

# NFD Sailability

Newsletter – July 2011

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While this is hardly a new look Newsletter, you will find that it varies from previous editions. This edition has a new editor who has realised during it's production that her computer skills lack a certain finesse. Never the less I will try to bring you the news, not quite as it happens perhaps, and will try to keep you up to date with information you need - *now* - and about future activities. Please see the note from Mary about the Christmas lunch. Sorry to mention it so early, but nights are drawing in you know, and it is a very enjoyable event.

For those of you who have sent me reports of your activities may I say a big thank-you. May I apologise to you all for being such a 'nag'. The look of panic on your faces as I bore down on you did truthfully make me feel guilty. Well perhaps only a little. To those of you who sent me photographs, which have not appeared, please see confessions of an incompetent computer user as above.

Jean Brown

## FUTURE EVENTS

### CHRISTMAS LUNCH

Christmas lunch is booked for Monday Dec 19 at Ferndown Golf Club. Tickets will be on sale at the beginning of August. This is a very popular event and tickets go quickly and are strictly first come, first served.

We are not sure of the price yet but it should be similar to last year's.

Tickets will only be given out on receipt of a cheque, not cash please.

Further info when it is available.

### BARBECUE

Volunteers' Barbecue on Wednesday, July 13<sup>th</sup> Tickets can be purchased at reception for £7.50, and will include a pud. What more could a volunteer want!

Following on from this at about 3.15pm the film "Providing Sailing for Disabled Sailors – The New Forest Way" will be made – yes made! Four cameras will film this epic so do stay and watch. Rory's friends from the Video Club will be operating two of the cameras, so it should be very interesting to see just how such a work develops.

### DIBDEN MONDAY CLUB

On Monday August 15<sup>th</sup> the members of the Monday Club will once again be joining us, for their day out. Volunteers for this event are very welcome.

### SAILING IN SUSSEX

Sussex Sailability came to our Regional Day at the beginning of April and have invited us to visit them on Wednesday 31<sup>st</sup> August (The Bank Holiday week) Those who went last year had fun!

It's a totally different situation, on a tidal river, and the sailors last year thoroughly enjoyed themselves and also had a great cream tea afterwards! If you are interested, please will you let Rory know as soon as possible. It's not long now, and she will need to confirm numbers

### SAINSBURY'S CHARITY OF THE YEAR.

We are delighted that Sainsbury's Ringwood have voted to extend their partnership with us until June 2012. We have received much support from them in the last year, donations, collections, raffle prizes etc., and are very keen to continue this for another year.

Volunteers were in full 'hands on' mode recently when they spent two days packing shopping, and we ask that you continue to support activities we arrange, as and when they are announced as they all help in the aim to fund a new boat for us.

July 30 and 31<sup>st</sup> Sainsburys plan a fund raising event with one of our boats.

August 16<sup>th</sup> Simon the Manager of Sainsburys has challenged Mary White to a race around the island. This will be a sponsored event so please make your pledges. Mary can be found at reception on Friday mornings.

August 27<sup>th</sup> and 28<sup>th</sup> Another fund raising event with Sainsburys and one of our boats.

### RINGWOOD CARNIVAL

September 17<sup>th</sup> This event takes place on the Bickerley during the day, and then takes to the road for an evening procession. We will need two teams for this, so once more we ask for volunteers to give their time for Sailability.

## **OUT AND ABOUT**

### BARN DANCE

On an unusually very wet evening on Friday 7th May, I headed off to Trinity Church for my first social event, a Barn Dance, since becoming a volunteer member of Sailability. I was a bit hesitant about going alone, as I imagined most of the dances would require partners, but I had no need to worry at all. I walked in the door to be greeted cheerily by two people selling raffle tickets, then headed for the hall. As I entered the hall, I looked around for a face I might know, but as a dance was just being called, I thought I may as well 'go for it'. It was a good initiation and I was impressed by everyone's fun attitude and willingness to join in. Of course, we were eased in brilliantly by the lady 'Caller' who was very professional. I eventually sat a table with some friends who had now arrived. I joined in with further dances, which were followed by a very tasty Ploughman's supper brought to the tables by willing helpers.

