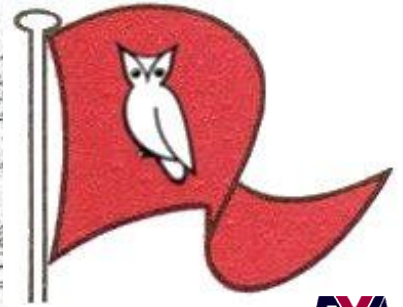


# The Aldenham Owl



**RYA**

Newsletter of Aldenham Sailing Club, Aldenham Reservoir, Aldenham Road, Elstree, Hertfordshire WD6 3BD - [www.aldenhamsc.co.uk](http://www.aldenhamsc.co.uk)

## THE COMMODORE'S END OF SEASON SHOUT

...Ahoy m' hearties!!!

### **BRAVO ALL**

Well done troops, it's been a cracking good year with loads of wonderful wind, very reasonable weather, thumping good racing in all fleets, lots of top class training and much improved turnouts for Clubtime. So many punters got afloat on one Bank Holiday that the water was pleasingly full of boats and the car park was overflowing. All very healthy but keep the trend going!

Thanks to ALL Class Captains for encouraging their fleets to sail, to race, and to attend Opens and Nationals.

### **WEED WARRIORS**

Following our cold winter, we all hoped that the weed might not return this season. But as we know, it returned with vengeance. Led by Marcus F. and Richard J. and bribed with breakfast bacon butties, the valiant squad of weed warriors battled over several weeks to victory and saved the club from having to cancel the RS300 and Enterprise Open Meetings and our own racing/sailing schedule. Thanks to ALL who made that fantastic effort!

(Clubs around the country were hit with this same problem and your Committee is investigating all options to tackle weed in 2012)

### **GOOSE STEPPING**

We intend to march out against the fouling of our lawn and pontoons by Canada geese and other birds with greater energy and determination. The fouling has been so extreme this year that we have to hit the problem harder. We are currently testing improved scare lines on the pontoons and have prototype gadgetry in the making that will discourage invaders.

The lawn will need retractable lines set at the water's edge and possibly in other places. Some inconvenience is a price worth paying to keep the

geese off the Laser rigging and launch area.

### **BERTHING**

The new berthing arrangement with fleets lined together has worked well and makes for better fleet camaraderie, easy checking and negotiable movement for regular sailors to be closer to pontoons. (Our thanks to Michael Wilcock for monitoring berthing this season along with Julia Jenkins). I would remind all boat owners that no boat is allowed into the club without a berth allocation number and no movement of boats is permitted without good reason and without arrangement with Class Captains and the Berthing Officer.

### **TREE-MENDOUS NEWS**

Trees kill breeze as we sailors know. We have all had enough of dismal windless mark rounding on the S.W. and W. side of our water. Following negotiations with the Country Park,

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**Saturday 19 November**

**Laying Up Supper & Prize Giving**

Please contact Rebecca Lonsdale by Tuesday to get your ticket.

**Sunday 4 December**

**AGM followed by RYA Sailability Pursuit Race**

See page 14 for Notice of the AGM together with a draft agenda.



Superman looks around for his cape...

Jim Strother and other members of the Committee can report that we now have assurance that work to fell willow, scrub and low quality trees will commence in the next few weeks to clear much of the S.W. area. County will be putting up the major money to the first stage of the cull and any subsequent work is likely to be down to us. We will test the benefit of this first effort and then decide about further work.

### **IN PRAISE OF YOUTH**

It's great to see kids sailing and enjoying the best of sports and I am sure that building fleets of youngsters again is possible at ASC but we have largely failed in recent years. We need to address this problem and put a youth building team together to turn things around. If you can commit to this, do contact the Committee. In the meanwhile we can celebrate the successes of the youth members we have. Top marks to all who did their start sailing in Oppies and Picos this season: Oliver and Sophie Maxwell, David, Jo, and Harry Molander, Matthew Pears, Adam O'Reilly, Aaron and Zak Marsh, Anthony Muller.

