



Autumn/Winter 2009

CREEKMOUTH POST



Colne Yacht Club's Newsletter

COMMODORE TOM SARGEANT'S FIFTEEN SECONDS OF TV FAME...



From time to time one gets an unexpected phone call! "Tom, how do you feel about doing a film shoot with a BOD? ITV want a classic day boat for a sequence in a Poirot episode for three days and a double for one of the actors?". "Where do I sign?". "Not so fast! They want to see what they're getting; be down at the Park and Ride tomorrow to meet the property buyer".

"I could see how Lucy could be transformed into Kimberly Nixon, but was not sure how I was to become Martin Shaw!"

So there I was with Richard Readings and his BOD *Nan*, the one boat in the fleet with a set of wooden spars, also cotton look-alike sails courtesy of Malcolm Goodwin. The buyer was impressed and asked if we could deliver the boat to a studio in Ealing for final approval. I enlisted Mike Hempstead to help with rigging up.

The production team was 'camping out' at a semi derelict complex. The famous Poirot flat was on site. We watched intrigued as they magicked up convincing effects from next to nothing! After lunch I found myself signed up to double for Martin Shaw for the sailing scenes. It would mean losing my trademark side burns, but so what for such mega bragging rights! With that settled, the production team came out to look approvingly at *Nan*.

A week or so later we arrived at Pinewood and were guided to the studio. We nearly wrecked the shoot when I narrowly avoided driving the whole rig into a covered pit in the

middle of the floor and Mike swung the unhitched boat into a couple of studio lamps! We then got a grip, shunted the boat out of harm's way and got it rigged and then moved it carefully in front of the blue screen.

Mike and I got involved with the wind machine operators to get the sails to set. Mike, who had a great rapport with the cameraman, ended up swinging the boat about on its trailer to simulate tacking. Eventually Martin Shaw and Kimberley Nixon arrived on set. Their sheer professionalism impressed me. They put up with hours of tedious re-shooting of a very short scene and quickly grasped our advice on how to look realistic sailing the boat.

Next we had the location filming at Brixham to do. We expanded our team to take in Marilyn Hempstead, Richard Readings and Lucy Stone, whom we had recruited as a dead ringer double for Kimberly Nixon.

We emerged from our hotel very early and got the boat rigged and ready to launch. Lucy and I then had to get ready for our doubling roles. What followed was one of the biggest surprises of my life! Removal of the side burns OK! But the addition of a wig, absolutely astounding! I was convinced Marilyn and Richard hadn't recognised me when I walked into the lounge!



All looked fair with a bright sunny day and not too much wind, but as we moved out of the harbour we felt the force 5.



We arrived at the location site and got in touch with the camera crew on the cliff top and Lucy and myself set off. The conditions were marginal and I was very apprehensive.

After 20 stressful minutes I waited for the camera crew to move down the cliff for more shots. Again I was feeling the strain and was glad when the sequence of shots was completed. With a final shift of the camera to the water's edge we were asked to go right in close to the cliffs. By this time I had my nerves under control and was beginning to enjoy myself and carried out the final manoeuvres with some aplomb!

Even so I was glad when they radioed to say they had it in the can and we could go home! It had been one of the best, most gratifying days on the water I have ever had - and well paid toboot!



An exceptional Laying Up Supper and Prize-giving

Sixty-seven lucky members sat down to enjoy an excellent meal. After the usual toasts the Commodore addressed the members. Firstly he thanked Pam Willett and her team for organising the event. He then introduced the special guests, Keith and Margaret Clubb, long-standing members who over many years have made a significant contribution to the Club and were now being honoured.

The Commodore gave an update on progress made since his election in improving the Club's administration, progressing plans to improve the Clubhouse and to get in place plans to restart cruising in company, more extensive and varied cruiser racing and a properly published social programme.

He expressed his thanks to his Flag Officers, Committee members and the membership in general whose support had made his tenure so far an enjoyable experience.

Keith replied for the guests expressing his and Margaret's appreciation of the honour shown them. He recited some amusing stories from his long successful career as a BOD helmsman from which he had recently retired. He made a special request that the Club update its "Honour" boards, which he thought were an important part of the Club's ethos.

