



Isle of Man Yacht Club

MAINSHEET

Lime Street, Port St Mary, Isle of Man

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Commodore

Amazing! The outer harbour is empty, trees are shedding their leaves, shops are full of Christmas wares and I'm sitting outside in the early October sunshine in shirtsleeves typing. We must be experiencing one of the longest periods of settled weather this year - perfect for sailing with sunshine and a 10-knot breeze.

The weather for this year's Bart's Bash was not as kind as 2014 and quite a few boats retired, including the one I was on. Between the three of us on board, we suffer from a dodgy heart, worn out shoulder and knee and a bad back, so we decided discretion was the better part of valour. On the way back in, we passed a couple of windsurfers who looked like they were trying to swim the course.

Thanks to all who took part, helped organise the race and run the BBQ.

It's about 27 years since I came to live here. Before this, I'd never sailed, except as a cadet merchant navy officer and we all had to learn to sail a ship's lifeboat. They had a dipping lugsail and a shallow rounded hull with no keel, so had about as much windward ability as Nelson's Victory. A couple of months after arriving on the island, I became friends with a yacht owner who, a couple of months later, introduced me to the art of applying anti-fouling and then as a reward took me out racing. I was hooked and the rest, as they say, is history, racing around the cans as often as I could, in any type of weather. My only non-racing sailing was passages to race regattas, mainly around the Irish Sea but even these were like a race so we could arrive before the bar closed on the Friday, then rush back home again so people could get to work Monday morning. This all changed for me this year, when I was invited to go for a leisurely ten-day cruise to help bring a friend's yacht back from Oban. I always considered race sailing great fun but this was leisurely fun, fun fit for a gentleman, Master and Commodore (I outrank Jack Aubrey, better known

to many as Russell Crowe in the film of very nearly the same name). If not in port at mealtimes, we cooked proper meals, not cup-a-soups, pot noodles, Mars bars and apples, which seemed to be our staple diet on the race circuit. Nothing wrong with that, except when you run out of gas. Have you ever made a cup-a-soup or pot noodle with water from the hot tap? Believe me, it doesn't matter how long you leave them, the noodles never soften and the soup lumps never dissolve.

One of the crew on this cruise happened to be the Poet Laureate of 'Castletown and Derbyhaven Motorboat and Yacht Club' and would compose a daily limerick, or should it be ode, about where we'd been that day - a couple of examples:

At Crinan the canal is well run
By girls and, less often a man
Our passage to ease
They smile and they please
Despite rain and an absence of sun.

The marina at Largs on the Clyde
Is lavish both out and inside
Each car, boat and yacht
Must have cost such a lot
We left on the following tide.

In fact, it was at Largs that I saw a very smart motor cruiser with a name that made me chuckle: "*Sorry Kids !*" That's the way to spend their inheritance.

You don't have to wait for the bi-annual Mainsheet to keep abreast with what's happening at the club: regular postings are put on the club website www.iomyc.com or our Facebook page. I'm not sure how Facebook works, being a newcomer to this technology. The principle was explained to me by a younger person (most people are!), so before actually signing up, I decided to put theory into practice. Walking down the street, I tell everyone I meet what I had for breakfast, what I did the night before and what I will do tomorrow. I show them photographs of my

family, me sailing and my friend's dog, I listen to what they have to say, I tell them I like them and ask to be their friend and invite them to be mine. No luck so far!

Of course, you can always come down to the club whenever it's open, especially Friday evenings and Sunday lunchtime (toasties available) - have a drink and talk to like-minded people face to face.

A quote from Martin Luther - 1517AD:
Whoever drinks beer, he is quick to sleep;
whoever sleeps long, does not sin; whoever does not sin enters Heaven! Thus, let us drink beer!

Chris Williams-Jones

Shetland to starboard

Shellan and I had a memorable cruise this summer passing 60° N for the first time. Early June here was more like winter, with gales and temperatures to match but I finally set off on the 8th doing the usual 70-mile, 10-hour passage to Glenarm. I had planned a mid-afternoon departure but was woken by a French boat leaving at 4am. Realizing that both tide and wind were right, I decided to follow. The fetch past Rathlin was rough but I made excellent progress. Once into the Sound of Jura, the sea flattened and the sun shone. By late afternoon, I was at the north end of the Sound, with the tide turning favourable and a super day's sailing ended in a Tobermory bar.

