



Commodore's Notes

Firstly, a big thank you to Chris Boutle, Kirstie Hird, Mary Andrews, Bill Taylor and Daniel Goodman, who left the committee last year, for all their hard work at the club and their contributions to it.

News from the committee - Chris mentioned new blood in the last edition of *Signal*. Mine isn't all that new but I am new to the committee! We also have Jane Hawkins and John Ashton as first timers - welcome to them. It was decided better to appoint a Commodore than continue with me trying to fill two positions as Acting Commodore and Vice-Commodore, so I have accepted the post of Commodore and Anthea has kindly agreed to take over as Vice-Commodore. My second vote of thanks goes to all the current members of the committee, fleet captains and assistants, they are doing a great job to keep the club running and improving.

Safety - you can't have too much of it, so can I commend Graham's article SAFETYBOATS and especially emphasise his reminder about the safety boat - you never know when it might be me needing rescue!

A little about my sailing career: I can't remember when I haven't loved boats and being in them. I started sailing at senior school. "Training" then was being put into a boat with an older boy and eventually being made skipper of a *Coypu* when the teacher noticed that you hadn't been responsible for sinking anything lately. As they didn't watch us very much, preferring the comfort of the clubhouse, that could take some time.

Since then, though, I've sailed a lot less than I've been ashore. A spell at Datchet in an *Enterprise* didn't convince me to continue when my crew retired. I joined Kingsmead in 2007 with Jane and a *GP14* adding a *Solo* to the family later. I'm really enjoying my return to the water.

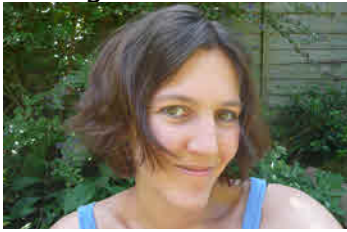
Racing? I'd never done it. So if you haven't tried racing at Kingsmead - do! It's friendly, great fun and, whilst taken seriously, nobody that I've met between the buoys in my usual scramble for last place gets annoyed or tries to bamboozle you with racing rules. I've had advice shouted on how to go faster but no cross words. It's not only fun but also a good way to sharpen your sailing skills - don't forget that we offer training and see Cassie's article on improver racing. If you need more encouragement I found out last week that beginning racers can claim a head start....

We've had some good sailing this year already and, ok, missed a few days with the exceptional weather causing the lake to look like an ice rink but why not check your programme and get down to the club as soon as you can as Spring is on its way.

Finally my thanks to all of you for making Kingsmead such a great place to sail and socialise, please continue to support it, our events and above all make the best of your membership and enjoy the club.

I look forward to seeing you on the water (or in the bar) soon.

Martyn Hawkins



Sailing Report

Duty and racing matters

A number of changes to duties and the racing format were discussed by the sailing committee, and then proposed at the AGM this year. The main purpose behind these changes is twofold. Firstly to try and reduce the ever increasing duty burden on members given a slowly shrinking membership, and secondly to create an exciting programme that will encourage both new members to join, and current members to get more involved in racing. Below is a summary of the key changes that you will find in this year's programme, with some of the key reasons for these alterations.

- Throughout the year two races will be run on Sunday mornings, one half length starting at 10.30am, and one full length starting at 11.30am. This was a popular change to one of the series last year, and meant that the majority of members who only sail in the morning could take part in two races.
- Throughout the year no formal afternoon races will be run, and no duty cover will be provided in the afternoon during the winter (31 October – 20 March). Since two races are being run in the morning, members will have the option of taking part in both series if they wish. It was considered that since very few members take up the option of the afternoon race, a disproportionate amount of resources were therefore being ploughed into supporting it. The winter duty will now be less onerous (finishing at lunchtime).
- In Spring (5 April – 27 June), cruising sessions will run on Sunday afternoons with two members only on duty (Duty Officer and Rescue Officer). In the Summer and Autumn, the novice/improver series will be run from July 11th to October 17th, following on from the RYA training courses. There has been a lot of positive feedback from both participants and other club members as regards this pilot series of races/training and participation in this event was much higher than the usual afternoon series of races. It is also considered essential to

offer a progression into club racing, following the good work that is done with beginners in the training programmes, if the club is to recruit new members.

- Duty teams are to be reduced to three members: Duty Officer, Rescue Officer, and Assistant Rescue Officer. On particularly windy days if four people are needed on a team, a sailing member would need to volunteer, as already happens if someone fails to turn up.

