



# Pevensy Bay Sailing Club

Aquila

January 2015

## Commodore's Report

Happy New Year everybody! Christmas out the way, it's time to start getting things under way for the coming sailing season. There obviously isn't much to report at this point, however there are a couple of points I'd like to remind people of.

Memberships are now due and you need to get them paid by 31st March if you want to avoid the re-joining fee. (Membership renewal form attached)

Greg will shortly be organising working parties to do some jobs around the clubhouse and the grounds. If you have a spare day, your help would be very welcome.

Boats should now be dismantled and tied down ready for the inevitable winter storms. Please can owners make sure their boats are tied down satisfactorily.

This year we are hosting the Laser Masters again on 19/20/21 June. We will need lots of help and support, so if you can be around, it would be great if you could put it in your diaries.

**Mark Doughty-Keen**

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A number of members need or would like to attend a one day First Aid Course before the season begins. If there is sufficient interest this could be arranged at the club in February/March. If you would like to join please email the editor [dddh\\_uk@tiscali.co.uk](mailto:dddh_uk@tiscali.co.uk)

We enjoyed a reasonable run of the Autumn Sunday Series through to the end of October, with a good number of boats on the water most Sundays, racing twice in the morning and one race in the afternoon.

Bart's Bash (photo) intervened on the 21<sup>st</sup> September, a synchronised global dinghy charity race that made it into the Guinness World of Records as the largest ever sailing race. We had 31 entries contributing to the 30,734 sailors who took part from 60 countries globally.



Good to see so many people taking part, especially those of you who have not raced much before. In fact it was our largest non-open meeting turnout of the year. *(Congratulations to Chris Clarke who won the Pevensey Bay event and finished 1,589<sup>th</sup> out of 16,870 finishers globally. Ed.)*

Sadly our annual Martello Race on the 6<sup>th</sup> Sept (PBSC, Eastbourne, Bexhill and back to PBSC) was cancelled due to absolutely no wind – we would not have even stemmed the tide.

The Junior Federation (of East Sussex dinghy clubs) races took place at Bexhill on the 13<sup>th</sup> Sept. Well done to Lewis Humphries and Harry Pearson who took part before the wind scaled up and blew off the day.

As we reached the beginning of November we scaled down our sailing activities to only Sunday morning racing – the appropriately named Brass Monkeys series. Despite the desire to hunker down and stay indoors once the clocks go back, with the right clothing you can be perfectly warm on the water and extend the sailing season through to the end of December. However the weather was not kind and we only sailed a couple of Sundays in the end.

As you will have heard at the AGM, the 2014 large open meetings, the March Laser Qualifiers (140 boats – 2 days) and the August N12 Nationals (35 boats – 4 days), were both a great sailing and sporting success. Open Meetings do however take a significant amount of organisation and commitment from the club. We're very grateful to members who support these events which allow us to maintain our technical skills and help us fund our other club based activities. In 2015 we only have one major event - the Laser Masters National Championships, where we'd expect 100+ Lasers, Friday 19 - Sunday 21<sup>st</sup> June. Keep your diaries free please – we'll need help with everything including bar, galley, beach party, car parking and camping organisation, safety and committee boats. We last held this event in 2009, very successfully and hope, with your support, to replicate in 2015.

The 2015 sailing calendar is being put together as we speak and you'll hear more from Dick Holttum, my successor as Sailing Secretary in the next Aquila. The Web calendar (<http://www.pbsc.eu/calendar/>) is being populated as dates are fixed. We'll be looking to run some safety boat training at the end of March / beginning of April so if this is of interest email SailingSchool [Principal@PBSC.eu](mailto:Principal@PBSC.eu) to register.

Adrian

[ViceCommodore@PBSC.eu](mailto:ViceCommodore@PBSC.eu)

## **Membership Matters**

Hi all. My name is Chris Clarke and this year I have taken over as your Membership Secretary. For those of you who do not know who I am, I have been a member of the club for a few years now and can be found around the club on most weekends.

Up until this year I have mostly sailed a Blaze and National Twelve although this year I am changing boats so expect some entertainment on the water!.

