

# Mainsheet



August 2010

## From the Commodore

The sailing season is certainly underway, as I write the Club is preparing for the annual youth week, set to boast lots of fun and to be enjoyed by 55 youngsters and many helpers. I know the volunteers who come far and wide to support this event year on year love to take part too and it is to their credit that we continue to be able to host such a fantastic family week both on and off the water.

You will all be well aware of the change to the licensing at the club. I know that many of you are confused by what this all means. The best advice is to speak to our bar staff who have all been trained on the licensing law changes and how it affects DBSC. There are some grey areas and we are aware that our Operating Policy is different to that of the Bay Inn and the Clubhouse, something which our PLH's (Personal Licence Holders) are clarifying with the Fife Council Licence authorities. Please continue to be patient and co-operative with our bar staff who will advise you when children (u16's) and young persons (u18's) must vacate the licensed premises.



Membership Cards – please be aware that you should be prepared to show your membership cards to bar staff when you enter the Club and bar areas. We have some new members of staff so this will help them get to know you, whether a long term or a new member. It is hopefully common practice for you to carry your card at the Club but if you forget don't worry as the Bar holds an up to date membership list which can verify your name and address. Your co-operation is much appreciated and will help the bar staff continue to operate within the bounds of our operating policy and our licence.

The time of year is fast approaching, yes the AGM, where we can elect our office bearers for 2011. I know that a few of our current officers who have given a long service to the club, myself included, are due to stand down and move on to let new blood enjoy the roles. I urge you to consider any role / shared or otherwise to devote some time to the future of DBSC. We need your help to continue the great work done by so many members to keep the Club functioning and flourishing both on and off the water. Please contact a committee member to register your support.

May I pose a question too: Are you happy with everything at DBSC? Would you like to propose a change at the AGM? If so then please contact myself or a committee member soon as any proposals for the AGM are required to be lodged well in advance of the actual date. You might like to see a membership structure change again or you might like to propose something for the 2011 budget, whatever your ideas please get them too us in plenty of time so that they can be included in the AGM pack which is likely to be circulated in Sept / Oct.

On a bright and happy note, I hope you all continue to enjoy DBSC and revel in the great facility that has grown to what we have today.

Happy Sailing!

Andy Marshall

[Commodore@dalgetybaysc.org](mailto:Commodore@dalgetybaysc.org)

## Renting a powerboat in France

I took the Powerboat Level 2 course at DBSC in March this year. Enjoyable, but cold was the best description. Good instruction, large selection of boats to experience, and a nice group of fellow-punters made it a fun two days, but my lasting memory is of a wall of spray hitting our RIB in the main channel on Saturday afternoon and I had that brain-freeze feeling that a whole tub of ice cream brings.

I have just come back from the South of France where I used my new qualification in anger for the first time. One glance at the certificate and the same boat hire company that had dismissed me last year now assumed that I was an expert driver.

I hired two boats on separate days: the first was a large RIB (115 HP outboard) with lots of seats and a sunbed in the bow; the second was a Larson speedboat with a 135 hp inboard. We hired from Port Grimaud in the Gulf of St. Tropez, so the scenery, the facilities and the weather were all fantastic, as were the boats.

On both days we stopped at a secluded (no road access) bay at Cap Taillat, where we could anchor and swim (water temperature 25 degrees) with all the fish that came over to see who had arrived. That was a real treat and something we would definitely do again. The other highlight was pootling into St. Tropez harbour and mixing it with the superyachts and ferries.



Our local tourist information had lots of boat hire choice but shopping around paid off as the range of boats and prices is huge and often makes no sense. We hired from [www.prestamarine.com](http://www.prestamarine.com) and I would happily recommend them to others.

Euan Stirling and family.



## Alastair Burnside's tribute in the Scottish Parliament - result

I am delighted to report that the RNLI benefited by £1814.31, a figure with which Alastair would have been very pleased.

It will be allocated to Kinghorn Lifeboat Station to be used as and when needed.

