Co-ordinator - Wendy Bonney.
Dinghy Cruise - 5 September - 0900hrs - leader Melanie Newman & Steve Reneaux
Meanderers meet each Wednesday at 0930hrs - leader David Long
Cruise to Island Harbour - 19/20 September - led by David Codling/Peter Upcher

Racing - Series in progress

Dinghies - Sunday Points B - first start 1030hrs last races on September 6 & 27
Dinghies - Wednesday Summer Series - first start 1830hrs - ends on 26 August
Yachts - LTSC Classic Series - final races - 23 & 30 August

Forthcoming Races

Christchurch Ledge Race (dinghies & yachts) - 30 August (with option for North Head race for dinghies)
Final Pursuit Race Wednesday 2nd September - first start not before 1820hrs

New Series - Dinghies - Sunday Points C - on September 6, 13, 20, 27 and October 4 first start 1030hrs - only first race each day counts towards series points. The races on September 6 & 27 also count towards the B series.

Forthcoming Major Events

29er Harken Grand Prix & 49er Open - 12/13 September
RS600FF and International Moth - Foiling Open Meeting - 19/20 September

Beneteau 31.7 National Championship - 25-27 September
INEOS Solent Circuit - starts 11 October

LTSC Regatta

The annual LTSC Regatta was held on 15/16 August with six races in what a visiting competitor sailing in the 22 strong Laser 4000 fleet described as “champagne sailing conditions”.

The winning Laser 4000 travelled from Anglesey and at least one competitor came from Guernsey. Six 29ers used the regatta as a warm up for their National Championship and LTSC members Henry Lloyd-Williams & Sam Batten who had recently returned from the 29er Worlds had five firsts and a comfortable victory.



The Dinghy handicap fleet had four races. In the Fast fleet David Gautier was first overall in a Contender. The double handed medium handicap event was won by Lindi & Bart Prescott sailing the LTSC 420 which is available for members to use on application to the Sailing Secretary. The single handed medium handicap event was won by Charlotte Gwyther in a Laser 4.7.

Three yachts entered for the yacht races - one each on Saturday and Sunday - the first race was won by Contessa Catherine and the second by Redeye. Redeye (Edwin Nabney) won overall.

This year an orienteering fun event was organised for motor boats and cruising yachts - however only one RIB submitted a log - so the power assisted winner was David Gorringe.

There was a lively Regatta Supper on the Saturday evening which was very well supported by visiting sailors. Harken generously provided a large number of prizes for the event which were presented at the prizegiving on the Sunday afternoon.

Many thanks to all those who helped make the LTSC Regatta a success.

Yacht Racing

The WSCRA Hypotenuse Race (Cross Channel race for yachts) started on 30 July with five yachts participating. The event involved a race from Lymington to Cherbourg then a race from Cherbourg to St Vaast and a race from St Vaast back to Lymington. Unity was declared the winner by the organiser, Barry Dutton after Tinga had retired.

Newtown Race

Sunday 23 August saw 14 dinghies and seven keelboats crossing the start line. Unfortunately the wind started to drop and only seven dinghies and five keelboats managed to cross the finish line.

Dinghy Racing

The Wednesday Summer Series started on 1 July. The last race on 26 August may have taken place by the time you read this. So far there have been six evenings with racing. 80 dinghies have competed in the series (21 Fast Handicap, 36 Medium Handicap, 20 Wayfarers and three Slow Handicap) and an additional 16 dinghies were represented on the water as a member of the race or safety boat teams.

Sunday Points B Series started on Sunday 12 July. So far there have been 29 competitors in the series (14 Fast Handicap, 16 Medium Handicap and one Slow Handicap) a further 16 dinghies were represented on the water as a member of the race or safety boat teams.

Club Cruises & Rallies

Mini Cruise to St Vaast - 31 July to 2 August was led by Jim Sey - four boats had a brisk sail across. The traditional BBQ was unfortunately rained off on the Saturday. They met crew from boats participating in the Hypotenuse race. The mini cruise boats had a pleasant sail back on the Sunday via Honfleur where they were

entertained royally by the Honfleur Yacht Club - the group also visited other French ports and met up with other LTSC boats that were in the area. A great time was had by all!