We all hope these changes will contribute to an exciting and successful year of sailing at the club, and as ever feedback will be appreciated on these changes to each series at the end of the year before the programme is reviewed again for next year.

Cassie Moran

Autumn Race Results

Short Race Day (Reggata)

- Daniel Goodman
- Ron Hamilton
- Neil Hird

Club Championship

- Brian Pickess
- Ron Hamilton
- Vic & Elaine Laming

Jimmy Downing

- Brian Pickess
- Vic & Elaine Laming
- Anthea Wright & Peter Coombs

Commodores Cup

- Ron Hamilton
- Vic & Elaine Laming
- Brian Pickess

Half Length p/suit

- Ron Hamilton
- Keith Bullock
- Anthea Wright & Peter Coombs

Poppy Day Cup

- Brian Pickess
- Ron Hamilton
- Vic & Elaine Laming

Ladies Cup

Anthea Wright & Peter Coombs

Although the usual suspects were at the front
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The Social Scene



Firstly I'd like to introduce myself - I've been a member since May 2007 and I crew for my husband Martyn in our GP14, although I may be brave and start helming in the near future. Apart from a couple of days many years ago Kingsmead is my only sailing experience. Since joining I probably haven't sailed as enthusiastically as I should but I have tried to support the social events. On joining the committee in November I decided to commit myself to sailing as well and have been sailing on Sundays during the winter season. I took over my position from Kirstie Hird and I'd like to thank her for her successful years of looking after the social side of the club and also for introducing me gently to the duties.

As I have been here on Sundays this season I've also been eating our great Sunday galley meals which Margaret Nash organises. She also stands in when people can't make their duty and supports people when they are on their own - so a big thanks is due to Margaret.

Thanks to you all for doing your Sunday Galley duty and producing a nice, hearty meal week after week; also a personal thanks for there always being a good Vegetarian offering.

Thanks, too, to John Jarman, our Bar Manager, for keeping the bar well stocked and for serving up Mulled Wine over the cold season - I've certainly

enjoyed a hot glass after a few hours out in the cold. I'd also like to thank all the people on the cleaning rota for keeping the clubhouse spick and span and to Vic and Elaine for helping with a mini-"Spring" clean of the galley in January. Finally I'd like to thank everyone who rolls their sleeves up to help with the washing and cleaning up after galley meals and social occasions.

Apologies that I can't mention all the people who help in the galley, bar and clubhouse by name.

On the subject of keeping ourselves clean can I emphasise the importance of following the galley guidelines, which are posted up in the galley. We must follow the hygiene and food preparation guidelines to ensure that we meet the standards of the local authority as we are subject to its inspection to continue operating. The rules are generally no more onerous than those you would follow at home.

There have been several events since the last Signal in October:

- Skittles Evening - led by the Multi-sail Fleet
- Fireworks Evening - a fun evening for children of all ages
- Awards Dinners - a very professional formal sit down meal
- Xmas Meal - a noisy, post-sailing sit-down meal with crackers and hats!
- Extra days of sailing on Boxing Day followed by mince pies and mulled wine and on

New Year's Day a late hot lunch.

Thanks go to all the hard effort put in by the people organising the events and for providing the excellent fare and, again, apologies that I can't mention everyone by name.

There are more social events to look forward to over the Spring and Summer - make sure you put the dates in your diary from the new programme straight away. Keep an eye out for additional events on posters in the clubhouse and maybe an ear out for a call to you by phone. For most of the events you will need to sign up at the clubhouse or a call to the organiser (me if you don't know who that is).

I will need to recruit people to help with the catering; I know that I can rely on a number of members who regularly help but please do contact me if you are good with food (obviously I don't mean the eating of it!). We also welcome help and suggestions for additional social occasions

Sunday galley will continue as a member duty throughout the year and Wednesday evening suppers will also be available, once Wednesday sailing starts, but we do rely on volunteers for this.

Do make sure you support the galley (self-serve hot and cold drinks and snacks), Sunday and Wednesday meals, the Bar and our social events as this raises vital extra funds for the club.

Jane Hawkins

>helms further back have good racing against those of similar ability. This makes several races within a race, and great satisfaction is gained in beating the guy who always managed to pip you in the past. So again, do come and join in, it is what keeps sailing on small waters (pond sailing as it is known) interesting.

Ron Hamilton



Publicity Report

Open Day

Make a note of the date for our next open Day – Saturday 15th May 2010!! It is our primary opportunity to show off the club and its facilities to prospective members, so come along and bring a friend, bring two friends!