After supper, we were invited to participate in 'calling out' games where each table was given a few words on a card and was invited to join in at the appropriate time. In the 'Twelve days of Christmas', each table became very competitive to out sing, or out shout, the others. Everyone joined in and lots of fun and laughs were had by all, and a few of us left with hoarse voices!!

As I skipped through the puddles on the way to my car at the end of the evening, I thought how glad I was that I made the effort, as it really was an evening where everyone was made very welcome and lots of high spirits and high kicks took place and, for me, new friends made.

Susan Harford

## **Access European Championships 2011, Lake Garda, Italy**

After weeks of planning and preparation we began our European adventure in good spirits, despite the ridiculously early start. Maybe such an undertaking was a little ambitious, with Debbie eight months pregnant with twins and a boat with serious electrical problems, but ever optimistic we decided to go for it. With more than a thousand miles in front of us we were pleased that my brand new car had been delivered just two days earlier, what could possibly go wrong.

Having negotiated the drive to Dover and endured the joys of cross channel ferry travel we were glad to be on the French motorway and we settled down for a steady cruise down to our first stop in the Alps. The new car was eating up the miles and the warm weather so far north suggested good things to come. Suddenly the dashboard lit up like a Christmas tree and we just about managed to make it into a conveniently placed rest area. With barely 600 miles on the clock we were left with no coolant in the engine and no choice but to call for a recovery truck.

Unfortunately Saturday afternoon as we were to discover is not the best time to breakdown in France. With all garages shut and no chance of anything getting fixed until Monday morning we reluctantly accepted Volkswagen's offer of a hotel for two nights. We were quickly whisked to a rather salubrious industrial estate on the outskirts of Reims, with the car perched precariously on the back of a tow truck. With no transport we were stuck in the French equivalent of a Travelodge with nothing to do and McDonalds our only source of sustenance. By Monday morning cabin fever had well and truly set in and we were desperate to get back on the road.

Debbie and my brother went straight down to the local VW garage first thing to try and impart some sense of urgency. The idea being that nobody would want to have a such a heavily pregnant woman hanging around for too long in case the stress brought things forward prematurely. Unfortunately time slowly ticked by and I started to think I would have to name my children after a couple of French mechanics if they took any longer. Eventually after wasting another day of our trip the car was declared fixed and we could continue our journey a mere 50 hours behind schedule.

With a quick pit stop in the French Alps we finally made it to Lake Garda just in time for registration and inspection..... only four days after leaving. In all the rush we barely noticed how beautiful the lake actually is, and it wasn't until we had finished rigging the boat that we stood back and admired the spectacular scenery that surrounded us. A quick pizza soon sorted our empty stomachs and we were all asleep before our heads hit the pillows.

After a well deserved rest we woke to glorious sunshine and a pleasing 27c on the thermometer, this was going to be a fine day for a sail. We arrived at the marina in good time to get set up before the scheduled practice race and a steady breeze was already blowing from the south. Out on the water conditions were perfect and everything was working well with the boat. I had seven boats to compete against in the Liberty class and the standard was high, so I was more than happy with my 3rd place in our first outing. I was looking forward to the next day and confident that I could do well when we started racing for real.

On the first day of racing it was hot, really hot. On arrival at the marina there wasn't a breath of wind but a full schedule of racing meant we were sent out anyway in anticipation of improving conditions. Three hours later they managed to get a start together, by which time I'd got really dehydrated and was forced to retire and seek help. A DNF and a DNC on the first day was not what I'd hoped for. The following day wasn't much better and both races were shortened due to the light winds. Two 5th places were disappointing but a vast improvement.

After two days of calm windless conditions the next day brought a change, all be it an unwanted one. A massive thunderstorm blew in and racing was completely cancelled for the day, even the locals were surprised at how severe it was. This left only two races for me to salvage some sort of dignity from the regatta and I was desperate to get some good results on the last day of racing.