Volunteers

Thank you to all who are assisting with the organisation and running of sailing activities at LTSC. August and September are particularly busy months for our volunteers. Steps have been and are continuing to be taken to increase the volunteer base in order to reduce the load of those who have tirelessly supported the Club.

Members' Sailing Achievements

Congratulations to:

Hannah Snellgrove - bronze medal in under 21 category of the Women's Laser Radial World Championship in Japan and finished 28th overall.

Andy Ash Vie - winner of French 6 metre National Championship.

Please keep us posted of other national successes and participation in overseas events.

Happy Sailing!

Richard Phillips
Rear Commodore - Sailing

DINGHY CRUISING

Our luck with the weather looked as if it had run thin for the August dinghy cruise but despite the early morning drizzle, plenty of people turned up and were eager to sail. With the tides just right to go westwards, we decided to aim for lunch at Colwell Bay.

Ten boats set off to rendezvous at Baverstock but Pete Barker turned back at the wave barrier after finding that the breeze was a bit stiff for single-handing and joined us on the safety boat instead. This proved to be a bonus later when he kindly offered to transfer to another dinghy to help crew. Two more boats made a similar decision at Baverstock so in the end, seven of our keenest dinghy cruisers headed for Colwell.

We thought visibility was going to be our biggest challenge so we asked everybody to keep as close together as possible, which they did quite brilliantly - making life much easier for the safety boat crews. The force five breeze gave us a great sail over to the Island and only a couple of people opted for a swim en route!

By the time we arrived and beached the boats, the weather was clearing and although it didn't match the Caribbean-style sunshine we've had for several of our cruises this year, became 'quite pleasant'. It's hard to know if the chips are extra good at Colwell Bay or if they just taste better after a beat through Hurst Narrows.

Best of all was hearing Gwinilla, who had been somewhat apprehensive about her first experience of dinghy sailing, say "It's fantastic, I love it!" after crewing Wayfarer Nathan Gem with Paul Livett and Charlotte Gwyther.

Most made a superb job of staying the right way up on the run home, but it would be an unusual downwind leg in that kind of breeze that didn't produce a few capsizes. However, all made it safely back to Lymington with only a little assistance here and there, and said they'd had a lot of fun.

Special thanks to the safety boat crews: Andy Fisher, Rod Dey, Bruce Read and Peter Dingley, who all provided excellent support and good humour. Many thanks as well to Pete Barker for being there just when he was needed!

The next cruise (the last for this season) is on September the 26th with the briefing at the usual time of 0930 at the Club. We hope to see you there.

Melanie Newman and Steve Reneaux

WHY LENGTH MATTERS - TO YACHTIES

Conventional yachts need a keel of around half their all-up weight to avoid being blown over, and to support this weight the hull must be deep and beamy. When such a vessel is moving slowly, a small wave is produced at the bow, and another at the stern. An increase of driving force will increase the speed and the waves will get progressively larger until one complete wave train is formed with a big bow wave flowing into a trough midships and on to a big sternwave. A yacht, sailing in about 15 knots of wind, will show this clearly. If the driving force is further increased, the stern wave will begin to be left behind and the yacht must start to climb her own bow wave, effectively going up hill and thus requiring a substantial increase in force. This increase can only come from more sail or more wind either of which may overpower the stability and thus it will prove very difficult to drive the yacht faster.

The speed at which a complete wave train is formed (and thus the theoretical maximum speed of the yacht) is:-

Max. boat speed (in knots) = 1.4 x the square root of the water line length (in feet)

So for a 16 footer, square root, $4 \times 1.4 =$ a bit under 6 knots

25	$5 \times 1.4 =$ about 7
36	$6 \times 1.4 =$ about 8
100	$10 \times 1.4 =$ 14

The constant 1.4 only works for water, if you sail on molten lead or gin, it's a different number, I'm told.

As with any law of physics, there are limiting conditions; any yachty will tell you that in a following sea you will go much faster down the hills like a bike. As a cyclist, I've been going downhill for years.

