



## From the Commodore's Cockpit



It's been a pleasure to see so many people out on the water over the last month. We have been following up the Open Day with some Sailing Experience days for people to come up and have a go themselves. These have coincided with family sailing and training and there have been lots of people out on the water taking advantage of the fine weather and enjoying themselves.

Last Saturday we were joined on the water by an old member, Sue Wolfendale (Pollard) who visited with her family (Clive and Richard). She has told me how nice it was to meet old friends and asked me to pass on her thanks and best wishes to all at the club.

The sailing committee have also been considering whether we can arrange some more sailing sessions with a patrol boat available, if you are interested please respond to Bob's note below.

I was very pleased when one of our members told me he was cutting grass as a direct response to my request in the last newsletter. On the same theme the grass either side of the lane and around the car park needs strimming, if any members haven't been able to attend work parties and would like to earn their credits by doing some grass cutting please could they contact me.

Can I take this opportunity to remind members that cars should not be parked in the boat park and that launching trolleys should not be left in the water. During races either of these might lead to disqualification.

Finally I'd like to welcome new members Glyn Webster, Steve Snow and family, Garner Harrison, Barnaby and Amy Gordon, Neil Reid and family, and Peter Johnson.

*Russell Talbot*

## Editorial



I'm just back from the Three Peaks Yacht Race which was once again a brilliant event. I'll try to put together a report for the next newsletter. This month we have a report from Peter Edgerton on another sailing/running event – the Scottish Islands Peaks Race. We also have a great bundle of other reports for you to enjoy this month, so read on. Particular thanks to Louis and Peter.

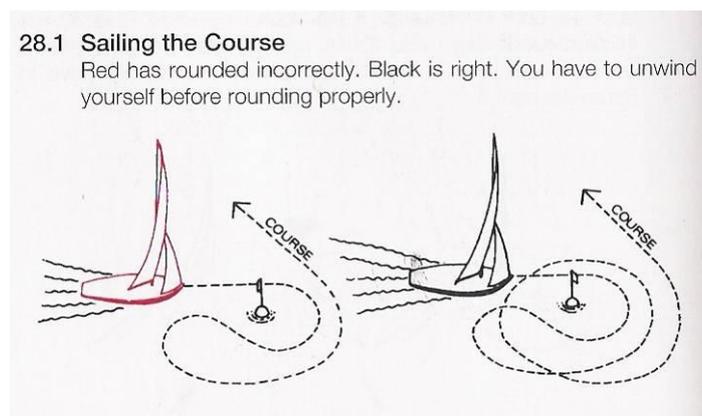
*Andy Butler*

## Around The Marks

### Re-Rounding the Marks

Over the last couple of weeks we have had several instances where marks have been rounded not as shown on the course board. It happens all the time. It happens to me even when I have written the course on the back of my hand. As ever the IASF racing rules address this issue. Rule 28.1 requires that you must unwind your error before you re round the mark in the correct direction. Just going back and re rounding as per the course board does not comply with the rules. And as you are in the process of taking a penalty, you must give way to other boats that are sailing the correct course.

Figure One



Members may be interested in an excellent u tube video presented by the American Sailing Federation. It is a brief introduction to the rules and whilst it does not address the mark rounding issue above it is a good representation of the rules: <http://www.youtube.com/watch?v=OjnpS4XKdhM>

Well done to Eddie Caunt and Will Lomas, they competed in the Southport National 12 Hour race held on Saturday 25<sup>th</sup> June. The two boat entry was sailed under the burgee of the High Peak Clubs. Each boat is required to keep racing for a period of twelve hours swapping crews during the day at the discretion of the team captains. The boat completing the most laps being the winner. The two High Peak boats finished in very creditable 18<sup>th</sup> & 19<sup>th</sup> positions with 48 & 49 completed laps respectively. This was particularly encouraging as they entered only under 18 sailors.

Members will be aware that on the August 6<sup>th</sup> & 7<sup>th</sup> Combs will be holding a joint Lightning 368 and Byte Open Meeting. This two day format is a new experience for Combs SC and we want to host a well managed but friendly and enjoyable regatta. Particularly as Combs members Louis Saunders and Rick Whitehouse are current and past national champions in the featured dinghies. The Sailing Committee thought long and hard about giving over a complete weekend to Open Meetings and its effect on club sailors, but it was felt that as we have the National Champions in each class we needed to put something back into the two dinghy classes. This season as we have five open meetings we were hoping to revert to the system we used to adopt for Open Meetings. Previously for example, the Graduate fleet would run the GP Open and the GP's would reciprocate by running the Graduate Open. For various reasons this has not happened this year. We do however require as many volunteers as possible to come along and help over the weekend. All the Race Officers and event Managers are in place so you will not be asked to do anything you are not comfortable with. Also, a plea to Lightning 368 and Byte sailors - if you are not able to sail in the event can you please consider lending your dinghy to other club members who may wish to sail in the Regatta.