Luck however was not on my side again for the final day. Although I managed another 3rd place in one race an unseen chain trailing from a buoy found it's way round my keel in the second. Another DNF meant I'd only finished three from six races, not enough to make it off the bottom of the table. Although disappointed with my results I really did enjoy the experience of sailing in such a spectacular setting, and I also managed to learn a great deal competing against some top quality sailors. Looking at the positives I did sail well in the races that I manage to start and finish, so I guess I shouldn't be too hard on myself

So all things told we had a great trip and enjoyed ourselves immensely. The experience of racing in another country against such strong competition was amazing. The food and weather were fantastic, and the scenery was just stunning. A pity the sailing was so frustrating and German engineering failed to live up to it's reputation, but I wouldn't have missed it for the world.

Tom Harper 2011

### **Access 303 fleet start at Frensham Pond**

*Report from Peter Etherton, of Frensham Ponds Sailing Club*

With 34 entries in total, the 2011 UK Access Nationals at Frensham on June 19<sup>th</sup> had the largest field to date and illustrated just how much progress the Access Class has made since the inaugural Nationals were held at Rutland in 1999. Sailors came from 9 Sailability clubs around the country and visitors from the Netherlands (Vera Voorbach & Wilma van den Broek) and Australia (Barry Coates) added a very welcome international dimension. It was a quality field in all classes, with a number of current and previous UK, French, European and World champions and medal winners, so some great competition was anticipated.

Conditions on Saturday were cool but dry and sunny with very light winds, which were exceptionally shifty even by Frensham standards! This presented a real challenge for Race Officer Graham Howlett and his team, who coped very well in the circumstances. The light winds and the random effect of the weed, which has taken hold in some areas of the pond, presented quite a challenge to the sailors and just getting across the start line was an achievement. Despite all of this, Barry Coates (fresh from his European victory in Garda) set the early pace in the Liberty open class with 2 opening wins, a second and a fourth, closely followed by Garda runner up Vera Voorbach, with a win and two second places. Vera also led the Full Servo class with Wilma and Melvin Kinnear (Tideway) very close behind.

The 20 strong 303 fleet (14 singles and 6 doubles) put starting technique at a premium and Frensham helm Margaret Foreman's consistent top 3 finishes gave her the edge over Paul Holzherr (Sussex YC) and Frensham's Paul Phillips in the 1 person class at the end of the day. In the 2 person class, Rutland's Chris Emmet & Malcolm Kirk took 3 wins out of 4 to lead the day from 13 year old Ian Clements & his 16 year old crew Tom Hole (Chew Valley). Andy Sheath & Kate Lintott in third place headed a trio of Frensham crews.

In the 2.3 class, current National Champion and European runner up Lindsay Burns (Frensham) was engaged in a tough battle with Pat Jackson (Sussex YC) both taking two wins. Lindsay finished the day just ahead of Pat, with John Aldridge (Woolverstone) in third, edging out the Rutland trio of Pat Crowley, Chris Hole and John Coombes, who were enjoying their own close fought battle.

Sunday dawned cold and wet (so much for flaming June!) with rain of varying intensity. The shifty south easterly wind freshened up considerably and some vicious gusts of 20-25mph made things quite lively. The weed was still an issue but the Race Officer had once again done his best to lay a course that kept away from the worst hit areas. The strengthening wind meant that three races back to back was a feasible option so the scheduled 7 races were completed within the time available.

The testing conditions favoured the heavy weather specialists and in the Liberty Open class a first, second and third was enough for Barry to take the honours in the from the hard charging Vera, just 3 point behind after

Taking a fourth, a third and a final win. Allan Wall (Tideway) took a second and a third to claim 3<sup>rd</sup> overall while just 2 points separated Melvin (4<sup>th</sup>) Wilma (5<sup>th</sup>) and Vince Barton (New Forest in 6<sup>th</sup> place. In the full Servo class, Vera took a convincing win from Allan Wall who recovered well to take 2<sup>nd</sup> place with Melvin 3<sup>rd</sup>.

