

DALGETY BAY SAILING CLUB

MAIN SHEET

November 2010



Photo Of The Month:
Taken By Sarah Key

Commodores Message

By Andy Marshall

This is my last article as Commodore. I look forward to seeing as many of you as possible at the AGM on November 17th in the clubhouse starting at 1930 sharp! We plan to use the two large rooms of the clubhouse for the AGM and intend to close the bar hatch in the lounge to limit disruptions during the meeting.

The main changes that we are proposing as a committee relate to the membership fees / collection method and times. All of this is being proposed to first of all help with achieving the required income for us to sustain the quantity and quality of sailing as DBSC. Note that I do not use the word 'service' for it is

not a pay and play club, we are very much a members club, supported by members giving their time to allow anything and everything to take place. Secondly we are proposing to simplify the payment times to aid the membership, the membership sec & treasurers. All three of these committee members painstakingly keep a close eye on our finances, income and expenditure. We therefore suggest these proposals to help optimise the time they spend on this function.

All proposals are available for download from the club website:

www.dalgetybaysc.org - click on the 2010 AGM link on the

site map on the top left of the page.

May I also draw your attention to the committee proposal forms on the 2010 AGM page which you may use to submit your nominations for election.

Remember – All nominations must be submitted no later than 1930 on 16 November 2010.

That's all from me, see you on the 17th.

A Lucky Escape

By Ian Simpson

We left Arbroath when the gate opened at about 10.30 then set of due south with two reefs on the main and little bit of the jib out in about 15 knots of SW wind. We were doing well making about 9 knots with a little help from the engine and the tide so a fast sail the 50 miles home looked well on.

We were just off the Coast guard station at the point when the engine gave a little blip and the wind began to rise. I gave them a call in the VHF (pan pan) and said all was well and there were no real problems - but.

Five minutes after that call the engine started racing up and down and the wind / waves began to rise to quite high levels.

I was still sailing at 8 knots + but could not point any higher than due south and if I tacked I would be putting myself on a lee shore. It was also wind against tide.

I called them again and they suggested they call the lifeboat out.

It was too rough for me to change the fuel filters and I did not want to leave Christine on deck herself in those conditions.

The Anstruther lifeboat people had been listening in and were expecting to be called out.

The coastguard people managed to give the lifeboat a too northerly location of our position to the lifeboat (They had seen us pass from their windows)

By this time every so often the waves over the bow were filling the cockpit (it drained quick enough so not really a problem)

But I was not certain of being able to clear the west side of May island (3 miles further south) so I was planning to go to the lee side of it.

I did not really want to anchor there as off May Island is poor holding even in calm conditions

By this time we were talking to the lifeboat and they had located us by using their RDF on the VHF. They did not ask for our GPS position. They asked me to slow down so that they could catch up with us.

When I was doing this I slipped on one of the jib sheets and banged my forehead quite badly on the hatch garage.

I got the boat down to under 3 knots with the main well flatened in and was able to hold a steady course.

The engine by this time was in neutral.

With great skill they managed to bring the starboard bow of the lifeboat in the lee of my aft port quarter with both craft traveling on a parallel path and after a few attempts one of the crew jumped from the lifeboat into my cockpit.

He looked at my head and called for oxygen and another crew member jumped on.

By this time the engine had stopped running.

I was sent down below and given oxygen with one of the lifeboat men making sure I kept awake and stayed in my seat.

All this time Christine stayed in the cockpit helping the lifeboat crew and giving them details of draft, and the positioning of sail controls etc.

They rigged up a tow and took us into Anstruther harbour (it was near enough high water so we could get in ok)

It was a very wet tow into high quartering seas so everything inside the boat was saturated. For the two on deck they could not have been any more soaked if they had jumped in for a swim.

Christine was just chatting to the lifeboat man occasionally taking the helm and ducking her head away as the waves came over the top.

As they approached the harbour and the tow lines had to be shortened Christine was told take the helm again with the comment 'aim at the stern of the lifeboat and don't worry about hitting it, they will soon get out of your way'

The oxygen had run out on our way over so the first thing that happened when we docked was a new cylinder being fitted.

