



THE JOLLY ROGER

RYE HARBOUR SAILING CLUB QUARTERLY NEWSLETTER

Round Britain &
Ireland Race Part 2



Carey gets his Gong!



Our first Commodore



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Who's Who

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Introduction from the Editor, Andrew Powell:

Welcome to the second, summer edition of the Jolly Roger which covers the months of June, July and August.

Firstly, many congratulations to our President, Carey Marsh, following his investiture (see below).

As summer approaches so the number of national sailing events increases. Ramsgate week, an annual yacht regatta organised by the Royal Temple Yacht Club, takes place between 21st and 26th July. There are races for all classes between the North and South Forelands accompanied by lively social events. Further information can be found at: www.ramsgateweek.com/.

The celebrated Round the Island Race takes place on 29th June 2019. With over 1400 boats and 15000 sailors, the race is one of the largest sailing events in the world. If you have ever taken part in the race, whether on your own boat or someone else's, why not share your experiences with us by sending me a letter or email or even an article for publication?



Round the Island race 2016: St Catherine's Point

A most successful Push the Boat Out event was held on Saturday 4th May with further taster sails the following day (see Eric's report below). I enjoyed an exhilarating sail as crew on board David Preston's Luna when, owing to what seemed like Force 6 winds, I spent much of the time trying to prevent myself falling overboard which goes to show that, even at 65, there are still opportunities for the intrepid!

I extend my thanks and appreciation to all those who have contributed to this edition of the Jolly Roger.



Carey receives his Gong!

On 31st March 2019 Carey Marsh was formally awarded his British Empire Medal by the Lord-Lieutenant of Kent, the Viscount de L'Isle— a very proud moment for Carey, his wife Christa and sons, Simon and Martin. In case you missed it, a detailed interview with Carey is included in the first edition of the Jolly Roger.



Carey receives his BEM from the Lord-Lieutenant of Kent, Viscount De L'Isle



Carey, Christa, Simon and Martin Marsh following Carey's investiture

Our First Commodore— the life of Admiral Anstruther

Our first Commodore was Admiral Robert Hamilton Anstruther. Born in 1862 to a military family (he was the son of Lieutenant-Colonel Sir Robert Anstruther of Balcaskie), he joined the Royal Navy at the tender age of 10. Initially, he served as a cadet on the training ship HMS Britannia at Dartmouth. The Britannia was a 121-gun screw-propelled three-decker line of battle ship which was originally named HMS Prince of Wales.



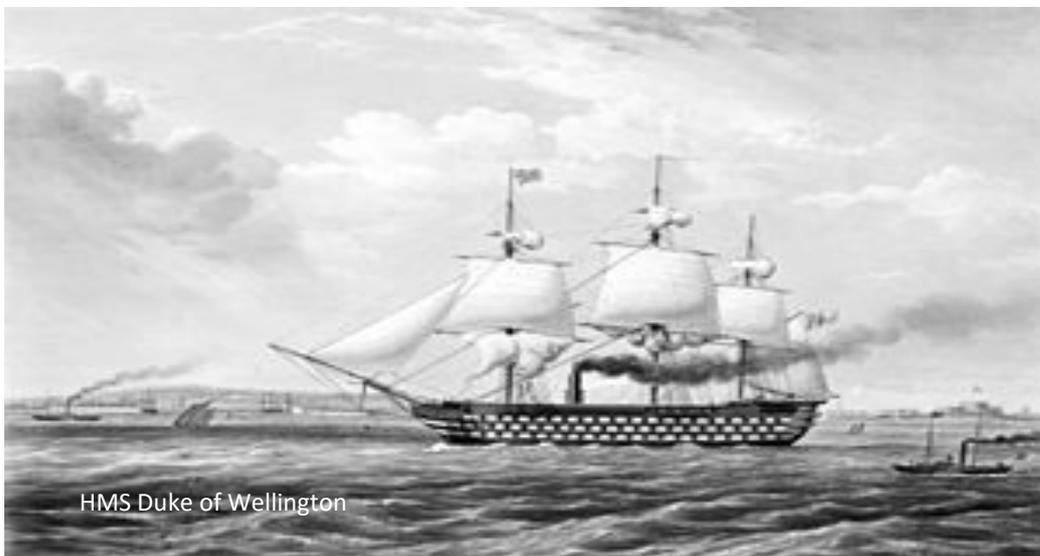
The Life of Admiral R H Anstruther

He also served as a cadet at various times between 1877 and about 1879 on HMS Temeraira, a new ship launched in 1876. This was the Royal Navy's first state-of-the-art Barbette Ironclad ship which was based upon a French design and was powered by both sail and steam. She had a maximum speed of 14.7 knots and was armed with four 11 inch guns and four 10 inch guns and played an important role on the Egyptian War of 1882. Reports of his qualities during this period describe Anstruther's general conduct, ability, "zeal", judgment and professional knowledge as "very good". He was also described as "quick, intelligent and promising".



HMS Temeraira 1878

After serving on other Royal Navy ships including HMS Duke of Wellington (see image below), Robert Anstruther was promoted to Lieutenant in 1885. In December 1897, by which time he had served on various ships including, in China, HMS Champion, a Comus class Corvette, and on HMS Phaeton, he was promoted to the rank of Commodore.



HMS Duke of Wellington

The Life of Admiral Anstruther

On 30th June 1904 Robert Anstruther was appointed captain. A few months later, in September 1904, we find him studying at HMS President (formerly named HMS Gannett), a sloop-of-war which was converted for use as a drill or training ship and moored at the South West India Docks, London. Fortunately, this ship has survived and can be viewed at the Chatham Historic Dockyard.



HMS Gannett

Admiral Anstruther seems to have had an aptitude for languages, At various times during his naval career he was granted leave to study Italian and French and, in 1905, he was allowed to go abroad for six months to study German. He served as captain on a number of ships including HMS Sirius, HMS Caesar and, in August 1910, HMS Cornwallis. In April 1912 he was appointed to a shore station in Hong Kong, HMS Tamar, as Commodore in charge of naval establishments there. In 2016 he was appointed Rear-Admiral and he was eventually advanced to the rank of Admiral, whilst retired, in 1924.

Admiral Anstruther died at Playden, Rye in 1938 aged 76. He had served on a wide variety of Royal Navy ships including those from the last days of sail to several pre-Dreadnought battleships. The exact nature of his assignments and his likely experiences whilst serving as a Commodore and then as a Captain may well be the subject of a further article....

