



Commodore's Bit

Ahoy

Welcome to our summer edition. Our cruiser racing goes from strength to strength; the number of boats taking part is a wonder to our visitors who can't believe we get 20 plus cruisers out on such a regular basis. Offshore racing does not attract quite the same numbers but remains competitive in the extreme.

The Yawl sailing remains as competitive as ever and it looks as if the fleet size is slowly increasing. Regular Dinghy racing is not taking place but, with the cadets coming through, we hope to have some soon.

The quality and variety of the food offered by our volunteer galley crews is exceptionally good this season, with the all male galley crews rising to the challenge.

Our two entries in the 3 Peaks did exceptionally well, their progress was keenly followed on the internet; in fact it does not seem much work was done in Topsham that week.

Andrew Hattersley & Willie Hamilton won the Devon Yawl National Championships, congratulations to them.

The Exe Regatta, organised by Exe SC, took place in blustery conditions. The faster dinghies raced offshore, after an absence of a few years, and that was a great success. TSC are next year's organisers.

We hosted the Westerley Association Rally on 5th July. They had a great time and want to come back soon. Several of their members stayed on for a few days and all commented on how welcome they were made by Club members.

Our 'Toppers & Dinghies' group of youngsters finished this summer's course a week or so ago. For those of us involved it has been wonderful to see their confidence grow under the watchful eye of Giles, the RYA trained tutor, and Godfrey Whitehouse, with the youngsters' parents and the band of helpers. The work of Godfrey, Lisa Woodward and John Domaille is especially appreciated by those taking part, together with their parents. The cadets were given awards recognising their achievements, handing them out was one of the best things I have been asked to do as Commodore. I hope next season we have more cadets up for the training.

The summer barn dance was a great success thanks to the efforts of Jean & Richard Cridland and their band of helpers.

Don't forget all TSC members are invited to the Pontoon Party at Darthaven Marina at 18:30 on the 29th August 2009.

Yours aye

Tim



Who's getting the award? See page 3

Membership Matters

Please welcome our new members who have joined since the last issue, they are Davis Cottingham, Kenneth and Zoë Vingoe with cadet Felicity, Thomas Shillitoe and Stephanie Ashman, Peter and Anne Dow, and James Bax. We are pleased to see all of you taking part in our activities.

As you know visitors are welcome to TSC, please introduce them to me as I will encourage them to become members.

Philip Chesterfield

Hon. Membership Secretary

Ray Westaway

It is with deep regret that I record the death of long standing Topsham Sailing Club member Ray Westaway who died on Wednesday 22nd July after a long illness. My first record of Ray's membership is in 1967 although I believe he joined the Club some time before that. Although not an active member for several years he was a keen competitor in our cruiser racing and cruised extensively. He will long be remembered.

Philip Chesterfield

Dinghy Report

Hi Dinghy Sailors,

The highlight of dinghy sailing at the club this year has been Topper training. Fourteen youngsters aged between 6 and 14 regularly took part, learning to sail Toppers.

Lisa and Brian Woodward have arranged things so that the sessions have gone off without a hitch. Giles Walker has been the official RYA trainer. He certainly has a way in getting over the details of how to sail a boat to all the young people involved. Godfrey Whitehouse has been working hard in his superb little boat the *Comet Dou*, and in Toppers, passing on the considerable knowledge he has about our sport. All the parents of the young sailors have pulled their weight, especially Pia Murrell and John, in making all of this happen.

It is a pleasure to see all these people on the water in all strengths of wind, handling the situations that occur. On some occasions the boats have had to be well reefed to cope with the weather, which, again, this year has been challenging. The organisation of the safety boat for this sort of activity is an important part of it all. Dave Rochester has taken a lot of care to see that this has been efficiently provided. Besides the obvious things this includes getting the fuel to the club and seeing that the tanks are always full; paying attention to the charged up condition of the battery, which is prone to going flat because the automatic electric pump works overtime in the prevailing wet conditions. Dave has also kept dinghy things in the green shed as tidy as possible.

Tony Bradford has put up brackets for the Topper sails. These will be numbered and a list will be provided to make it easier to find a particular sail, mast and boom. John Rogers has patrolled the area of activity in a RIB to make things even safer. So you see that there are a number of club members working together to make the Topper training run smoothly.

