



# DEE SAILING CLUB

# Mainsheet



January 2003

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## COMMODORE'S REPORT

Well it's 2003 already and I can't make up my mind as to if it's life passing me by or that time flies because I'm having so much fun, I think I'll go with the latter. 2002 was a year with some of life's difficulties that have left the club with a deficit of flag officers (i.e. Vice Commodore & Rear Commodore Social) which we must continue to address until resolved satisfactorily. A very big thank you has to go to Margaret Clark for standing in and running the Hospitality Committee at such short notice to keep the 2002 events going during a difficult time. Also thanks go to all that helped Margaret and Jackie throughout 2002.

2003 will see this committee being headed by Sue Moruzzi who I am sure will receive support from everyone at DSC. 2002 was a great season with the Dart open being one of the biggest for many years with numbers up and DSC boats being up there with the best. We had the Bootiful NW Cats Event (the biggest event in the circuit) and the prize giving held at the DSC, and hopefully will continue to be held at DSC for long into the future and finally the Wirral regattas were yet again a resounding success with the co-operation, help, support and enthusiasm of the competitors, kindred clubs, shore & water based helpers, sponsors etc

All of these events rely on the support of the members to help out with the organisation and day to day running of the events, I can't list everyone who has helped but I will ask for people to let the sailing committee know if they are willing to help out with events be it for the duration or part time (All help is gratefully received).

Junior and Youth sailing continues to be one of DSC's highest priorities and has maintained it's impetus, with 2002 having it's first full season of optimist racing program and with the aid of a lottery grant, DSC has purchased 3 Top Specification Optimist boats. This will help to promote and inspire improving standards and greater participation. There are two new trophies for the Junior / Youth section they are the Hiscocks Trophy which was presented by Julie Hiscocks to Tom Johnson for outstanding improvement over the 2002 season and John Crook's Silver Optimist Trophy which was presented to Michael Moruzzi. Thanks go to both parties for their generosity of such fine trophies for such well worth while achievements. The Dart 16 youth fleet has seen growth in 2002 and long may it continue and flourish.

Last year saw the rebirth of the mono hulls (i.e. Wayfarers, Canoes & Laser EPS.). The LBSA fleet has seen a few changes in 2002 with the great loss of Harry Hiscocks. Bill Broughall's boat being sold to Roger Davey (who will continue to sail at the Dee); the debate regards IRC vs. LBSA handicaps continues. As part of a development programme for the fleet a LBSA weekend is being planned with racing and a black tie evening to provide a focus on the fleet, further details to follow once plans have been finalised.

2002 also marked the 20<sup>th</sup> year for Mark Wearing DSC Captain. A feat that must merit praise and thanks from all members of the DSC. Sadly Mark will be standing down from this post but has groomed a very able successor in Andy Morley whom will be standing for DSC Captaincy in 2003. The Captain has had the great support from those who regularly help out with the

day-to-day business of rescue cover and maintenance. i.e. A Morley, S Pollock, J Oliver, R Stacey, R Nolan & A Mould being some of the more regular members of that Merry Band. Many thanks from myself on behalf of the DSC. 2002 also saw the acquisition of a new (well new to the DSC) tractor being more versatile and giving greater reliability. So what has 2003 got in store? Well the club is in good shape and it looks like another great year, but we do need to resolve the issues regards the Flag Officer posts and people willing to stand up and be counted for the future.

May I take this opportunity to wish everyone a Happy and Prosperous New Year.

Peter L. Latham Commodore DSC

## NOTICE OF ANNUAL GENERAL MEETING

I give notice that the Annual General Meeting of Dee Sailing Club will be held in the Clubhouse on Wednesday 12th February 2003 at 20.00 hours for the transaction of the under mentioned business.

### AGENDA

- 1 Apologies for absence
- 2 Minutes of the February 2002 AGM
- 3 Matters arising
- 4 Hon. Treasurer's report and adoption of accounts
- 5 Adoption of Commodore's report
- 6 Elections:

