
Isle of Man Yacht Club

MAINSHEET

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Commodore

First of all a big thanks to every one who not only helped me through my first year as Commodore but also all those volunteers in social, training, safety boating, sailing and the organizers of the different sections, without whom the club and all its activities wouldn't function.

If you feel you'd like to get more involved in the running of the club in any way, e-mail me and I'll put you in touch with the right person. We are also always looking to recruit new blood onto the board of directors where there are a variety of positions/responsibilities that may appeal. Once again, contact me but in this case as soon as possible, as there are certain procedures to follow before the AGM.

Didn't Kirsty do well in her prime role of forecasting good weather for sailing? It doesn't really matter what forecasts the EasyJet pilots were told, as they were usually off to somewhere exotic like Liverpool or Gatwick (refer to March Mainsheet)

As for "Local Knowledge" I'm afraid the keelboat skippers got the wrong end of the stick, I didn't mean you had to emulate Solent sailors! They got so rock happy this season that on one evening four out of a fleet of eight went rock hopping. On another occasion one hit a rock so hard that it changed the design from a swing-lift keel boat to a fixed keel boat

and the only way to get it wound up was to deliberately ram the slip way. I do admit to being on the boat at the time of hitting the rock but I was daydreaming, enjoying the view of the Island from the comfortable toe-rail (those who paid attention in March's edition will have worked out whose boat it was). I was also on the same boat when we deliberately rammed the slipway in order to free the keel from its jammed position but this time, I was hiding down below as it wouldn't do for the Commodore to be caught on video and then posted on YouTube partaking in such antics, especially if it went wrong.

I read a sailing book a while ago and in the foreword the author said, "The Isle of Man is a wonderful place to sail to, from or around" (apologies to the author if I misquote). Never a truer word spoken, especially when the weather is fine. Our club members have cruised as far north as the Shetlands, as far south as France and as far west as the Caribbean (apologies to anyone who travelled further). They have raced successfully on the south coast of England, in Scotland and Ireland (where I believe the call of Guinness overcame the fun of battling an Atlantic gale). Dinghy sailors, from youngsters in Teras/Fevas to a Grandmaster in a Laser went even further afield but unless I underestimated their prowess they didn't actually sail there but sailed when there!

Then there are the members who, after years of sailing here in the Irish Sea, getting cold and wet, who have decided that the most sensible thing to do is to own and keep a boat somewhere warm and dry. No, not in a barn but somewhere such as the Mediterranean. In the words of Tommy Trinder "you lucky people" (Anyone 55 or under will have to Google him)

Personally, I got as far as Cowes to partake in the Round the Island race. I must admit I cheated by flying to Gatwick and onwards by British Rail but, once there, I enthusiastically took part in the pre-race beer drinking. The next morning didn't go to plan, none of us on board had competed in this race before so turning up for an early morning start in the

middle of a fleet of 1500 or so yachts of various sizes and speeds for the first time was daunting and especially confusing when we couldn't find the start line. We knew theoretically where the shore end was and knew that somewhere there was a committee boat marking the other end but both ends of the start line were obscured by the sails of dozens, nay hundreds of yachts crewed by hot-shot sailors zooming around starting their class every 10 minutes.

We did eventually find out where we were (local knowledge would have helped!), a couple of hundred meters over the start line. It took us 20 minutes to fight back against the ebb in very light winds and having to give way to the next fleet who had just started and although we were probably out of time for our class, when we did get back to the start line, decided to sail the course anyway. It turned out to be a really enjoyable sail, float with the tide, sail, float with the tide and then a cracking sail for the last quarter, all in gorgeous sunshine. Much later, out of interest, we adjusted our elapsed time by the time difference between when we should have started and when we actually started just to see where we might have been in the overall results and found we would have beaten Sir Ben Ainslie. All things being equal, (which we know they're not, when sailing) - we are now eagerly awaiting his reply to our offer to crew his America's Cup contender.