There are other members of the dinghy section, who have sailed out of the club on twenty occasions this year so far, albeit often in mid week when, hopefully, most of you are hard at work. If we could cause enough members to take part we would arrange a racing section. However we will see what the future brings.

I have always been impressed by the help and support that is available to the dinghy section from the hierarchy of the club. The Rear Commodore, only this week, saw some of the dinghy sailors stood on the quay looking at the weather and water, 20 plus mph of wind. He said, "go on you can handle this" and to make sure we could with safety, he took the safety boat out providing excellent cover, of which some of the sailors took advantage; thanks Graham.

The Commodore and Vice Commodore are always near at hand for any advice or support to make our sailing enjoyable. The Ricketts and Grant families are always doing things to enhance dinghy sailing. One might easily forget this, as they are so active in their cruiser racing. Neal Ricketts regularly organises the Topsham Sailing Club end of responsibilities when there are regattas involving all the Exe sailing clubs. There is a fair amount of work involved in this organisation.

I wish to thank all the above, a considerable number of people, who help the dinghy section to exist. Thank you for all that you do which makes Topsham Sailing Club the place to be, for me. Best Wishes

John Domaille

Dinghy Captain



Cadet sailing course

I have had a great time on the course, it's been great fun. Thanks to all the adults who made it possible. I think my favourite bit was the capsizing drill.

Rosie Woodward



Yawl Report

Over the last few weeks we have enjoyed some excellent sailing conditions and the Yawl Fleet has certainly made the best of the weather. We won the Team Racing (Home Match) against the Yealm Fleet on Saturday 13th June. This was well organised by Ed, Shane and Andrew. Particular thanks to Neal for acting as race officer and to Katy Grant for the photography.

Also many thanks to Jill and Eva for providing first class catering. The Yealm Yacht Club will have to try very hard in August if they intend to outperform us in sailing and catering!



The Yawl Nationals took place in June with Andrew and Willie taking first place. It seems there was no lack of wind for this event with some boats taking on significant amounts of water. Congratulations to all that survived! (Photos and race results will be available on the Devon Yawl Association website)

The Exe Regatta was well attended this year with near perfect sailing conditions off Dawlish. Exmouth Sailing Club did an excellent job organising the event and we hope to get some more Yawls involved next year from the Yealm Fleet. The Yawls gave a good performance against the RS400's and 200's with some respectable scores. Ed coming 6th, myself 15th and Red Arrow 23rd. Thanks to the TSC members involved in towing some of the Yawls.

The Devon Yawl Ladies Helm race was won this year by Liz Stanley in 351. Many thanks to the Hattersley's for organising this and providing start boat and race instructions. It would be nice to see a few more yawls do this next year.

Club series remain very competitive with the usual suspects battling it out in the Tom Blanks series. Thank you all for remembering to do your start boat duty for the weekend series. Final point to add: John Skelton is proposing to organise a Yawl only night on the 18th August so please watch out for an email / notice from John re start times and sailing instructions.

Happy sailing

James



Cadets receive their certificates

RYA Powerboat Level 2

What a great experience for sailors (and motor boaters)! 2 days RIBing on the Exe!

I signed up for the RYA Powerboat Level 2 course run on the 14th & 21st March, expecting to be cold, wet and bounced all over the Exe in the Starcross Yacht Club safety boats. But not so!

8 trainees met instructors Derrick Morrison (SYC), John Allen (SYC), & Dave Penn (TSC) at 08:45, and we were briefed by John.

With high tide nearing we soon launched the three SYC safety RIBs, an instructor and 2 or 3 trainee crew in each boat, and immediately set to, taking turns at slow speed manoeuvring. A lot of this course is about boat handling and manoeuvring at slow speed, and in confined areas with other boats.



Some of this we did in the moorings at Topsham as well as coming alongside TSC pontoon, which survived this onslaught.

We spent some time going astern around mooring buoys not only demonstrating the benefits of an astern approach, but also demonstrating the risk of flooding, which we managed to avoid, despite the ominous presence of a bailing bucket. We also managed not to foul the prop.

On the 2nd day, that glorious sunny Saturday, we had our sandwiches on board, rafted up in Exmouth dock, preceded by a session causing some concern to some of the owners of "shiny drink aboard" motor boats, as we tried our skills at confined space turns, with inches to spare.

In the afternoon we slipped out of Exmouth Docks and headed out past the safe water mark in a flat sea. We saved numerous "MOB buckets", performed emergency stops without swamping, did high speed runs pushing hard into "S" and "U" turns, consequently feeling and hearing cavitation.