*Bob Pyett*

## School Holidays

With the holidays in mind, if sufficient members are interested it may be possible to provide Patrol Boat cover during the working week. Initially we are thinking of Wednesday afternoon between 1.30pm and 4.30pm. If you feel you or your family would take advantage of this facility please let us know via the [website](#). You will find the Topic on the Chat and Photo section of the forum.

We have to say from the outset the club cannot act "in loco parentis". Children cannot be dropped off at the club to be picked up later. All children will have to be supervised by a parent, or an adult designated by the parent.

## Byte CII Inland Championships 2011

This year's Byte CII Inland Championships was held at Cardiff Bay, hosted by Cardiff Yacht Club.

### Race 1

Day one started with a force 2 – 3 gusting over the barrage from the South West. Twelve Bytes joined a large menagerie fleet on a very starboard bias start line for the first race of the regatta. The menagerie fleet were starting first with the Bytes five minutes afterwards. The line was extremely packed but quickly dispersed choosing either the left or the right side of the beat. Louis Saunders was impeded on the start line by Rachel Marden who failed to avoid Saunders on the line causing him to be almost stationary at the start. First to the windward mark was Eddie Pope, followed by Rick Whitehouse, Chris Rees and Louis Saunders. After every rounding of the leeward mark, it was mandatory for the sailors to sail through the start line to continue racing, however Saunders currently lying in 2<sup>nd</sup> place failed to do this on lap one which forced him to sail back through the line joining the fleet in 9<sup>th</sup> place. Whitehouse who kindly informed Saunders of his error monopolised on the situation climbing two places to finish in 2<sup>nd</sup> position closely behind the leader Pope. Saunders however only managed to finish in 7<sup>th</sup> place.



### Race 2

After a very disappointing first race, Saunders hoping to improve on his 7<sup>th</sup> place was first to the windward mark followed by Pope, Whitehouse, and Rees. These positions weren't to change until lap 2 after Saunders had rounded the windward mark. He mistakenly let go of his main sheet whilst adjusting his track, which caused the sail to race outward, unbalancing the boat which finally forced a capsized to windward. Once Saunders had finally recovered, he was fighting for 4<sup>th</sup> place with Stuart Moore. Meanwhile Whitehouse had

taken the lead from Pope with excellent up wind performance and looking strong for the win, however on the last beat towards the finish line Pope went low, baring off the wind slightly for increased boat speed and managed to pip Whitehouse on the line for 1<sup>st</sup> place. Saunders comfortably lying in 4<sup>th</sup> place, rounding the leeward mark and carelessly hit Pope on the opposite tack which forced Saunders to take a 720 penalty letting Moore through which made him finish in 5<sup>th</sup> place.

### Race 3

After lunch the wind had increased to a force 4 – 5 which added a short chop and meant implementing some wave technique. Fortunately the start line had also been changed which meant for a now port bias line. Most of the fleet however bunched at the starboard end with Saunders placing himself mid line. With 15 seconds to go Saunders sheeted in planning down the line giving him a distinct gap between the rest of the fleet, hitting the pin end once the hooter sounded and tacking clear sailing over the entire fleet. With the advantage of a good lead off the line, Saunders led from start to finish followed by John Futchter who was taking full advantage of the conditions. Whitehouse who is one of the lighter sailors in the fleet showed how an excellent technique can conquer a slight weight disadvantage in a heavy breeze. Even after a capsize, he still managed to beat Pope into 3<sup>rd</sup> place.