Andrew Powell

Report of the Rear-Commodore Dinghy Fleet, Simon Marsh

At the time of going to press we have held three races as part of the summer series. The results are shown in the table below. Scott Wilkinson currently leads followed by John and Claire Powell and also Eric Zon.

RHSC Summer Series 1 2019

Rye Harbour Sailing Club

Results are final as of 15:08 on May 19, 2019

Overall

Sailed: 3, Discards: 1, To count: 2, Rating system: PY, Entries: 11, Scoring system: Appendix A

Rank	Fleet	Boat	Class	SailNo	Club	HelmName	CrewName	PY	R1 2019-04-07	R2 2019-04-21	R3 2019-05-19	Total	Nett
1st	Dinghy		Laser	210976	RHSC	Scott Wilkinson		1145	(2.0)	1.0	1.0	4.0	2.0
2nd	Dinghy	Club Wayfarer	Wayfarer	BV4	RHSC	John Powell	Claire Powell	1147	(12.0 DNC)	4.0	2.0	18.0	6.0
3rd	Dinghy		Laser	208882	RHSC	Eric Zon		1099	(12.0 DNC)	3.0	3.0	18.0	6.0
4th	Dinghy		Solo	4485	RHSC	Mark Whiteman		1143	(12.0 DNC)	2.0	5.0	19.0	7.0
5th	Dinghy	Just Now	Stratos	321	RHSC	Andrew Hewitt	Mary Hewitt	1144	4.0	(8.0)	4.0	14.0	8.0
6th	Dinghy	S'Mine	Mirror	7041	RHSC	Anna Knight	Sue Saich	1448	3.0	(8.0)	5.5 OOD	16.5	8.5
7th	Dinghy		Laser	168671	RHSC	Simon Marsh		1099	5.0 OOD	5.0	(12.0 DNC)	22.0	10.0
8th	Dinghy		Laser	188033	RHSC	Jeremy Short		1099	1.0	(12.0 DNC)	12.0 DNC	25.0	13.0
9th	Dinghy	Capsize Queen	Laser Radial	168671	RHSC	Sharon Marsh		1145	(12.0 DNC)	7.0	12.0 DNC	31.0	19.0
10th	Dinghy		Finn	471	RHSC	Chris Baker		1051	(12.0 DNC)	10.0 DNS	12.0 DNC	34.0	22.0
10th	Dinghy	Jennifer	Laser Radial	185961	RHSC	Steve Eccles		1145	(12.0 DNC)	10.0 OOD	12.0 DNC	34.0	22.0

Scott Wilkinson is holding an open race at the Club on Sunday 16th June for anyone to enter. The event is in aid of Sports Aid which helps the most promising young British athletes by providing them with financial support, recognition and personal development opportunities during the critical early stages of their careers. Scott benefitted from an award which helped him win his Topper World title and he would therefore like to help others to follow the same path.

Further information about Sports Aid can be found at: <https://www.sportsaid.org.uk/>. Details of the event are set out on the following pages.

On Sunday 23rd June Hastings & St Leonards Sailing Club are hosting an open Topper race in association with the International Topper Class Association— see pages 37 to 40 for the full Notice of race.

Rye Harbour Sailing Club

Open Dinghy Race

£10 entry fee with all proceeds going to



Sunday 16th June ~ 11:00 start

Registration 9:15 ~ 10:00

Virtual Rigger Vouchers up for grabs with thanks to our sponsors



To help the organisers prepare for the event please register your interest

by emailing: senkew@live.com

SportsAid is a registered charity: 1111612

Sports Aid charity race information

16th June 2019

Entry and eligibility

Competitors will need to enter on the day. The entry fee is £10 per boat with all proceeds going to Sports Aid. To help the organisers prepare please could you email your interest to senkew@live.com. All competitors must have 3rd party liability of at least £2million.

On arrival

There are limited spaces for cars on the west side of the Sailing Club. Once this area is full there is a free car park situated a short distance down the road. Boats can be rigged inside the clubs compound or at the top of the slipway.



Timings on the day

Registration	9:15- 10 :00
Briefing	10:00
Warning signal	10:55
Lunch	Available from the galley shortly after sailing

(Tea and coffee served all day)

Local knowledge

Rye Harbour Sailing Club is situated on the River Rother. The tide flows in fast, slowing down enough to sail out to sea about an hour before high water. Obstructions will be mentioned in the briefing. High water is at 11:22.

Race area

The race will be held out to sea unless the conditions indicate otherwise (at the discretion of the race officer.)

Prizes

Prizes will be awarded as soon as safety boats are recovered and packed away.

Report of the Social Secretary, Claire Powell

On Saturday 30th March we held one of our regular suppers at the club. Following a two course meal we were fortunate to be able to welcome Barry Yates (Manager of Rye Harbour Nature Reserve) who talked to us about the geography of the reserve, projects that have increased numbers of nesting birds, animal inhabitants and future plans for the reserve. He also spoke about the soon to be built new discovery centre. It was a very interesting talk and concluded with Barry offering to host a guided walk around the nature reserve for RHSC members.

At the Fitting out supper on 13th April the Club welcomed the Rye Bay Crew who provided a very entertaining selection of sea shanties and songs. They were joined by the ubiquitous Carey Marsh who provided his own singular interpretation of some shanties (see photograph below)!

Recent supper evenings have also included, a film and a quiz. More will be held during the summer months and we look forward to welcoming you to these.



Carey Marsh joining the Rye Bay Crew for a fruity sea shanty

Sailability report by Anna Knight

On Friday 3rd May, in The Rye Community Shop the presentation of grants that local charities and other organisations had bid for took place. Amber Rudd was doing the honours and presented a cheque for £180 to me to enable Sailability to buy three lifejackets. Although, with this round of funding, they had more applications for grants than ever we received the £180 we had asked for. In our bid I had explained that the people with disabilities who sail with us needed specialist life jackets.

We didn't know which type was best for what we needed and so we went to try some before we bought. Mike Bone kindly researched lifejackets suitable for people with disabilities, particularly the more disabled and the poor swimmers. He found three designs of lifejackets which looked like they might be suitable: Auto-inflation type, manual inflation type and one with a neck collar. All these lifejackets keep someone's head above water and keep the person floating. We will find out about any problems when we try them out. Will they find someone willing to get thrown in three times, or how will they do it?

Representatives from about 20 charities were milling about. Well, a bit too squashed to mill about, more like politely saying "excuse me". When I arrived I was handed a drink and it looked like I wasn't going to get to drink any of it. So, as I excused myself as someone else bashed into me, I found myself next to the person from The Music Well getting money for drums. The Rye Community Fund will respond to bids they feel are for the greatest benefit in the community. Sailability is up there. When we had all been presented with our cheques, and the many and deep thanks had been said and applauded, it was time to go outside for a group photo for the newspaper.