It is that time of year when it is my job to ask you all to part with your hard earned cash to pay for this year's membership, which is still extremely good value for money. If you could get your membership forms in as soon as possible it would be appreciated as we can start to plan duty rosters and events early. Membership form attached.

It would also help if you could please fill out the membership form fully and ensure email addresses and phone numbers are up to date as this helps other members of the committee allocate duties and aids the smooth running of the club. If you have any queries please contact me on 01323 460346 and I will be happy to help.

We have new members to welcome:

Patrick and Corrine Duly, with their children Ruby, Tom, Eva, Ike and Sonny; James Whitcher; Kevin Bishop; Jessie Williams; Eliza Boniface; Karen Dadswell and Gareth Smith; Harry and Tina Wells; Caroline Miles.

We look forward to seeing you on the water.

**Chris Clarke**

*PBSC Membership Secretary*

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## **From a new Committee Member**

*Hi! I am Eliza but since everyone seems to struggle to pronounce my name, please call me Ellie or simply E. I have successfully managed to bat off the Social Secretary function, but felt the need to support the committee and the members in other functions, so I became a committee member.*

*I grew up by a lake and always watched the sails bobbing around with a little jealousy, so when at the age of 16 my friend asked if I wanted to take up sailing I didn't have to think twice. I signed up for a course and became a day skipper the same year. From then on for the next five years I blended in with those sails I had watched on the lake for so many years and also enjoyed yachting on the Great Lakes in central Poland and the Baltic Sea. Life has since thrown me into a variety of places around the world, and I lost touch with my hobby until another friend told me about the Pevensy Bay Sailing Club in 2013 when my hobby and I were finally re-united! I have so far enjoyed two seasons of getting back into sailing through the Tuesday and Thursday courses as well as racing on Sundays, crewing for Nigel and others who were brave enough to take me on board! This coming season I am looking to improve my own helming skills and I will be dedicating time to sailing a Laser. I am very much looking forward to what no doubt will be another great season at the PBSC – see you around!*

*E.*

*(Eliza Ratusniak)*

## Laser Masters World Championships 2014 Hyères France

Some weeks ago I set out on a French sailing adventure heading to the Laser World Masters being staged in Hyères; close to St.Tropez in the South of France . The last time I sailed competitively at this venue was in 1991 at a Finn Olympic Regatta. I had fond memories of the venue and in the back of my mind feared it would not live up to my previous experience.

I travelled in my usual vehicle, politely referred to by some of my team mates as the half arse camper. I like to think of this as a compliment. I was towing three other Lasers for three rather anxious and nervous customers and had my own boat on the roof. They were flying out to meet me so I made the journey alone. I prefer lone travelling as it means I can go at a pace I feel comfortable with. Aside from a bit of brake failure down one of the steeper inclines the journey was uneventful and I arrived approximately 24 hours after I left England, including a reasonable kip on the way.

As I entered the town of Hyères the weather was amazing for October, 28 degrees with the sun beating down and reflecting off the Mediterranean making it look deceptively blue and clean. The atmosphere was electric. The entire town looked like it had been invaded by Lasers.

I realised I couldn't remember anything of Hyères from my past visits. Not one landmark or familiar point of reference from my distant trip in 1991. It took me a good half hour of circling before I finally located the correct spot to dismount. You couldn't move for boats, sails and people. I have subsequently found out this was the best attended Laser Worlds of all time, clocking 499 entries from 36 countries.

My first task was to set up camp, so having discharged my payload of Lasers to my three very relieved and somewhat over grateful customers I set off to find a place to "Rack Up"( park). Initially this didn't go too well as I took an accidental detour through the heavily militarised Hyères airport; which I mistakenly took for a camp site. Turns out all French Airports were on a heightened state of alert after their commitment to bombing Islamic State Activists in Iraq. Unbeknown to me I was being identified by the airport guards as a potential mobile IED and after much unintelligible conversations in franglais I was escorted off the site at gunpoint, I decided very quickly I would try and go back to stay close to the organisers and the launching area.