We rigged and towed a safety boat, whose engine had failed, but later amazingly restarted, held off the old pontoon in the channel at the mouth, allowing the tide stream to manoeuvre us, and even took some bearings with a hand bearing compass and followed a course!

On each side of being on the water we were taken through launch and recovery as well as pre and post launch inspections and checks.

Roger Ascough

Cruiser Report

I should be more careful about what I write. I started my last report commenting on the windy season to date, and predictably it then went light. So much so that Godfrey in Fooster then won 5 out of the next 6 races. The cross channel race did have fluky winds and all three boats retired, but Mew Gull carried on across and met up with Kithros plus about 15 boats from SFCC. The return trip was lively - we deferred leaving by half a day and ended up sailing back overnight with double reefed main and small jib part rolled up. Sailing hard on the wind we never needed any more sail area. The rest of the fleet came back on the Thursday in light airs.

The Babbacombe race was sailed by five boats, and in moderate winds with the threat of heavy rain, the race was won by Red Fox, with Fooster second and Gerald Sturtridge's Charlotte of Topsham third. These three returned and the other two carried onto Brixham and sailed the Tinley Bowl on the Sunday, which was won by your VC Kate, in Beeline.

As expected, evening racing continues to be well supported and the front runners are now becoming more apparent. With boats starting to discard their poorest results, it's at this time of year that boat's series scores change rapidly and the handicaps become a little distorted in an attempt to even things out enough to keep the series alive to the end of the season. If you're lucky enough to have an unfavourable handicap in the coming weeks, be grateful that you've got away with it this long! Seven races in August provide good late practice for Dartmouth Regatta, which already has a number of TSC entries. Let's see if we can come away with some silverware again.

Neal Ricketts

Cruiser Fleet Captain

Westerly Rally on the Exe. 4th July

Boats started arriving mid Friday afternoon to moor up on the pontoon specially laid for us by the Exe Harbour Authority. These were Peter and Susan Daniels on *Phaeax* from Plymouth, Chris Taylor on *Shanwin* from Dartmouth and Karen Melling on *Tide Drifter* from Exmouth. On the Sunday night the weather forecast was not good so *Phaeax* decided not to head back to Plymouth. Andrew Turnbull suggested we would be more sheltered at TSC rather than at Turf. We took his advice and motored up to Topsham and picked up one of the two buoys opposite the club.

That evening Martyn from TSC said, "If you can get to the pontoon by 18:15 you could join us on the start boat for the race on Monday evening." There is racing for yawls and cruisers regularly on Spring tides. We duly turned up, and boarded Martyn's Westerly Fulmar. Martyn moored his Fulmar somewhere north of Turf and set up to be the race start boat. Very quickly we were organised, I was to raise the race start flags and Susan held up the number boards to indicate the minutes before start time. Very exciting time, about 14 Devon Yawls and 23 larger boats including Fulmars and a range of 20 to 30 feet boats set off to challenge themselves and the Exe. Ten seconds after the last boat started supper was served in the cockpit, true Westerly style. Finally the race ended and we returned to Topsham where those on duty had prepared a great hot meal for the sailors. We could not have been made more welcome by the members at Topsham Sailing Club.

We stayed three nights, and then set off to return to Plymouth. Many thanks from us to Topsham Sailing Club who extend a welcome to any who venture up the river Exe.

Peter and Susan Daniels

yacht *Phaeax* (Westerly Consort.)

Three Peaks Yacht Race 1 - Topsham Toe in the Water

Dolphins, giant jellyfish, rare birds and rowing. These were some of the better memories of the 2009 race that will stay with us. It took five days to get from Barmouth to Fort William via the highest mountains in each of three countries. Mike Searle and I agreed that just getting round the course in little wind against the tide was some of the trickiest sailing either of us have ever done.

We started on Saturday June 20th with a samba band and crowds to wave us off from Barmouth harbour. Thirty two teams started including, from Topsham Sailing Club, *Kithros 2* and ourselves *Topsham Toe in the Water*.