Dinghies don't have keels and may be light enough and powerful enough (especially with a trapeze) to plane, whilst catamarans have very narrow hulls which cheat by forming more than one wave train.

In days gone by, yachts were rated for racing by waterline length, so the designers of the day kept the w/l short but extended bow and stern overhangs so that as bow and stern waves increased with rising speed so did the effective w/l length. Modern-day owners are more interested in marina charges and guess what?

Pete Conway

CRUISING NEWS

I hope you have been able to make the most of the summer with plenty of sailing - sorry for mentioning it if you haven't!

Sadly the evenings are drawing in but there is still one more event on the water to enjoy with the Cruising section!

Our annual visit to Island Harbour, including the now traditional blind rowing race, takes place on 19th and 20th September. (It was originally on the calendar for the previous weekend, but another pop festival on the IoW has to be avoided). Peter Upcher and David Codling are kindly co-ordinating this event. Further details are on the website - basically you just need to let Peter know you are planning to attend, so he can arrange moorings. Dinner will be a DIY BBQ. This event is ideal for all boats in the Club, large or small, sail or power, so we hope to see you there!

The first Cruising Supper of the season will be on Friday 18th September, one week earlier than planned as we are hosting the Beneteau 31.7 National Championships on 26th and 27th. This supper will be an informal affair with no long presentations, so that we can socialise as much as possible, meeting up with friends - old and new. The booking form is attached.

So for those who live away from Lymington, or newer members, come and make a weekend of it - Supper on 18th, Island Harbour on 19th and 20th!

Just looking back for a while, the report about our highly successful visit to St Vaast and Honfleur is on the website. We had lots of fun and fine sailing - Fiddler's Dream, skippered by ... ahem.... me, is now claiming

bragging rights for the fastest channel crossing of the year so far. 8 hours 10 minutes from Barfleur to Bembridge Ledge - what a day!

Finally, I have decided that I wish to stand down as Cruising Captain at the end of the year, and am seeking a suitable volunteer to take over. The new person needs to be identified by the end of September as we need to start planning the calendar for next year. If you would like to discuss what is involved, and better still volunteer, please do contact me.

Enjoy the rest of the summer!!

Nick Hopwood
Cruising Captain

KEITH WILLIS - MINI TRANSAT

What is the Mini Transat? A single-handed, without assistance race, on a 6.50 metre long boat across the Atlantic Ocean. This year there will be 84 skippers lining up for the start.

Start from La Rochelle on 13th September
Restart from Madeira 3rd October

The boat is a series boat - GBR440 - 'Rattle and Hum'. In the past they have split the results into two, so it is important to make sure you select the series list.

Race website - www.transat650.org - there is an English and French section on the website and also there is a virtual race being run on the website which anybody can enter.

If anybody wants to send me emails then I will check keith@minitransat.co.uk right up to the morning of the start and again when I get to Madeira.

Keith Willis

NIGEL KING'S PROGRESS IN LA SOLITAIR DU FIGARO

The fourth and final leg starts

After a general recall at 1214 (UTC) today Sunday 16th August the final leg of La Solitaire du Figaro 2009 got underway. Conditions in the bay of Dingle were good with a South-Westerly 15-17 knot breeze, a rising chop and good visibility despite the low cloud, the fleet is reported to be flying down the Irish coast towards the next mark on the course 'The Fastnet Rock' and enjoying some downwind spinnaker sailing.

Leg four will take the 52 boat fleet from Dingle (Ireland) to Dieppe (France) on a 511 miles course, once past the famous 'Fastnet Rock' the fleet will embark on the 160 mile trip across the Irish Sea to the next mark on the course 'Wolf Rock', eight miles off the tip of Cornwall. From there another inshore passage along the English coast right up to the Needles Fairway buoy at the entrance to the Solent. The last 80 miles takes the fleet across the English Channel to their ultimate destination, the port of Dieppe in Upper Normandy.

Nigel finished leg three from St Gilles Croix de Vie to Dingle on Thursday 13th August in a creditable 22nd position after a difficult leg due to illness from contaminated water onboard. He heads into leg four in an overall position of 37th and just 3 hours 1 minute 41 seconds behind the current event leader Nicolas Lunven (CGPI).