On the 21st September, 39 boats varying in size from a Dehler 36 down to a RS Tera took part in a fun race across Carrick Bay and back in memory of Andrew "Bart" Simpson who died last year while training for the America's Cup. About 600 clubs worldwide took part, to make it into the Guinness World Records as the "Largest Sailing Race in the World". It was also used as a platform to raise money for the Andrew Simpson Sailing Foundation, a charity set up in his memory. One of Andrew's sayings was 'Never give up achieving your goals' and this was typified by two of the youngest sailors on the smallest dinghies during our Bart's Bash race who upon rounding the mark at the far end of Carrick Bay and finding most of

the fleet nearly home in a dying wind, became a little downhearted and asked if they could give up and get a tow back. When told this would mean they wouldn't be part of the results they persevered to the end. Well done to them, they didn't give up!

Well it's now time for all good sailors young and old to plan the jobs they're going to do to their boats during the winter, to improve their comfort if cruising and to improve their chances if racing. Me? I'm going to improve my 'Local' knowledge of the Creek, the Haven, Bay and Shore.

Quaintest thoughts, queerest fancies
Come to life and fade away.
What care I how time advances?
I am drinking ale today.
Edgar Allan Poe

Chris Williams-Jones

Training

We have this year, completed another successful summer training programme with 45 youngsters taking part. The weather was the best for years and sincere thanks and congratulations to all our senior instructors, instructors, assistants, safety boat crews and shore-side helpers, who all worked very hard. Our instructors work so enthusiastically and give much time that "thank you" doesn't really seem adequate but I know how much you are all appreciated by the club.

We welcomed back George Platt as a SI, who helped us during the early part of the season and newly qualified James Kelly and Aimie Shute joined our willing group of instructors this year.

We ran a very successful adult course, with 4 students gaining level 1 and we look forward to welcoming them in the dinghy racing. There will

be another course next year, so please let me know if you will be interested.

The IOM Youth championship for the Tomlinson Trophy (open to 19yrs and under) was sailed in May and the overall winner was Ben Batchelor. We look forward to a bigger entry next year with all the up and coming youngsters sailing in the Tera dinghies. Many thanks to Mick Kneale for a superb job as RO.

The Pico Challenge was run in September and the conditions were good. It was a fantastic event, kindly sponsored by Felix & Wanda McHenry on behalf of the Royal National Mission for Deep Sea Fishermen. Special thanks go to Phil Hardisty and Michael Wilson for organizing on the day. Christopher Hill was the overall winner with James Walker runner-up, and Ffynio Wright the best junior.

The Manx Youth Sailing Squad is going from strength to strength and congratulations to everyone connected with that organisation. They have had many intensive training weekends, mostly across, and competed in 8 RS Tera Nationals, 5 European and 3 World championships this year.

Thanks go to our powerboat instructors: Cl Phil Adams, David Kneale, James Walker, Ben Hellowell and Robert Floate who have all helped with courses this season. I take this opportunity to thank Ben for setting up the safety-boat rota again and working hard at the beginning of the season. Special thanks go to Chris Perry, who took over at the end of May and did a magnificent job filling the slots. Without safety cover, the courses would not run. We are really short of drivers and actively looking for more, so please let me know if you would like a place on the next course.

Steve Upsdell has run two First Aid courses this year and another is planned for the spring. Please email Steve at smu@manx.net to register your interest, or write to the Training Secretary at the IOMYC. This is a very good course and worth attending. Thank you Steve - much appreciated.

We plan a series of courses during the winter. Dermot Shimmin will run a diesel engine course: anyone interested please ring Dermot on 833589. Mark Pendlebury together with Dermot have already run GMDSS/VHF courses in October and November. They will run another if requested, so please register your interest with either myself wendyhill@manx.net or Mark Pendlebury mpendlebury@manx.net

I record my grateful thanks to all the instructors for their time and expertise.

At the junior prize presentation, we were very pleased to welcome Ann Reynolds from The Department of Infrastructure, who is responsible for Ports and Harbours. She kindly presented the prizes and certificates.

