



Welcome to the Winter edition of the South Bank newsletter



After a good summer the number of boats racing is back up to the level of 2004, which itself was higher than it had been for 10 years.

But we have been doing a lot more than race round the buoys on Sundays. We had 50 Enterprises racing down to Lambeth Bridge and back for the Enterprise Association's 50th anniversary and we are planning another on 8 July 2007.

We also ran our own two down-river races and cruised up-river as far as Strand on the Green and had an afternoon racing with the club there. We spent a weekend with the Rockley Sailability club at Poole. We've had several good after-race barbeques, recruited eighteen new members since June, and run a successful beginner's training course.

(JOHN PARKE – Commodore)

IN THIS EDITION

- Message from the Commodore - Page 1
- The Enterprise 50th Anniversary Open - Page 2
- Sunsailing in Turkey – Joe gives us the low-down - Page 3
- South Bank trip to Poole Harbour - Page 3
- A new member's experience of Racing - Page 4
- The Enterprise Circuit - Page 4
- Downriver racing in winter – Page 5
- Fun and games - Page 5

Commodore's Report - 06/07

2006 has been a good year and I believe we've laid the foundations for an even better one in 2007.

This year we have experimented with down-river races on the Sundays we don't get a high tide during these short winter days. The two so far have been a great success, with another planned on 19 December and more to follow.

Members have shown great dedication completing the repair shelter roof, adding screen walls and repairing the garage door and towpath gate. We are developing a harbourmaster's team who can share out this work.

We have bought a second Wayfarer for training (and for when it's too rough for old men in Enterprises) and now have eight club boats. I thank members who have offered to help maintain and bring them up to racing standard.

From January the charge per session for a two-man boat will be £10 and for a single hander £5. This is still much less than the hourly charge at other clubs and will help us maintain and insure these boats.

The General Committee proposes to increase mooring charges to £45 per year and because of lack of space in the dinghy park we propose unused boats should be removed if they are not sailed during the club year. If not removed charges would double the following year. If still not sailed in the next year the charge would be tripled. These proposals will be put to the AGM in May.

(JOHN PARKE – Commodore)

KEEP OUR CLUB TIDY

It's not glamorous, it's not exciting, but it is an essential part of the club's activities.

A work party (date to be announced), for the bi-annual sweep through and tidy up of the dinghy park is planned and while not as much fun as a sail in a winter force 5, is nonetheless very rewarding (says the Harbourmaster, although he is a little biased).

It's always a social affair, with the promise of hot soup and crusty bread to look forward to.

I hope we can count on your support.

CHRIS PHILLIPS

Ideas for the next edition of the South Bank newsletter are being taken now. Get your South Bank stories in to Emma Griffin. The more you get involved, the better our newsletter.

ENTERPRISE 50TH ANNIVERSARY TIDEWAY RACE ON JUNE 4 2006

The memory is somewhat hazy now as to how this plot was hatched, but I have a sneaking suspicion it was probably at the Papercourt Enterprise Open in October 2005.

Steve Collins, who you all know now after the June 4 Enterprise Open, and the recent End of Season Supper, sowed the seed with Don, Joe, Allan and I, that SBSC would be the ideal place to hold the main event celebrating the 50th Anniversary of the Enterprise first commissioned back in 1956 by Jack Holt from his workshop on the Embankment at Putney. At the time it seemed inconceivable to think our small club could put together what would eventually be a memorable, well-organised day, with help and participation from almost all our members in one way or another.

The first planning meeting was held at Minima Yacht Club in Kingston, Steve's home club in December 05 and plans were hatched, a day chosen, Sunday, June 4, and jobs allocated to get us through to that day. We envisaged 50 Enterprises would be racing to the heart of London to Lambeth Bridge, turning a buoy and racing back.



The backdrop of the Houses of Parliament and the London Eye would be a breathtaking spectacle. But there was also catering to think about. How on earth could we cope with what would probably be over 100 people? And just the logistics of getting people to two venues - SBSC and Ranelagh – and marshalling cars, boats, people? And then we would need probably 5 or 6 safety boats, and those needed to be properly manned with good communications.