In the 303 singles fleet, the conditions suited Paul Holzherr, who took two wins and a second to finish 1<sup>st</sup> overall, with Margaret Foreman 2<sup>nd</sup>, just two points clear of Paul Phillips in third place. Young Ian Clements and Tom Hole fought back strongly, taking an excellent three wins from three races to claim 1<sup>st</sup> overall in the 303 2 person fleet, with Chris Emmet and Malcolm Kirk holding on to 2<sup>nd</sup> place ahead of Andy Sheath and Kate Lintott. Another two wins sealed 1<sup>st</sup> place for Lindsay Burns in the 2.3 class for the second year running with Pat Jackson holding on to her 2<sup>nd</sup> place ahead of Chris Hole in 3<sup>rd</sup> position, who just squeezed past John Coombes and John Aldridge with a point to spare

Back in the warm and dry surroundings of the recently refurbished Frensham clubhouse, the high point for the prize winners was the magnificent display of trophies. These were designed, manufactured and very kindly donated by Frensham Pond Sailing Club member Kevin Self and were much admired and appreciated. All were agreed that this had been a most successful and testing event and our thanks go to the excellent Frensham team of volunteers who kept things running smoothly, with special thanks to Carol Clibborn and her galley team who fed everybody so well!

Vince Barton..*Sunday, 19 June 2011*

#### **VOYAGE OF THE 'OUTREACH II' AUGUST 2010**

Four disabled crew, the captain and first mate boarded the 'Outreach II' at Haslar Quay in Gosport on Sunday after the first initiative test: finding where the boat was moored. That afternoon we set sail for Yarmouth. Sailing from Yarmouth to Poole was interesting for those living near the South Coast as seeing it from the sea was a completely different experience. We sailed with the Genoa sail up at 4-6 knots with a wind force 4-5. Poole Harbour changed from an attractive scene to an complex piece of navigation with 21 buoys and 4 cardinals to negotiate and other vessels from huge ferries to one man canoes to avoid.

I have often crossed from Sandbanks to Shell Bay on the chain ferry and wondered at the daredevilry of yachts sailing through which seemed to narrowly avoid collision and wondered how we would cope with this game of cat and mouse. We already had the sail down so it was just a case of switching off the engine in time and one of the crew, who needed Day Skipper practice, navigated us safely to the Harbour Marina.

The following day with winds force 4-5, occasionally gusting 6 we sailed along the coast to Weymouth, with fenders dangling and occasionally heading for Cherbourg. It was like large scale white water rafting, rolling from the tops of the waves down into the troughs and when the adrenalin died down it made me feel quite seasick. When I emerged on deck several hours later we were anchored in Worbarrow Bay, with its dramatic white cliffs, for a lunch of bacon rolls.

When we arrived at Weymouth we had to wait for the bridge across the estuary to open at 6pm when we were suddenly stars, being filmed by the tourists on the banks with their camcorders. So we were destined to be part of some people's holiday memories.

We had decided to stay two nights in Weymouth to enjoy the carnival and airshow so we had a chilled morning renewing supplies and clearing up. The plan was to board 'Freedom' (a boat accessible to wheelchair users) and go fishing for mackerel in the bay to have for supper. Plan B involved chicken and mushroom pie but Plan A was successful. We caught 9 fish, both mackerel and pollock which was cleaned on board and cooked in the tiny galley - a much appreciated feast. Skipper Patrick had used his experience to steer the boat over a wreck where there was more chance of catching fish.

We stayed anchored offshore to watch the Red Arrows display which was the best and closest view I have ever had.

It was an eye opener to me how complicated it is to sail in the sea. I thought you drew a line between your starting point A and your finishing point B and set off. Of course, I'd never really thought about it and, when I did, it was clear that tides, sand/shingle banks and the force and direction of winds all play a part when you are under sail and when you meet another boat you must work out which has priority.

Later in the week we nosed our way out of Lymington Harbour setting our course between the red and green buoys and keeping our eyes peeled for the many yachts on the Solent. We learnt about rights of way, how to indicate to another boat that you were under power and the importance of watching the depth metre. Eating hot dogs must not have been exciting enough as we ended up discussing whether or not a sauce bottle should have a cap at both ends.

It was a memorable experience not always comfortable but well worthwhile and my thanks go to the Gwennili Trust.

Mary Brightwell 2010

### GOING FOR GOLD

We have received this message from Keith Harris who for many years sailed his boat Orvil with us at the lake.