The major awards from the Training Section were:-

Juan Kelly Cup	Ben Batchelor
"Girl of the Season"	Sophie Wright
"Boy of the Season"	Rory Donegan
Rowany Cup	Ben Batchelor

We are now planning for next season and are very fortunate that some of our instructors are willing to teach again next year. Anyone who is interested in becoming a dinghy or assistant instructor please contact iomyctraining@gmail.com

I sincerely thank John Dowling, our dedicated and hard working Chief Instructor for yet another year of commitment and time. John has been fantastic and after 12 years as CI, is standing down from the role but is hopefully staying on as a Senior Instructor.

Finally I thank our Principal, Brian Partington who is so supportive and interested, Sue Shute who has done an amazing job as secretary and most of all, the instructors and assistants who have worked very hard to ensure a successful season.

Wendy Hill

Sailing Secretary

April wasn't too kind for boat preparation but we did manage to get our old Peril yellowed up in time for the dinghy-racing season. Turnouts were good up to the end of June, then with so many people sailing away in July and poor weather in August, the dinghies only got a couple of sessions completed over a seven-week period. The First Class 8s didn't use a single one of the programmed Sunday morning windward/leeward sessions but came together for their September Saturday afternoons. So, the 2015 programme will be carefully considered - it's a shame for the club to organise ROs and safety-boat crews twice a week for no racing to take place. I know we can't fix the weather but we can avoid the obvious pitfalls.

The good thing about all this is that so many of our young (and not so young) sailors did a phenomenal amount of events off-island. The travelling circus of the Tera and Feva specialists seemed to be away more than home. The kids are doing a fantastic job at UK, European and World levels - something that wouldn't have entered people's minds in previous generations. Well done to everyone concerned, especially the parents.

The Baker Tilly sponsored Round Mann race had a disappointingly small entry but the handful of boats sailing enjoyed a tough NE windward/leeward race with honours going for the second year running to one of our First Class 8s - Albert Penguin this time - and with a mostly female crew. Baker Tilly is happy to sponsor the race again next year, so it would be encouraging to see more boats taking part, please. Many thanks go to Steve Malley and Andy Roy for their continued support. We'll use our own version of the NHC handicaps for both this race and the rest of the keelboat racing next year - this season's experiment of mostly boat for boat racing proved not quite fair.

I see that Mike Stanton has admitted to hopping a rock on his cruise to

Howth - this must be the most hotly contested trophy for 2014. There were so many rock-hoppers; the tie will have to be broken by points for style.

Jason and Debbie Corlett spent the summer cruising around Brittany in their First 31.7 "Eauvation". On their way home, they sailed in Dartmouth regatta. Not only did they win the feeder race from Brixham but then proceeded to win every race in the series. Which bullet shall we discard? They are therefore excused for failing to enter the Round Mann!

The Dol has been busy smartening up the harbour and boat-parks and pumping goodness knows how much concrete into the apparently hollow Alfred Pier. The dinghy-park tie downs were fixed in the nick of time and more works are on going. The club is very dependent on the Dol, which allows us big discounts on harbour dues, slipway dues and club boat parking and it's good to see that we now have harbour permanent staff around the place.

Michael Kneale

Cruisers

After a hesitant start due to too much or too little wind on race days, the season spluttered into life in June. Normal service was quickly resumed and we enjoyed consistently good turnouts and competitive racing for the remainder of the season. Once again, I'll leave the details of results to others, as we on Sorcery were usually too far back to identify the victors and had to be content with picking off the odd wounded or weakened FC 8. In between regular Wednesday night and weekend races at home, the club was usually well represented at neighbouring club regattas. The feeder race to these events also gave a chance to the heavier cruisers (i.e. Sorcery) to stretch their legs and enjoy a brief moment of glory. Many

thanks to the other boats, which either retired on route or contrived to delay their start so we could experience a rare taste of triumph. Our own regatta in June was a great success, with the three-session format, neatly punctuated by après-sail socializing proving very popular. However, the high point of this year's season for me was Bart's Bash on 21st September. To be part of a fleet of almost forty sailboats of all shapes and sizes for such a good cause was a fantastic experience and one that we will repeat next year. If you weren't involved, get yourselves a ride and join in, I promise you won't regret it.