Office	Nominations	Proposer	Seconder
<u>President</u>	M J Shillaker	P L Latham	D Edmundson
<u>Vice-Presidents</u>	F G H Routledge) C Weston) G Hoolahan) R J Sanders) D Edmundson)	P L Latham	A E Marston
<u>Commodore</u>	P L Latham	D Edmundson	A E Marston
<u>Vice-Commodore</u>	No nomination received	—	—
<u>Rear Commodore (Sailing)</u>	P Spedding	P L Latham	A E Marston
<u>Rear Commodore (Social)</u>	No nomination received	—	—
<u>Captain</u>	A Morley	P L Latham	P Spedding
<u>Hon. Treasurer</u>	P W Robson	D Edmundson	P L Latham
<u>Chairman Land &amp; Premises</u>	J E Roberts	P L Latham	P Spedding
<u>Hon. Secretary</u>	D Edmundson	P W Robson	P L Latham
<u>Hon. Membership Sec.</u>	A E Marston	D Edmundson	P W Robson
<u>General Committee</u> continuing members: R Benson Mrs S Hilton M Johnson Mrs C Jones S Moruzzi	A Davidson M Emptage I McLean	P L Latham	P Spedding
<u>Hon. Members</u> <u>for 2003</u>	Commodore WKSC) Commodore HSC)	P L Latham	P Spedding

- 7 Election of Auditors
- 8 Any other business

David Edmundson Hon Secretary

## SAILING NOTES

### Fast Cats

Make way for the ***Animal***

The Animal ??? Isn't this meant to be about sailing or has our editor cut and pasted the Junior's Chester Zoo school trip report. [well if I had a report I could put it in but getting reports from the members is like pulling teeth! – editor]

Let me explain. The Animal is the name of Mark Emptage and Simon Stannard's new cat, a Nacra 6.0, and what an animal she is. Described in the Nacra brochure from 1995 as 'the biggest, the fastest, the ultimate', the 6.0 still packs a mighty punch although more recent cats such as the Inter 20 or the Tornado Sport now claim the top spot. The 6.0 is an excellent choice for sailing on the Dee being a great sea boat with plenty of volume in the hulls and a powerful but easily controlled rig ideally suited to crews above 165 kilos.

Mark and Simon's 6.0 is a welcome addition to the fleet and it occurred to me that we have another one which has yet to make an appearance. Peiter Gregory who you will recognise as the man flying the Inter 17 also has a 6.0 which will be out when he has a crew. Join the queue for that position. Overall we have 5 new boats in the fleet compared with the start of last season and with a total of fourteen Handicap Cats on the books we should have some decent racing.

There's plenty to look forward to this season with the North Wales Cat Series, the Wirral Regattas, the Anglesey Offshore Race, the Round Hilbre Race, the Mersey to Dee Race, and new for this year a race across to Mostyn and Flint. These events are backed up by the normal Club series' so let's make sure we all support them.

Of interest to all in the fleet is a multi-cat event at Pwllheli over the August Bank Holiday. Headlining the event is the Formula 18 Nationals with the Nacra/Prindle class, the Inter 20's, the Spitfires, the Hobie 16's and Dragoons also holding their Nationals over the weekend. This promises to be a spectacular event with 100+ cats on the water.

If you've been tempted to try one of the faster cats but never had the opportunity, just ask and we'll be only too happy to oblige. After all, Mark crewed on my Nacra 5.5 in a winter series race and within the week he'd bought the ***Animal***. What more do I have to say?

Alasdair Davidson.

### Dart 18's

First of all, congratulations to Pete Spedding for winning the overall series prize for Dart 18's in 2002.

Secondly this is a reminder that the Dart Open is about to descend on us again. The event remains one of the highlights of the calendar at Dee S C and is being held on the 18<sup>th</sup> 19<sup>th</sup> and 20<sup>th</sup> April 2003. If you are not a Dart Helm/Crew nonetheless you need to get involved in this event which makes the club a fair amount of money apart from any other consideration. We need volunteers to help in the Galley, on the beach and on the Ark to run races. Nigel, please try not to shoot anyone this year!

In the meantime most of us have gone into hibernation now, although a few hardy souls including Simon Moruzzi and Ian MacClean are doing the Winter Series. We say goodbye to Mark Emptage who has sold his boat to Ian Clarke and bought a Nacra 6.0. Mat Pollock has also put his boat up for sale so that he can concentrate on studying [Mat Pollock studying? –

didn't know he could read! Editor]. The price is £1,000 and this would be a good boat to get someone started in the Dart 18 Fleet.

James Douglas

### **Dart 16's**

The Dee Dart 16 Fleet is entering its third year after a shaky time in 2002 it looks like it is going to be a great 2003, with two new members with new boats. We are now back on top as one of the largest D16 Ukida club fleets in the country, along with Eastbourne with 10 boats a piece.

Welcome to Rob Henessy who has joined the Youth Dart 16 squad with his own boat.

All we need to do now is to make sure the club 16's are sailed regularly every week. Hopefully before the start of the new season we will have a meeting of all concerned at the clubhouse, and also when it can be arranged a sail training day with an RYA Instructor/ Coach.