Now in one of my favorite areas, I went into cruise-mode, heading off to Canna, the inner Hebrides crossroads. However, with a poor forecast, I decided to cross the Southern Minch into the shelter of the Outer Hebrides rather than stay in the beautiful Small Isles with their poor anchorages. From Eriskay, I continued slowly north via Wizard Pool, South Uist, Loch Finsbay, Harris, Loch Seaforth and Loch Valamus, Lewis. Some of these anchorages are simply blued out on Admiralty charts, so the Antares charts, made by a group of amateurs led by Bob Bradfield are very useful. I then went into Loch Mariveg, SE of Stornoway - a superb natural anchorage with a very narrow entrance opening out into a maze of islands and bays.

I re-entered civilization by putting into Stornoway marina. In stark contrast to the rest of the Outer

Hebrides, Stornoway has pavements, roundabouts and many shops. As forecast, it then rained for 3 days, with further low temperatures - so cold, I slept in a winter duvet. Decision time: keep going north despite the weather or head for home? With the outlook a little better, I decided to keep going. Leaving Stornoway about 4am, my AIS transponder woke up the crew of a trawler when their collision warning was triggered as Shellan went past. Later that day, the powers that be got their revenge as I rounded Cape Wrath, Range Control called me on the radio to say that planes were going to bomb the target in 20 minutes and I should go north 'til they told me I could head east again. So it was a hard hour of beating with water coming green over the foredeck before I was free to turn for Talmine in Tongue Bay. Next day, off to Orkney sailing past the Old Man of Hoy on my way into Stromness. With yet more cold northerly winds, I thought it best to buy a bus rover ticket to tour Mainland Orkney. Having not made Shetland last year because of fog, I was determined to get there, so did a long hard beat up the west coast of Orkney to Westray, well placed to start the long passage to Shetland as the weather improved. At this point, an essential crew-member, the autopilot went on strike. That evening, I jury-rigged a system using the motor and gearbox off an old spare one I had aboard. Now, with two days of light westerlies forecast, it was time to go. I had originally planned to go via Fair Isle but decided to go direct to Scalloway where there's a Raymarine agent for the autopilot. The 70-mile reach to Scalloway in smooth water was very pleasant, the makeshift autopilot working well. Scalloway was quite a surprise. It has less than half the population of Port St Mary but two deep-water marinas plus a commercial harbour. Many of the houses looked Norwegian and indeed they are imported kits from that country. The Scalloway Boat Club has a massive visitors' pontoon and excellent shore facilities. With the autopilot in the hands of the agent, I set off round the west of Shetland, stopping at Papa Stour and Busta Voe before rounding Muckle Flugga at the northern tip, then heading back south to Balta Sound on Unst. The weather then stepped in again and I had a double-reefed beat to Lerwick, getting there before it was expected to get even worse. Lerwick was rather intimidating with all the cruising boats crammed into the Albert dock, surrounded by much larger vessels. Most of the other cruising boats were Norwegian or German with very few British boats. The weather then turned surprisingly warm and the forecast

southerly gale did not materialise. I collected the repaired autopilot from Scalloway going by bus and, next day, set off for Fair Isle. With good weather at last, the Fair Isle small harbour was very busy. Shellan was rafted up inside a Dehler 38 with teak decks and a carbon mast, which she thought was very romantic. After a day of sun and one of rain on Fair Isle, I reluctantly left, returning to Westray motoring in a near mirror calm. I would have liked to have spent a bit more time around north Orkney but there appeared to be only a short weather window for the long trip back to Scotland's west coast. So next day, I close reached along the north coast of Scotland and back round Cape Wrath. The conditions were rather strange with 12 knots of NW wind but almost flat water, with fog to the south and excellent visibility to the north. From Kinlochbervie, I headed down the mainland coast stopping in Lochinver and South Rona. With a few days of good weather forecast, I mainly motored to Loch Scavaig on Skye, just below the Black Cuillins. It is one of my favourite anchorages and I was able to climb a Munroe at last. From there, in poor weather, I travelled back to Port St Mary via Tobermory, Puilladobhrian, Gigha and Bangor.

It was certainly a memorable trip, with over 1500 miles covered and some exceptional one-day passages under sail. Some daytime maxima in the Outer Hebrides were less than 10°C, which is colder than some December days here. The west and north coasts of Scotland are changing rapidly with many recently built marinas, for example in Lochboisdale, Lochmaddy and Mallaig, which means it would now be possible to cruise marina to marina. However, there are still plenty of wild natural anchorages left. Next year, I'll fit Shellan with central heating and probably head north again.