Of this group we give special praise to Oliver and Sophie who have put in a lot of hours afloat in all weathers and as a result have become more confident and able boat handlers. Anthony Muller has also put in the hours and has done a lot of crewing with his Dad in the Ent. Terrific. Good also to see Peter Peev and son racing.

Three other youth sailors deserve top prize mentions. They are: Tom Collyer, Harry McVicar and Tim Le Couilliard (who has now moved clubs but trained with us until last year).

See Page 3 for details of Tom's year.

Away from the ASC races, Harry achieved the following:

- Mount Haes trophy winner at the NSSA championships in July at Grafham  
- 12<sup>th</sup> in the RS300 nationals  
- 4<sup>th</sup> at the RS300 inlands at Draycote  
- 1<sup>st</sup> in the Sliver Fleet at the Rutland Sprints  
He was also Captain of the Haileybury School sailing team which had one of its most successful seasons ever in the BSDRA series.

Tim's results:

9th overall out of 70 Toppers at NSSA  
Best results being 1st, 3rd, 4th, 7th, 9th.

1st in Salcombe Town Regatta  
2nd in Salcombe Yacht Club Regatta  
5th at Broxbourne Open Meeting  
4th at Fishers Green Open Meeting

The final 2 youth sailors to mention, Chris Halle and James Cresswell.

Chris, now at university, has endeared himself to all of us because from the day he joined the Club he was determined to learn all he could about sailing, racing and the club itself. He has thrown himself wholeheartedly into every event and activity we have ever organised.

He has worked hard at his sailing and has worked hard for the club so we plan to reward him at the Laying Up Supper. Well done Chris.

James must be praised for his steady climb from Picos to very smart sailing in the Laser fleet. He has, like his Dad, been very involved with training and it is no surprise to learn that he is having a year out on the East Coast before University working with Fellowship Afloat Sailing School. Watch out Laser fleet...by the time he returns he'll be flying and highly qualified.

### **THE WORKING PARTY**

Marcus set out his cunning action plan with teams to tackle the tasks. Every box was ticked by the end of play and the club looked thoroughly

well groomed for the winter. Fantastic! Well done to the 40 plus members who turned up to work. Everyone was rewarded with a mid-morning cuppa and biscuits and a cracking lunch by kind courtesy of Rebecca, Louise, Emma and Lil. Thank you all!

### **HIDDEN DEPTHS**

Joe Cass and John Wedlake have been checking out our white boundary marks to see that they are correctly aligned and secured. The Committee also asked them to do a depth survey of our water. This was done some years ago and we think it's likely that we are silting up. Certainly the weed situation has not helped, but Joe and John are on the case and will tell us the current depth, once their canny measuring and plotting work is done.

Thanks lads, we keenly await your findings and thank you for willingly setting yourselves to the task on our behalf. We are hoping of course that they will not come back to us to say that we can only sail at high tide.

### **R.Y.A. INSPECTION**

Mark Cresswell has been our R.Y.A. Principal for the past 10 years and has done a brilliant job for us. This post involves a lot of work but it is gratifying to know that at our recent inspection the Club passed with flying colours. Mark now hands over to David Reed for the 2012 season. We are grateful to both of you.

Mark has agreed to continue as our web-master and is keen to involve himself in the clubs' race training. Hooray!

### **TWO GREAT LOSSES THIS YEAR**

All members will be aware that Michael O'Brien died earlier this year. His daughter Sarah gave me the opportunity to speak on behalf of the club he loved at his funeral service. It was a privilege. Many members were present and although a sad occasion

we were all able to celebrate his life and his wonderful achievements. He is greatly missed.

Wilf Kunze who knew Michael well, has prepared a memorial photo to be displayed in the Club for his outstanding contribution. We preview it in the OWL and thank Wilf for his thoughtful and succinct tribute.

Sarah has most generously donated Michael's ILLUSION to the Club plus many suits of sails! This is an opportunity for developing match racing and introducing interested members to the amazing and unique Illusion Fleet. Michael would be delighted.

(Contact Richard Farrow for a trial sail).