CLUB DIARY: JUNE 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
					1	2
					Rye/Boulogne cruiser race	Rye Boulogne Cruis- er race
3	4	5	6	7	8	9
			1300 Cruiser short race		Sailability Try Sailing & BBQ 0330 Rye/ Royal Sover- eign race	Royal Sovereign /Rye Cruiser race & Social
10	11	12	13	14	15	16
					0955 Cruiser Short race	1045 Dinghy charity race
17	18	19	20	21	22	23
		1100 to 1700 Sailability Sailing day	1310 Cruiser short race	0300 Rye/ Dieppe race and social	(Until 23rd)	1500 Dinghy Summer series
24	25	26	27	28	29	30
					Round the Island Race	0930 Dinghy Summer series

JULY 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1	2	3	4	5	6	7
			1210 Cruiser Short race	1930 Rye Road Races	1340 Cruiser Short race 1430 Sailability Try Sailing & BBQ	1435 Cruiser Short prize race 1445 Dinghy Summer series
8	9	10	11	12	13	14
						0945 Dinghy Bastille free sail
15	16	17	18	19	20	21
			1220 Cruiser Short race			Ramsgate week starts 1415 Dinghy sum- mer series
22	23	24	25	26	27	28
				Ramsgate week ends		
29	30	31				
Beach school	Beach school	Beach school				

AUGUST 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			1	2	3	4
			Beach school (to 2nd)	1930 Rye Road Races summer series	1225 Cruiser Short race Sailability Try sailing & BBQ	1320 Cruiser Short race 1330 Dinghy Summer series
5	6	7	8	9	10	11
Beach school	Beach school	Beach school	Beach school (to 9th)	0600 Rye/ Dieppe race & social	1400 to 2200 Runners twilight chase	Rye/Dieppe Race & social Cruise
12	13	14	15	16	17	18
			1125 Cruiser Short race		1230 Pocket Cruiser race	1300 Pocket Cruiser race 1315 Dinghy Summer series
19	20	21	22	23	24	25
					SHYC Regatta	SHYC Regatta
26	27	28	29	30	31	
SHYC Regatta					1140 Cruiser Short race	

Push the Boat Out By Eric Zon



PTBO-Roxanne seen from Luna

Push the Boat Out -By Eric Zon

On Saturday May 4 we had a successful PTBO at Rye Harbour. We had 5 dinghies available as well as 2 of the cruisers and we had quite a few pre-bookings. Despite the strongish wind we decided that it would be best to go ahead. We ended up with a fresh but beautiful day with a little hail storm coming over after everyone was off the water. Wind was a steady 20 knots with gusts up to 28 knots and all sailors did a brilliant job keeping everyone happy. We had 4 adults enlisted for the cruisers with one deciding that the weather was not quite for him. For the dinghies we had 14 children and 12 adults. As we had the safety rib and the Carey Marsh out the latter was also used to take complete novices and smaller children out on instead of the dinghies. In total we had 26 of the dinghy visitors out on the water and, except from my colleague Joe, they all stayed dry.



Launching of the dinghies with Luna heading out to sea

There were over 20 volunteers involved and if anything it was great to see so many people in and around the clubhouse with the cruisers (Rick of Roxanne and David of Luna and their crew) coming back to the clubhouse as well.

Push the Boat Out -By Eric Zon

Many, many thanks to the all volunteers and we have picked up one new member (as well had good earnings for the bar and the kitchen) and all involved greatly enjoyed it.



For any of the new members we have quite a few club boats available and so, if you can sail and want to take one of them out, please come to one of the dinghy open sails and we can get you sorted on them. The club has several Toppers, a Laser and a Laser Pico as well as a Wanderer and a Wayfarer available.

If you want to get used to the sailing at the Rye Harbour in a gentle way please volunteer for the rescue boat which is out with most of the races and events

Club merchandise for sale!

The Club has a selection of sweatshirts, T-shirts and other clothing for sale as shown below. These bear the Club's logo and will help raise the profile of the Club if worn to your local! Prices and a sizing guide are shown below. We also have an attractive mug which also has the Club's logo which you can keep on board or at home for coffee or hot cocoa on a cold winter's evening as know that the best sailing is often done by the fireside!

Please contact me to place an order. The total cost of your order should be sent by bank electronic transfer to the Club's bank account (sort code 30-90-28 and account number 00752410) quoting your name.

Claire Powell



Club Merchandise for sale!



ITEM	CODE	COST
Hoodie	J265M (male)	£28.50
	J265F (female)	
Sweatshirt	J7620M	£20.00
T shirt (round neck)	J180	£12.00
Polo shirt		£14.00
Cap	BC010	£7.50
Beanie	BC045	£10.00
Mug		£12.00

Male	XS	34/36
	S	36/38
	M	38/40
	L	40/42
	XL	42/44
	2XL	44/46
	3XL	46/48
Female	XS	30/32
	S	32/34
	M	34/36
	L	36/38
	LX	38/40

Along the Waterline by Florence Powell



On a blustery March day we went for a walk on the Rye Harbour Nature Reserve. The sun was shining but huge clouds loomed over the horizon. It was high tide and the saline lagoons, where fresh and brackish water merge, glistened in the sunlight.

As it was early in the season many of the spring visitors, such as the Common and Sandwich terns, had not arrived. We strolled to the hides but the pools were empty and yet the first signs of Spring were here. The flowers of Grey willows filled the air with their discreet scent. Danish Scurvy grass and early Forget-me-nots gently waved in the breeze. On the shingle, the leaves of the Yellow horned poppies and sea hollies were just emerging. The beach was deserted and, just for a moment, the sun was reflected over the sea. Suddenly, we were hit by a squall and had to beat a quick retreat past the old lime cottage which was about to be demolished.

We returned on a misty day in May. The terns had arrived and were now nesting on an island within the saline lagoons which they shared with black-headed gulls. Some pairs were courting and squabbling whilst others



Along the Waterline by Florence Powell



were putting the finishing touches to their nests. A lone white egret was fishing in a stream of water leading from the lagoon to the river Rother. Beyond the terns was a further island where a group of black juvenile cormorants sat erect and still, their usual posture whilst digesting.

Walking further towards the sea, we came across clusters of sea kale in blossom filling the air with its characteristic smell of honey. Around the sea kale grew clumps of sea campion with their delicate white flowers.