Beattie Burnside

## 100 Club

This month's 100 Club winners are as follows :-

1st	£25.00	no. 108	John Parry
2nd	£12.00	no. 47	Stewart Moss
3rd	£5.00	no. 105	Morag Ridings

The Musto Skiff fleet had a busy spring, with one race seeing 5 boats on the start line. Russ Clarke joined us temporarily from Stokes Bay, and has been showing us all how to sail the boat. His job up here is coming to an end, and he has moved his boat back down South. With this, and boats travelling to other regattas, the number of skiffs on the start line for club racing has been down somewhat. Saying that, the DBSC boats have been holding their own on the open circuit, with Ian in particular having a very successful season - he won the Scottish Skiff events at Derwent Water/ Loch Earn/ and Oban, but he just missed out on the Scottish Championship to Alistair Conn from Derwent. Russ, Ian, and Andrew Scott also all travelled down to the nationals at Hayling Island. Russ was the first of the Dalgety Bay sailors, coming 4th. Ian managed 8th (and 1st Grand Master). Andrew came 58th, unfortunately coming back with a mast in two pieces. Hopefully he will acquire a replacement soon and can join me following Ian around in club races!

At home the Musto Skiffs have been showing the way around the club race course, with some close racing before someone (normally me) falls in. I think those of us at the back of the fleet are slowly getting better, and enjoying some fantastic sailing as we do. The boat is one of the most enjoyable boats I've sailed, and much easier to sail than I make it look. If anyone needs persuading that this is the class to sail, come and talk to me or one of other guys, and have a go.

Chris Morgan,  
Musto Skiff Class Captain, Dalgety Bay Sailing Club  
[MustoSkiff@DalgetyBaySC.org](mailto:MustoSkiff@DalgetyBaySC.org)

## **Handicap Racing 2010**

Since Stewarts excellent update in July's mainsheet it's been the usual gaggle of lasers fighting it out on Wednesdays and Sundays.

The Finn fleet has clearly finally retired or maybe they have all been off at the Tour de France or something? Come back boys - we miss you really and didn't mean all those jokes about Finns weighing as much as the QE2.

John Sadler has been seen occasionally in either his Europe or 300.

Combined in the series results are some individual's determination to win a bit of varnished wood to hang on their living room wall. Don't quite see the fascination myself but it is guaranteeing a certain level of turn out.

Sunday 25<sup>th</sup> produced some quite spectacular death rolls in the laser fleet with a very strong and shifty south westerly. The art of sailing a laser dead downwind was tested that day with varied success.

## **Asymmetric racing 2010**

We are now into the second Wednesday series and the Sunday Summer series. On Wednesdays there has been a reasonable turn out considering we are into Holiday season. We have also had some very strong winds.

The 7<sup>th</sup> July was quite a race with Gav Homer showing superb boat handling skills to win the race. I think everyone apart from Gav capsized at some point (including Ronnie before the start!). This time you know who did not wimp out of taking his shiny machine out and had his first 'proper' big capsize (or 2) of the season. I realised that Selden had forgot to put the foam insert in his masts top section to prevent full inversion as it went turtle in about 5 seconds!

The best turn out so far was the 28<sup>th</sup> July where it was a 3 lap race from marks 4 to 6 with Ian and Chris in the MPS's taking first and second by a good margin with Keith in the 100 in 3<sup>rd</sup> then the 200 fleet taking the next spots.

There was a new boat in the fleet in the form of a Hornet that showed great speed upwind except for the odd little bit of gear failure that slowed them a little. Great to see a symmetrical kite out there for a change.

Sundays have not had such good turn outs but good sailing all the same. The second series finishes on the 8<sup>th</sup> August and the series is still wide open in terms of a winner.

## Open Events 2010

Congratulations have to go to the two Ian's again this year with some excellent traveling results at their respective national championships.

Ian Renilson (GBR334) finished a fantastic 8<sup>th</sup> out of 74 boats in the MPS national champs at Hayling Island. Yes that's him in the lead in the photo!

Ian Baillie finished an excellent 2<sup>nd</sup> at the RS300 National champs at Prestwick. I think this result is amazing considering Ian has been so busy this year I have not seen him out once in his RS300. Well done guys.



Looking forward to August we have a big event coming up in Scotland which is the RS200 Nationals being held at North Berwick on 22<sup>nd</sup> to the 26<sup>th</sup> August. It will be a fleet of over 100 boats and we have plenty of folk who could be high in the results so the best of luck to the Dalgety 200 fleet.

## New Hiking Asymmetrics at the club for 2010

While I am doing the update this month I wanted to take the opportunity of plugging the new breed of boats sailing at the club this year. They are the hiking asymmetric singlehanders.

This year we have seen 3 boats at the club fitting this form factor. They are the RS100, RS Vareo and Devoti D-1.

Although the RS Vareo is not a new design we have never actually had one at the club so it's new to some of us.

I decided last year to move back into single-handed sailing as living near to the Club it enables me to do a lot more sailing without needing to plan for crew etc. After considering more high performance boats again I opted for the 100 which from early development days I felt looked like a great club boat very suitable for sailing at Dalgety.