I am pleased to announce that Excalibur Sailing Team is now ready to go for Paralympic Gold! Up until now it has just been myself with a dream to try out for the 2012 and 2016 Paralympic games but now I am pleased to say that we have found ourselves the final piece to the puzzle.

We have been looking for a disabled female crew for the last six months and two weeks ago we tried out Jo Frith from Glastonbury. This Thursday just gone she was classified as a six-pointer by a national classifier. She will still have to be given the go-ahead by an international classifier but as Jo has fallen well within the national classification there is no doubt she will.

Below is a little about Jo:

*"I was diagnosed with Multiple Sclerosis in 1992 after which I started swimming as part of a physiotherapy programme to help with my walking. The manager at the local pool encouraged me to start training and learn how to swim all the other strokes. I joined the Street Swimming Club and was taught front crawl.*

*I competed in swimming as an S7, the classification scale being 1-10 with 1 being most disabled. After a long career in swimming I started to look for another sporting challenge to fill my time. I was therefore really excited when I found out about Keith's sailing team and their hunt for a crew member for the dinghy. I am extremely proud to be part of the team and am looking forward to the journey towards paralympic gold."*

We are privileged to have somebody with the background that Jo has in training and competing and I'm sure she will fit in very well into Excalibur.

We will be participating in Sail for Gold and the IFDS World Championships in Weymouth in the next few 6months. Jo will be writing a regular blog on our web site to keep everyone up to date with our progress.

To read our blog please go to: [www.Excalibur-sailing-team.com](http://www.Excalibur-sailing-team.com)

Keith Harris

### **THE LAST WORD**

From time to time snippets come our way. Could anyone resist this 'confessions of a pontoon user.' Hope you do not mind too much Malcolm.

#### **WHAT A START TO THE SEASON**

It was a bit wet! I think I was concentrating more on eating my pasty than my balance and hadn't been on that less stable pontoon before!

I also had my blackberry phone in my pocket as I was expecting a call and it didn't like it at all, ending up completely dead. However, a lot of time on the internet finding advice from the geek community has finally restored it, including leaving it for 2 days in a bowl of uncooked rice.

Malcolm Bentley (*Ed - But what happened to the pasty?*)

#### **STOP PRESS**

On a lighter note from Malcolm, he has drawn our attention to RYA Sailability Sunsail Regatta on September 19<sup>th</sup> and 20<sup>th</sup>. This is a wonderful opportunity to get on the water in a 'posh' boat, have some fun and raise money for our favourite charity. Two days of sailing, all found, with dinner at the Royal Yacht Squadron at Cowes on the Saturday evening,. The cost of charter for each boat is £2500, with 8 people maximum per boat, and the charge per person is £325. If you feel that this really is the event for you, contact Malcolm at [malcolmbentley@btconnect.com](mailto:malcolmbentley@btconnect.com) or 'phone him on 01258 454181

### **And finally, a snippet which came across the world and ended up in my Email box entitled**

#### **RYLES IN AUSTRALIA**

We have been monitoring the goings on of Sailability New Forest from afar. Today our last full day in Australia we decided to take the ferry across Sydney Harbour to Manley, imagine our surprise when as the ferry was approaching the dock we saw the access dinghies sailing around. As soon as we docked we went round to the Manley Yacht Club and introduced ourselves. They were very friendly and said that they had a party of 60 young disabled due to arrive any minute and could we help out.

Tony and Margaret

### **A Closing word from the Editor**

This feels a little like the Looney Tunes message as "That's all Folks" springs to mind.

Please remember this is YOUR News letter, the Editor can only put in what she receives from you – the members of Sailability. If you have been somewhere, done something or feel strongly about something to do with sailing, which you think would be of interest to other members please let me know. If you feel you cannot express yourself well in words, once again let me know and I will do the 'words bit' for your approval. Have a go. We all seem to do a lot of talking on Tuesdays, Wednesdays and Fridays, so why not extent the chat to the Newsletter as well.

I can usually be found at the lake on Wednesday afternoons from about 1.00pm onwards but I will come down other times if you would like a chat about something you would like to see in the Newsletter. My email address is [jean.brownmayes@btinternet.com](mailto:jean.brownmayes@btinternet.com) JB