Richard Baker
Dehler 36 CWS "Shellan"
(see back cover for sketch chart. Ed.)

Social

Well, another busy season has come to an end but the social diary is still full with events leading up to Christmas.

The Fitting-out supper was held in April, well supported by members and their guests.

We seem to have had a lot more barbecues this year catering for many events, including the Youth championship, club regatta, fun-sails, dinghy championship, First Class 8 regatta and finally Bart's Bash. Thanks to all involved – there are too many to mention.

The fish & chip supper and quiz was well attended in September. Brian and Val Partington certainly tested our knowledge and the Woolard family proved to be worthy winners.

The laying-up supper was held at the beginning of October with Patchwork Café providing the food to a smaller than usual group. By the time you read this, the annual dinner and prize presentation will have been held at the Falcon's Nest and I am sure that everyone will have had a great night out!

We are always looking for new ideas for social events, so if any of you have any suggestions, please let us know.

Sunday lunches continue to be available throughout the year. Many thanks go to the willing band of volunteers who come in to do this. We are always looking for more people to help, so if you have a couple of hours to spare on a Sunday, perhaps once every 3 months, then please offer your services. Please contact Ann Scott who organises the rota.

Finally, thank you to all those helpers who provide their invaluable support for our social functions – without you, these events would not happen.

NB: Cathie has kindly stepped in and written the above report due to my illness. Thank you Cathie.

Pam Williams-Jones

Events to the end of the year:

Sunday 22 November - (Walking) Treasure Hunt, 10.30am muster at the club.

Sunday 6 December - Commodore's Christmas lunch.

Friday 11 December - Carols and Quiz night.

Membership

60 Years on ...

Congratulations to Elva Killey and Norman Quillin who, in 2016 will have been club members for 60 years! Both contributed enormously: Norman was club secretary for 40 years and Elva served as a director. Both were active sailors and the photograph below shows them at a club dinner in the late 1960s. Norman is the tall gentleman standing on the left and Elva is seated in the centre, wearing white. Elva still takes an active interest and if you are interested in club history, she will be happy to sit and chat.



REMINDER

If you haven't yet paid your subscription, it is now overdue and we would appreciate your immediate settlement. Thank you.

Dinghies

I can't believe the season flew by so fast. It never really got going for the dinghy fleet this year, with so many sailors away competing at National, European and World championships along with the Island Games.

The club hosted the IOM dinghy championship at the end of August with Gus Jolly (RS100) just pipping Russell and Ciara in the RS200, with Jen Kneale 3rd in her Radial. It was a pity that 12 sailors were away at various national championships: maybe the 3-4 September 2016 will work better (at Ramsey).

The three-day club regatta was great fun. Young Ben Batchelor won in his Feva crewed by Matt Perry, 2nd Russell & June Collister (RS 200), 3rd Phil Hardisty & Ciara Kaneen (RS 200) and 4th Dave Batchelor (RS Aero 9.) All the racing was made possible by the abundance of excellent volunteers, not least Emily and Breeshey who managed their first RO session like seasoned pros. Safety crews are always appreciated, as was the willing shore crew. The excellent food each day was much needed on return to shore and many thanks go to all involved.

The youth championship took place in June and what a spectacle for sailing - seventeen boats competing in wind speeds that would have tested most adult sailors. 1st Ben and Erin (RSFeva) 2nd Matt Perry (Tera Pro), 3rd Ffinlo Wright (RS Aero).

The Island Games sailing team was Jen Kneale, Chris Hill, James Walker and Donald Edwards. Jen came 15th and Chris 20th in the Radial fleet, with James 11th and Donald 17th in the Standard fleet.

Gus attended the RS100 Euro cup in Carnac in early May, finishing an excellent 8th place with a best result of a 3rd.

The RS Feva worlds were held in Travemunde, on the Baltic coast of Germany at the end of July. Two Manx boats took part. It was a long drive for us poor dads but well worth it to reach this wonderful venue. Ben Batchelor and Erin Murphy finished 30th out of 162 boats, with Patrick and Alec Cope in 102nd place at their first Feva Worlds.

They also took part in the Feva Nationals on Rutland Water in very strong winds, with Ben and Erin 11th out of 89 boats and Patrick and Alec 68th.

