



## Editorial

Welcome to the new look Calshot Times. The look has been changed due to feedback from the membership. Whilst we are talking about feedback one member asked on the Club survey they filled in with their membership if we could stop sending him the newsletter by post & use email instead. Yes we can, we would much prefer to use email, however we can only do this if you tell us your email address.

## Coming Up - Important Dates

- February 28<sup>th</sup> Deadline for rejoining club
- March the 1<sup>st</sup> First Aid Course
- March the 7<sup>th</sup> Topper Open Training at Burghfield
- March the 14<sup>th</sup> First Organised Sailing of 2009-02-11
- March the 14<sup>th</sup> Annual Prize giving & social
- March 14<sup>th</sup>/15<sup>th</sup> Feva Open Training at Draycote
- March 21<sup>st</sup> Club working party day
- April 25<sup>th</sup> Club OOD & Safety boat training
- May 1<sup>st</sup> to 4<sup>th</sup> First "Family" Weekend
- May 1<sup>st</sup> First Friday Club
- May 10<sup>th</sup> Club Open Day

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## Club Satisfaction Survey

At the time of typing this we have received 54 survey forms. We will be analysing these in the near future. In the meantime we will start answering some of the comments and questions we received:

***We weren't aware of the adult training sessions, we may have used them if we had.***

Details of club activities can be found in the sailing programme, website and newsletter. If in doubt just email [Calshottimes@aol.com](mailto:Calshottimes@aol.com)

***There should always be a safety boat on the water during racing.***

Absolutely, the club's safety policy says, "The club will have a minimum of one safety boat on the water during each organised sailing event." It also says, " Responsibility for the safe operation of club rests with the members." We would encourage people to thoroughly read the policy and let people know if they are in breach of it.

***Please don't send paper newsletters save a tree and a stamp by using email! (Great newsletter, but no more paper please!)***

Please let us know what your email address is. The laws on junk mail & cold calling make it clear we have to be certain people want to receive email from the club. We do this by only sending emails to those who have given a valid email for this year on their membership form.

***Hot water for ladies showers often runs out towards the end of the session.***

Hot water runs out in the gent's showers too! Unfortunately there is no gas supply & the best electric water heater we could find can't cope with the demands we place on it. If members using the shower first take too long there will be no hot water left for those later on. The disabled/family changing room has an electric shower that anyone can use.

***People operating the safety boats should be properly trained, if not they should not be allowed to operate them.***

Ideally we would like all members to be trained in operating the safety boat. By the middle of last year we had 87 memberships equating to 190 people as members. Of those only 35 had powerboat qualifications.

The club provides it's own in house training & subsidised powerboat courses & last year 12 more members gained the RYA Powerboat level 2 qualification.

The sailing secretary tries to set out the programme & OOD Duties to ensure at least 1 qualified driver is available on each event. At the moment we can't see a way to limit powerboat use to only those qualified & still have the programme we have.

***How about a bigger club boat e.g. Buzz or Laser 2000?***

Last year the club purchased an RS Vision which is bigger then either a Buzz or laser 2000. It's not as fast because we didn't want to have to restrict the use of club boats to those with more qualifications and experience than a sailor at RYA 2 Standard.



## Prize Giving & Social

The Prize Giving will be held on Saturday 14<sup>th</sup> March 2009 at 7.00pm, this will be at the Ashlett Creek Club which has a Skittle Alley (Ashlett Road, Fawley, Southampton).

<http://www.watersideclub.co.uk/ashlett.html> ).

The price will be £5 per adult with children going free.



Pictures from 2008 event

For more details or information please contact Rick Nash.

## Housekeeping - Peter Sutton

Some of us tend to leave clothes and sailing gear lying around. To keep the place reasonably tidy, please clear up from time to time. Some sailing clothing has been left in the changing rooms for a month or more. Every so often I go around the clubhouse and clear out anything that has been hanging around too long. To reclaim any of these items please phone me on 023 8084 8307. A charge will be made of 50p per item reclaimed which goes to club funds.

Adapted from a note in Oct05's newsletter

## Changing room heating

The faulty fan heater in the gents changing room has been repaired. Many members have commented that the heaters don't work very well. The truth is they work perfectly but only if turned on and people don't turn them on!