The first challenge was to get round the Lleyn peninsula. With Pete Vale on the helm at Bardsey Head in the dark we tacked close under the cliffs trying to avoid getting whisked backwards on a fierce current. We passed one rock three times before conquering the headland; the track on the GPS looked like spaghetti. After dawn we crossed Caernarvon bar and dropped off Patrick and Paul, our superb runners, for their first run, up Snowdon. Marilyn and Dave Rochester, our devoted back up team, did a brilliant job resupplying us and feeding and watering the runners.

The Menai Straits was my turn to struggle against the tide. As true river sailors we crept along the bank on the 2.5m contour in and out of bays and moorings. We sneaked past all the asymmetrics parked in the deep water up to Britannia Bridge. The tide was roaring against us a metre off the port bow, while the rocks lurked to starboard. With the spinnaker pulling we moved agonisingly slowly beneath the bridge, along the bank to the Swellies rock, then crossed with increasing confidence past the Platters to the Anglesey side at the Menai Bridge. Pausing to pay homage to Thomas Telford's genius as trained by the engineers of *Kithros 2* we were pleased to see we were now in third place. This lasted only until we reached the Irish sea, where we found no wind for hours. Rowing to "Life on the Ocean Wave" and a Queen album kept us entertained for part of the night, but far better was the sight of St Bees' head in the morning signalling Whitehaven ahead. We sailors enjoyed a break for food and sleep and watched *Kithros 2* creep in over the sand in a fantastic last minute dash for the lock before the tide closed it for the afternoon.



Pat and Paul once again stormed up the mountain and lifted us up the rankings from mid fleet to seventh. Blistered and muddy on return, they appreciated a shower and fish and chip supper while we waited for the local fishing fleet to lock out. With the all girl Helly Hansen team we left at sunset for the trip to Scotland. Light airs meant more rowing, and strange superstitions like throwing lettuce leaves over the side as this seemed to generate wind. In a strong minded move we rowed past the pub at Portpatrick without stopping

for a beer.

Eventually at dawn the wind filled and as we slept Mike sailed us singlehanded under spinnaker up to the Mull of Kintyre. In the Sound of Jura, with about 12 boats ahead moving into the tidal bottleneck, we decided to strike out through the Sound of Islay to see if we could pass them in slacker tide. The Great Race of Corryvreckan was asleep as we tiptoed past. Ironically by the time we converged with the fleet again at the top of Mull we were once again within yards of the Helly Hansen girls. The lads were not going to let them get away and for the next fifteen miles Pete and Mike rowed like Greek slaves. At dawn Pete and I perfected the windward dash. Waiting until they looked away we rowed directly into the wind for a full minute of extreme effort. Next time they looked we had jumped ahead and had the weather gage. It was psychological warfare.



Mike finally had his moment of tide busting excitement at the Corran Narrows on Loch Linnhe. As the adverse current built he tried to force a route through on the starboard bank. The first time, we hit a small rock. The second time, *Starship* took our wind. The third time the six knot current fought against us. As we fell back to regroup I joked to the runners that *Kithros 2* would shortly be arriving to show us the way. They were doubtful of the existence of the mythical Bill Ricketts of whom they had heard so much praise. How we laughed as the blue and yellow spinnaker appeared to the east of Lismore island. Tucking in behind *Kithros 2* we watched a masterclass in how to pass the narrows. Helly Hansen also profited from this and we surged through together with a sigh of relief. The last few miles were nerve racking as the wind came and went in katabatic downdrafts that veered and backed, but we were relieved to finish ahead of them and send our boys off up the Ben in the afternoon sun. Dave and Marilyn were on hand with the Pebblebed Rose at the finish while we locked into the Caledonian canal.

What a fantastic race! I could not have had a better crew. Cheerful and skilled, they made me filter coffee, porridge and excellent bacon sandwiches and even laughed at my jokes. We were delighted to finish in tenth place overall, but the result was less important than the fun we had from start to finish. Thanks also to husband Andrew for keeping the website up to date with news for our followers. Any donations to Toe in the Water are still welcome, and thanks to all those who have already given generously. And next year? Watch this space....

Kate Hattersley

Three Peaks Yacht Race 2 - Kithros 2 - Slower boat to Scotland?

Or perhaps not! *Kithros 2* completed another Three Peaks Yacht Race - a slow one this time, just like in 2003. Colin and I can now claim eight races each, with seven finishes. Maybe Geoff West and Dave Bird will stop entering so we can catch up with their tally - a likely story after this year with Geoff's Reflex 38 winning again, and Dave's boat Kilva, an older First 42, setting the fastest time on leg 3 (taking just over twice the time our First 40.7 took last year).