Since I got XLR8 back in Easter time, Scott Hyslop for similar reasons I think opted for a RS Vareo. And more recently Lionel Mills traded his MPS for the D-1.

A lot of folks have been asking about specs so below is a table outlining the key specs and I have thrown in the laser and MPS to highlight the key differences

Devotti D-1



RS100



RS Vareo



## Specification Comparison Table

	RS100	RS Vareo	D-1	Laser
<b>Length</b>	4300mm	4250mm	4230mm	4064mm
<b>Beam</b>	1830mm	1570mm	2310mm	1422mm
<b>Hull weight (ex fittings)</b>	55kg	68kg	??	59kg
<b>Sailing weight</b>	80kg	93kg	75kg	
<b>Mainsail areas</b>	8.4m <sup>2</sup>	8.8m <sup>2</sup>	11m <sup>2</sup>	7.0m <sup>2</sup>
	10.2m <sup>2</sup>			
<b>Asymmetric spinnaker area</b>	12.5m <sup>2</sup>	10m <sup>2</sup>	15m <sup>2</sup>	n/a
<b>Combined Sail area</b>	20.9m <sup>2</sup>	18.8m <sup>2</sup>	26m <sup>2</sup>	7.0m <sup>2</sup>
	22.7m <sup>2</sup>			
<b>Designer</b>	Paul Handley (2010)	Phil Morrison (2001)	Phil Morrison (2010)	Bruce Kirby (1970)
<b>Spars</b>	Carbon composite mast, boom and bow sprit	Composite top and alloy lower mast. Aluminium alloy boom. Aluminium alloy bowsprit.	Carbon composite mast, boom and bow sprit	Alloy mast and boom
<b>PY</b>	8.4m <sup>2</sup> - 1014	1038	approx 950	1078
	10 m <sup>2</sup> - 1005			

	RS100	RS Vareo	D-1	Laser	MPS
<b>Length</b>	4300mm	4250mm	4230mm	4064mm	4550mm
<b>Beam</b>	1830mm	1570mm	2310mm	1422mm	2350mm (with racks)
<b>Hull shell weight (ex fittings)</b>	55kg	68kg	??	59kg	44kg
<b>Sailing weight</b>	80kg	93kg	75kg		82.5kg
<b>Mainsail areas</b>	8.4m <sup>2</sup>	8.8m <sup>2</sup>	11m <sup>2</sup>	7.0m <sup>2</sup>	11.8m <sup>2</sup>
	10.2m <sup>2</sup>				
<b>Asymmetric spinnaker area</b>	12.5m <sup>2</sup>	10m <sup>2</sup>	15m <sup>2</sup>	n/a	15.5m <sup>2</sup>
<b>Combined Sail area</b>	20.9m <sup>2</sup>	18.8m <sup>2</sup>	26m <sup>2</sup>	7.0m <sup>2</sup>	27.3m <sup>2</sup>
<b>Designer</b>	Paul Handley (2010)	Phil Morrison (2001)	Phil Morrison (2010)	Bruce Kirby (1970)	Dr Joachim Happrecht (2000)
<b>Spars</b>	Carbon composite mast, boom and bow sprit	Composite top and alloy lower mast. Aluminium alloy boom. Aluminium alloy bowsprit.	Carbon composite mast, boom and bow sprit	Alloy mast and boom	Carbon composite mast, boom and bow sprit
<b>PY</b>	8.4m <sup>2</sup> - 1014	1038	approx 950	1078	875
	10 m <sup>2</sup> - 1005				

To put the handicaps in perspective the RS100 needs to be around 7 minutes behind the MPS in a 45 minute race to be equal whereas there is only around 1 minute difference between the RS100 and the RS Vareo.

The MPS with racks is the widest here and that beam is then trapezoided off so the righting moment is much much larger than with say the D-1 with comparable beam. It's also interesting that the MPS also still has the largest sail area (just) as it has that tremendous righting moment to handle it. There are several other design factors with the hull and rig including fully battened mains not considered here but it's an interesting quick look at how the designs compare on paper.

The benefits of trapezing on overall speed of a design are clear but the new breed of sitting out asymmetrics are getting quicker, are easier to sail, and provide a step-up for singlehanded sailors, who can progress to the higher-performance boats when & if it suits them.

Keith Cuthbert  
RS100

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## Sailing Sub-Committee Review

This year we have established a Sailing Sub-Committee. The active membership is 'fluid', depending on who is available, although we have a core of regulars. Anyone with positive contributions is welcome to join – or just drop me an e-mail with your comments.