The larger heaters located at waste height have an on/off switch nearby which must be turned on. There is also a timer switch at eye level nearby which must be activated. To do this press the circle hard for around 3 seconds. A green LED will light then the heater will operate for 20 minutes. Unfortunately we have to use a timer as forgetting to turn them off on a Sunday would only be noticed a week later!



## Do You Know Who Owns This Boat?



This boat appeared in the club compound with no identification and no notification to the club.

The owners of the boat now owe the club storage fees for the boat since its arrival & should note that the club does not allow members to store road trailers in the compound. If we cannot identify who owns the boat we may have to follow the club policy of sale at public auction of boats which are owing compound fees and who's owner's can't be identified.



## Racing Rules Evening



There was a good turnout of keen racers for the rules event and John started by asking us why we bother with any sailing rules. Having tried repeatedly to read and understand the last few iterations without much success, I've often asked myself the same thing.

John broke the rules down into 2 main parts :-

- i) **Keep Clear** : from this point onwards we were to consider the keep clear boat having a red light lit up on the top of the mast. So in terms of the rules this covers :

Rule 10 (port/starboard), Rule 11 (windward/leeward), Rule 12 (astern/ahead), Rule 13 (tacking) + some other rules dealing with things like the overlap at a continuing obstruction.

- ii) **Give Room** : a boat that is required to give room should be thought of as having a blue light on top of the mast.

This covers Rule 15 (Acquiring right of way), Rule 16 (Right of way changing course), Rule 18 (Passing marks), Rule 19 (Passing obstructions), Rule 20 (Responding to call for 'Room to Tack').

E.g. 2 boats overlapped and approaching the start line in order to start... windward boat has the red light on (i.e. he must keep clear), but leeward boat has a blue light on (i.e. if intending to luff he must give the windward boat room to keep clear).

The rules were put into a practical context by use of a magnetic white board and some stick-on boats with the audience 'guessing' which boat had the red light and which boat had the blue light (or on some occasions who had both). John didn't dwell too much on the rule changes between the 2005-2008 rules and the 2009-2012 rules – although he did point out the following :-

- i) the 'zone' around a mark is now 3 boat lengths.
- ii) an overlapped windward boat now has no obligation to hold his proper course – although he does still need to keep clear of the leeward boat.

The Iso and Dart 18 contingent (Dave P and John Pocket) seemed determined to iron out some very specific scenarios that seemed unlikely to be purely hypothetical, while Sailing Sec wondered about the practical implications of attaching all these coloured lights to his RS200.

The answer to John's original question is of course that without rules we don't really have a game. However, John emphasised that it's up to each individual club (i.e. the racing members) to decide how strictly to follow the rules and how we choose to

implement them. Rule disputes don't necessarily need to end in a protest room and since we very rarely have a protest at Calshot maybe we'd be better off encouraging people to have an informal chat with the aid of a chalk-board and the rule book – either at half-time or in the bar afterwards. Or at the risk of a free-for-all maybe we could have an on-line forum for rules discussion with the moderator referring any niggling issues to the RYA for a decision?

For those that missed the talk John will be delivering the same presentation at the RYA Dinghy Show at Alexandra Palace on the weekend of 7<sup>th</sup>/8<sup>th</sup> March – see [www.dinghyshow.org.uk](http://www.dinghyshow.org.uk) for more info.

*Jim Trice*

## Book Recommendation

When John Doerr came to talk on the racing rules, he started by explaining the origin of Port and Starboard (or chronologically Starboard & Port). When he asked us for the derivation, I knew I should know, because I have been reading a book on the origin of phrases.

The book has the slightly misleading title of "Ship to Shore" and is by Peter Jeans. In fact it is a dictionary of every day words and phrases that derive from the sea, and is fascinating.

It is about 30mm thick and very extensive. It covers not just the origin of well known sailing phrases, such as "your sailing close to the wind" or "turn a blind eye", but also many other phrases in common use. Some I did not know the origin of, such as "your number's up". There are also phrases that have become a slang phrase, but the explanation is straight forward, such as mischievous sailors linking the widespread supply of tinned meat to the Royal Navy, with the sad death of Fanny Adams, who was murdered and chopped into little pieces. Although not nautical, I particularly liked the story of the origin of the film dog, Lassie. I thought I knew what the punch line would be, but I was wrong.

If knowing the origin of phrases and fables is something that interests you, I recommend this book.