I did not know this but on the pier was more RNLI people, a coastguard, an ambulance and medics. All dressed in their various colours of uniform.

Before I knew it I was in the ambulance and undergoing another medical.

After that I was asked if I wanted to go to Ninewells hospital in Dundee or to St Andrews. (Taxi from Dundee back to Anstruther over £100, and from St Andrews about £25. Quite an easy choice really.

A quick journey in the ambulance saw me in the minor injuries reception and after less than a 10 minute wait I had another medical check.

This confirmed the findings of the two previous medicals that all my functions were normal. That is apart from the golf ball on my forehead. I was also given a packet of paracetamol.

I was then discharged and told to find my own way back to Anstruther.

The paramedics had told me that it was only half an hour in the bus from the centre of St Andrews to Anstruther but I had to get there from the hospital.

After waiting for quite a while a bus appeared which I had been told would take me to the bus station. I asked the driver to tell me when we got there. But, when we appeared to be traveling back out of the city centre I asked some of the passengers and they said we had passed the stop. I just got off and walked back.

I then got another bus right back to Anstruther Harbour.

Although I had phoned Christine to let her know that I was ok she had been left on the boat herself and had to do many of the tasks which which I normally do.

It is a drying harbour and when I got back the depth indicator was showing 7 feet and as the boat draws 6 feet she was getting prepared to tie a line from the mast to the harbour to keep the boat upright.

The first thing I wanted was some food and then we just went to bed and had a good sleep (although I was up a couple of times to check the lines).

Next morning I was up, changed the diesel filters, saw the harbour master (no charge as not planned stop) then went over to the lifeboat station to give my thanks. Their comment was that we had done everything correctly and the shout was a good one which prevented a more serious situation from arising.

We had a good sail with no wind to start with rising to 26 Knots by the time we reached the fareway buoy on the way up the Forth to our mooring at Dalgety Bay.

Special Saturdays - A Thank You

Saturdays throughout 2010

By Wendy Mackenzie

This summer I enrolled my three kids on youth week. And ever since they have talked about it non-stop. So when I saw that a novice race was planned on the 9th October I enrolled them again. By now their enthusiasm was rubbing off on me and although I have not sailed since high school I e-mailed Stewart offering my help and my interest in taking a boat out myself.

Stewart didn't flinch, "what kind of boat do you want?" he asked. At that point I suddenly got cold feet and backed down a bit assuring him I would be a complete liability and thought no more of it.

On the day of the race, we arrived at the club slightly worried about the wind that seemed to be blowing in all directions. But all our worries were soon put to rest as Stewart sorted the kids out with a Pico and got them rigging it up. I was then introduced to Rennie, who was very busy rigging the club's brand new boat ready for her maiden voyage.

"Hi Rennie, this is Wendy she is your crew," says Stewart. Oh no the cold feet were back and I quickly began to explain to poor Rennie exactly what a mistake this was and that I was a complete liability and hadn't sailed for at least a hundred years! Rennie just smiled handed me the manual and carried on rigging. Out of my depth! Fish out of water! All the these phases sprung to mind but, before I knew it we were pushing the boat into the water along with Nathan, my 10 year old son who was now second mate.

And there we were, all three of us heading out to sea. It was so exhilarating and Rennie soon put me at ease, explaining what we were doing. We ran through a couple of tacks and set ourselves up for our first gybe. It was so exciting, the wind was blowing a gale and the waves were crashing up, but it felt so good.

"Get ready", shouted Rennie as the boom swung towards me. I ducked and put myself across to the other side of the boat as told then felt the world spin over my head and the cold as we plunged into the water. No time to panic! We were all fine and Rennie calmly began telling us what to do. We managed to right the boat, all clambering in only to be flipped straight back out again. By now the rescue boat was with us and my son instinctively headed towards it. I stayed listening to Rennie's instructions as we turned the boat only to be flipped back out yet again. One more time we managed to get in, only to flip yet again and by now I was exhausted I swam to the rescue boat where Lewis took control. I looked across at poor Rennie and he was smiling not at all fazed by the events. By now Stewart had arrived

in a Pico. He jumped out and managed to help Rennie get the boat upright.