Mike Pridham also had a very busy time taking his D-Zero to their inaugural Nationals at Calshot in May, finishing 7th in the 27-boat fleet. He then went to the Laser Masters Nationals at Pevensey Bay in June, finishing 17th in the 70-boat Radial fleet. In August, he went to Gdynia, Poland on the Baltic for the Laser Masters European championship, finishing 15th out of 58 Radials. And to finish off his year, he has just returned from the Spanish Laser Masters at Roses, finishing 11th out of 72, and 2nd Grand Master. Well done!

Phil and Ciara along with Greg Kelly and George took part in the RS200 Nationals at Abersoch, battling in an extremely tough fleet. Greg finished 42nd with Phil in 50th, having suffered a nasty battle scar down the side of his boat from a collision with ex IOM club sailor, Tom Hewitson.

Ffinlo Wright, sailing his new Aero, entered the Nationals in the 7-rig finishing 19th out of 37, which was a great result. I sailed with a 9-rig and came 9th out of 24 (nearly died after having to beat out for 90 minutes just to get to the start line.) Chris Cope has also enjoyed his Aero 7, competing in the Europeans in Holland and the Nationals.

The Manx Youth Sailing Squad had another busy year. Some competed at the Tera Worlds in Bruinisse in Holland. There were 107 entrants and they had to contend with one of the worse storms since 1901. This led to a very challenging week with gusts up to 30 knots over the race area. Ben sailed very well, coming 10th overall in the Pro fleet, Matt Perry had some great races finishing a creditable 23rd, with Patrick close behind him in 33rd. Alec Cope, sailing in the Sport fleet, finished 16th out of 60 boats.

The Tera Nationals were held at Weymouth at the end of August and the whole Manx squad travelled to take part. Ben sailed a great event finishing in 3rd place overall in the Pro fleet, Patrick Cope 22nd, Matthew Perry 26th, Stephen Arnold 37th, Ross Arnold 39th, Rory Donegan 40th, Timothy Chan 41st and William Henthorn 42nd. Alec Cope finished 20th in the Sport fleet.

Our young sailors are doing very well at many national events in large fleets as shown by the following results:

Tera Start of Season at Northampton - Pro fleet: Ben 5th, Matthew 25th, Patrick 32nd and James Arnold 32nd out of 34 boats. Sport fleet: Alex Cope 20th, Stephen Arnold 34th and Ross Arnold 49th out of 53 boats.

Tera Inland nationals at Oxford - Pro fleet: Ben 9th, Matthew 17th, and Patrick 20th out of 29 boats. Sport fleet: Alex 33rd, Stephen 33rd, and Ross 36th out of 40 boats.

At the end of the season, Ben was ranked No.1 in the UK Tera Pro fleet - a well-deserved achievement - not that I'm biased!

I will be standing down as dinghy captain to let some new blood take the dinghy fleet forward. Any willing volunteer out there, please?

David Batchelor

Training

34 youngsters completed the successful 2015 summer training programme. Our sincere thanks and congratulations to all our senior instructors, instructors, assistants, safety-boat crews and shore side helpers who all worked very hard. "Thank you" doesn't really seem adequate but I know how much the club appreciates you, each and every one.

The section has now been running for 25 years: a marvellous achievement from everyone concerned past and present. It is interesting to note that among the first trainees were Jen and David Kneale and Mark and Nick Williams-Jones, whose families do so much for the club. There are and have been so many families involved, I apologise for not having the space to mention you all individually.

Congratulations to Emily Batchelor and Greg Kelly who passed their dinghy instructor course this summer and we look forward to their help next season.

We are very proud of Ben Batchelor in particular, whose list of achievements this year, both at home and abroad, is incredible. At club level, he prevailed in the club regatta, youth championship and even the fun Pico challenge, where Ffinlo Wright was runner-up.

The Manx Youth Sailing Squad goes from strength to strength - congratulations to everyone connected with that organisation. They have had many intensive training weekends, mostly across and have competed in 9 RS Tera Nationals, 6 European and 3 World championships.

Thanks go to our powerboat instructors: CI Phil Adams, Mark Pendlebury, Ben Hellowell and Robert Floate who have all helped with courses this season. I take this opportunity to thank Chris Perry for setting up the safety boat rota again; he did a magnificent job filling the slots. Without the safety cover, the courses would not run. We are always short of drivers, so please let me know if you would like a place on the next course.

Steve Upsdell ran 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 well worth attending. Thank you Steve - much appreciated.

We are running a series of courses during the winter. Dermot Shimmin will run a diesel engine course, anyone interested please ring Dermot on 833589. Mark Pendlebury and 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 for further details.