["Your number's up" = an admiral numbered every boat in his fleet, and when he wanted "a little word" with a ship's captain, he raised a flag with the number of the ship].

*Colin Page*

## Ancient Mariner's Column

### Port & Starboard

In the course of his clear and logical analysis of the Racing Rules, John Doerr mentioned the origin of the terms port and starboard. The terms have an interesting history but it was not appropriate to go into detail then.

From the earliest days in northern Europe ships were double ended and were steered by means of an oar or large paddle at one side of the stern. This was conventionally rigged on the right side (looking forward) this was logical so that the steersman could steer with his right hand while facing forward (it's a good idea to look where you are going all the time - novice sailors, particularly juniors please note). This side (board) of the ship was then called the starboard (steerboard). With the steering oar on the right, it was convenient to come alongside a wharf or landing stage on the left side, so the ship was loaded on the left and this became called the larboard, from loadboard or ladeboard. Incidentally Mediterranean ships appear to have rigged a steering oar over either side or even one on each side (, as do modern broad -beamed modern yachts with wide transoms such as the Volvo Open 60s.



About the end of the 12th century the stern post was made straighter and it became convenient to hang a centre rudder there, which was far more satisfactory. Then the transom stern developed early in the 16th century.

Unfortunately the words starboard and larboard were easily confused, particularly in a howling gale or the heat of battle, so the term port came to replace larboard, from the port or opening in the bulwarks or the side of the ship which facilitated boarding or loading. Port appears to have begun to replace larboard about the beginning of the 17th century and was formally adopted in the Royal Navy in 1844 (and in the US Navy in 1846).

The colours of navigation lights, red on port and green on starboard, were chosen for contrast (as with the words port and starboard) and adopted internationally. For those with impaired colour vision the position of the white masthead and stern lights assist in identification.

*Ancient Mariner*

## **RYA Sailboat & Windsurf Show 7<sup>th</sup> & 8<sup>th</sup> March**

Claimed as the World's Biggest Dinghy Show, this event takes place at Alexandra Palace on Sat 7<sup>th</sup> and Sun 8<sup>th</sup> March 2009, and it certainly is a wondrous exhibition. It usually covers three halls, full of dinghies, all with their sails up, so you can quickly find your favourite boat, and dream of those lovely sails you will have next year.

This is not the usual Boat Show, with a few dinghies in the corner, it is wall to wall dinghies, windsurfs and everything to do with them, including chandlers to buy the bits you need.

I hesitate to say that every boat is there, but the range is fantastic, from the beautifully varnished boats with gaff sails, to the high-tech, latest, trapeze boat with multiple scaffolding out the sides. And if you wonder what it is like to sail the boat, there is generally a video running, of it sailing in beautiful sunshine.

As you would gather, I like the Show, but what amuses me is that the people on each stand are not salesman trotting out some sales patter; they are the Class sailors and truly and deeply believe their boat is the best. If you dare challenge this assertion, they just stare at you as if you are talking about a different world. It is wonderful how we all believe our class of boat is the best.

As well as the boats there are demonstrations and talks going on, on different aspects of sailing. These are generally given by highly talented people, and John Doerr, who gave us a talk on racing rules, said he would be there. It is certainly worth keeping your eyes open as you walk round, as you often pass some of the top people in our sport.

Another attraction is that many of the chandlers there are selling clothing at reduced prices. Wetsuits are usually very good value. Some years ago I bought a one-piece waterproof at discount, because the colour was previous year's design.

Although you may now be persuaded to go, you may think that it is a long way to travel, and it certainly is out of our area. It is possible to go by car or by train and tube to Wood Green station. Personally, I drive up early (the doors open at 10.00hrs), and use the M40 into London, then take the North Circular to get round to Wood Green. Once you are in the area, Alexandra Palace is well signposted. The car parking is extensive, and if they run out of spaces, you can park in the side roads around. (Prepare yourself for the climb up to Alexandra Palace from the car park and take all you need, but once there the view over London is great)

I hope I have wet your appetite to visit the show. If you go on Sunday, come and see me on the OK Dinghy stand ("the best dinghy to sail"). Further details can be found on the website:

<http://www.dinghyshow.org.uk>

*Colin Page*

## **Powerboat Training**

The first RYA level 2 powerboat course run by the club this year is on the weekend of the 28<sup>th</sup> of February & 1<sup>st</sup> of March. This is now fully booked but we have spaces on the next course which is on the 4<sup>th</sup> & 5<sup>th</sup> of April, to book your space email [calshottimes@aol.com](mailto:calshottimes@aol.com)