The Summer months saw the annual Northward migration of retired skippers to their Scottish sojourns. Richard Baker on "Shellan", Mike Pollard with "Shearwater" and John Dowling in "Popard" all spent extended periods cruising around the stunning scenery and sheltered anchorages of the Highlands and Islands. Sorcery and crew enjoyed a very relaxing cruise to the less-challenging shores of the Firth of Clyde but made up for it with a short-handed night sail to Howth later in the season. With only two on-board, the unrelenting twenty plus knot winds were a real test of stomach and bladder capacity. The only time the boat speed dropped below seven knots was when we "kissed" the remains of an old breakwater cunningly submerged across the entrance to the marina.

Building on the success of last years Open Day, the Try-a-Sail day on the 8th of June attracted around 40 new faces to the club. Conditions were a bit livelier than last year but all managed a sail and a good number of new people were recruited. The day was perfectly complemented by a BBQ on the balcony, where the visitors mingled in the sunshine with club members sampling our traditional hospitality. We continue to build a good core of enthusiastic crew members but will always welcome more. Please feel free to contact me to arrange a sail if you want to be introduced to or reminded of the joys of sailing.

Once again, many thanks to all the skippers, crews and especially Race Officers Phil Scott and David Hill, who have contributed to making 2014 another great sailing season. I look forward to sharing the water with you again next season.

Mike Stanton

50 years ago

In 1963 I had bought a Van de Stadt pioneer 30 ft masthead sloop GRP sailboat, Salidi and 1964 was to be our first full season with her. At that time I lived in Lytham St Annes and kept the boat on a mooring in the river Ribble.

The main event of the season would be the Whitsuntide weekend, with the B&FYC Fleetwood Ramsey Race and the MSCC Round the Island race. These were the most important events for sailors on the Fylde coast, closely followed by RCC's Lytham Port St Mary race on the August bank holiday weekend - then at the beginning of August. Both these events were well supported by boats from the Ribble and the Wyre and both were to be ruined by the dates of the holiday weekends being changed.

During the winter Alan Thistlethwaite volunteered to sail with us at Whit and as he had more experience of sailing offshore than me I was very pleased to have him with us. In fact it was the start of a lifetime of sailing together. I have sailed on his boats many times and he is to join us on Ti-Coyo this summer. Like Ken was, he is both a good skipper as well as good crew and I sorely missed him on board when he went away to work in Venezuela. I was also pleased because his father Jack had been very welcoming and kind when Margaret and I joined the Ribble Cruising Club, even to lending Michael and I his boat one day when we had broken ours.

So Whit duly arrived and we set out for Fleetwood on the tide arriving at the Wyre just before low water with a strong ebb still running. Attempting to navigate the river I managed to put her aground and spent the next hour or so in full view of the fleet waiting for the flood to float us. An ignominious beginning.

The next morning, with the start time around daybreak, a light southerly gave us a running start. At that time we had no idea of Salidi's performance though we were told that it was generally good and very good downwind. This was to be expected with her short keel (for that time) and separate spade rudder. We did not make a very good start but were able to set the spinnaker immediately and were pleasantly surprised when we sailed through the fleet and were well up with the leaders at the Wyre light. We enjoyed an easy passage under spinnaker all the way to Ramsey bay and were well pleased with the result. We entered the harbour and stacked alongside Tony Kemsley's Tocobo, a Dee 25 class, beautifully built by Harry Allanson at Freckleton Boatyard. Tony loved her and looked after her really well. He was, quite rightly, very particular about the fenders and helped us while we were drying out. Boats had longer keels then and were not so beamy so able to dry out alongside each other without much problem. A convivial night was had with crews going ashore in blazers and flannels, a dress code that was soon to pass. However, the ladies of B&FYC did their best to keep up the glamour for the rest of the decade.