Here is a selection of some issues we are progressing:

**Regatta preparations** – each main event has its own 'Event Champion' to spread the work. This started with the Laser/ Topper/ Optimist event in May – which was a great success. The next main events are:

- 15<sup>th</sup> Aug – Four Inches – Event Champions: Donald Adrain/ John Sim
- 4/5 Sept – main regatta – Event Champion: TBE (Ian Renilson for now)
- 16/17 Oct – Scottish RYAS Champion of Champions – Event Champion: Peter Taylor
- Special Saturdays:
- 14<sup>th</sup> Aug – 'Treasure Hunt' – Event Champion: Chris Morgan.

**Club duties** – we have a Dutyman Team addressing these issues – contact

[Dutyman@DalgetyBaySC.org](mailto:Dutyman@DalgetyBaySC.org)

**Results** – any issues contact [Results@DalgetyBaySC.org](mailto:Results@DalgetyBaySC.org)

### **More Sailing/ Free Sailing (not-racing):**

We want to encourage more sailing outside current race times.

It is proposed that this could be on a Friday evening at the same time as keelboat racing.

People could turn-up and sail with several options available, such as:

Practice in their own boat

Take out a Club boat (perhaps with a beginner, or introduce a friend to the sport)

Sail a keelboat that was short of a crew – there could be a system for people to sign up in advance.

Safety boat cover would have to be available, so more duties would be required.

It is proposed to set up some specific days this season.

### **New Sailing Secretary Required:**

Fraser has done great work for several years, and he would like to stand-down – although he is happy to help with specific activities.

Club sailing is divided up into dinghies & keelboats, and the overall 'Sailing Secretary' position is quite daunting, since few people understand the requirements of both.

It is therefore proposed that the role would be shared between two people:

Sailing Secretary – Dinghies

Sailing Secretary – Keelboats

This also fits-in with the philosophy of spreading work around so that no one person is overloaded.

*Volunteers required – contact me J*

**Event publicity** – investigate text messaging.

**Tractor Drivers** – 2 more to be trained

**Class Training** – some has been run, more to be encouraged.

*The next meeting of the Sailing Sub-Committee is on Tuesday 17<sup>th</sup> August at 7.30 pm – if you are interested please come along and give your support.*

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## **Regatta – Novice Theme**

This years main regatta will be on 4/5 September, and there will be two separate Fleets:

### **A - Main Fleet**

This will encompass the normal classes, such as:  
Europe Scottish Championships  
RS200 – Scottish Travellers Trophy Event  
Asymmetric Fast & Slow handicaps  
General Fast & Slow Handicap  
Other classes depending on attendance.

### **B- Novice Fleet**

The Novice Fleet will be to encourage youngsters and beginners. This follows-on from the success of the Laser/ Topper/ Optimist event in May, and it is hoped that a good number of our own Club members will participate – particularly those from the Tuesday night race group, and those attending Youth Week.

The Novice Fleet will:

Have a separate race course closer to shore

Be supported by coach boat(s)

Have more emphasis on fun and learning to race

Races will be shorter, perhaps with more races, and/ or there may be breaks ashore if required.

Club boats will be available – book early to avoid disappointment!

We are particularly keen to engage with our own novices, and would be keen to get any feedback on the format of the event.

### **Regatta Help Required**

Loads of help is required to make the event a success, such as:

Event Champion!

Committee Boat Assistants

Safety Boat drivers & assistants

Reception

Car-park attendant

Shore Control

Beach Master

Please drop me a note if you are able to help – either day – 4/5 September.

Happy sailing,

Ian Renilson

Rear Commodore (Sail)

Email: [RearCommodoreSail@DalgetyBaySC.org](mailto:RearCommodoreSail@DalgetyBaySC.org) ☐ Tel (M)0780 225 8481 ☐ (01383) 823811

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## **FOR SALE**

### **Yacht FIDRA PANDORA 21**

**£2300**

**5 HP Johnson Outboard  
Furling Jib  
Main Sail  
Spinnaker  
No 1 Jib  
No2 Jib  
Various instrumentation**



**Contact; Charles Stobbart  
Tel 01383 820963  
E: [charles.stobbart@talktalk.net](mailto:charles.stobbart@talktalk.net)**

### **Rear Commodore Shore Update**

As many of you will have seen the Tuesday Group have been scraping, digging and burrowing away on the Club's east slip for some time now. There is now a plan in place to aim to complete the remaining prep work required on September the 2<sup>nd</sup> and then arrange for the concrete and the big pore on the September the 3<sup>rd</sup>.