Kithros 2 set off north into Cardigan Bay to gain from the tide - we rounded Braich y Pwll with Sigma 38s and a Westerly Typhoon so were pleased with this tactic. Once again we were rather surprised to see a Reflex 38 behind us, this time at Caernarfon bar - they had done a tour around Bardsey Island as the tide was playing tricks on them. They soon left us, but it wasn't the last time we saw them. We went the inshore side of the end of leg mark (bilge keeler's trick) to shorten the coming row. Colin and Craig did a good run on Snowdon and we set off for Whitehaven. Mid Irish Sea and the whole fleet was parked up with no wind, the Reflex in the distance, but still recognisable. After a few hours drifting and rowing we set off up the shore, just off Ravenglass, the old port of call for the Scafell leg and Sellafield. The wind turned fluky just before St. Bees head and a combination of rowing, tacking and, for the last few yards, the spinnaker helped us to get to the point where we could switch the engine on, just off the rocks. Flat out the last couple of miles to Whitehaven and we bounced our way in across the sand, passing *Whisky Galore* (Nicholson 35) which had cut the corner around the outer pier, and hit the sand bar everyone was warned about in the pre race briefing.

Another good run time and we set off, again heading



North to get us into the more useful tide when it turned. In the heat of the day, this really was 'idle as a painted ship upon a painted ocean' stuff, though we hadn't killed any albatrosses. The sea was so flat we took photos of almost undistorted cloud forms reflected in the surface of the sea. When the wind finally did fill in, it was NW - so much for the S or SE predicted by the shipping forecast! We beat

into Luce Bay, then short tacked up the shore until the wind died away rendering progress impossible. The shore was an area you would normally choose to avoid, but in calm conditions, we anchored in about 15 feet of water - and were then able to watch dog fish swimming around below the boat. After a bit of tea, and some rest, the wind picked up and we set off, spinnaker set, passing the Big Scares, the SE finally arriving and filling in to carry us up to and past the Mull of Kintyre. En route, we overtook a Swan 391 by sailing high into the slacker water of the Clyde.



With more calms to follow, we struggled up the Sound of Jura, concerned we might get spat out through Corryvreckin. Clearing Easedale, we came across other competitors again, and sailed through east of Lismore, only to find there were now eight boats just behind us. Race on! A split in the wind made those boats to leeward suddenly back away and end up tacking up the loch, while we had a reach most of the way to the Corran Narrows. The Helly Hansen girls recognised the wind shift and followed us in their Sigma 38. One attempt at the east side of the Narrows was enough to convince us this wasn't going to work; also bounced off Kate's rock! Try the other side. First attempt failed, but only just. Second attempt and the wind went behind us, so up went the kite and we blasted our way through. Bit shy, but with the sand spit only about 15 feet to leeward, we didn't have anywhere to go. Out the other side and Kate sailed past us and straight up the middle of the loch. The Sigma followed, but not quite so straight. We ended up in the doldrums, rowing from zephyr to zephyr and eventually arrived an hour after Kate. No chance of catching them on the mountain - Kate had found superhuman runners. Colin and Craig set a running time total an hour quicker than any of our previous Topsham entries, and *Kithros 2* won the sailing on corrected time and came 15th out of 32 overall. Pretty good for the slowest boat in the fleet!

Neal Ricketts



Godfrey Whitehouse, winner of the all fleets pursuit race, the Maidment Trophy

Proposed Social Events Autumn/Winter 2009

- 3rd October - Final Fling
 - 10th October - Laying Up Supper
 - 24th October - Trafalgar Ladies Night Dinner
 - 5th December - Dinner and Dance
 - 12th December - Christmas Dinner
 - 16th December—Christmas Draw
- Please keep an eye on the notice board for further details and other impromptu events.

Mama Mia Mania

comes to TSC!
Saturday 27th September
19:30 til late
Food, fun acts and the film. Come in your Abba rig and sing along. The evening is to raise funds for Toe in the Water

TSC 125

Myra Green, at the Museum, is looking for volunteers to help with preparing the material for the exhibits. It's a Museum exhibition, but it's about TSC, so please help if you can. Contact Myra via the Museum.