## **First Aid Course**

There are a limited number of spaces left on the RYA first aid course the club is running on the 1<sup>st</sup> of March. The cost of this course will be £40 per person or £20 if you agree to have your name on a list of First Aiders published in the club. To book your space email [calshottimes@aol.com](mailto:calshottimes@aol.com)

## **RYA Level 1 & 2 Sailing Courses**

The club has negotiated 2 weekend sailing courses for members to gain their RYA level 1 or 2 qualifications. These courses usually cost around £250 for a weekend, the club has negotiated an exclusive price of £100 for members.

The two weekends for the courses this year are the 21st & 22nd of March and the 9th & 10th of May to book your place email [calshottimes@aol.com](mailto:calshottimes@aol.com)

## **Sailing Training Meeting**

We will be holding a meeting with members (Juniors / Adults / Families) to discuss how we format / run sailing training this year at 3pm after racing on Saturday the 11<sup>th</sup> of April.

The meeting will cover Junior and Adult Training, Friday Club, Family Weekends & RYA training. It is not necessary to book to come to this meeting & the meeting is open to all members.

## **Safety Boat Course**

The club is running an RYA Safety boat course on the 23<sup>rd</sup> & 24<sup>th</sup> of May. The people booked on this so far are:

Neil Johnson  
Andy Sutton  
Rick Nash  
Adam Byford  
Karl Boulton  
Tracy Boulton

& on the waiting list for the next course:  
Paul Wilkes  
Tim Hall  
David Butler

For any questions or more information please email [calshottimes@aol.com](mailto:calshottimes@aol.com)



## 2008 Race Results Summary

Series	First	Second	Third
<a href="#">Big Bar Cadbury's</a>	R Lane	D Poupard & R Hughes	C Page
<a href="#">Big Bar Toblerone</a>	D Poupard & R Hughes	J Bams	A Sutton
<a href="#">Bottle of Red Wine</a>	R Lane	G Milne & Steve	R Brooks
<a href="#">Bottle of White Wine</a>	G Milne	P Rapson	J Webb
<a href="#">Calshot Cannon</a>	D Poupard & R Hughes	A Sutton	R Brooks
<a href="#">Calshot Decanter</a>	P Handley	A Sutton	D Poupard R Hughes
<a href="#">Easter Egg</a>	A Sutton	J Trice	A Hilton
<a href="#">ENZA</a>	J Hood	D Poupard R Hughes	S Green & A Byford
<a href="#">Evening A</a>	D Poupard & R Hughes	P Rapson	A Tumer & Charley
<a href="#">Evening B</a>	D Poupard & R Hughes	P Rapson (Joint 2nd)	J Hood (Joint 2nd)
<a href="#">Hythe Marine Watersports Trophy</a>	J Stanley	D Poupard & R Hughes	R Brooks & Venty
<a href="#">Jubilee Cup</a>	D Poupard & R Hughes	M Anderson & Dawn	A Sutton
<a href="#">Junior Saturday</a>	T Rapson	T Oliver & Georgina	A Heathfield
<a href="#">Junior Sunday</a>	S Audoire	T Rapson	S Heathfield
<a href="#">Ladies</a>	E White	S Keane	
<a href="#">Laser Trophy</a>	A Sutton	R Lane	P Handley
<a href="#">Long Distance Race</a>	S Worf & L Worf	D Poupard & R Hughes	R James & P James
<a href="#">Pint Pot</a>	D Poupard & R Hughes	P Rapson	A Byford & Steve
<a href="#">Richard Edwards Memorial Trophy</a>	G Milne & Maria	D Poupard & R Hughes	K Fisher & Sue
<a href="#">RNLI Penant</a>	M Anderson & Dawn	A Sutton	R James & P James
<a href="#">Rose Bowl</a>	S Worf & L Worf	D Poupard & R Hughes	P Handley
<a href="#">Shakedown</a>	J Hood	R Nash	A Sutton
<a href="#">Spring Tankard</a>	D Poupard & R Hughes	K Audoire	A Sutton/ R Lane (Joint 3 <sup>rd</sup> )
<a href="#">Windsor Bell</a>	E White	A Boulton	A Heathfield