If you think you may be free and able to help on either of these days then please could I ask you to drop me a mail at [rearcommoreshore@dalgetybaysc.org](mailto:rearcommoreshore@dalgetybaysc.org) thank you.

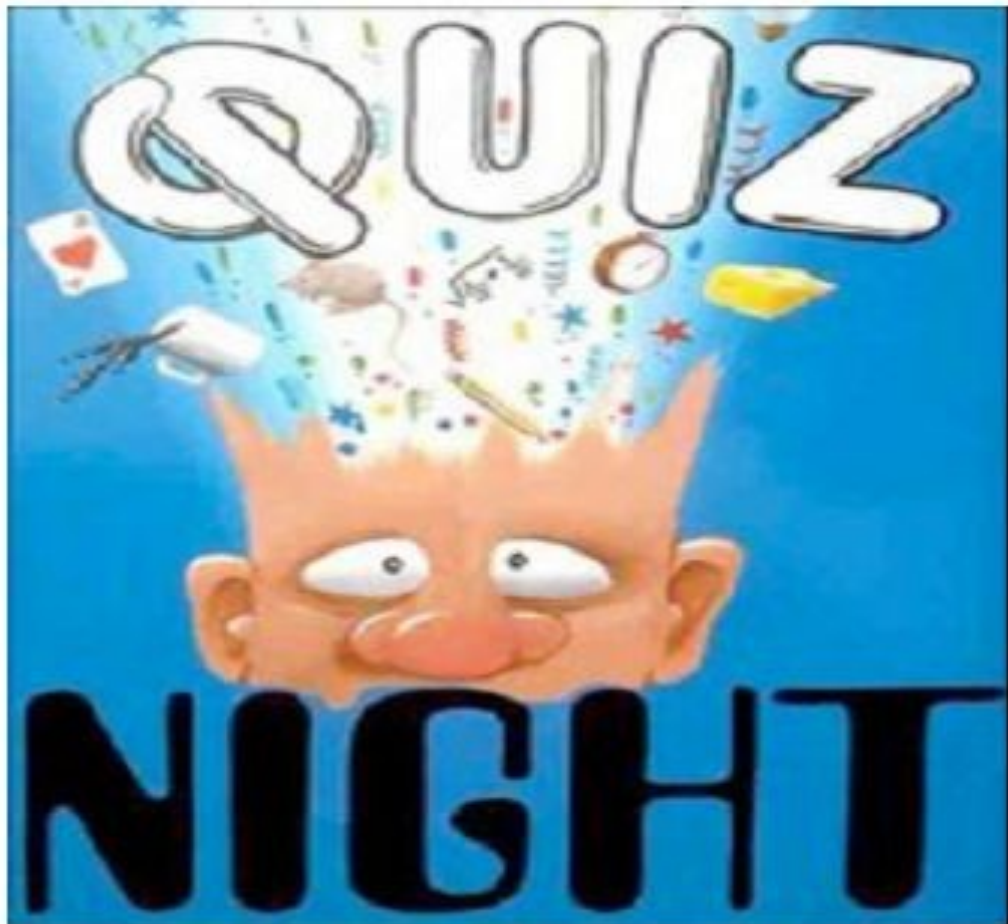
It should be noted that this repaired section should not be used for around a week or so after this work has been completed.

Thank you,  
Matt

Dalgety Bay



Sailing Club



Next Quiz Night      Thurs 19th of Aug 2010

Come and support your club

Quizmaster

*“Lionel (Starter for Ten) Booth”*

Max of 5 People per Team

Start Time 8pm

Entry £1 per Person

**Dalgety Bay**



**Sailing Club**



## **Inchcolm BBQ**

**Sunday 22nd of August 2010**

BBQ on the RAFT

‘Ferrying over’ will commence at 11.30 and finish at 12.30 latest  
(Please don’t be late, RIB drivers want burgers to)

BBQ will be lit at noon

B.Y.O. food and drink plus any cutlery you require

OR

Let us know and we will supply burgers or sausages £1.50 each  
[rearcommodoresocial@dalgetybaysc.org](mailto:rearcommodoresocial@dalgetybaysc.org)

‘Ferrying back’ will commence at 15.00

**Bring your family & friends**  
**Non-members welcome**

**Price £7 adults, £3.50 for under 15**  
(Price includes Inchcolm landing fee)

Buoyancy aids will be supplied and must be worn  
All under 16’s must be accompanied by a responsible adult