Thanks are extended to Ron Spencer who is stepping down for his valuable time and expertise over many years.

Our Principal, the Venerable Brian Partington kindly presented the prizes and certificates at the junior presentation, making particular mention that sailing teaches you independence and resilience, whether it be in racing or just messing about in boats - valuable qualities that will remain with you through life.

The major awards were:

Juan Kelly Cup	Alec Cope
"Girl of the Season"	Josephine Laisney
"Boy of the Season"	Peter Cope
Best Junior IOM champs	James Arnold
IOMYC Regatta	Ben Batchelor

We are now planning next season and are very pleased that many of our instructors are willing to teach again. Anyone interested in becoming

involved in any way or knows of any junior recruits please contact iomyctraining@googlemail.com

We will need more dinghy and assistant instructors, so if any members are interested in gaining either of these qualifications, please contact me.

I also thank John Dowling, our dedicated and hard working chief instructor for another year of commitment and time. John has been fantastic and, after 12 years as chief instructor and bosun, is still as enthusiastic as ever but is looking for some help next year.

A massive thanks goes to Sue Shute, our very efficient secretary, who has been wonderful.

Finally, I thank our Principal Brian Partington who is so supportive, knowledgeable and interested. Brian has been Centre Principal for 10 years and is retiring, so we now need a replacement. We would welcome anyone who has enthusiasm to come on board and help us progress. We only have 3 meetings a year, so are not asking for too much time. Please ring me for a chat. 835646.

Wendy Hill

Sailing Secretary

Well, we had great weather for a couple of weeks in March and a couple of weeks in October. In between, it was rather patchy for our purposes - often no wind or too much. This, allied to the amazing efforts of so many members sailing off-island, led to rather uncertain turnouts for club racing in both keelboats and dinghies. So many sailors are involved in both dinghies and keelboats that running races at the same time also proves difficult, so next season, the programme will be re-designed yet again (we do seem to say this in every November Mainsheet!)

In addition to the almost unbelievable efforts of the "racing kids", their parents and the senior sailors described in Dave Batchelor's report, many others achieved great things this season. Richard Baker's single-handed Shetland voyage has been on the cards for a while. I know he's reached Orkney before but finally made it almost to Norway at last. Brilliant job. However, it must be noted that John Dowling managed to get Popard to Stornoway (about half-way to Shetland!) this year - that's some hike in a

relatively slow boat. Mike Pollard got Shearwater as far as Tobermory this year - the weather was against him so didn't quite match making Portree in 2014. Mike Stanton had a long and leisurely cruise around the Clyde while other members took their boats to race in the Dun Laoghaire regatta mid-July. Jason & Debbie Corlett (Eauvation) finished 6th out of 12 in the First 31.7 class and Andy Dunn (Tango) made 7th out of 15 in IRC Class 4. This is a huge regatta - seems to have taken over from Cork Week, for IOM sailors anyway. Further afield, Frank Newton put a few thousand more miles under the keel of Bootlegger in the Med. Nice work if you can get it. Albert Penguin won the Baker Tilly Round Mann (after winning their class in the Ramsey Round the Island four weeks earlier). The Penguin also won the FC8 regatta at the end of the season. I understand that Antony Ellis will be back in 2016, so the FC8s should be back up to strength. Gary Proctor took over the FC8 Lazybones and has done quite a bit of crewing to learn the ropes, so we hope that boat will be raced next year too. There was no wind at all for our feeder race to Peel regatta so Genesta II motored there and successfully defended its 2014 title next day. Yogi seems to have dominated the keelboat podium this year; we'll have to put a stop to that! Mike Stanton organised a load of people to turn up for the try-a-sail day, much enjoyed by everyone. How to follow up on this effort is problematic although we did recruit a couple more regulars. The dinghy "free-sailing" with safety-boats laid on proved popular whenever the weather allowed.

The Dol is in the process of taking on the entire provision of outer-harbour moorings and then not permitting private moorings in PSM bay. Negotiations with users on the principle and pricing were satisfactorily concluded in September. They intend to clear out all the old blocks etc from the bay and lay an entirely new set of chains and blocks with risers and buoys supplied. Owners will just have to supply their own strops and shackle on. Nothing has been heard recently, so it's unclear whether the practicalities have really been sorted. I'm not chucking out my own riser just yet!

Many thanks go to all safety-boat crews, organisers, ROs, BBQ stokers and caterers who keep the club going. If we get the sailing right, the rest will follow.

Mick Kneale