### Race 4

The wind maintained its strength for race 4 and after the success of his previous start, Saunders decided to try the same again and start with a port flyer. To his surprise, he was able to produce a gap between the fleet on the line, and then tack over the top, this time only just in front of Whitehouse. Approaching the windward mark, Saunders, who had tacked early off the line to gain clearance, arrived at the mark on starboard only to meet Whitehouse and Pope both on port hitting the lay line perfectly. Saunders made the call but Whitehouse mistook it as coming from a boat further behind. Because of this Saunders was impeded at the mark which caused both sailors to take penalty turns. Unfortunately, Whitehouse whilst trying to avoid Saunders, Pope and the mark ended up capsizing. Saunders again led from start to finish followed by J.Futchter who was lucky to have both Whitehouse and Pope capsize on the last run. Whitehouse who was in second place before the capsize after once again sailing through the fleet, unfortunately finished 4<sup>th</sup>. After day one Pope was leading 1<sup>st</sup>, Whitehouse 2<sup>nd</sup>, and Saunders 3<sup>rd</sup>.

### Race 5

After a brilliant evening of entertainment which included fireworks and a barbeque, day two started with a postponement of race 5 by one hour pushing the start back to 11.30. This was due to winds exceeding 30mph out in the bay, and because of the delay it also meant that the event was shortened to 7 races instead of 8. A good performance from any of the top three sailors could win the title, and Whitehouse started with that intention arriving at the windward mark first followed by Saunders and then Pope. The Combs duo quickly

separated themselves from the rest of the fleet, but Whitehouse was well within his comfort zone and maintained his superior lead to the finish. Saunders was also able to keep in front of Pope for 2<sup>nd</sup> place, Pope 3<sup>rd</sup> and Rees 4<sup>th</sup>.

### Race 6

The best race of the competition was to come next in race 6 between the two Combs sailors. Whitehouse was first to the windward mark followed by Saunders & Rees. Saunders managed to pass past Rees on the reach on the second leg, obtaining water on the mark. Whitehouse made it very difficult for Saunders as they met on the leg three, when both sailors went up above the lay line to get on top of one another. As they were just approaching the leeward mark, Saunders gained an overlap and lead into lap 2. However this was not to last and Whitehouse was leading once again after taking a different approach up the beat. The positions didn't change until the beat back through the start line, when Saunders, after rounding the leeward mark didn't follow Whitehouse as he tacked onto starboard, instead sailing for the lay line. This paid off and Saunders was lifted through the line and onto the final lap with Whitehouse only seconds behind. Whitehouse was again to catch Saunders but the position where to remain the same until the finish, only separated by 3 or 4 boat lengths.

### Race 7

After very close racing throughout the two days, it amazingly came down to the last race to decide the winner of the Byte CII Inland Championship 2011. Both Rick Whitehouse and Louis Saunders were level on 10 points including their discard going into the last race. Both sailors had to place within the top three to maintain a top two finish, but it was their individual performances that would decide the overall winner. The start line was packed and Pope had sailed down to the pin end to attempt a port flyer, he soon realised this was not going to be possible as Saunders, Whitehouse, Rees and J.Futcher had blocked the pin end. As the hooter sounded Whitehouse had been pushed towards the pin which forced him to tack only narrowly avoiding Saunders who came away clean. Saunders was first to the windward mark with Whitehouse rounding in 5<sup>th</sup> place. Whilst Saunders battled to maintain his lead, Whitehouse was quickly making his way through the fleet and was in 2<sup>nd</sup> place within little over a lap. After masterfully gaining three places in so little time, Whitehouse had plenty of time to catch Saunders for the win, but unfortunately Saunders covered him all the way until the finish.



After a great event with varied winds and the added complication of sailing amongst another fleet, Louis Saunders 1<sup>st</sup>, Rick Whitehouse 2<sup>nd</sup>, and Eddie Pope 3<sup>rd</sup>. Stuart Moore finishing 7<sup>th</sup> won the first junior and Sarah Kirk took the first lady.