Steve Roberts

### **LBSA**

We welcome Roger Davey to our LBSA fleet. He has bought 'Deva Delta' from Bill Broughall who having sold his business, hopes to buy an X 41 yacht and sail to the West Indies! Roger is a recent member and also the proud owner of John Crook's previous residence. Maybe Crooks Landing will have to be renamed!

The Frank Lewis Cycle Way running from Mere Lane, Heswall to Thurstaston was opened by the Mayor and Mrs Glen Lewis in memory of her son, Frank, who passed away last year. Frank was a prominent member of the Wirral Cycle Club and he and his father Charlie were the boatmen in the 1960-80's at Dee SC. Charlie and Gwen lived in Sally's Cottage until 1974.

The Port of Mostyn is applying for permission to dredge the approach to Mostyn Harbour and the sand will be used to replenish the beach at Gronant and not dumped in Mostyn Deep!

We are all saddened by the sudden passing of John Orell who had been a Club member for many years. He originally owned Hilbre No 29 but latterly had crewed in 'Wild Oats' and other LBSA boats.

To improve the profile of LBSA, a low water LBSA/lift keel weekend of racing is planned for 10/11 May with a black tie dinner on the Saturday evening. Tony Marston and Malcolm Blair's brainchild.

Tony comment that this is a good opportunity for other people to have a go at LBSA racing as there is no other club racing planned for that weekend. Watch the noticeboard and the website if you want to crew for this event. It's an open event and we hope to attract boats from outside the club.

### **Handicap Dingies**

Can it be ? What ? An IC. Where ? Out there in the Winter Series. Is it mad Marston? No.... wait.. It's young Blair. Is he mad as well ? Must be. Did he finish that canoe that was in the club house ? No that belongs to Andy Morley. They can't all be mad.... Can they ? You wouldn't have thought so but then.... Who knows. How many more of them are there ? Well now .... There's Jim Gaskin.... He's talking about joining and Andy Bryon, then there's Iain Blair's pal Andy Todd and Si Bates still has one in stock. This is almost a fleet.

You better believe it ! Watch the web for more news.

Tony Marston

### **Mirrors**

The trend of Mums or Dads sailing with son or daughter for 2003 will with any luck assure the Mirrors of some real growth. How many will be ready for the start of the season?

### **Optimists**

This year has the making of a great year for our Junior Optimist Sailors. The fleet currently stands at ten boats with other being sought. There are twelve active sailors.

The sailing programme is nearing completion and includes a dedicated training session at the start of each racing series, Spring, Summer and Autumn. This training session will be used as an introduction to the regular training which will now be performed prior to the scheduled racing. As previously sailing will be split between West Kirby lake and the Dee Estuary depending on suitable tides. The sailing program indicates the start of the on the water activities so please arrive 30 minutes beforehand at the lake and at least an hour beforehand at Dee S C.

We have plans for a Junior Sunday series at Thurstaston on a separate start line inshore of the moorings – scheduled to start later in August.

So there has never been a better time to get involved. Why not bring along any budding sailors and see what goes on?

Simon Moruzzi

### **Dee Tour**

Dee's Cat sailors have been very active again in 2002 putting Dee on the map, starting with Gareth Owen winning the first Ukida event of the season at Dee in April. All the Dart 18 handicap prizes went to Dee members 1<sup>st</sup> Mike Johnson 2<sup>nd</sup> Mark Carrington & 3<sup>rd</sup> Mark Emptage.

In May there was a large contingent of British Darts 18's attending the French Nationals at Dunkirk; from Dee were Gareth & Will, Geoff & Jenny Lloyd, Paul & Michelle Roberts & Tony Dod. The French sponsors were none too happy as they had to fork out for two sets of prizes as the Brits took 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> with Dee's Gareth Owen & Will Thompson taking line honours.

The 2002 Dart 18 Nationals at Felixstowe Ferry in June saw Simon Moruzzi taking one of the overall handicap prizes, despite there being a number of former National, European, & World Champions present. Will managed to win one of the races. Finishing positions, Gareth 12<sup>th</sup>, Will T 17<sup>th</sup> with Paul Roberts 25<sup>th</sup> winning the under 25's Youth Helm prize.

Two weeks later it was the Dart 16 Nationals at Hastings, lying 2<sup>nd</sup> after the first day was Paul & Steve Roberts but after a disappointing second day dropping back to finish fourth out of a fleet of 24 boats.

Early July at Stokes Bay's D18 G.P Will Thompson finishing 19th and Paul & Steve Roberts finishing a respectable 21<sup>st</sup> out of 60 odd boats.