Our other sad and recent loss has been dear Ted Richards, our Bosun. Many attended his funeral and Ralph Spring was asked by Janet to give the eulogy which he delivered so well for our friend. In addition he has been asked to write a tribute in the Owl. We are thoughtful of Janet at this time and send our love and sympathies.

### WONDERFUL NINE POUNDER

Against the sadness of our losses, it was splendid news to hear of the birth of Rebecca and Mark's baby boy 'Aulay'. Congratulations. We are

delighted for you both. A future Finn sailor in the making?

### MATT GRUNDEY

We give a very warm welcome to Matt Grundey as our new EDITOR OF THE OWL. For those who don't know him, he is a young and relatively new member and he sails a SOLO. We are delighted that he's stepped forward to offer this service to the Club. Bravo Matt and thanks.

### END OF SEASON ROUND UP

Following the excellent R.Y.A. Training at the beginning of the year which Richard Jenkins set up and led with the support of his trusty Instructors we want to encourage all course members to press on with their sailing, both youth and adults.

From the adult section we can say that we are always delighted to see you and our support for you continues into 2012. (Dennis, Denise, Mike, Mahendra, Gary, Neil, Ruth and Peter).

The same applies to those who did the Start Racing course ( Hilgard, Gavin, Chris, David, Gavin and Christine, and Matt).

All new members this season are welcome to the final Induction Day I will be running this year on Sun. Nov

27<sup>th</sup> 1.30-3.30. It is an opportunity to get an update on alarms, electrics, sail shed access, race duty, rescue etc ending with tea and biscuits.

Contact me on 01923 230062 or [bazza@mail2sailor.com](mailto:bazza@mail2sailor.com) if you intend coming.

### THE WONDER OF WILF KUNZE

As Wilf and Sue are to attend the Laying-up Supper I will save full praise until then but we want to say, Wilf, you have been a star and a wonderful member at ASC and although we will not list your deeds here and now we will thank you for your tremendous work as Editor of the OWL for so many years along with Publicity for the Club. It has all been thoroughly appreciated.

### FINALLY....

This is my last note to you all as Commodore. My three year term is coming to an end. (Time flies like an rs300!) I simply want to thank you all for your support. It has been a privilege and a challenge and a huge amount of fun. The A.G.M. will be the time for hand-over but the Management Committee has been marvellous to work with and I thank them for all their hard work and support.

See you all at the A.G.M. and the Laying Up Supper/ Barn Dance/ Prizegiving! ....Keep sailing.

## Congratulations



Congratulations to Nick and Fareda. The Working Party begins here! We look forward to seeing you and your offspring in the New Year. You'll have to buy them a catamaran...one on each hull!

### John's Happy Cruising fleet *by Barry Steel*

THERE BE CAPTAIN TOSY  
JOHN TOSELAND IS HIS NAME  
HE'S MASTER AND COMMANDER  
WITH HIS CLUBTIME FLEET IN TRAIN

THEY PLY THEIR CRAFT  
FROM NORTH TO SOUTH  
FROM EAST TO WEST THEY GO  
MAIN AND TOPSAILS FLYING  
AND CLINKER HULLS BELOW

IF YOU'RE A FIERY RACER  
AND WANT TO TAKE ON TOSY'S FLEET  
YOU'LL NEED TO KEEP YOUR HEAD DOWN  
'COS THEY HAVE CANNONS AT THEIR FEET

YOU'LL HAVE YOUR MAINSAIL PEPPERED  
WITH LEAD SHOT AS YOU RUN  
NO HARM MEANT BUT THE POINT IS MADE  
JOHN'S FLEET IS THERE FOR FUN

WE ARE GRATEFUL TO YOU CAPTAIN JOHN  
FOR RUNNING YOUR ARMADA  
WITHOUT YOUR HELP AT CLUBTIME  
TROOP TRAINING WOULD BE HARDER!

*Bazza*



The Nortel group enjoying their laying up supper provided by Sandie Goddard, the menu consisted of Chicken in carbonara sauce or Beef in red wine with mixed vegetables followed by apple and rhubarb crumble or lemon meringue pie with cream.