The Vice Commodore, Glyn Cheeseman, then acted as Master of Ceremonies for the prize-giving with his wife Margaret presenting the trophies.

Alan Lee with *Formidabull* was the overall winner, closely followed by Colin Willett and Peter Coleman with *Dullai* and Glen Bacon with *Deben Huntress*. Bruce and Jane Long, Bob King, Robin Impy, Ric Wick and Geoff Griton also won trophies. In the BOD fleet Malcolm Goodwin won the series but both Jeremy Newman and Ray Davis won trophies.

Margaret was presented with flowers and the celebrations continued till after midnight.

GLYN CHEESEMAN adds ▼▼▼

I think it was an excellent event and incredibly hard to fault and in fact everyone deserves praise. The staff excelled themselves.

Margaret and I were surprised by the flowers too as it was so unexpected. We both feel that it was delightful but it made us feel guilty as there were people working behind the scenes who did a lot including the seat planner, the decorators, the name place cards and the flag officers crib sheet writers, etc, etc. You know who you all are. Margaret and I think you did so much more and deserve bouquets too.

A wonderful evening, and everything I have had back is complimentary.

OSTEND RALLY 2009



Skippers and crews relaxing in Belgium ▲

Roger and Janice proudly hold up their trophy ►



This year's Ostend rally began as a 'will-we-wont-you' event due to unsettled weather but eventually 10 boats took the challenge with two forecasts, the official one and Bernie's. The weather was a factor in producing some very fast passages but a rough and unpleasant ride. First in the slow handicap was *Silver Pearl*.

The first on fast handicap was *Saphir* closely followed by *Le Bot*. There were various other prizes given out of a more lighter nature. *Silver Pearl* had a tough contest with Terry Swan's *Vagspel* and managed to beat him. Janice Bell, my crew on *Silver Pearl*, completed her first North Sea crossing, proving to be a very plucky girl having started sailing only last year!

The presentation of trophies in the RYCO on Saturday evening was made in a good humoured fashion by Bernie Hetherington and Jane Robinson. The evening then continued with a short coach ride to a delightful Belgium restaurant and a lovely meal. Then several crews bit the bullet and left in the early hours of Sunday morning to return to Brightlingsea.

Overall it was agreed that the rally was a resounding success despite the rough weather.

Roger Burrows

Skipper of *Silver Pearl*

Overall Ostend Rally Results

- 1st fast handicap - *Saphir* - Moody 35 - R & M Kickham H&DYC, HPYC
- 2nd fast handicap - *Curfuffle* - Westerly Storm - George Wright HPYC
- 1st slow handicap - *Silver Pearl* - Sadler 26 - Roger Burrows CYC
- 2nd slow handicap - *Vagspel* - Hallberg Rassy 26 - Terry Swan CYC
- Best performance on handicap - *Flyer* - Dehler 34 - Robin Impey CYC & WSC
- Best performance by newcomer - *Le Bot* - Hanse 41 - Ric Wick CYC
- Smallest boat on rally - *Da Na Da* - T24 - Mike Dow WSC
- Slowest motor cruiser - *T'Bio* - John Norfolk
- Oldest mug on rally - Roger Burrows - *Silver Pearl* - CYC
- Youngest rallyist - Joel Burnell - *Flyer* - CYC

Thank you and good luck, Tracy

When our administrator, Margaret Luck, was forced to take three months' sick leave at the end of July, Tracy Jones stepped in and took over the running of the Club office.

Despite finding herself with a lot to learn Tracy was equal to the challenge and has proved to be a vital member of the Club's management team.



"When I started it was very different from anything I had done before; I have met some great people and have really enjoyed the variety of work. I will really miss the Colne Yacht Club and all the staff and members when I leave at the end of October."

We greatly appreciate the effort Tracy has put into the Club and we will miss her. We wish her all the best for the future.

CRUISING IN COMPANY IS FIRMLY ON THE 2010 SAILING AGENDA

There was a good turnout and enthusiastic debate at the CYC Club Owners' meeting on Sunday morning 26 October. This is the forum where skippers and crews can put forward their views on the Club's sailing programmes in readiness for the new season.