Rank	Helm Name	Sail No.	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1 <sup>st</sup>	Louis Saunders	626	(7.0)	5.0	1.0	1.0	2.0	1.0	1.0	18.0	11.0
2 <sup>nd</sup>	Rick Whitehouse	3301	2.0	2.0	3.0	(4.0)	1.0	2.0	2.0	16.0	12.0
3 <sup>rd</sup>	Eddie Pope	3130	1.0	1.0	4.0	3.0	3.0	(5.0)	3.0	20.0	15.0
4 <sup>th</sup>	Chris Rees	2620	3.0	3.0	7.0	(8.0)	4.0	3.0	4.0	32.0	24.0
5 <sup>th</sup>	John Futcher	894	5.0	6.0	2.0	2.0	5.0	(7.0)	7.0	34.0	27.0
6 <sup>th</sup>	Michael Radford	1465	4.0	(7.0)	5.0	5.0	6.0	4.0	5.0	36.0	29.0
7 <sup>th</sup>	Stuart Moore	867	6.0	4.0	(8.0)	6.0	7.0	6.0	6.0	43.0	35.0
8 <sup>th</sup>	Sarah Kirk	2631	8.0	(10.0)	6.0	7.0	8.0	9.0	8.0	56.0	46.0
9 <sup>th</sup>	Rachel Marden	2618	12.0	8.0	9.0	12.0 DNF	9.0	8.0	(13.0 DNC)	71.0	58.0
10 <sup>th</sup>	Olwen Binks	850	9.0	(12.0)	10.0	10.0	12.0	10.0	9.0	72.0	60.0
11 <sup>th</sup>	Guy Shaw	2629	11.0	9.0	(13.0 DNF)	9.0	11.0	12.0	11.0	76.0	63.0
12 <sup>th</sup>	Maggie Futcher	2628	10.0	11.0	11.0	(13.0 DNC)	10.0	11.0	10.0	76.0	63.0

There is a copy of this report with more photos on the club [website](#)

*Louis Saunders*

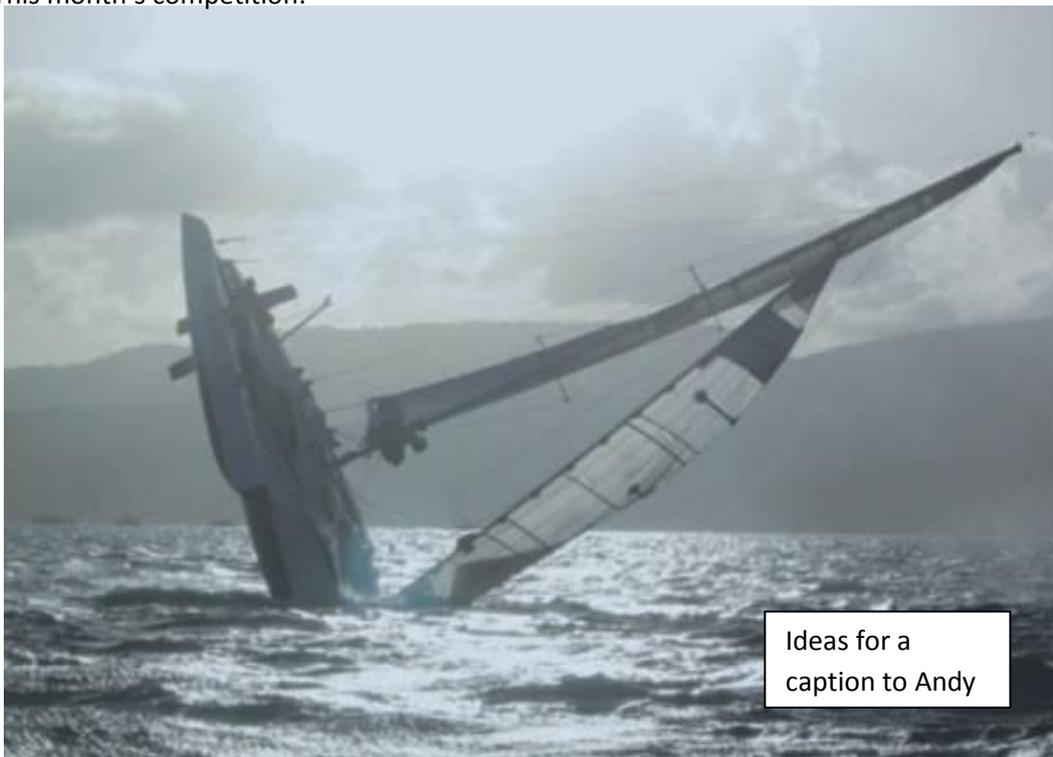
## Caption Competition

Just one entry for last month's competition:

"Land Ahoy!" from Russell Talbot



This month's competition:



Ideas for a  
caption to Andy

## Grass Cutting – Help Wanted

We need some help with cutting the grass on the track and car park.  
Volunteers required. Normal work party credits apply up to the usual limit.  
Please contact Russell if you can help out.

## Member Profile - Paul Thompson

The first question I asked Paul, was how old were you when you started sailing?

“Well I guess I was 7 or 8 when my older brother Gordon dragged me down to the club every Sunday. He had enjoyed a taster sailing day with his school and then became hooked”.