What an experience! I was heading back to the slip way as the race was officially abandoned due to the weather. Everyone was still in good spirits, the kids were all oblivious to the weather jumping into the waves, laughing and playing with the friends met on youth week. It was all hands on deck as everyone pulled together to get all the boats back out of the water.

Rennie and the new boat were by now sailing around the bay like old friends taking the kids out for wee voyages.

Dry and warm back in the club house with a marshmallow and cream filled hot chocolate and more to the point a large glass of red wine! The atmosphere was buzzing, the kids were challenging each other to games of pool, new friends were introduced as we all exchanged our stories of the previous few hours. Ben thanked everyone for all the effort put into the event and despite the race being abandoned he gave out prizes (sailing club mugs). Myself and my son for getting the wettest and having the most fun, Thomas and his wee brother for not falling out with each other and working a good team, a fantastic effort for brothers and of course for Natalie the true champ, who managed to stay upright and looked ever the professional all afternoon.

I can honestly say I had a ball, yes I got wet and yes I have a bruise or two to remind me of the day but I am looking forward to my next sailing experience. And as with all the experiences I have had so far at the sailing club I am warmed by the friendliness of everyone, the sheer hard work and effort put in by everyone and the endless enthusiasm encompassed by everyone.

Thank you Ben for organising this fantastic event no easy feat! boats, people, and of course the safety was paramount. Thank you Stewart for your unflappable patience and calm confidence. Finally of course, thank you Rennie. I'm so sorry Rennie I obviously cursed you but, you were warned !!!



Ex Training Dingy For Sale Member Only Offer

By Stewart Moss

If you are interested in purchasing this boat please register your interest with me by way of an offer over £1,000 before the end of November 2010.

After that date, depending on the level of interest, we will either accept the highest offer or offer the boat outside the club.

The boat is situated at DBSC opposite the north tender store, please have a look

If you wish to view the boat and equipment please contact me to arrange a viewing

rearcommodoretraining@dalgetybaysc.org



A Members Only Offer!

- Laser Stratos (built approx 1999) Blue
- DBSC ex Training Dinghy
- Minimum Purchase Price - £1000
- Fully Rigged with sails, launching trolley and top cover



Ultimate family day sailor



The **Laser Stratos** is an all-round cruising and racing boat built by the same company as the famous Laser Standard dinghy. It is built from fibreglass and foam sandwich. The Stratos is quite spacious and most of the rigging is kept out of the way. The boat can optionally be fitted with trapeze lines and an engine bracket for carrying an outboard engine.

Dimensions

The Stratos is 4.94 metres (16.2 ft) long, its beam is 2.00 metres (6.56 ft) and its mast height is 7.10 metres (23.3 ft).

Special features

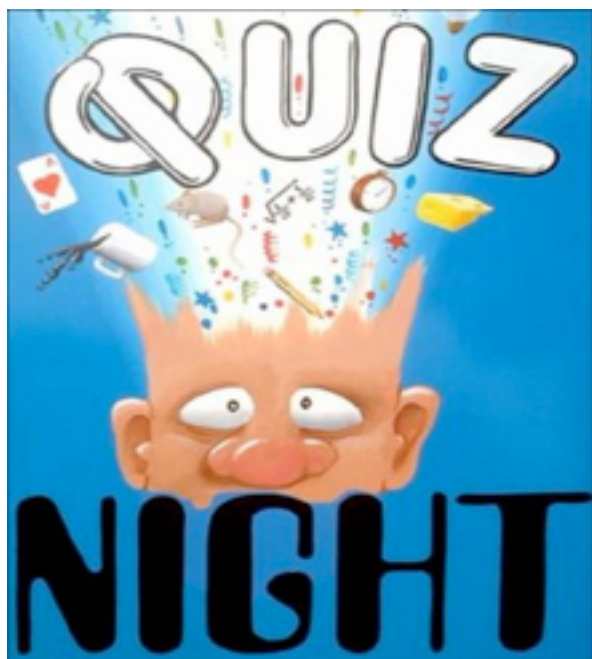
The Stratos can be reefed in less than a minute to reduce the amount of power from the mainsail. The Stratos' Combi-Tec Mainsail includes short battens and a full-length top batten. The Stratos also has a furling jib, which means the Stratos can be fully depowered in less than 10 seconds.