The following weekend 12/14 July Paul travelled to Holland with David Lloyd for the Dutch Nationals at Hellevoetsluis, having never sailed together before. In attendance were ex & current European Champs but with two days of decent wind, they managed to win the Dutch National Championship.

In August only three Dee boats travelled to Marseille for the Dart 18 Worlds. Geoff & Jenny Lloyd, Chris Aspinall & Tony Dod.

September it was Instow (North Devon.Y.C) where Gareth came 3<sup>rd</sup>. Also in Sept the final round of the North Wales (bootiful) Cat Series where the top six boats were from Dee, Alasdair & Bridgid finished fourth to win the overall series prize.

Paul Roberts in October was invited by Ukida, to attend a Coach's course and is now a qualified RYA Club & Class Coach.

Finally in November/December saw the re-run of the Dart 18 Inlands Nationals held at Datchet Water, Slough, where the 2001 champs David & Samantha Lloyd retaining their crown for a second year, Paul this time crewing for Stuart Snell from Grafham finishing fourth. Again Geoff & Jenny being the only Dee boat attending.

Overall Dart 18 TT positions were Gareth finishing second, Paul 21<sup>st</sup> Geoff Lloyd & Chris Aspinall 24<sup>th</sup> & 25<sup>th</sup> respectively. We are all waiting for the 2003 season to start, so we can do it all over again.

Steve Roberts

### **Fleeting Moments**

George Foreman declared during an interview that there is only one original sport. The king of that sport is boxing. Not the choreographed flamboyance of martial arts or the undignified circus that is TV wrestling. In short he was claiming that all forms of sporting activity is therefore derived from ways of beating the daylight out of your opponent in a gentlemanly fashion.

I joined the Dart fleet 3 years ago and am now moving to the Handicap fleet. Seduced to the dark side by Darth Vader, forgive me Yoda but I just need the raw power. I remember my first race with Simon M as crew. Friends and family had been lobbied and press-ganged as spectators. Armed with too little skill and only a little knowledge we hit the beach. It was a calm sunny day and Teresa had been set up with the video camera and tripod to capture the excitement for posterity. I had asked her to video the sailing, not just for vanity but also to review our performance scientifically and improve our techniques. The race sequence was started just as the gentle breeze evaporated. Only one Dart actually crossed the line and the remaining 5 boats sat on the millpond barely holding position against the incoming tide. A postcard moment of picturesque still life; frozen in time.

After 5 minutes of filming Teresa wandered off and left us centre frame with the camera still running. Our assembled kin remained uninspired by the cut and thrust of team racing and had also wandered off. The racing was abandoned and we paddled in feeling rather frustrated. I later reviewed the video footage and watched the start sequence. Teresa then zoomed in to capture 15 minutes of my Dart holding station. In the last minute a tactical decision had been reached and we thought we would try our luck on the other tack. A successful manoeuvre was filmed as we drifted slowly out of the back of the frame and into oblivion.

I have enjoyed being in the Dart fleet and have had moderate success with good places in most of the series and regattas. This has been due largely to consistent attendance and support from excellent crews (a debt of gratitude remains) rather than blistering speed or blinding tactics. The Dart is a very rewarding boat to sail, simple and straightforward, easy to rig and stable on the water. Good in a range of conditions and a blast when the wind really picks up. I have capsized several times, pitch-poled a couple of times and for a non-contact sport been in a few collisions. Capsized in front of another boat once and was struck in the ear by the point of the bow, managed to protect my boat from damage by placing my head

between the point of contact. Only a small cut but plenty of blood for dramatic effect, the rescue boat there in seconds.

The offending helm was mortified and retired, I continued and finished the race. I had no compunction in exploiting this unorthodox method to gain a place. The magic of owning and racing a Dart is the competition. Close racing with a good regular turnout. The organisation of the club ensures that this potentially dangerous sport remains safe and controlled. I would thoroughly recommend it to everyone. As for the analogy of boxing, I have been beaten many times, sucker punched, out-flanked, well and truly battered by rough weather, cut up, pushed out jostled and struck, I even had a cauliflower ear.

I finished ahead of James once and beat Pete S on another occasion. Must be how Bruno felt when he floored the mighty Tyson briefly (followed by the realisation, "Ooops now I'm for it). The Marquis of Queensbury would balk at the stretching of the rules in some clinches, no quarter asked or given on the water once the start is on. That's where the competition stays, back on the beach and amongst the camaraderie for the post mortems and banter in the clubhouse. Many thanks I will remember these times fondly.