*Sailing isn't just confined to Sunday Morning Racing, one of the other groups who enjoy the use of the lake have recently enjoyed their laying up supper....*

## The Nortel Group

The Nortel group started at Aldenham around 1988 as the wind surfing section of the then S.T.C. (Standard Telephones and Cables) A.S.C. (Athletics and Social Club). We have been sailing and/or wind surfing every Tuesday in British summer time ever since. We used to come in the summer after work but now with the demise of Nortel and retirement we start at 2.30pm with a break at 4.00pm for tea and cakes. In the 90s we were joined by members from 121 (the Mobile Telephone Company that was). We are the proud possessors of 3 old Enterprises, 2 at Aldenham and one at Felixstowe Ferry.

On Tuesdays, during term time, we share the lake with Aldenham School but during their half terms and annual holidays we mostly have the lake to ourselves.

Most of the ASC members don't meet the Nortel Group except when we do the odd OOD duty or come last in the Wednesday evening race, however, during the summer on Tuesday afternoon, there is always someone on the lake and its some of us.

This year we have only had to miss two Tuesdays to inclement weather as even in high winds, we have the option of a set of very small sails; it is the heavy rain that we don't like!

We have also managed to snap two centre boards, one of which was reinforced by two stainless steel plates but thanks to Sandie's husband Mike and his ingenuity we still are able to continue. Two is a record for us as we only managed to snap one last year. We are now considering whether we should be going into production of enterprise centre boards!!

*Joe Cass*

# Security Update - Thank You

A big thank-you to all members for the attention given to keeping the Club and its premises secure over the summer months. There have been one or two lapses in security, one of which prompted a short notice change of the security code on the combination locks around the site. Apologies if you were one of the few (including our Commodore) who were inconvenienced by this, but I am sure you will agree that in the interest of security it was a small price to pay.

As you know, we rely on all members using the club to adopt shared responsibility for security and to treat the combination lock number with respect. That means not sharing it with people outside of the membership. This often can feel easier said than done, as not all members are known to each other. However a few simple disciplines that we can all use mean that overall the security is working well.

First and foremost – remember not to leave the padlocks open (with the number on display), in the belief that someone else is following shortly behind and will close it. The main car park gate, and the gates to the rear compound seem to be most

vulnerable to this risk – if it makes sense to leave the gate open for a short while then please tumble the padlock to mask the code.