“Does that mean that sailing was in your family as you grew up?”

“Well, yes because my brother sailed, my mother sometimes did and my Dad was always around sorting out the clubhouse and fixing our boats. He even built us a Graduate. As everyone knows my mother Nina, became our coach, she knows more about sailing and tactics than anyone...”

“What do you think have been your main successes in the sport?”

“Well, if you examine all the Combs Club trophies, including the GP trophies you will see my name on most of them. I have always enjoyed racing at home on our tricky little lake and these successes are important to me. My brother and I were Welsh Junior Champions back in the 90’s and we also sailed in the Graduate Nationals at Bala. Later I was an enthusiastic Laser sailor and at a Volvo sponsored youth event at Staunton Harold, a current Combs RS300 sailor finished second after cropping me up at the last mark.....it will come back to haunt him one day! I competed in the GP Worlds at Abersoch some years ago and was pleased with a mid fleet result. At the Babbacombe Tasar Nationals five years ago while sailing with “Old Saunders” we made the best start of my career with a port flyer over 80+ boats and were second at the windward mark in front of the eventual champion who was an ex Australian Olympic Sailor. At the B14 Nationals sailed at Weston on the Solent with Loo Loo crewing we were second in the silver fleet and won the best newcomer prize. We were second in the

Anglesey Offshore Race the following year but the year after that we suffered boat failure when clearly leading - a great disappointment.

I captained the successful Combs Southport Junior 12 hour team when they sailed to second in the under 18 section. 13th in the RS 300 championships at Filey then 8<sup>th</sup> the following year at Looe where the huge waves made me consider my future in sailing! RS 300 Inlands at Rutland, 6<sup>th</sup> the first year and 16th the second. We had two RS 300 opens at Combs where I was third the first year then won the second year. I was also second at an open at Bartley Green. I was chosen to represent the RS 300 class at the Battle of the Classes Race at the London Boat Show and would have attended again last year in a Supernova had the event not been cancelled. Second in the fast singlehander class at Abersoch Dinghy Week. Last year I was first in the Silver Fleet and twelfth overall at the Supernova Inlands when I borrowed Richard Silson's boat. I have also sailed in the Bloody Mary and Tiger Trophy on several occasions but have no idea where we finished in these huge fleets! I came very close to winning the Construction Industries Regatta at Rutland but I was pushed across the line and subsequently disqualified. As this goes to press I will be competing again so better luck this time!" I have lost count of the number of times I have sailed the Southport 24 but probably about 20".

**"Paul, have you sailed regularly at any other clubs?"**

"Port Dinorwic when I was a member there in my early teens and Carsington where Louis and I raced our B14."

**"Over the years you have been sailing how has Combs changed?"**

"It has changed remarkably little over the years, it still has the same charm but different people win races".

**"This may be a difficult question for you to answer since there have been so many but apart from the RS 300 which have been your favourite boats?"**

"As you say I have owned and experienced so many boats and it has been great fun trying them all. The best boat in some ways was the penultimate International 14 that I was given free. When John Saunders and I collected it the hull was so full of water that we had to rig up a siphon to drain it. It had a fabulous wooden cold moulded hull in amazing condition. I really wish I had kept it. I suppose the 300 has to be top but I did enjoy a Fireball and the Merlin. I have a very soft spot for Graduates and the fantastic performance of the B14 was great, but where do I stop?"

**"Do you have any advice for those starting out in a 300 or indeed in any other class?"**

"As far as the 300 is concerned more kicker, this boat is the steepest learning curve you will ever experience. In general, de-power - there is no point having it if you can't control it. Never follow me round a course as I have no idea where I am going and we are sailors not sheep, you will never get past if you just follow the boat in front of you".

**"Do you have any future ambitions in sailing?"**

"It would be nice to win a National or Inland Championship".

**"Apart from Sailing do you enjoy or excel in any other sport or hobby?"**

"I enjoy running and was very pleased with my result in the Wilmslow Half Marathon this year. I also like to shoot and mountain bike with a bit of golf and squash thrown in. I am also keen on Womens Volleyball....."

**"Lastly Paul, what keeps you sailing?"**

"Knowing that at Combs I can take any old boat out and still beat a couple of our championship sailors....."