We started the Round the Island race at about 6.00am. This is one of the more interesting races, always challenging with varied conditions both windwise and tidewise. Salidi's crew of Alan, Derek, Michael, and myself were all doing it for the first time. It was a very pleasant sail down the west coast in a light easterly which became gusty off Contrary Head. We were in the company of some well known boats, Grey Seal, still owned by Len Howarth, from B&FYC, Black Soo, a Van de Stadt design from RUYC, forerunner for the Pioneer, sailed by Bill and Dickie Brown and

Barry Bramwell, Ain Mara an Irish Yawl sailed by W M Nixon, and Pellagrina, a Dee 27. Altogether a fleet of about 50 boats I believe. Later the Brown brothers were to become well known for their Ruffian boats. In the gusty conditions off Peel we all had to bear away at times to avoid broaching and I can still see in my minds eye Black Soo planing away to seaward not exactly in the wrong direction but not in the right direction either. Off Port Erin the wind changed and freshened so that we were on the wind, as was often the case with Salidi we were lucky and caught the tide across the south of the island and up to Douglas to finish in the early morning.

At this time, cruiser-racers were really just cruising boats built with an eye to performance and we were all sailors first and racers second. The era of out and out offshore racers with cut and thrust racing had not yet arrived. Protests were unheard of - neither was the kind of sailing that would cause a protest .

Considering Salidi, I really did not have the experience to know whether or not she would be a good boat for us. I was told that she would be too light and therefore not a good sea boat . However Frank King of the builders assured me of her qualities and she was, in fact, a lucky choice and gave us good sailing and racing during the rest of the sixties and looked after us well. Indeed I think back and realised I probably took risks I should not have done but she always came up trumps. Something about fools and angels comes to mind. The one important thing about her was to keep her light and not overload her with gear.

This reminds me of a Ken Smith story. He was steering another RCC Pioneer on passage when the rudder became detached, dropped from its mounting and sank. Ken was left holding the now useless tiller. He went below, woke the sleeping skipper and said "Skipper, it's your turn to steer but you can stay there, here's the tiller". Needless to say they

managed to rig a jury steering and safely complete the passage.

Later in the season we were to do the race to Port St Mary but as often happens in August the weather gods had other ideas and the race did not happen. But Margaret with baby Dawn and Tom Blason had already gone to PSM so Alan and I left next day in better weather and made a good passage arriving before nightfall. It was my first visit to PSM. Margaret's stay in the Carrick Bay Hotel was so awful that I am still surprised she ever came again.

It was on a trip to Piel Island, ashore in the Pub that we heard of the delights of Port St Mary. Cecil Fitton told us that it was the best port in the Irish sea for sailing boats, waxing lyrical about its charms, and that it was possible to tie up alongside and remain afloat. There were no marinas then!

I must agree with him, though times, boats and sailors have all changed, the waters around Port St Mary are still among the best of sailing waters, although, on occasion, it can be a little too cold for me nowadays. Little did I know that it was to become my home port in just a few short years.

John Ellis

Social

Another year nearly over which has been full of social events but with many more yet to come.

At the beginning of March over 40 gluttons enjoyed a 6-course Victorian breakfast, each course accompanied by a different alcoholic drink! How the Victorians ever got round to running an empire, building railways and digging canals beats me.

The sailing season naturally started with the Fitting-out supper, which over 50 people attended.

During the sailing season, we had many enjoyable lunchtime

barbeques catering for competitors and their families at events such as the IoM Youth championship, Try-a-sail days, Club regatta, First Class 8 regatta and Bart's Bash. The fish & chip supper and quiz was well attended in September. The quiz was an excellent mix of questions with pictures testing local knowledge, which certainly taxed many people, who were incredulous that they couldn't recognize buildings or landmarks which they pass every day.