As we were heading back along the road, purple flowers known as Salsify, resembling daisies, (also known as “Goat’s beard”) quivered in the wind. Close to the edge of the path grew tall fronds of Alexanders, a plant which was introduced to Britain by the Romans. All parts of these flowers are supposed to be edible but the plant resembles hemlock and so enthusiastic foragers should check that they have not mistakenly picked hemlock before they start cooking!

Further on, in the lagoon by one of the observing hides, a pair of striding avocets were scooping water with their flat beaks. It was here that we also heard the unmistakable sound of soaring sky larks.



Report of Rear-Commodore House, Mick Kirby

With the new sailing season now under way work on the club improvements are taking second place but I am sure all members would like to thank all Ric Elliot and his team on the completion of the new rib garage and their sterling work .



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Press Gang! Crew wanted

Hello everyone. My name is Paul Harding and I would like to introduce myself as a 60 year old semi-retired male living in Hailsham with a wife. two daughters, a cat and dog. There is also a horse but he is not allowed in the house! I have some sailing experience going back many years but only recently have I owned my own boat. I bought 'Ishani' just over a year ago. She is an Eventide 26' sailing cruiser of wooden construction built in 1980 and fitted with a 2 cylinder Lombardoni diesel engine. She has a triple keel which gives good support in the mud at Rock Channel Marine where she is now berthed.

I am currently employed as a part-time coach driver and at this time of year it tends towards full-time. However, I generally know by Friday what days I am working the following week. The days I am least likely to be working at this time are Mondays, Tuesdays and Thursdays. So, if you are interested and have some sailing experience, give me a call on 07903864354.



On the High Seas— Report on the Round Britain & Ireland Race

By our Vice-Commodore, Eric Zon

Part 2- After the storm

The storm duly passes whilst we explore Lerwick, stock up on supplies, undertake maintenance (including the extremely important job of resealing and repairing our thermal mugs), chat with the other competitors and passage plan. We all leave at our designated start times from the Shetlands, in our case at 00:52am on the 20th June. Based on the forecast we anticipate following winds to Lowestoft from the W/NW of around 30 knots, potentially gusting 40 knots, so it should be a great downwind leg for us and nothing we haven't dealt with before.



We download the GRIB (Gridded Information in Binary) files, these are computer-generated weather models and the 4 different models we download and compare are all more or less in agreement for the coming days. Having a sat-phone onboard we have previously tried to get updated GRIB files out at sea, but unfortunately the bandwidth on the sat-phone is just too narrow for a real success (an important upgrade for the next race). Anyway we decide to follow the rhumb line to Lowestoft but to not be too rigid on our course, to get maximum speed and ensure we maintain our lead. Surprise push us along very well and we have to do our utmost to stay ahead and quickly start spinnakering. As we are on a dead run we start with our number 4 spinnaker which is a real downwind symmetrical spinnaker with big cheeks and maximum sail area. Whilst harder to fly, as it is twitchy and provides more chance of wrapping, with the right wind it's a powerful beast and drives us quickly.

On the High Seas– Report on the Round Britain & Ireland Race

As the wind changes to more of a reach we change to the number 3 reaching spinnaker and manage to fly this in up to 30 knots of wind. We really do fly along and regularly get 10 knots out of the boat, keeping Surprise, with their more powerful rig and greater water line, a length behind us. More than 60 miles offshore we can't get the shipping forecast via VHF but Polished Manx, who are closer inshore and ahead, kindly relay the latest forecast which is now wind force 6-7 with a gale 8 predicted. The spinnaker comes off, once the wind reaches above 30 knots, and we now have a steady wind of 40 knots (10am on 21st June) with gusts of 50 knots. We take all of the main sail in and start sailing just with the full genoa as the waves starts to build. We are now, and have been since flying the spinnakers, hand steering continuously as the auto pilot just can't cope with the fact that we are sailing the boat quite literally on the very edge of control, to maintain optimum speed. With the wind getting progressively stronger we roll in one reef and then two reefs in the Genoa.

Our speeds are great and we regularly surf down the building waves at 12 to 14 knots eventually ending up with a record speed of 16.4 knots. At these speeds our six and a half tonne Dreamcatcher is quite literally surfing and we grin with excitement as the boat takes off down the face of the waves. As this happens the helm goes light and plumes of spray shoot out either side of the boat, whilst we fight the wheel try to keep the boat on the plane and on the right heading as long as possible.

When I go down at 16:00 we have everything closed as the boat is getting rather wet with, at times, solid water breaking over us and the occasional wave breaking into the cockpit and filling it to waist level. I hear an unknown sound and eventually discover that it is the automatic bilge pump which keeps running. I discuss with James who is rather worried that we might have a problem with the keel. The wind is now a steady 50 knots peaking at 60 knots. We had a brand new wind vane fitted and calibrated for the start of the race and so know the figures are correct and at this point the wind is a steady wail as it whistle's through the rigging. In the higher gusts it is quite literally pushing the boat down into the water as much as it is pushing us forward, creating a very strange feel on the helm (its effect on the boat is akin to trying to force a cork underwater with one finger).



Concerned by the strange motion and inability of the bilge pump to remove the water we decide to pull out the life raft, which we keep in a locker, and make it ready to deploy before we investigate further. I take over the helm and James investigates. He cannot find any new water coming in, the keel bolts seals look good and when he clears the bilges by hand its stays dry, but the pump keeps running so it is obviously faulty. We put the life raft back in the locker and with winds now consistently in the 50 knot range (with gusts up to 60 knots) we have unwittingly become trapped in a wind channel which is severe gale 9 / storm force 10. It is all getting quite uncomfortable with large breaking waves but the boat stays relatively dry inside. We get knocked sideways at times but it is not until I take over the watch at 20:00 that we get the big one!

On the High Seas– Report on the Round Britain & Ireland Race

We are still heading straight for Lowestoft which means going down the waves at great speed. Where normally our changeover is very quick, James stays outside for a bit longer. It is just after another 16 knot surf that we feel the boat being lifted and then pointing straight down. We look back and see a wall of breaking water but there is nothing much we can do.