We had many meetings to get to that Sunday. Joe would be in charge of all the safety boats, Derek took on marshalling the cars and boats at both Ranelagh and SBSC, we had a team of willing cooks to provide the food, and Gary bought half of Majestic and sorted out all the drinks for the day.



Armand did a great job with publicity, leafleting cars and unsuspecting people walking along the towpath. Paul provided a magnificent South Bank BBQ breakfast, and most importantly Les and his team provided the Race Officers, without whom we wouldn't have even got to the start line! And of course our dear Commodore was helping as usual, making sure we would get to the 4th in fine fettle.

The day arrived: beautiful sun, but not much wind. The excitement was palpable as people turned up to get ready for the arrival of boats and competitors. A couple of competitors had arrived the night before and left their Enterprises at South Bank. One of them, Paul Young from Midland Sailing Club was going to be re-enacting the inaugural trip of Enterprise 1 and 2 across the English Channel, a week after our race.

The 3 flights of boats eventually got onto the water, and slowly drifted to the Ranelagh start line. Don and I were in the 2nd flight, and eager not to be late landed on the Fulham bank to wait for the rest of our flight to arrive! Off went the 1st flight hot shots, and five minutes later it was our turn.

After excitement at Lambeth Bridge at the turning buoy, with many of the lead boats struggling against the outgoing tide, we fought our way back to the Ranelagh finishing line. The Commodore who had started in the 3rd flight overtook us on the return leg and was the first over the line for SBSC.

Then food and prizegiving, and speeches galore, and so many compliments from everybody about what a fabulous day it had been. One competitor wrote to Steve Collins the following week to say he and his wife couldn't remember a race that they had enjoyed so much.

We've now bitten the bullet and said we will do a downriver Open in 2007, so back to the drawing board for Sunday 8th July. Let's hope we can repeat the performance next year...

SARA BENNETT

JOE LOOKS BACK ON SUN-SOAKED SUNSAILING IN TURKEY

Having sailed an Enterprise for years, I'm not used to handling spinnakers, trapezing or sailing 'cats', and when I decided to spend a week at Sunsail Club Javelin, near Bodrum, Turkey in October the idea was to challenge myself when the wind was good and windsurf when the wind was light. Sunsail provide a good selection of fast asymmetric trapeze dinghies plus some Hobie 15 catamarans and I tried a good few of them.

It was good to get out on Laser's new boat, the Vago. This has an asymmetric spinnaker (a flat one you can keep up going across the wind, not just downwind) and a trapeze for the crew. I helmed it, sailing it with an experienced Spitfire cat crew, which worked really well. Less inspiring was crewing it myself the next day: I got out on the trapeze okay, but at the first tack, my helm flipped the boat round and I found myself in the water trying to unhook the trapeze with the boat coming over on me! After a rather awkward climb in we were off again. The water's a bit warmer in Turkey...

Even more interesting was the RS800 - big asymmetric, enormous mainsail and big struts on the side so you can trapeze the boat with your feet two foot outside the hull – great fun as you can tell from the photo!



The Topaz Omega looks and feels like a traditional dinghy but with an asymmetric. I thought it would be boring but offered to take a novice out in one and explain the points of sailing. I handed him the helm after a while and he wasn't doing badly when the biggest squall of the week blew up. As I took over it dawned on me we were a good 200 metres outside the outer mark and most other boats were either halfway home or sorting out a capsized. It was blowing harder than anything I'd seen all week, I wasn't used to this boat, straight home was a dead run, and it was very definitely time to get back. I didn't dare goosewing and I didn't fancy gybing, so we broad reached toward the rocks and then tacked, and repeated this a couple times to reach the club. The planes downwind were fantastic if a little tense... And no, we didn't fly the spinnaker.

At tea on the last evening I was telling a guy that the only thing I hadn't bitten off was trapezing a cat while helming. So after breakfast on the last day he showed me how to climb out on the side with a tiller in one hand and a mainsheet in the other. Then he went off to go day-sailing and left me to have a go on my own. No photographer that day, so with no proof, I'll just have to go back next year...

Many thanks by the way to Jan for sorting the holiday out for me and for all the useful information.

JOE DRIVER

While Vassiliki is THE venue for high performance sailing, and club members have holidayed there for the past 3 years, it is getting a tad pricey.