So luckily I found a prime spot in the car park overlooking the harbour. I found the Spanish team had already bagged a space on the harbour's edge and in the true spirit of sharing had plugged their van into one of the spare power take-offs supplied for the moorings. It seemed a good idea, so I copied their stealth camping model and followed suit. By the end of the day five more vans had joined and we had built our very own little harbour wall community.

Our site was a perfect spot; we could see the club flag pole and hear warning signals and get to the launch area within a two minute walk. The downside of this location was that half of the sailors had to walk right past our camp when attending to their boats, launching and retrieving. Within the first day



*View from the living room*

visiting guests had pretty much emptied my beer fridge, eaten most of my crisps, biscuits, cheese, pickles, olives and borrowed my entire repertoire of tools and spares. A few mods were made to our vehicle "racking up" positions, which had the desired effect of re-routing the flow of traffic around the front of the vans. This significantly reduced the volume of visiting waifs and strays.

So to the sailing. The plan was to sail 12 races over 6 days with the middle Wednesday a rest day. As we lost one day to no wind the rest day got canned, groaaan.

Two separate race courses were set up, Alpha and Beta. The 499 entries were divided into 9 fleets with my fleet for the 45 - 55 year olds (masters standard rig) being the largest with 130 entries split into two fleets which rotated daily for the first 6 races, (65 in each fleet). We sailed on the Beta course set 2 miles off shore south west of Hyères harbour. Courses were trapezoid with the windward leg usually a mile long making a typical race approx 8 miles.

We managed only 2 races in the first two days as there was very little wind. The race organisers performed to a level I've never witnessed before, successfully getting 5 fleet starts away in a three hour wind window, with shifting breeze of approx 5 knots. They were brilliant all week! Sadly for me I really struggled in race 1 and 2 making my early practice race result of 6th place look a dim and distant memory. Counting two 44th positions for race 1 and 2 (bizarre) I resolved to take fewer risks from now on.

The weather on day three was all change, a building 15 - 20 knot breeze, short chop and a shifting south-south-westerly came in for the next three races. There were significant gains if you committed to one or other side of the course. As I'd set my strategy of safety-first I didn't capitalise on any of my promising first leg positions, rounding the first mark in the top 10 in each of these races. I welded myself to playing the shifts in the middle ground and generally lost out in all three races to extreme left or right hand gains. In these races I scored 23, 27 and 28. I felt inhibited with my safety-first sailing strategy, which incidentally saw me capsize in two races and hit marks or another boat in all three.

Race 6, the breeze had moved easterly now and was more stable in direction with smaller shifts. Averaging around 25 knots, coupled with steep seas this was a challenging phase of the regatta. Strangely I decided drastic measures were required so I discarded my safety-first strategy. From now on it was flat out. F\*\*k safety first, stupid idea for a bloke with ADHD, Tourette's and Amnesia, so I disengaged brain and had a skin full of beer that night.

Race 7, 8, 9, posted 11, 15, 12. I was still making mistakes but going so fast I managed to recover a lot of the lost ground. Crucially no capsizes. This three race sprint pushed me into 45th overall with one discard but still counting an early 44. However, the last three results were good enough to get me comfortably into the Gold fleet for the last 4 races.

Gold fleet sailing at the Laser Master Worlds can best be described as a brutal affair. There are no easy wins to be had. The thing about Masters is you find the talent of yesteryear gets distilled. There were a great many former Olympic medallists in my fleet. Not that I'm making



*Preparation for race 7*

excuses, but I am. It is a game of feet and inches, trying to cope with a large mass of very similar speed boats descending on one mark nearly all at the same time. For example In race 10, I recall reaching the windward mark in what I thought at the time was a top 5 position, so confident in my position was I that I made my final approach on port tack trying to catch 4th place. Thinking if all went wrong I could dip astern to squeeze in. When I did arrive at the mark I was definitely lying fourth but fifth boat was on starboard. I couldn't risk a collision so I steered for his transom to duck behind only to find the 6th boat in the way on starboard, then the 7th, 8th etc. I couldn't get a hole to tack into. It was like a traffic jam of starboard boats at the mark. I had to duck most of the fleet's transoms before I finally rounded with only 10 boats behind me.