I stand behind the wheel whilst James, sitting on the windward side of the boat, clamps himself to the steering column. The wave must be higher than the length of the boat (12 metres) and we cannot surf out of it. James watches the bow bury itself in the water and then screw sideways to starboard as the breaking wave picks up the stern on the boat and lifts her over driving the mast deep into the water and tipping the boat to an angle of some 160° (almost totally inverted). We luckily do not roll right over but I get swept away from the wheel by the water mass, my lifejacket inflates and I am held inboard by the lifeline. I get up back behind the wheel and now start to steer sideways along the waves in order to be able to control the boat speed better and have a better view of each of the waves and their potential impact. James was well wedged in and had a good view of the whole episode. He describes it as follows “all went quiet and I was in an air bubble under water, with the boat completely over and mast, spreaders and sail underwater, very quickly the boat righted herself and I was both amazed and relieved to see the mast still standing”.

We briefly discuss other options rather than ‘crabbing’ along the waves but drogues etc. do not seem useful with all of this violence around us and we are concerned that, in slowing the boat right down, the waves will just break straight into the stern creating significant damage. We understand that the weather is clearing from the west and being East of the rhumb line and take the decision to steer West to hopefully find lighter winds and lower seas. In such conditions it is now almost impossible to get any meaningful rest, so we now each only steer about 1 ½ hours, whilst the other cat-naps as best they can.



On the High Seas— Report on the Round Britain & Ireland Race

Our normal watch schedule is 3 hours on/off at night and 4 hours on/off in the day and we pride ourselves on getting as much sleep as possible (tired sailors don't win races....!).

The barometer has not shown any extreme changes and, if anything, has gone up as the high pressure moving in has been squeezing the low pressure system to our East, creating an extremely strong wind channel. The shallow waters of the North Sea combined with a strong northerly tracking tide combine to create extremely steep breaking waves in an extreme wind over tide scenario; we just had the misfortune to find ourselves in the wrong place at the wrong time. Boats both South and West of us were also reporting pretty extreme conditions but with just 45 knot winds - nothing compared to us.



We continue heading west and have clear skies when the wind begins to subside from about 03:00 on the 22nd and eventually by 8am the waves start to get smaller (we have now been sailing in pretty extreme conditions for some 20 plus hours). After some hesitation to go down the waves, we get our courage back up and start to slowly get back on a run again and then add more foresail to maintain boat speed. At times these races are a very strange mixture, between surviving and pushing as hard as we can to win - most of the time our competitive streak wins out. In the typical cruel fashion of the sea, by the evening we are becalmed and having trouble avoiding getting sucked into one of the many windfarms or oil/gas rigs by the tide. We are nearing Lowestoft as we are getting Polished Manx and Surprise in sight on our AIS. Eventually they manage to finish just before us at Lowestoft where we finish at 14.45 on the Saturday 23rd June. We are within an hour of Polished Manx and Surprise so will all start about the same time as them the next day.

Having left Lerwick much earlier than us and being faster on the water, the other 5 boats have avoided the calm from the night before and are about to leave when we arrive. Worse still, there is talk of a big wind hole around the Thames Estuary that they will avoid and we will get stuck in. We are still in the lead on handicap but it is easily wiped out if that happens.

On Sunday we start with a beautiful Easterly Breeze which enables us to again get spinnaker number 4 up and overtake Surprise within a short space of time. The East Coast is full of tidal gates (e.g. strong tides with/or against you around headlands and between the sand banks). The winds die down and around Felixstowe all three of boats cannot make any progress. The current will take us back towards the North so we drop anchor just off the shipping lane into Felixstowe. We keep watch with the sails up and as soon as the breeze fills in and we can make way against the tide we immediately pull up the anchor and start sailing. Relishing each extra mile we claw ourselves South, cutting across shallows where we can try to cheat the tide and avoid the major shipping lanes into the Thames estuary (a high risk strategy in these waters as we are to learn later). We get closer to a beat so change the spinnaker for the mythical code 0, a reaching sail which we can fly in up to about 60 degrees apparent wind. We have to sail through one of the wind farms to make it work, a somewhat nerve wracking experience with the current pushing us into the farm and just enough wind to fight the tide.

On the High Seas– Report on the Round Britain & Ireland Race

The wind gets stronger, building up to 18 knots, and we fly along under the white sails. I follow the 6-8 metre contour on the chart around the Goodwin sands until I see surf coming up. With the tide behind us we fly along at 8 knots and suddenly I see a surf line appearing. I keep turning away from it but, alas, despite the charts all agreeing that we should have some 8m water under the keel, the real water depth is now less than 2 metres and we become stuck on a sand bank, just 50 metres South of a West cardinal buoy. As luck will have it, it is just about low tide and we are afloat again in about an hour.

The wind is getting less and less and we will not be able to get past Dover in time. Whilst we are sailing at some 3.5 knots through the water, the opposing tide is as strong and we crab sideways away from the headland of South Foreland (the most South East point in Britain). Eventually, we tuck ourselves up behind a South Cardinal buoy marking a much deeper sand bank in the Channel alongside one of the busiest shipping lanes in the World. We talk to the coastguard who are happy with this and drop our anchor at around 0100. There is a full moon, the sea is flat and we are anchored in 18 metres with the tide sending the water flying past us at some 3 knots – the load on the anchor chain is huge. I decide to catch up with some work emails. Around 04:30 the wind changes, the tide is slack, we hoist anchor and very slowly pass the shipping lane into Dover with the ferries kindly going either side of us (although very fast). I hand over the watch and when I get up at 08:00 we are next to Dungeness Power station, home turf, and it looks beautiful. We are under spinnaker and fly along the south coast towards the finish. As we have mobile data most of the time we are able to see the competition on Yellowbrick and everyone has had their share of tidal gates and no wind. The wind forecast is absolutely perfect for us: between 15 and 25 knots from the East and being on a run we keep spinnakering as fast as we can.

We stay offshore to keep the most chance of wind while Surprise, back in the lead after our grounding, follows the coast closely and has taken a 7 mile lead on us by the Seven Sisters. We manage to keep the spinnaker flying through the night around the Isle of Wight. With the wind touching 30 knots at times we fly along and manage to pass Surprise. We change from the deep running spinnaker to the reaching spinnaker and back again as conditions dictate, whilst gybing, at times single-handed in up to 25 knots of true wind, to ensure that we each get as much rest as possible. With the boat being sailed hard and at its limits, it's often hard to get any meaningful rest as we can broach or get a spinnaker wrap at any moment. We have a very good chance to finish in first place and again our competitive spirit comes to the fore and we both keep pushing.