Safety

The Stratos has many features that make it safe and fun to use for family day cruising. The Stratos has a unique system called SailSafe, which floods and self-drains tanks in the sides to help recover and keep the dinghy stable immediately after a capsize.

Racing ability

Although the Stratos is mostly for cruising it is fairly competent at racing as well, with an asymmetrical spinnaker as well as an optional trapeze kit. The RYA 2010 PY Number for the Stratos without the trapeze kit is 1087 and with the trapeze kit is 1077. This is very good considering the popular 420's PY Number is 1087, even though the 420's design is much older.



Events At DBSC

"The Halloween Disco was a great success and everyone who attended left with a smile on their face. A big thanks go to all who helped to organise it"

november
20th

Prize Giving

By Fraser Harrison

The annual prize giving will be held on the 20th of November. Further details of the event will come out soon but in the meantime please book this date in your diaries.

I am starting to organise the engraving of trophies. Could everyone who received a trophy last year please either return it to me or to the club.

november
18th

Quiz Night

By Rob McLeod

Come and support your club at the next monthly DBSC Quiz Night.

Hosted by Quizmaster Rob McLeod

There is a limit of 5 people per team and there is an entry fee of £1 per person.

Starting at 8pm sharp!

AGM 2010

By Andy Marshall

The Annual AGM will be held in the clubhouse at 1930 on Wednesday 17th November

november
17th

Please be as prompt as possible so that we may start the meeting on time and conclude the meeting in a timely manner.

Fireworks Night November 2010

We hope everyone had a great fireworks night and we got some great photos out of it too.



Photo Of The Month
Enter Now!

*Got a particular flair for
photography?*

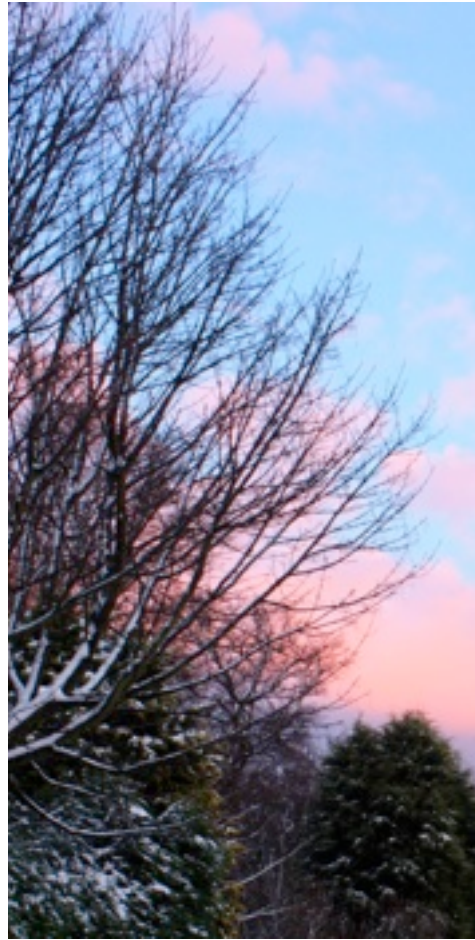
*Taken some great photos around the
club?*

*Enter now to win photo of the
month.*

Entries should be sent to:

mainsheet@dalgetybaysc.org

**Entries for Decembers Mainsheet
are required to be in by December
1st**



December
With Winter coming early and the frost setting in, send us some winter snaps.

100 Club Winners

October 2010

1st £25.00 Kirsten Brunton

2nd £12.00 Peter Levein

3rd £5.00 Simon Johnston