High on the agenda was the request by many for the Club to organise a cruising in company programme for 2010, and Roger Burrows, (*Silver Pearl*) was happy to take on the role of Cruising Captain. Roger will recruit helpers and work out a series of appropriate dates for cruising to destinations next year.

The destinations were talked about at some length and the motor cruisers also declared an interest in joining the fleets. Roger is aiming to get an outline programme worked out by the New Year and liaise with Colin Willett and Bruce Long who are preparing the full CYC 2010 racing/cruising programme. This draft plan will then be circulated by email and put up on the website, with a full printed programme to be published by early spring.

During the meeting, Roger collected around 30 email addresses from those expressing interest and if you were unable to attend the meeting but interested in adding your name to the list, please email your details to Roger at janice.jm@gmail.com. Please include the name, type and length of your boat.

Thanks to Peter Coupland for his determined groundwork in rightly uncovering so much interest in cruising in company.

CRUISER RACING

Before the Yacht Owners' meeting it had been assumed that the Laser SB3s wanted to split from the cruiser fleet and that the overwhelming majority of the cruiser owners felt they were not appropriate boats to be included within their races. However the three SB3 owners present were not entirely in agreement between themselves and there was sufficient support from the cruisers for them to continue to race with the cruiser fleet during 2010.

Thus, it was agreed the committee would plan on the basis of the various classes remaining united but with the proviso that if SB3 numbers increased over the winter the position might be reconsidered.

After some debate, it was clear that on balance the programme should remain much the same as last year with racing mainly on Saturdays, with start times varied to suit the tide conditions. If possible the trophy distribution to remain much the same.

The Sailing Committee were asked to communicate regularly by e-mail and via the *CYC Bulletin* to all yacht owners and to ensure the website is kept up to date.

2009 REGATTA report

by Marilyn and Mike Hempstead from the point of view of the Officers of the Day



In the morning we manned the race command centre in Batemans Tower, while Tom collected late entries at the CYC Clubhouse. The weather was fine with a north-west wind building gently so we prescribed a short course up and down the river for the morning's cruiser pursuit race.

Now, in a pursuit race each boat has its own start time based on its handicap rating and the faster boats pursue the slower boats until a prescribed time. We gave each boat a starting hoot and some advice by radio where it seemed necessary. Then we sat back and watched until 12.30 when each boat reported to us by radio its finishing position and hurried back to the start line for the afternoon race.

With very little time for lunch, all 11 boats started the second race - a handicap - more or less together, sailing a 15-mile course via Inner Bench Head and WM buoy no 6. As the cruisers raced out to sea we left the tower in the care of Alan Beal to record their finish while we joined the CYC committee boat RIB *Explorer*, generously provided by Nick Readings. Positioning ourselves on the starting line in the committee boat, which has its own signal boards and hooter, allowed us to manage the BOD and Cadets races without the potential confusion of Bateman's signals as the fast cruisers finished on the same line.



The next start was for the BODs which made an impressive sight at such close quarters but they soon disappeared towards buoy number 8 and the Cocom Hills. They had some very close one-design racing and finished the race in the following order; *Jean, Rebel, Sarah Louise, Aina, Blue Peter, Ruff, Sabrina*.

The cadets were due to start at 1500 but as novice racers they seemed reluctant to come to the line preferring to huddle together around Creekmouth so we sent a RIB dog to herd them up to the start. As each competitor arrived we called out their course instructions. Twice round buoys 15, Wreck and Creekmouth then we signalled the 5-minute starting sequence of 5, 4, 1, GO. We counted them all out and counted them all back in, thank goodness. Our congratulations to all the novices who took part. They were, in result order, Zoë Whittaker, Adam Gladwin, Lucy Parsons, Guy Bezzant, Danny Lilley and in last place Danny's dad sailing in a dinghy-tender-RIB- thing.

The cruisers combined race results were *Formidabull, Make Me Smile, Deben Huntress, Colne Sapphire, Redwing, Shear Joy, Le Bot, Flyer, Cracker, Ariamien, Ocean Brave*.





Cap'n Bob says the spinnaker can be a tricky sail to manage on even the best-crewed yacht. Over many years he has developed a variety of special methods and techniques to get the best out of this sail in almost any situation you may encounter.