Outer Hebrides

On the High Seas– Report on the Round Britain & Ireland Race

The finish is into Plymouth port just off the sailing club and, as 'luck' will have it, we are finishing around the same time as the Wednesday evening races. We have Surprise closing in on us near the Plymouth Sound breakwater lighthouse when we lose the wind. They are now less than 0.5 mile away now. We are both very tired but out comes the oar (the other one was broken and lost in the knockdown) to help gain an extra half a knot towards the evening land breeze, which is filling in ahead. We beat into port, narrowly avoiding the Brittany ferry which cost us a further two tacks, and now have to fight to get our starboard rights honoured by the local racers (who see us as a dull cruiser trying to trick them). "What race are you in?" they shout and we shout back "Round Britain and Ireland, 17 days racing you ****wit" (that was the one that did not give us way). Anyway, we manage to finish four minutes before Surprise and the following day are formally announced as the overall winner on handicap!

Eric Zon

In the next edition of the Jolly Roger- the old Ferry at Rye



WILLIAM
THE
CONQUEROR
AT
RYE HARBOUR



WILLIAM THE CONQUEROR

- AT RYE HARBOUR -

William the Conqueror is a traditional, friendly pub, boasting real ales, hearty pub food including home-cooked Greek specialities, and a warm welcome for all.

There's a large outdoor area here too with plenty of alfresco seating on the banks of the River Rother



William the Conqueror Rye Harbour TN31 7TU 01797 223315

Tales of a Cornish Trader Part 2: The Continued Story of “How not to buy a boat” By Gary Palmer



‘Golden Nomad’ is Cornish Trader No. 6 – a cutter-rigged gaff ketch designed by Roger Dongray and built by Cornish Crabbers at Rock in Cornwall in 1981.

Of Surveyors & Delivery Skippers - All Set to Go! – Well not just yet.

Of Surveyors.

We had decided not to buy ‘Nomad’ mainly on financial grounds. Although the surveyor had pronounced her as basically sound, he also gave us some sobering estimates of making good some of his findings. But then several things happened: HMRC did not take their many pounds of flesh as predicted, a reasonably-priced mooring became available near to us; and the owners of ‘Nomad’ pointed out some inaccuracies with the surveyor’s report, which said that there were signs that the deck may be lifting in way of the inner shrouds, and inside bracing plates should be fitted – actually they already had. Also that the life raft was out of test – it wasn’t. And that there was no gas detector fitted – there was. Hmm...not quite sure about this surveyor – but more on him later.

Tales of A Cornish Trader Part 2

Of Delivery Skippers.

But we still had no crew for the passage from Belfast to Rye, and so, short of options, we looked for a professional delivery skipper. We found one, a date was agreed and I set time aside to sail with them. A couple of weeks later this skipper backed out. A second skipper was booked but two days later he found his medical was out of date and couldn't do the trip. A week later he made contact again (now with an in-date medical) and could once again do the trip, I arranged another date and two days later he emailed to say that he didn't actually have enough time to do the passage...

Now I am sure that there are legions of reliable delivery skippers out there, but you know, something tells me that a better job just might have come up for the chaps I picked.

But whilst I was doing battle with delivery skippers and attempting to keep my blood pressure below dangerous levels, the (now previous) owners of 'Nomad', fine couple that they are, had found a pair of experienced skippers in Belfast who were prepared to do the trip, and only wanted their rations and a flight home to do it. We broke open the bubbly...

All Set to Go!

So finally, finally... we were going to be on our way! Ha! Delusional fool that I am... the Gods of Boat Purchasing had not finished with me yet. Just three days before the date set for sailing from Belfast I was informed that the senior skipper would now only do the trip as far as Newlyn and he would only do the trip at all if I was not on board – no explanation, no rationale, no discussion possible.

Is this starting to sound like an improbable work of fiction...?

I should have probably been on blood pressure tablets by now as I started to phone round for potential crew onward from Newlyn. We debated whether it was worth travelling to Belfast at all but as the flights were already paid for we decided to go and at least have a day on the boat (I'd started to forget what she looked like by now) and have some time in Belfast. So we did the Titanic Exhibition and were well looked after by Nomad's previous owners, Alan & Irene (I can't keep calling them the 'previous owners' – we became good friends during this protracted saga...) and on the evening before the Belfast crew were due to sail, my son and I took Nomad out of Bangor marina for a sail and pootle round. All was fine, a sunny evening, gentle breeze, cup of tea in hand, finally enjoying the unusual novelty of some quiet moments of ownership, when it became apparent that something was amiss with the steering, with only about ¼ turn on the wheel possible to starboard. I had just enough steering to turn into the marina where Alan & Irene met us and it took two minutes to do what it was clear that the



surveyor hadn't: take out the fenders and warps from the aft lockers and check the steering at the business end - to discover that the metal frame at the end of the steering cables had almost completely corroded away!

Tales of a Cornish Trader Part 2

It was very quiet as we all contemplated what might have been if this has happened a day or two later whilst halfway across the Irish Sea...

So, we flew home and started the process of trying to find a replacement steering frame and it immediately became apparent that this wasn't going to be easy, no one seemed to know anything about this admittedly old equipment. But after several days of 'phoning we found someone who knew about these units – but the news wasn't good. There were none of these left in the country or anywhere else for that matter, and no chance of getting one as... the casting mould had been broken.



What the steering frame should have looked like

I become grimly fatalistic; but saying “Oh well, it’s just another one of those things” with a forced smile for the umpteenth time to friends, is starting to sound a bit hollow and I think that some are beginning to question my grip on sanity... and I think I am with them on that one.

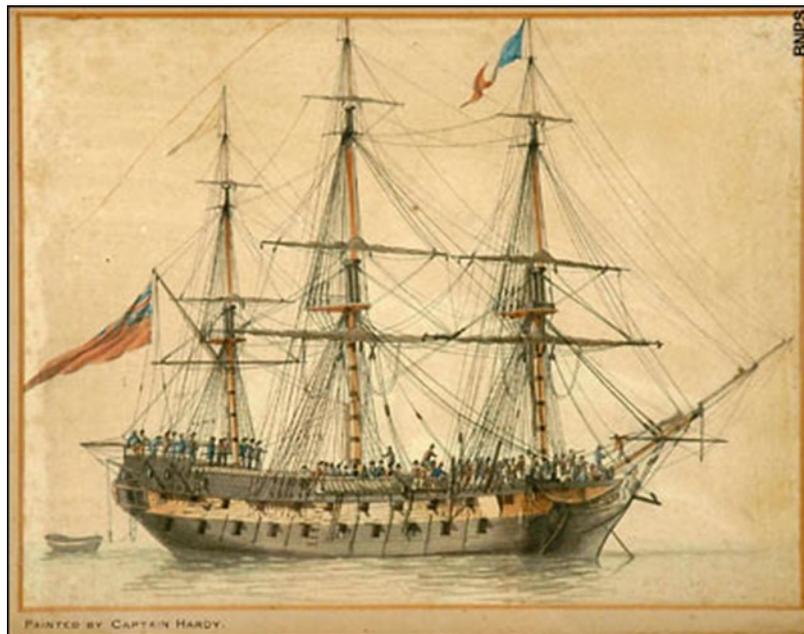
It can't go on like this... or can it?