I will be producing a raft of publicity initiatives, including posters displayed on Borough and local newspaper websites and at local sailing venues. I'm considering a leaflet drop around Horton as well as posters in local Pubs and shops.

Dinghy Show 2010 - 6th - 7th March at Alexandra Palace

I have booked a stand at the RYA Dinghy Show at Alexandra Palace. I have secured the corner position, so we can make use of both sides of the display boards. I will provide the knotting competition again, as well as a

yachting quiz for youngsters and adults. I have entered the club as one of 12 stands in the children's treasure hunt.

Summer Fetes

I plan to have a presence at the Wraysbury, Datchet and Horton Fetes, this summer.

Taster Sessions

We ran taster sessions, last year and hope to repeat them this season. Are you involved with a youth organisation, which might be interested in having a go at sailing, either at a weekend or during the week? If so, let Roger Allen know; he is responsible for coordinating these sessions.

Help

All these activities do require manpower; please let me know if you are able to give up a few hours to support any of them.

Rob Fairhurst

Safety Boats

I am currently carrying out a review of the safety equipment carried in our two boats. Can I remind everyone that the large orange boat with the 20hp engine is our safety boat. The smaller boat is to be used as the committee boat.

Over the next couple of months you will notice that there will be additional safety equipment added to the safety boat and the existing first aid kits and knives carried in both boats will be replaced. The new first aid kits and knives will be carried in a watertight container and will be kept in the front lockers of the boats. Both boats will have more ropes and the safety boat will carry a device to aid the recovery of a person from the water.

A pre-launch and after recovery checklist board will be put in place in the boat shed. Please remember to carry out these checks and most importantly remember to shut the air valve on the fuel tanks after recovery.

At present we run a basic safety boat course, this gives an introduction to powerboat handling and safety boat procedures. I am working on plans to offer a slightly more detailed safety boat course and I will also be able to offer courses on the use of the new safety equipment.

These courses are free and all new members should attend, it also offers a good refresher for those of you who may have completed the course 5 or more years ago.

Safety boat duty is a very important role and helps provide a safe environment for everyone on the water.

At Kingsmead we can also train any member to RYA Powerboat Level 2 standard and the cost is very reasonable. For details of any of our powerboat courses please ask Neil Hird or myself.

*Graham Smith
Powerboat Instructor*

House Report



Tidying up

Well it's February as I write this report and I have a feeling it's going to be yet another busy year with House matters. The list of items needing attention never seems to diminish. Our Spring Maintenance day is set for May as it was last year and it will also take place just before the 'Open Day' This gives us a chance to get the club looking at it's best before potential new members come to see what we have to offer at Kingsmead. So every bit of help is really appreciated even if you can only make it for a couple of hours it will make a difference. We have a vast range of tasks that we have planned so we can find a task to suit your skills so please get there early to avoid disappointment! Apart from maintenance day we also hope to continue the jetty upgrade works, the island

race hut has to be replaced and also the staging on the tower on the island. This all takes a lot of time and effort so any offers of help would be much appreciated. I hope by the time this edition of Signal is published the new lockers will have been installed in the changing rooms. The lockers have been trialled in the gents since last Autumn and have proved to be very popular. So we are increasing the number in the gents and putting a set in the ladies. They are for **'Day Use Only'** and nothing should be left in them at the end of the day. Last year the interior of the clubhouse was partly refurbished, the interior was painted and the flooring in the gents was replaced. As part of the refurbishment plan I had hoped to re-clad the front of the bar and galley and reface the notice boards. Unfortunate-

ly I just could not find the time to get this done but it was not forgotten. Martyn Hawkins has now volunteered to take this project on which I think will make a big improvement to the look of clubhouse. We will also be installing roller blinds to the main windows, as part of these works.

I have been asked about the signs that were removed from the front gate. These had to be removed by order of Windsor and Maidenhead Council and we have now submitted planning permission to have them put back, I will keep you posted on this matter. If you have any suggestions on how we can improve any of our facilities please talk to me or David Morgan. I wish you all happy Spring Sailing.

Graham Smith

Training

As you may know, Kingsmead is an RYA-accredited sail training centre. Each year we successfully run dinghy and powerboat training courses for both adults and juniors, using the RYA training method and standards, leading to the awarding of internationally recognised certificates. Whilst Kingsmead's training started out to help existing club members, today it is also a very important source of new members for the club.

To sustain and develop the club, we do need to strengthen our training capabilities and this needs your support! Anyone who is enthusiastic about sailing can join the training team. Could this be you?