A quick spinnaker hoist being essential for success whilst racing, he hit upon the use of a carbine hook to attach the halyard to the spinnaker. The carbine hook is cheap and effective with a tenacious hold.

If, per chance, it happens to latch itself onto a jumper strut or shroud near the mast head (which can be particularly irritating if you want to get the spinnaker down) then just reach for Cap'n Bob's other top tip; the flare gun. One quick shot soon releases the halyard and the sail floats gently down onto the deck. No problem.

BRILLIANT FUN FOR THE CADETS AND A GREAT SENSE OF ACHIEVEMENT

Cadet sailing at the Club has really hit it off this year. Activity Week and Race Week were brilliant successes with so many keen and eager sailors. More recently the Colne Regatta was well turned out, with similar faces from Race Week fighting their way to the top spot.

Eventually it was won by Zoë Whittaker in her Topper, congratulations. As you may or may not know Cadets also go sailing every Saturday morning at 9.30 am, we try and be on the water as early on in the season as we can, a lot of youngsters catch the sailing bug and don't want to pack up when the winter comes round.

On Saturdays Cadets go out in their own boats or Club boats for a fee of £3 which includes lunch. We generally have a good laugh capsizing and spending most of the time in the water, I look forward to it every week..!

CLUB TREASURER SOUGHT

The Club is looking for a member to act as Treasurer. There are no bookkeeping duties. Requires someone with a good business head to interpret and analyse.



Nelson's Column is a mishmash of yarns true and tongue-in-cheek. If you like, it's a kind of Tales of the Unexpected where anything goes that, well, doesn't go anywhere else!



And talking of yarns - of one kind or another - the long johns pictured here tell a cautionary tale. If you do happen to be caught in a downpour and need to dry wet clothing, it's as well not to use the top of the pontoon posts as a washing line at HW springs. Clearly, once the tide ebbs your garments will be left high as well as dry for all to photograph with a mobile.

Commodore's round-up of the 2009 sailing season

In the 2009 season the most successful yacht overall was *Formidabull* sailed by Alan Lee, taking a total of 12 trophies. Among the faster and bigger boats, Bruce and Jane Long's *Pinocchio* took three trophies and Ric Wick's *Le Bot* and Robin Impy's *Flyer* each took a trophy.

Glen Bacon's *Deben Huntress* was the only representative of the Club's smaller, slower boats to make an impact, taking four trophies. Over the course of the season the dominance of the bigger and lightweight faster boats became apparent and this had an effect on participation. The Sailing Committee in consultation with the skippers will take steps to redress this for the 2010 season.

The BOD fleet continued to prosper and

Malcolm Goodwin in *Jean* had to work very hard to retain the overall points trophy and three other trophies. Jeremy Newman in *Avocet* challenged him throughout the season. He took two trophies and a late run from newcomer Ray Davies in *Rebel* netted him two trophies as well. Things were not just tight at the top; every position was aggressively fought for all the way down the fleet to last place.

Perhaps not a vintage season for the cruisers, participation a little patchy and no really memorable events, however as the Yacht Owner's meeting proved there is still a big bank of enthusiasm to build on so there is no reason why we should not regain the small amount of ground lost this year and go on to something really special in 2010.



This magical scene was captured by Kate Holland aboard Steve Hepple's "Cracker" competing in the EAORA Buckley Goblets race from the Nass Beacon to Ostend. By all accounts the *Wallet* was bumpy and the wind gradually built up to gusts of 30 knots across the North Sea. Add to that a bacon roll and it is clear why Kate felt queasy and decided to avoid more of the same by taking a slightly different route home. Eurostar !



Peter Coupland says there's a bottle of wine waiting for the CYC member who comes up with the best caption for this photograph.

A couple of weeks ago your editor tried to board his inflatable from jetty to bow as the moored tenders looked like Sainsbury's car park on a Saturday morning. Unfortunately the painter was loose, the dinghy slipped back and he ended up sliding into the murky water. Two ladies were waiting for the water taxi and looked on without emotion. With feet firmly stuck in the mud, he called out to them "Would you like me to run you across?". "No" said one of the ladies completely devoid of expression, "the taxi's on its way over now".



Dave Draper sailing *Red Wing* demonstrates the importance of keeping watch under the lee.