The other thing to note in a fleet of over-testosteroned old laser sailors is they are, well , over-testosteroned. What I'm really trying to say is ..aggressive. (I know we should know better at our age.) Except for my own there were very few gentlemanly exchanges to report and a distinct absence of "after you" or, "of course I can let you off that small incident". the more common sounds were shouts of "PROTEST!" Or a jury boat whistling at you waving yellow flags or driving their RHIB 2 feet behind you on a run policing how many pumps you are making per wave; (no yellow flags for me this event). Or writing your name on the blackboard after a black flag general recall (one of these for me). It's fun apparently, great fun!

Although I left the event on the last day slightly disappointed with my final position of 45<sup>th</sup>, the event was brilliant. It was brilliant on all counts and I hope one day you can get inspired to take part in something similar.

The lessons of consistency are harsh, to any aspiring racers reading this. My tips for big events are.

1. Learn to sail fast,
  2. Learn how to read weather,
  3. Learn tactics,
  4. Lastly but most importantly, focus on cutting out your mistakes.
  - 5.
- Plus.. Never Ever Give Up!

As I finish writing this on Sunday evening, today I have managed to finish 2nd overall in the UK Laser Masters 6 event Series of 2014, scoring a 5th in the final event of the year at the inland championships at Oxford sailing club 8th and 9th November.



*And a smooth bottom!*

## Stickdaring



## The Laser Masters Nationals will be returning to Pevensey Bay SC

*From the 19th - 21st June. This year the event is expected to attract 150 competitors from the UK and a number of overseas sailors from as far afield as Australia to Ireland.*

*Sponsored by Rooster Sailing the UK Laser Masters Nationals will (for first time in 10 years ) form part of the Euro Masters Circuit.*

*It is our expectation that a number of overseas visitors will be looking to charter boats. If you own a Laser which is newer than 160,000 and is in good order and you are happy to offer this for charter please contact me via the email address below.*

*The charter fee is expected to be up to £150 per boat for the three day event (subject to condition).*

*All the money will all go to the boat owner less any expenses needed to bring the boat up to standard or any transport costs (i.e. If we have to collect the boat)  
Charter Boats will need to be supplied with spars, hull and trolley.*

*Sails, foils and control lines will be supplied by competitors.*

*If you are willing to help we would be most grateful.*

*The club is providing a village camping facility on site during the regatta but other accommodation will be sought by many visitors. If you have a comfortable spare room you could offer someone and would like to be included on a list of rooms available please let me know and we will add this to the accommodation list.*

*As a guide we think it's reasonable to ask for a contribution per night of:*

*£20 single occupancy room*

*£30 twin occupancy room*

*(We would require a photo of the room to pass on and a short description with location)*

*Please email neil peters*

*[stickdaring@icloud.com](mailto:stickdaring@icloud.com)*

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## Rear's Ramblings

Firstly I hope you all had a merry Christmas and would like to wish you a happy new year. A new year is upon us and I'm sure you cannot wait for those longer days to arrive and get back onto the water. While we are waiting this is the time we can be getting our boats back in order ready for the new season. It is also the time when we can get together at the club and get a few things done around the club. It's great to meet up, catch up with all the gossip and encourage a good morale in the club while we put a few things right. Remember: it's your club.

We will not be undertaking any large projects this year while we await the outcome of an application for funding towards some major refurbishments. Even so there are still jobs that need to be done so I will be asking for members to join working parties on a few Saturdays starting on 24<sup>th</sup> January. With a bit of luck the kitchen will be manned to keep us all sustained.

I'll be putting a list of jobs together and hopefully put your skills to good use. One area where we do need some expertise is on the electrical side, so if you are, or know of, an electrician then please make yourself known.

We are also going to repair/improve the road on March 21st and intend to hire an excavator and have one or two 20 tonne loads of road planings delivered. We need a good turnout of volunteers with wheelbarrows and rakes for this. Any budding digger driver now is your time to step forward! The gate code is going to be changed so please keep a watch on Dutyman for the new one.

Look forward to seeing you in the coming weeks.

*Greg Cox*



*No - not an environmental disaster but a hotel in Gangneung, South Korea*