To be continued...

Next Time:

Alan & Irene to the rescue. Wintering in Ireland. My crew take shape. Racing the last tide to get afloat.

Even Heroes have their bad days! How Nelson lost an arm



"On the 14th of July he received his orders, which were to seize Santa Cruz, the chief town, and hold the island to ransom, unless all public treasure were surrendered to his squadron, in which case the contribution on the inhabitants should not be levied. "God bless and prosper you," wrote Jervis, who, although he considered the enterprise promising, was less sanguine than his junior. "I am on board the frigates, which had remained where they were.

The following morning, July 23d, Nelson abandoned the attempt upon the fort, recalling the frigates; and, as the wind did not yet serve to approach the shore, he continued under sail during that day and the next. The members of the landing-party re-joined their proper ships. Troubridge's failure to act at once upon his own judgment, and seize the heights above the fort, instead of waiting until he could communicate with the admiral, whereby were lost more than three invaluable hours, excites surprise, in view of the extremely high value set upon him as an officer by St. Vincent and Nelson; and is the more singular because the latter, in certain "Recommendations," dated July 17, had indicated the heights, as well as the fort, among the objects to be secured. It is, of course, possible that these Recommendations were not given out; but even so, the formal orders issued gave ample discretion. This hesitation was wholly contrary to Nelson's own readiness to assume responsibility, and probably accounts for his subsequent remark, in a private letter, that had he himself been present this first attempt would not have failed. Occurring in an officer of Troubridge's high standing, and contrasted with Nelson's action at St. Vincent, as well as on many other occasions, the incident serves to bring out forcibly the characteristic eminence of the latter,— the distinction between a really great captain and the best type of a simply accomplished and gallant officer. It may safely be said that had Nelson been in the frigates that morning, and thought as Troubridge thought, he would either have had the heights without waiting for orders, or, to use his own words on a former occasion, would have "been in a confounded scrape."

His first plan having miscarried, Nelson was nevertheless unwilling to forsake the enterprise wholly, without attempting a direct assault upon the town itself. Meantime the enemy was not idle, but employed the delay caused by the wind to collect a greater force, and to develop further the preparations to repel attack. At half-past five in the evening of July 24 the squadron reached an anchorage two or three miles north of Santa Cruz, and all boats were ordered prepared for a night expedition.

Even Heroes have their bad days! How Nelson lost an arm

Captain Freemantle, of the frigate "Seahorse," had with him his wife, whom he had lately married; and with them Nelson, who intended to lead the attack in person, supped that evening. He was conscious of the imminent danger to which he was about to expose himself and his followers; it is indeed scarcely possible that he could, in undertaking the adventure, have expected to succeed, except through some happy accident skilfully improved,—the deserved good fortune which had so often attended him. It was not so much the hope of victory that moved him, as the feeling that to retreat baffled, without a further effort, would be worse than defeat. This in fact was the reason which he afterwards gave. "Although I felt the second attack a forlorn hope, yet the honour of our Country called for the attack, and that I should command it. I never expected to return."

At eleven P.M. the boats shoved off, carrying a thousand men. The orders were for all to land at the mole, the intention being to storm it, and the batteries covering it, in a body, and to fight their way, thus massed, to the great square, which was designated as the place for rallying. A considerable sea was running and the night dark, so that the Spaniards did not discover the assailants till they were within half gunshot. The bells of the place then began to ring, and a heavy fire opened, amid which the British pushed vigorously forward. Many, however, missed the mole. Nelson's own boat reached it with four or five besides, and the parties from these succeeded in carrying the mole itself, advancing to its head and spiking the guns; but there they were met with such a sustained fire of musketry and grape from the citadel and the neighbouring houses, that they could get no farther.



Sir Thomas Troubridge

Many were killed and wounded, and the rest after a struggle had to retreat. Troubridge, with a number of others who missed the mole, landed amid a heavy surf, which stove the boats on a rocky beach and tumbled the men into the water, whereby most of the ammunition was spoiled. In the midst of the turmoil the cutter "Fox" was struck by a shot under water, and went down, taking with her commander and ninety-seven men. Although the scaling-ladders had all been lost in the general upset, those who here got on shore succeeded in climbing over the walls, and forced their way to the place of rendezvous in the great square. There Troubridge, having assembled between three and four hundred men, held his ground, awaiting Nelson and the party that might have entered by way of the mole.

It was in vain. Nelson had been struck by a grapeshot in the right elbow, as, with sword drawn, he was stepping from the boat to the landing. Bleeding profusely and faint, but clinging with his left hand to the sword, which had belonged to his uncle Maurice Suckling, he fell back into the arms of Josiah Nisbet, who managed with considerable presence of mind to bind up the shattered limb and stop the flowing of the blood. A few men being got together, the boat pushed off to take the admiral back to the ship. At this moment occurred the sinking of the "Fox;" upon which much delay ensued, because Nelson refused to abandon the men struggling in the water, and insisted upon looking personally to their being saved. At last the "Seahorse" was reached; but here again he would not go on board, saying that he would not have Mrs. Freemantle alarmed by seeing him in such a condition and without any news of her husband, who had accompanied the landing.

Even heroes have their bad days! How Nelson lost an arm

When he got to the "Theseus," he declined assistance to climb to the deck. "At two in the morning," wrote Hoste, one of her midshipmen, who had been with him continuously since the "Agamemnon" left England, "Admiral Nelson returned on board, being dreadfully wounded in the right arm. I leave you to judge of my situation, when I beheld our boat approach with him, who I may say has been a second father to me, his right arm dangling by his side, while with the other he helped himself to jump up the ship's side, and with a spirit that astonished every one, told the surgeon to get his instruments ready, for he knew he must lose his arm, and that the sooner it was off the better."