The top 15 boats in the fleet are lying within one hour of accumulated time which means the lead is wide open, this leg looks set to be three and a half days of hard competitive racing. Michel Desjoyeaux (FONCIA) described this leg in dramatic fashion before leaving the dock *"This is going to be a leg for the butchers! There will be blood with so many skippers so close. Those of us a bit behind have everything to play for. The leaders have everything to lose."*

At the first position report at 1800 (UTC) this evening the first dozen boats are all within a mile of each other and being led by Gildas Mahé (BANQUE POPULAIRE). Nigel is next in line in 13th position after a strong start and with good boat speed as they head into the first night. Without any specific strategy for this leg Nigel commented dockside that he just needed to 'sail smart' and be well rested for their arrival in the English Channel.

POSITION at 1800hRS 16th August 2009 - Nigel King is currently lying 13th.

The fleet is expected to arrive in Dieppe from Thursday 20th August

To follow Nigel's progress go to: <http://www.nigelkingyachting.com>

100 CLUB DRAW - JULY

The Draw was conducted on 26th August and the winners were as follows:

1 st Prize	Andrew Ford-Hutchinson	£50
2 nd Prize	Keith Whitelaw	£25
3 rd Prize	Duncan Wright	£10

GOOD TRADESMEN WHO ARE CLUB MEMBERS

INDEPENDENT FINANCIAL ADVICE: I provide Independent financial advice on all areas of personal finance, but specialise in the following; Retirement planning and Options at retirement, Investment & Portfolio reviews, Inheritance Tax planning and Equity release. I can visit you at home or see you at our offices in Highcliffe or Brockenhurst. We offer a free initial consultation without obligation and will make a donation of 10% of any fees generated from Club members towards the Lymington Town Sailing Club. Tel: **01425 282181** Darryl Charlwood DipPFS.

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EXTERNAL CLUBHOUSE EVENTS

September 2009

4th - Legend Owners Association dinner (80) in Solent Room. Also open to members.

October 2009

24th - Wedding reception in Solent Room. Lower Bar open for members.

TELLTALES –October 2009

The next copy of Telltales is due to be published on 1st October 2009. Articles should be submitted by 21st September 2009 at the latest.

BAR & RESTAURANT OPENING TIMES

	am		pm
Mon		Closed except	1200 – 1500 on Bank Hols
Tue	1200-1500		Closed
Wed	1200-1500		1830-2300 (See note 2)
Thu	1200-1500		Closed
Fri	1200-1500		1900-2300
Sat	1200	to	2300 (See note 1)
Sun	1200-1500		Closed (See Note 3)

Notes:

1. Open during the afternoon while Saturday Sailing is on. Last orders in the **Restaurant**: Lunchtime - **1430**, Evenings - **2130**.
2. During the **Winter Talks** (Oct to Mar inclusive), the Bar is open and the Restaurant will be open for **Servery Snacks from 1830 until 1930**.
3. **The Bar and Restaurant** will open on Sunday evening during the **August Bank Holiday**. (The Bar from **1830 to 2130** and the Restaurant from **1830 to 2100**).

CLUB TELEPHONE NUMBERS:

Office - (01590) 674514: Fax: (01590) 610354

Catering: (01590) 689008

Members & Bar: (01590) 672096

Website: www.ltsc.co.uk



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Cruising Supper

Friday 18th September 2009 at 7.15 for 7.45pm
Open to all members and their guests – not only the cruising fraternity

Menu

- CN Chicken Normandy
or
- FP Fish Pie
or
- V The vegetarian dish will be Stuffed Peppers.

With potatoes and fresh vegetables

- C Cabinet Pudding
or
 - CB Cheese & Biscuits
- Coffee or Tea

..... ✂

Cruising Supper Booking Form – 18th September 2009

Name:Name:

Name:Name:

Please enter below the number of each dish required

CN	FP	V	C	CB

Please return this booking form by Wed. 16th September making cheques payable to Lymington Town Sailing Club for.....@ £13.50 per head.