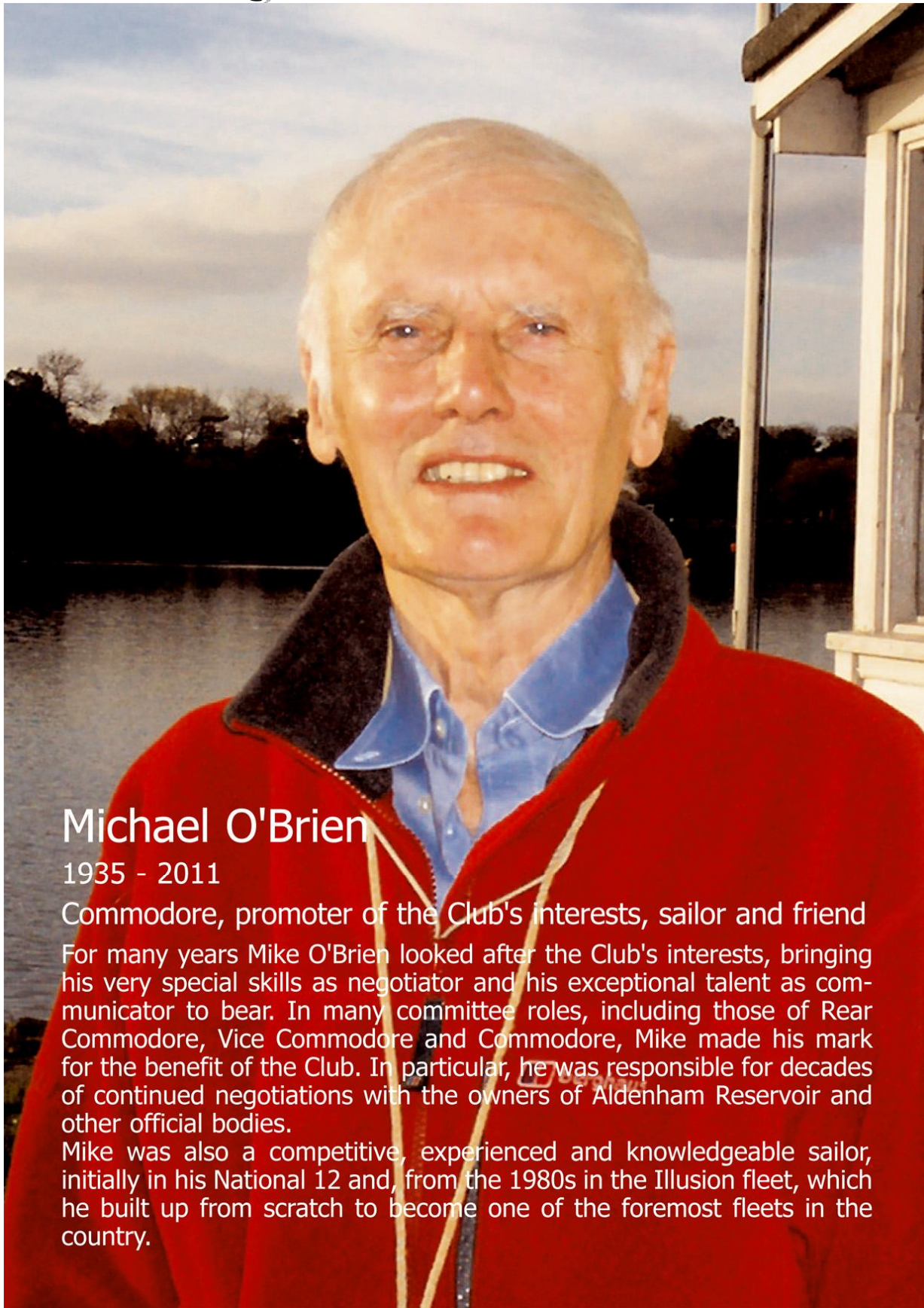
Secondly – it's easy to shout the number out across the compound if someone is asking, and in doing so share it with passers by, and fishermen. If you witness either of the above and feel that security has been compromised then please contact one of the Committee.

Finally, if there are quiet times with few members out sailing, it makes good sense to securely lock the perimeter gates to prevent casual visitors walking into the club grounds and clubhouse.

The sail shed, safety boat putaway and toilet block are the most likely to be overlooked when locking up. With a few simple steps in place we can continue to maintain our security, and get on with the main aim – to have fun on the water. Keep those barrels tumbled!!

*Richard Jenkins*

# Remembering our Friends ....



## Michael O'Brien

1935 - 2011

Commodore, promoter of the Club's interests, sailor and friend

For many years Mike O'Brien looked after the Club's interests, bringing his very special skills as negotiator and his exceptional talent as communicator to bear. In many committee roles, including those of Rear Commodore, Vice Commodore and Commodore, Mike made his mark for the benefit of the Club. In particular, he was responsible for decades of continued negotiations with the owners of Aldenham Reservoir and other official bodies.

Mike was also a competitive, experienced and knowledgeable sailor, initially in his National 12 and, from the 1980s in the Illusion fleet, which he built up from scratch to become one of the foremost fleets in the country.

*Tribute by Wilf Kunze*

# Ted Greenslade Richards

1942—2011

B. S. c Eng.



go off across the channel with a group of friends in all weathers to more adventures.

Another great interest was Morris and Country dancing in which he and Janet were very active and which took them all over the place. Janet became the Area Liaison Officer and Ted, having relinquished the rather strenuous dancing, became the band's drummer. Not many of us at Aldenham knew that, did we?

Turning to his working life, Ted left London University, Imperial College, with a degree in engineering and worked at Marconi and then BAE specialising in the design of wire-guided torpedoes, a highly sensitive and secretive occupation.

These circumstances enable me to end on a lighter note.