Mark Emptage

## WHAT WAYFARERS DO

There's a chap called Simon who goes on holiday to Ullswater, he takes his Wayfarer and pitches his tent on a quiet corner of a campsite and waits. This year he was joined by approximately 40 other Wayfarers and had a jolly fraught time organising everyone for the first few days until he relaxed. We joined the jolly throng on the Sunday evening using a borrowed trailer. Luckily it was a Wayfarer trailer, even more luckily there was already a better boat than ours on it already, so being resourceful...

This caused some queer looks on our arrival, as there were several conversations, which went thus:

"That's a nice boat. Is it yours?"

"Err, no"

Concerned flickers of expression passed friendly faces, noting our accents; daughters and outboard engines were being mentally locked away.

I probably caused most concern by defending our river. Someone who failed to recognise me from the Wayfarer Winter cruising conference at Grafham had called the Dee a muddy ditch! It was time for retribution.

Imagine the scene, sitting quietly, enjoying an evening beer was the object of my ire. A large shaven headed brute comes striding towards you saying.... "You called our estuary a muddy ditch!" I suppose first impressions count and this chap had arrived on the campsite adjacent to Dee at high tide on a sunny day without his boat. He *did* describe the estuary as paradise, imagine his disappointment as someone pulled the plug out....anyway it become a form of greeting over the week becoming "Yes it is" and "NO it isn't!"

Some jolly fun followed after introductions and various renewals of acquaintance. It's a source of pride that the Wayfarer cruising fleet is so friendly and this week proved to be no exception. Some friends volunteered to take our small passenger who had taken quite a shine to their puppy for the first sail. This was useful, as our boats owner arrived and came for a sail.

We went from the campsite at Park foot at the north end or top of the lake to Howtown, which is around the middle, and back. We stopped at Howtown for some lunch and a visit to the local. It may not impress the cat sailors but a fleet of 36 Wayfarers evoked quite an impressive

feeling. Especially as that feeling was one of pride that the Dee boat was slightly quicker than some...

Day two dawned in the clichéd way it only can in trip reports. Dave and I played at spinnakers and engines (reader, you have a dirty mind!) both of which were purchased second hand at boot sale prices. The engine began, eventually. Got very hot, blew out a massive cloud of steam then purred up and down the lake. We played at spinnakers and gybed...and gybed...and gybed. Our owner in residence then had to leave for work and left me in sole charge.

Finding the family had liked the previous days hostelry so much they had even used their legs to walk the 8 miles back to it left me with no crew. They took the steamer back and Aidan even got to drive it. Any sort of sailing boat can seem boring after a 20 ton lake steamer... [the editor cannot accept this statement]

A trawl of the campsite for crew found me sailing solo for the afternoon in light conditions. Some puffs were apparent, but luckily they didn't fancy me. Practical seamanship was practiced, sailing solo, taking, gibing, reaching and running are just some of the nautical terms I have heard of. Some nice chap came awfully close and drew my attention to the starboard side of my craft. I made a mental note to have a look at it later; after all it must have been very interesting to have come that close. I even managed to remember to tie the anchor on to its line prior to deploying it. I'll remember to keep hold of the other end as well next time. I wondered why everyone else had such big heavy anchors. Mine now looks good in the rockery with the gnomes.

Day three saw the family having a spinnaker sail down the lake to all the way to Sandwick. Sylvia kept the kite up all the way with lots of gybes in the fluky conditions. A Wanderer with another family provided a good race in the wind lottery. They also helped build a huge series of dams, docks and castles in the beach. The rest of the wayfarers played a massed game of rounders. Around 30 boats were tied up on the beach, amongst them was a racing wayfarer powered by international canoe sails. Which just goes to show that anyone can have fun in a wayfarer.

Special thanks must go to Dave Williams for providing the boat.

Adrian Mould.

### **John Orrell**

As members may be aware John Orrell passed away on Thursday 9<sup>th</sup> January. Sue was joined by family and many friends including many from Dee SC at his funeral on Friday 17<sup>th</sup> January at St Peters Church, Lower Heswall. The Mainsheet press date precludes a proper tribute but some of his friends at the funeral were weighing up some of John's sailing accomplishments and the following line came up which will be continues into the next issue of the Mainsheet:

"It was John who sailed under Bangor in that savage gust...."

### **Subscriptions**

These were due on 1<sup>st</sup> January. Please renew your membership promptly and help avoid the cost of reminders. Send your Annual Return to Tony Marston for the Handbook 0151 677 3969 [tony\\_marston@bigfoot.com](mailto:tony_marston@bigfoot.com)