*Louis Saunders*

## The Scottish Islands Peaks Race.

What an extraordinary race this is! It barely fits the bill, as once past Mull, many competitors never see one another again, arriving in Troon late and after the early boats have gone. This year was different for us, having got a strong sailing crew and some good runners we found ourselves up the order and

in the mix with others at every island. The weather had been very wet in the few days beforehand and we arrived at Oban to the accompaniment of heavy showers. The next morning was even worse – I had to deliver my car to Ardfern, further south than Oban and I was followed by some intense downpours in both directions, but the sun shone as I got back to Oban. The pipers heralded the start of the race and Dave Harvey and I



did the first short run around the hill behind the yacht club. A fast four miles saw us about 8<sup>th</sup>/9<sup>th</sup> in leaving the



start line and there was much confusion and claiming of water as we sailed out into the channel. The racing was very exciting, through a sharp squall and a sudden loss of wind, but in bright weather we reached Salen in the strong wind under 4 hours. Our running team had then to scale Ben More, a mere 23 miles with a lot on the road, which fortunately was mostly dry apart from the snow and hail on the very summit. They returned weary just before midnight, so the time was not too fast but we then had a fantastic sail to Jura, in steadily increasing wind and with tide in our favour. The moonlight shone on us at times and some superb helming saw us pass several boats on our way. Dawn came alongside the whirlpool of Corryvreckan and it was touch and go whether we would make Craighouse without reefing, but we did, just! The run on Jura was characterised by very strong winds and rock like glass, being damp. The sun came out as we climbed Beinn Shiantaidh and the wind had dropped a bit by the time we got back to the boat. The sea state was not as bad as expected

and the wind had gone to the north so we flew to the Mull of Kintyre before the wind went westerly as we turned to head for Arran. Apart from occasional squalls, the weather was very bright and windy and the sailing was brilliant – we broke an all-time record for the fastest leg from Jura to Arran on that leg, beating even the multihulls. The wind intensified as we raced in dinghy style into Lamlash and in a lovely evening we headed off to Goat Fell. Tiredness was kicking in so it was a slow ascent and the mist and rain came in on the top; we had drizzle with us all the way back to the boat and a grey, lumpy crossing to Troon. The final statistics: 16<sup>th</sup> overall out of



46, 3<sup>rd</sup> in the All-rounder class, but 3<sup>rd</sup> fastest boat overall, only beaten by 2 multihulls, with a fastest leg and second fastest from Mull to Jura – very satisfying. A great adventure every time and always different. I recommend it.

*Peter Edgerton*

## Forthcoming Events

Have a look at the [Calendar](#) and [Sailing Instructions](#) on the club website for more information about these events.

Date	Time	Event
Saturday 2 <sup>nd</sup> July	13:00	Sail Training 5 Sailing Experience
Sunday 3 <sup>rd</sup> July	13:00	Davidson Pursuit
Weds 6 <sup>th</sup> July	19:00	Ladies Race Series 8 Single Handed Series 8
Saturday 9 <sup>th</sup> July	13:00	Sail Training 6 Sailing Experience
Sunday 10 <sup>th</sup> July	12:00	B1 Summer Points
Weds 13 <sup>th</sup> July	19:00	Wednesday Handicap 4
Saturday 16 <sup>th</sup> July	14:00	Family Sailing
Sunday 17 <sup>th</sup> July	13:00	B2 Summer Points SN5 Supernova Points Series
Weds 20 <sup>th</sup> July	19:00	Bobrykowski Trophy
Saturday 23 <sup>rd</sup> July	14:00	Family Sailing
Sunday 24 <sup>th</sup> July	13:00	B3 Summer Points
Weds 27 <sup>th</sup> July	19:00	Wednesday Handicap 5
Saturday 30 <sup>th</sup> July	14:00	Family Sailing
Sunday 31 <sup>st</sup> July	13:00	B4 Summer Points
Weds 3 <sup>rd</sup> August	19:00	Wednesday Handicap 6
Saturday 6 <sup>th</sup> August	10:00	Byte & Lightning Open
Sunday 7 <sup>th</sup> August	10:00	Byte Open Day 2
<b>Saturday 26<sup>th</sup> Nov</b>		<b>Dinner Dance &amp; Presentation Evening. Old Hall Hotel, Buxton</b>

## For Sale/Wanted & Lost/Found

This is a section for boats or sailing paraphernalia. Please send me details and I'll include them (space permitting) in the next newsletter. email Andy Butler

**Club Clothing.** Louis Saunders is the custodian of the club clothing. You can find details in the last newsletter. Contact Louis