Ted, at that time, sported a flaming red beard and was consequently known affectionately as Red Ted.

One day the phone rang at home and I was asked by the caller if he was talking to Mr Spring. Having replied in the affirmative the chap then said he was Mr John Willerby from the Ministry of Defence and that I could check his credentials by ringing a certain number. I asked how I could help him and he intimated that he was carrying out an in-depth security check on BAE personnel and that a Mr Richards had given my name as a reference. Mr Richards? Who was that? Then the penny dropped and I blurted out – Oh, you mean Red Ted! You could have cut the silence with a knife. Hello, are you there? I must have convinced him with my explanation because Ted kept his job.

Farewell Ted, we shall always remember you with great affection and a smile.

*Ralph*

How can it be possible to sum up a life as rich and varied as Ted's in just a few lines? I'll try.

We were delighted to attend Janet and Ted's wedding some two years ago and we all offer Janet our sincere sympathy and support for a loss so bravely borne.

At that time, Ted's illness had already been diagnosed but he carried on with all his pursuits so successfully that, until a few weeks ago, we were hoping that he was on the road to recovery. Indeed, just a few weeks ago he was sailing his Laser. It was not to be.

I joined ASC in the mid sixties and when Ted came along a while later we became firm friends. In the last few years Ted was on the Management Committee as Bosun and looked after the club's boats and all related matters where his engineering knowledge and common sense were a great asset to the club.

When racing, he and I had a great deal of fun chasing each other round the course in our Lasers though I have to admit that it was me doing most of the chasing.

A group of us from the club used to

make an annual pilgrimage to Poole for the regatta and I saw a lot of Ted on the water, again mostly from behind.

We had a lot of enjoyment (and some scary moments) down there and made a lot of new friends.

One incident comes to mind...

We were all going out to dinner one evening when someone (guess who) had a bright idea. Let's all go in Ralph's pick up. No sooner said than done and everyone piled into the back with cushions from our rented house.

After a well-moistened dinner, another bright idea, (him again) Let's go down to the quay and look at the boats. OK. Turning into the quay we came upon two police cars with four coppers leaning against them waiting for trouble makers. They got them. Picture the scene – six mildly inebriated guys falling about in the back of a dilapidated pick up. Never mind no seatbelts, not even any seats! In a cold sweat I drove on sedately and dived into the first side road. We got away with it!

Ted was also into big boat sailing and having gained his Yachtmaster Certificate would charter yachts and

# Important Safety Update: Powerboat & Rescue

*In order to promote greater peace of mind and safety on the water, the management committee is aiming to improve the standard of our Rescue Boat cover through use of a new powerboat and rescue familiarisation course*

*The new course features some new systems and practices – in particular the use of throw lines which*

- *offer greater safety and control*
- *make it easier to deal with boats in situations where the powerboat cannot get close enough to make physical contact (eg too close to the dam).*

*If we are to raise the overall standard at the Club, it is important that as many members as possible take part in these sessions – even if they have attended a previous course. Only experienced members who routinely use the rescue boats should consider themselves exempt. Junior members will be welcome from the age of twelve but will only be able to take sole charge of a rescue boat when they reach the age of sixteen.*

*We plan to hold the new course on Sunday afternoons using two instructors and up to six students. A session will last approximately two hours including on the water practice. We know that it will be interesting and even entertaining at times.*

*Although we haven't finalised all of the administrative details, we hope to persuade the Race Officer and Safety Crew of the day (as rostered on the DutyMan system) to participate alongside other members – perhaps drawn from a booking chart on the club noticeboard where they have indicated the Sundays on which they would be willing to participate.*

*As this is a new approach we may have to modify as we go along.*

*Please cooperate... You know it makes sense!*

*Mark Donnelly and Ralph Spring*

## The Real Round the Island race?



The Strothers at the start

Saturday 3rd September 2011 saw four ASC members trekking down to the Isle of Sheppey to sail in the 53rd Round the Island race. Styled as the UK's longest annual dinghy, cat and board race, it comprises a 40-mile clockwise circumnavigation of the Isle of Sheppey in Kent.