At daylight Troubridge, who had collected some ammunition from Spanish prisoners, started from the square to try what could be done without ladders against the citadel; but, finding every approach blocked by overwhelming force, he had to retreat. Having neither powder nor provisions, and no boats with which to return to the ship, he sent a flag of truce to the governor to say that he was prepared to burn the place down with means at his disposal, but, being most reluctant to do so, was willing to treat, upon condition of the whole party being permitted to return to the ships, free and with their arms. One scarcely knows which most to admire, Troubridge's cool audacity in making such a demand, or the chivalrous readiness with which these honourable terms were at once granted to a man whose gallant bearing compelled the esteem of his enemies. Don Juan Gutierrez had repulsed the various attempts with such steadiness and watchfulness, had managed his business so well, that he could afford to be liberal. He agreed that Troubridge's men should withdraw, carrying off with them all British equipments, even to such boats as had been taken by the Spaniards, but could still swim. On the other hand, it was stipulated that no further attempt upon the town should be made by Nelson's squadron. Prisoners on both sides were to be given up. This arrangement having been concluded, the governor directed that the British wounded should be at once received into the hospitals, while the rest of the party, with their colours flying, marched to the mole, and there embarked."

A. T. Mahan. The Life of Nelson, Volume 1 / The Embodiment of the Sea Power of Great Britain.

STOP PRESS!

27th May: James and I have boarded our chartered yacht, a class 40, in Cherbourg. She isn't yet quite ready, alas. A new computer for charts and AIS will be installed today Inshallah. The new sail ordered (a Solent) hasn't arrived yet but the sailmaker will fly to Falmouth in his own plane to come and install it as it is permanently attached to the top of the mast. As we hadn't been able to contact the owner we were quite relieved that at least the boat was here.

You can follow us on AIS this week. The boat is called Maluel 40. We still have to do our qualifying 300 miles which we will do by weaving our way to Falmouth where we really hope to be for Wednesday evening but our elusive French owner has not emerged yet today. The start on Saturday is at 1200 and you can follow us on yellow brick. The restart in the Azores will be Tuesday June 18.

It will be a completely different experience from sailing Dreamcatcher. This is a racing yacht with water ballast, running back stays, a huge mast and all kevlar sails. She should be fast but if we can keep up with her demands? No luxury on board, alas, so it will be freeze dried food instead of the nice home cooked meals we are used to .

Thanks for the support . Eric (Zon) & James

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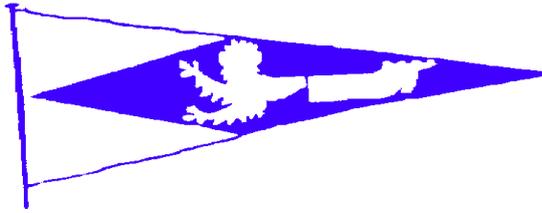
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Hastings & St Leonards Sailing Club Topper Open & International Topper Class Association (ITCA) (GBR) South East Region Traveller Series (No. 7)

Sunday 23rd June 2019

The Organising Authority is Hastings & St Leonards Sailing Club in association with the ITCA (GBR), South East Region

Notice of Race

1. RULES

- 1.1 Racing will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
1.2 In the event of a conflict between documents, the Sailing Instructions shall prevail. This changes RRS 63.7.

2. ADVERTISING

- 2.1 Event sponsors advertising may be supplied and required to be displayed in a position to be specified at registration.

3. ENTRY

- 3.1 Entry will be accepted up to 10.00 hrs on Sunday 23rd June 2019.

4. NOT USED

5. FEES

- 5.1 £15.00 per boat.

6. FORMAT OF RACING

- 6.1 The one-day event comprises a series of four races. The intention is to sail two races in the morning and two races in the afternoon, followed by a prize giving.

7. SCHEDULE

- 7.1 The Schedule is as follows:

Registration	08:30 – 10:00
Competitors' Briefing	10:00
First Warning	10:55

Race 2	Back-to-back with Race 1
Lunch Ashore	12:45 – 13:45
Race 3 Warning Signal	14:00
Race 4	Back-to-back with Race 3

- 7.2 At its discretion, the Race Committee may change the race start times, the number of races to be sailed and the starting arrangements, depending on sailing conditions on the day.
- 7.3 There will be no warning signal after 15:30.

8. MEASUREMENT AND CLUB BOATS

- 8.1 Boats and gear may be subject to scrutiny and/or measurement during the event, at the discretion of the Race Committee.

9. SAILING INSTRUCTIONS

- 9.1 Sailing Instructions will be available on the club website from 17th June. Individual printed copies will not be available at registration, please print your own if required.

10. VENUE

- 10.1 The intended venue is:

Hastings & St Leonards Sailing Club
 Lower Promenade
 St Leonards on Sea
 TN38 0BU

Tel: 01424 420656 (Clubhouse)

The club is situated on the lower promenade of St. Leonards on Sea. (Map Details are shown on the club website www.hastingsc.org.)

- 10.2 If conditions prevent the event taking place on the sea at Hastings & St Leonards then it will be held on the lake at Piddinghoe. The address of the Piddinghoe venue is:

Piddinghoe Lake
 near Newhaven
 BN9 9AF

- 10.3 Confirmation of the venue will be posted on the Hastings & St Leonards Sailing Club website at 8.00 p.m. on Saturday 22nd June.

11. THE COURSE

Details of courses will be displayed on the course board at the clubhouse on the day of the event.

12. NOT USED

13. SCORING

- 13.1 If four races are completed a boat's score will be her total points excluding her worst score.
- 13.2 If fewer than four races are completed a boat's score will be her total points.
- 13.3 An event winner will be decided providing one race is completed

14. NOT USED

15. BERTHING

15.1 Boats will be stored on a public beach between races.

16. NOT USED

17. NOT USED

18. RADIO COMMUNICATION

18.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

19. PRIZES

19.1 The following prizes will be awarded:

- a) Hastings & St Leonards Topper Open Trophy to the winner.
- b) Second and third placed sailors.
- c) Highest placed 4.2 Rigged Topper.
- d) Best placed Hastings & St Leonards sailor.

19.2 Additional prizes may be awarded at the discretion of the Organising Authority.

20. RISK STATEMENT

Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, patrol vessels, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- f) The provision of patrol vessel cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any competitors briefing held at the venue;

21. INSURANCE

- 21.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3 million per incident or the equivalent.

22. FURTHER INFORMATION

- 22.1 By participating in this event, a competitor automatically grants to the Organising Authority and the sponsors of the event the right in perpetuity to make, use and show at their discretion any motion pictures, still pictures and live, taped or filmed television and other reproductions of him/her during the event, and of all of his/her material related to the event, without compensation.
- 22.2 In order to manage the events, information provided by competitors will be held on a database. The management of personal information and images (as in No R 22.1) will comply with General Data Protection Regulations. More details are available on request.