We offer a structured development programme, from simply helping (many hands make light work!), through Assistant Instructor (able to teach 1:1 at the club) to RYA Dinghy/Powerboat Instructor (able to teach at any RYA centre) and Senior/ Principal Instructor (responsible for training management and safety).

Assistant Instructors (AIs) should be competent club sailors and will ideally have a good understanding of one of the advanced modules (Seamanship Skills, Start Racing, Spinnakers). Whether you would like to help or become an instructor, do join us for a briefing day on Saturday 24th April. This will be a practical session, combining a review of the RYA teaching method with

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Welcome Aboard

Well it's that time of year again when the renewals are due! This year most have been returned very promptly and for those who gave dates and requests for duties, I hope we have managed to accommodate you.

Welcome to Alison Philips who has been to the club a couple of times now. She heard of the club from David Heffer, whom she has known since school days.

We always say goodbye to some members around this time:-

We are very sorry that Dan Goodman and Nadia are continuing their sailing elsewhere. They have done a great deal for the club in the few years here, on the committee, in training and on the water raising the standard of our racing. We hope they'll come back to see us occasionally.

Doug Chapman, after 37 years with Kingsmead, reluctantly decided to sell his GP14 and call it a day. Miriam Spiers has also decided to retire from sailing and concentrate on her golf instead. She will be greatly missed for her support in the training sessions, and her work to maintain the club boats.

The Holloway and McClune families, are leaving us this year. Seble Zewoie and Stale Hallerud who only joined in August are now moving to Annecy in France. Mustafa Ramadan is teaching in Qatar and sailing in much warmer waters. He asked how things were at Kingsmead, so I sent him some of John Ashton's photos of the snow! Antonello Gugliello and Anna D'Agostino find that having to work weekends means they were very rarely able to make it to the club. Three people who won KSC membership, Jamie Thomas, Rita Rana and Kirsty Stratford are not renewing. And finally my protégé, Kieran will be moving to Ipswich soon.

With the warmer weather, our stand at the Dinghy Show, the Open Day for the club and training, we will be welcoming some new sailors later in the year. Do encourage all your family and friends to come along to the club and join in.

So far this year there have been 3 pleasant sailing days and then 2 days of ice. I'm looking forward to warmer weather and good sailing.

Anthea Wright



Singled Out

A fairly short piece this time around as winter sailing action has been rather difficult to come by. I have only sailed once since Christmas and I am normally one of the keenest. It has not been for a want of trying but the ice/gales/lack of wind (delete as applicable) has made this winter one of the poorest I can remember.

I have however been gratified to see all the hard core Solo sailors whenever I have been down to view the ice-rink, this enthusiasm bodes well for the rest of the season, we will be regularly seeing 5 or 6 on the water from now on.

Len is back on two legs again, he hasn't actually missed much sailing during the recuperation from his knee operation, hopefully we'll see him racing again soon.

Finally I would like to remind Graham that he doesn't just have to worry about weed, he also needs to get the lake thermostat sorted out!

Alasdair Kenney

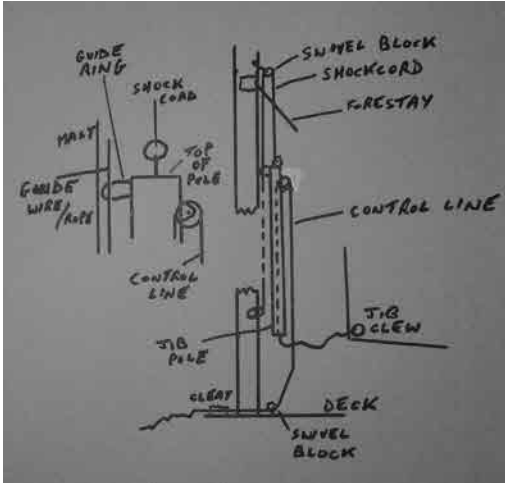
Multisails

I am sure all fleet members and all club members come to that have been looking forward to the new season's racing and cruising. Unfortunately we have experienced some very disappointing conditions leading to several cancellations of races. Let's hope that spring brings better weather leading to a glorious summer!

The Dangly Pole

I thought I would share with you the details of a modification I have made to my boat to make it easier to sail and possibly improve its performance. It is called a flyaway jib system already in use by Vic and Elaine on their graduate, the Versa class association has recently changed the rules to allow it to be used. Cassie and I have tried it a couple of times and so far it has proved to be very effective.

You need to carry out the following procedure to fit one.