In October, there was a highly successful pig racing night, where the fervour amongst the punters easily put the Grand National in the shade.

The sailing season ended with the successful and well-attended Laying-up supper with the main courses provided by Patchwork Café.

Weekly Sunday lunches continue to be provided by a willing band of volunteers. If you can spare a couple of hours on a Sunday to help, it would be very much appreciated. Please contact Ann Scott who organizes the rota.

Finally, as always, without the organization and hard work of the Social committee and helpers, none of these events would have happened, so many thanks for the invaluable support they provide.

Forthcoming events:

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|---------------------------|--|
| 16th November at 1030hrs | Walking Treasure Hunt. |
| 21st November at 2000hrs. | Tales of a Travelling Naturalist by Tim Earl |
| 7th December | Commodore's Christmas Lunch |
| 19th December | Christmas Carols & Quiz Night |

Do keep an eye out for e-mails and posters at the club for details.

Pam Williams-Jones

Obituaries

Carol Blundell

We are saddened to report the loss of a great friend, RYA North West Coach, Carol Blundell, who died in September after a two-year illness.

Carol became part of our lives in 1990 when she and Dave Williamson, the RYA's North West Regional Coach ran a Dinghy Instructor course at the club. It was the first of many visits over fifteen years and she became a great friend to many people on the island.

Carol was instrumental in the growth of our Training Section. She travelled with the Isle of Man team to Celtic Watersports events and over the years, she saw our first trainees become Dinghy Instructors. She was a great supporter of Sailing for the Disabled and helped many children and adults to take to the water.

The club's young sailors would not have the opportunities they enjoy today were it not for Carol's boundless enthusiasm and support for youngsters. She will be greatly missed.

Cathy Miller

We are sorry to report the sudden and untimely death of Catherine Miller on 3rd September. She was one of the most gregarious, outgoing social members and will be sadly missed by all who knew her.

Our sincere condolences go to Ross and all her family.

CRUISER TROPHIES

Commodore Cup	FIRST8 CHAMPS	A.ELLIS
Metropolitan Regatta Cup	Regatta "B"	ALI HINDS
Strangford Lough Cup	JULY SERIES	WILSON JASHURST
McCard Cup	MAY SERIES	PETE HINDS
Brunt Memorial Cup	AUGUST SERIES	B QUAYLE
Peyton Memorial Cup	JUNE SERIES	PHIL HARDISTY
Viking Glazing Cup	FC8 SERIES	A.ELLIS
Castletown Novelty Trophy	BARTS BASH	SIMON PRESSLEY
Aldrich Cup	PEEL FEEDER	MIKE STANTON
PSM Regatta Class "A"	Regatta "A"	WILSON JASHURST
Tomlinson Trophy	IOM YOUTH CHAMPS	BEN BATCHELOR
Cadogan Div 2	Round Mann	JENNI KNEALE

DINGHY TROPHIES

Murray Gawne Cup	SIMON PRESSLEY
Ballagawne Cup	R & J COLLISTER
H.R.Gelling Cup (Travelers)	DAVE BATCHELOR
Peacock Cup	JAMES KELLY
REGATTA 1947 'Under 18' Cup	FFINLO WRIGHT
Bromet Trophy	ANGUS JOLLY
Dundas Cup	MIKE PRIDHAM
Glenburn Cup	JAMES WALKER
Juan Kelly Cup	BEN BATCHELOR
Wilson Cup	MIKE PRIDHAM
Alice Cup	MIKE PRIDHAM
PSM Regatta(Williams)	R & J COLLISTER
PICO CHALLENGE (L)	CHRIS HILL
PICO CHALLENGE (S)	FFINLO WRIGHT
BEST BOY (PARTINGTON CUP)	RORY DONEGAN
BEST GIRL	SOPHIE WRIGHT
MYA DINGHY CHAMP JUNIOR	BEN BATCHELOR

Editor's note

Very best wishes for a merry & peaceful Christmas. Good sailing in 2015.

Bob Hunt