I am therefore asking if anyone would be interested in an early season 'cheapy' at a Sunsail venue. They have virtually any type of dinghy you'd care to sail, from Picos to full-on twin trapezing RS800s. They run RYA courses, and so there is the opportunity of coming away with a certificate or two at relatively little cost.

Accommodation is to a good standard, and I'm hoping we'd pay about £420 for a week half-board. Get in touch with Chris Phillips if you are interested. Obviously there is no commitment at this stage.

SBSC RETURN TO POOLE HARBOUR

The weekend of September 16/17 saw almost a quarter of the club hot-foot to Poole for a weekend of cat and dinghy sailing on beautiful Poole harbour.

With our hosts Poole Sailability coming up trumps again, we gathered on Saturday morning to remake old acquaintances, for the all-important safety briefing. Then rig and a leisurely sail to Shell Bay for a beach lunch. The return trip wasn't quite so leisurely, giving cat sailors a chance to try a touch of trapezing, some for the first time.

Saturday evening we were spoilt rotten at a private harbour-side club with an endless supply of curry and the chance to relax over a few beers and swap stories of

the day's events.

Sunday dawned with fog blanketing the harbour. Eventually the wind arrived, and we set off in the opposite direction to the previous day, with a sail as far as was possible, up the Wareham Channel. A very narrow channel we were warned, and as it turned out, it was almost too much for our esteemed Commodore, who not only had to tack time and again to stay in said channel but was trying to get to grips with the club's new Wayfarer and a confounded centre main sheet!

As we packed up for the journey home, opinion was firmly on the side of 'same again next year'. Absolutely.

CHRIS PHILLIPS

THE ENTERPRISE OPEN CIRCUIT

South Bank members can pat themselves on the back after superb representation in the 2006 Enterprise opens. Don Henderson and Sara Bennett look back over the trials and successes of the season.

This season the Thames Valley and Southern Regions combined open meetings for greater numbers and better competition. The big success was seen in our Tideway Race celebrating the Enterprise's 50th anniversary. No other club on the circuit recorded as large a turnout but all the opens were a great mix of competition and socialising. Our intrepid South Bank band was welcomed and encouraged all the way.

The first outing was to London Corinthian where Don and Paul won a race after being last over the start line. After coming fourth overall our sailors enjoyed hot soup and ale until the river had fallen enough for them to head back to South Bank.

Despite the great start, Don ditched Paul for Sara and headed off with Allan & Rory, Joe & Callum to Ham House to launch the boats for the Twickenham open. The three South Bank Enterprises played tag all day, and each managed to gain the lead at some stage although none managed a win: great sailing in crowded

A NEW MEMBER IS INTRODUCED TO RACING

My first time sailing the river on my own, and my start was far from promising. A broken rudder and a slight rigging problem - solved thanks to help from Sara - meant I was last out on the water, and worse still, in a windless patch. Fortunately the safety boat came by, hooked me up and dragged me to the starting point.

Eventually the wind picked up and I was sailing. The river is a new game for me, with new rules to learn but I was catching on: I had been given lots of advice by South Bank members and was finding out on my own just how right they all were.

The tide turned, and coming back up river I was met by a Pico, a British Moth and a Wayfarer preparing for a friendly race and was invited to join. Who would you put your money on? At the off the Pico and I fought for the lead. As I started to lose ground, out of the blue and catching us by surprise, the Moth suddenly surged by overtaking us both. I'm afraid to say at this point the Wayfarer was slowly disappearing behind us, turning focus all the more on what lay ahead.

Funny how when racing you start to question your instincts, spending much time mimicking your

water and glorious sunshine.

For the last outing, Papercourt, only Don and Sara made it for a splendid sail in strong winds gusting to force seven in glorious autumn sun. After a poor start, Don and Sara picked up the pace pushing into sixth position in a competitive field of sixteen boats, when, forcing a jibe in a fresh gust, they took an unplanned swim. After towelling dry and a spot of lunch they were off again and a little more cautious until they overhauled two boats on one mark and it was game on again to a satisfying sixth place. The tired duo set off for the last race (required for the results to count) and put in another good performance finishing exhausted in seventh place.