1. Remove all the existing fittings from the jib pole. One end needs a bung with a hole drilled through it big enough to allow the control line to run through it freely. The other end also has a bung in it and is fitted with a screw eye and a guide ring. That end of the pole is also fitted with a small block mounted on metal cheeks riveted to the pole so that the sheave projects into a slot cut into the pole below the bung. The control line is led inside the pole and out over the block. The guide ring runs on either a taut rope or wire attached to the mast, the upper end determines where the pole top sits when stowed and is essential to allow slack in the control line. I use the wire jib halyard which on the Versa is led to a tensioner on the front of the mast. Next you need a small block on a swivel fitted to the deck next to the mast with a cleat mounted adjacent where it can be operated by the crew.

2. The next operation involves fitting another swivel block to the mast at about the height of the forestay termination. This block is to allow a length of shock cord attached to the screw eye at the top of the jib pole through the mast swivel block and down to an eye near the bottom of the mast. I used the existing jib pole attachment eye. The length of the shock cord needs to be adjusted for optimum tension when the pole lies vertically against the mast when not in use.

3. The control line runs from the cleat through the deck swivel block up to the block on the pole top and down inside to emerge out of the bottom hole and attached to the jib clew. There needs to be enough slack to allow the jib to set on a beat or close reach without interference by the jib pole.

This sounds more complicated than it actually is but I hope the sketch makes it clear.

In operation the pole lies against the mast until needed. On a run or broad reach the crew pulls on the control line until the slack to the jib is taken up and continues to pull until the pole is roughly horizontal and cleats it off. To gybe the pole the crew releases the control line just enough to allow the pole and sail to move to the other side and then re-tension it so that the pole is horizontal again. The pole height is adjusted to apply the required amount of leach tension and sail shape for optimum performance. The jib sheet is used to control sail angle and foot tension as usual. Another big plus for this system is that it eliminates losing poles overboard.

Norman Coombs

Training (continued from P5)

some on-the-water activities. It forms day one of AI training with further training completed "on the job".

Personally, I found becoming an Instructor to be both great fun and hugely beneficial to my own sailing skills – moving me from the very back of the fleet to occasionally winning races. What better excuse could there be for spending time on the water in the summer, whilst also improving your own skills! Please consider it and contact me if you are interested.

Neil Hird, Training Manager, 07976 105024

Adventures Offshore

◆ Did you know the Scout Association owns two 49' sailing boats, moored at Ipswich?

◆ Did you know these boats are available to all organisations to charter?

◆ Did you know both boats take part in the annual Tall Ships race?

If you have answered "no" to any of these questions, then I feel my time writing this article has been well spent!

Last August, I was part of the crew on a fabulous two-week cruise from St Petersburg to Turku, as part of the Tall Ships race. In previous years, we've cruised the Norwegian Fjords, battled gales up the coast of Portugal and cruised the Dutch inland waterways.

The two boats are Oyster 49 ketches; they can sleep up to 14 crew. Adventures Offshore is run as a District within Essex County Scouts. The skipper and first and second mates are highly skilled volunteers and are provided by the Scheme.

An organisation or individuals can reserve places on the boats for a weekend cruise or a longer trip to the Continent. There is no need to fill the entire boat and you do not need any sailing experience. You will learn on board and take part in as much of the running of the vessel as you

wish. Competent Crew and Watch Leader are achievable qualifications with Adventures Offshore.

Their website will answer your further queries:

<http://www.adventuresoffshore.co.uk/home.php>

Next July, I'm part of the crew of the Tall Ships Race from Aalborg to Kristiansand.



The mighty Amerigo Vespucci in Amsterdam



Offshore Scout at Sea



Ocean Scout alongside the rest of the fleet in St Petersburg

Rob Fairhurst

Debbie Pearson

Long serving members will remember John Pearson as being a very enthusiastic member of Kingsmead and for some time the Secretary and Publicity Officer for the club. He married late in life and he and his wife took to small yacht sailing and moved to Lymington.

A recent phone call was received from Miriam Spiers to say that John's wife, Debbie, died on Friday 19th February after fighting cancer for three years. She left a young daughter of about 7yrs of age. A very sad time for John and his daughter.

If anybody wishes to contact John his address is: 35 Paddock Gardens, Lymington, Hants. SO41 9ES.

The funeral is at 3.00pm on Friday, 12th March at St. Saviours Church, Wilverley Road, Brockenhurst, Hants. SO42 7SP.

No flowers please, but any donations to Oakhaven Hospice Trust, and if sent to John he will pass it on.