Puzzled? It's obviously spinnakers at sea. Thanks to Mary Chesterfield



The TSC coffee team at the RNLI coffee morning at Anchor House on 25th July:
Jill Grant,
Ann Leach and
Shelley Miller



On the 24th July, the Exmouth Lifeboat paid a very successful visit to Topsham Sailing Club (Picture Nicholas Toyne)

Exmouth Lifeboat Ball 2009 At the Exmouth Pavillion Saturday 26th September, 8 pm - Late Live Music by "The Jive Jacks" Casino, Five Course Meal, Raffle All in Aid of the Exmouth RNLI Tickets £30.00 per person Please come and support the Exmouth Lifeboat and its volunteer Crew! For tickets contact Alice at call |



Presentation to winning skippers of the Evening Race - Chris Miller (Beach Fleet) - Coxwain Tim Mock - Ed Williams Hawks (Yawls) - David Robinson (NortonFleet) - Graham Pateman (Bruford Fleet)

House Swap

Topsham for Auckland New Zealand.

Richard & Clare Brown, life members of TSC, want to spend some time in Topsham, so they have an idea they would like to pass on to TSC members.

Sometime in the next 2 years or so they would happily swap their house in Auckland for one in Topsham for anything between 4 weeks and 3 months. Summer there is winter here so it would probably be best in Spring or Autumn. They would be more than happy to swap during their winter and whilst the skiing is good it is about 4hrs drive away.

Their house is just 100m from a nice beach, some 30mins by car from central Auckland. It has 3 bedrooms and minimal garden to look after. The marina is just 5 mins drive away and the right person would be welcome to use their 32 foot yacht to take advantage of the beautiful cruising all around.

In return they would need only a one bedroom house / apartment but preferably right in Topsham. If you are interested please contact them on richardandclarebrown@gmail.com.

TSC Information Service

For most of the last year I have been emailing some Club members to tell them of forthcoming events, matters of general sailing interest and so on. I use the 'bcc' facility so members' emails are not broadcast to the WWW. Generally the idea has been welcomed. Our records don't include every member's current email addresses. If you are not on my circulation list and want to be please email me at commodore09@topsham-sc.org.uk. If you are on my circulation list and don't want to be please email.

Tim

Toe in the Water

This tri-service initiative aims to inspire the men and women who have sustained often traumatic injuries, including the loss of limbs, to move beyond their disability and to become re-inspired by life. Competitive sailing is a physically and mentally challenging adventurous sport and provides a unique opportunity for injured men and women to sail and race on equal terms with their able-bodied contemporaries.

River Exe Swim

Mike 'the ferryman' has organised a swim in aid of the Estuary League of Friends charity. The swim starts at around 13:00 on the 15th August from the ferry slip.

Gerald Sturtridge

The University of Exeter has awarded Club member Gerald Sturtridge an honorary Doctorate in Law, abbreviated LLD (Hon), to mark his many years of involvement with the University, and his Chairmanship of the Prince's Trust in Devon & Cornwall, as well as his many other contributions to public life.

8

TSC 125

As many of you will know Topsham Sailing Club is about to enter the 125th year since its foundation in 1885 - a long time before even our oldest members can remember!

Topsham Museum will be putting on an exhibition of our past and present and I am asking everyone to go to your cupboards, boxes, attics, and cellars, to look out those memorable photographs, race programmes, dinner menus, and so on that lie presently unappreciated but are good enough to display.

I will be able to have those chosen copied and enlarged to display size so that the club and the Museum each has a copy.

Any other memorabilia will also be welcome as it is a good opportunity to celebrate and archive our illustrious history. Many thanks for your help.

Chris Williams



Q: What is the VC up to?
With thanks to Philip, Trevor, Dave, Brian and Will for their help and guidance.

Small Ads

FREE TO DESERVING HOME!

Henri Lloyd Ocean sailing trousers size large, surplus to requirements. Worn but sound and don't leak!
Chris Haughton

SWINGING MOORING for rent for remainder of this season. 20' mid channel near to Topsham Lock.
Dick Holifield

WANTED: Rowing boat 6' to 10', wood or glassfibre.
Tim or Marilyn

FOR SALE: Trailer board, fully compliant, never used.
Tim or Marilyn

Tops'l Guff

Who managed to sail both sides of the Goat Walk turning mark at once, then, as if this feat was not enough, decided the mark should be relocated to a more convenient position? You know who you are: →● ● 89● \9● ● →
● →● ✱



A: Fixing the luff spar



Editor – Colin Walls

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