After the race, Sara and Don settled down to applaud the race and Open Series winners and were overjoyed to receive a couple of cans of ale for qualifying for the Thames Valley Bowl and coming eleventh overall. Don was equally surprised to discover someone discovered his true age and awarded him Vintage Helm trophy for the series, beating Glen Cole by one point.

The Open meetings were welcoming, great competition and a great laugh and Sara, Allan, Joe, Rory, Paul, Callum and Don recommend you take part next year.

DON HENDERSON

adversaries rather than trying to find that one winning manoeuvre that'll put you in the lead.

A change in attitude was needed. So I struggled with little success, running my boat from bank to bank, desperately trying to find that crystal patch of wind that would put me back in the race, once narrowly missing one of those garbage collecting floats (not good!). Thankfully, not all was in vain, as I was able to overtake the Pico before passing the penultimate bridge. Now I had to climb upwind for the last stretch, and overtake the Moth. But we were sharing the same current: how could I ever have a chance at winning? Well it turns out Lasers can sail upwind at a much steeper angle than Moths, making the last stretch of the race easy for me as I saved a few tacks and got a comfortable lead. But where was the finish line? I had forgotten to ask. As I overshot the club the safety boat once again came after me. Before I had a chance to reach the source of the Thames I was again dragged by the safety boat, this time back to the club. I guess there is no substitute for experience!

Back on shore, when asked how my first time out on my own was, I couldn't help but answer with perhaps a hint of pride: "Well I won the race, so I must've been doing something right." Now I get to gloat once again in this article. Though I can't help but say how very much I'm looking forward to facing more of you in the next race. Hopefully this time without needing to be rescued... twice.

CHARLES NOLLET

WINTER DOWNRIVER SAILING AT SOUTH BANK

Sunday 29th October saw what would hopefully be the start of new era at SBSC, with the club sailing every weekend of the late autumn, winter, and early spring period.

By taking advantage of a falling tide, sailing with it until it turns, and then sailing back on a rising tide, we hope to broaden the appeal of the club during the winter months, with all the benefits that should bring – not to mention the possibilities of crusty bread and homemade soup upon our return.

The first race saw six boats, accompanied by a safety boat stocked with coffee and chocolate bars (now tell me which other clubs provide an on-water service like that?) set off down river. They made it to Battersea Bridge before a rising tide and light wind but pay to further progress. Not a problem. Turn round and go back the other way! Simple really. While not a race in the strictest sense, everyone gave it their best, and spent the next hour or so enjoying the delights of beautiful autumn sunshine and tactical racing, in the run back to Putney.

Sunday 12th November saw us doing it again, this time with more wind, more boats, but sadly lacking on the refreshments front. And what a fantastic sail, with the fleet making it to Chelsea Bridge before it was time to call a halt. The race officer gathered us up, announced that there would be a formal start at Albert Bridge, and we were off back to Putney – 5 lasers, 2 wayfarers, 2 enterprises, a solo and a moth. Lack of refreshments was made up for with curry and beer from the previous night's prize giving party!

The rumour is that these every-other-week events are set to continue and have certainly opened up a whole new chapter of sailing at SBSC.

CHRIS PHILLIPS



THE BACK PAGES

Something to pass the time between tacks...



Caption competition: Answers to the SBSC notice board – best one will win a Christmas pudding

Dates for the Diary 2007:

London Boat Show – January 5 – 14, Excel Centre
London Dinghy Show – March 3 – 4, Alexandra Palace

A guy brings his boat up to a restaurant dock to eat lunch. The dock hand says "I'm sorry, sir, but I can't let you dine here today. This establishment has a neck tie policy, and you are not wearing one. The guy says "Of course I don't have a tie on, I'm on a boat!" "Well, go down below and put one on" "I don't HAVE one!" The dock hand, not wanting to turn away a customer, says "Well, why don't you just find something that approximates a tie. That should be O.K."

After some time, the boater comes out with a pair of jumper cables. "This is all I could find" Sighing, the deck hand says "OK, I'll let you in with those, but just don't start anything

A sailor, after running aground on a sand bar, paid a passing fisherman fifty dollars to pull him off with his boat.

After he was off the bar, he said to the fisherman, "At those prices, I should think you could make a real living pulling people off night and day." "I'm afraid I can't," replied the fisherman. "At night I haul sand for the bar."