My brother Giles and I met Richard and Max Jenkins in the queue along the promenade and were soon heading out to the four staggered starts. Over the next 5-6 hours we enjoyed sea, estuary and river racing, including a wading session where we had to turn the boats on their sides to pass under the Kingsferry Bridge. Winds varied from light to about 3-4, with 119 starters of whom 112 finished.

Richard got away from the start and we never got close, particularly when a gear failure risked our mast falling into the Swale river. Giles identified a wayward pin in the port shroud assembly and promptly dropped it overboard trying to replace it. We improvised with the forestay pin and were happy to come in 99th, one place in front of the third Enterprise. The Jenkins boat finished a creditable 73rd. On the hard, while packing the boats away, we met ASC RS300 sailors Mark Smith and John Moore who had sailed in a Nacra Inter F20 and a Dart 18 catamaran respectively. Mark (55th) was slightly miffed at having been beaten by John (53rd) by only 19 seconds in nearly four hours racing.

All agreed it was a great day out and we would recommend the Isle of Sheppey as an interesting and very enjoyable day's sailing, whether you're a serious competitor or just fancy something different.

<http://www.iossc.org.uk/>

*Jim Strother*



The Jenkins boat on a run

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# Laser Training 2011

This year the Laser fleet have been busy taking advantage of the "Activate Your Laser" programme which is sponsored by the RYA, Sport England and Performance Sailcraft.

In June we had two busy days led by RYA Regional Club Coach Ben Iliffe covering a wide range of key skills - roll tacks and gybes - mark rounding - where to sit - rig tuning and starting. At one point there was a strong animal feel as one part of the 14 strong fleet performed 'elephants ears' while the others were doing 'rabbit starts' (hard in Aldenham's wind shifts). I'm sure though that none of us will miss the calls to do another practice 360 degree turn - as we certainly lost count of those!!

Having had the summer to practise all these new found skills, we returned to training in October with around 8 sailors in each session attending the final 2 sessions with Ben. This time the format was changed to have group training in the morning followed by 15 minutes of individual coaching in the afternoon.

As the third session started with moderate winds (or strong for some of us), this was a good opportunity to learn about depowering, looking for the gusts / shifts (to use or avoid them) and loads of windward & leeward mark rounding.

The final session was focused on widening the scope of the training to those who had not attended many of the previous sessions. Rig tuning (for different conditions), starting (hovering and accelerating) and mark rounding were the key topics. When coupled with a mini race upwind to a windward mark, downwind to a leeward mark and back to the finish, this covered most aspects of sailing.

The individual coaching sessions allowed people to focus on something they specifically wanted to improve. This has proved very useful with our sailors and has been replicated by Ben as a coaching technique with other clubs.

Many thanks to everyone who took part. We have all learnt something new, whether it is making the laser easier to sail / handle, or to sail faster.



*Mike Wilcock*



# YOUR CLUB NEEDS YOU!

The club relies on volunteer effort to function effectively. Volunteers are needed to fill the following positions:

**Assistant Bosun** – helping to keep the rescue boats in good order,

**Assistant Instructors** – allowing Aldenham SC to offer more/improved training

**Berthing Officer** – keeping the boat compounds organized

**DutyMan System Manager** – ensuring we have a Race Officer and crew for Sunday mornings

Further details will be posted on the website in due course, however, you can speak to a member of the management committee for further details.

If you do require remuneration, the club can offer a yearly handshake from the Commodore himself together with the appreciation of the whole club, all completely tax free! What could be worth more?

# CARRY ON SAILING



Starring:  
The Kryptonites

What better way to spend a bright breezy early summer's day than on the water! Well 5 of us did just that earlier this year at Grafham. Jim had wanted to have a proper session to trial the RS300, and Mark D and I had been thinking of a day out on a bigger lake to really see what these machines could do. Barry had said he would join us and Dan Skinner was just pleased for the chance to show off his new purchase and his muscles. New Grafham neighbor, Wilf, also kindly offered to come along and take some witness photographs. So after a couple of rallying emails and phone calls to the Northamptonshire club we were all set for the first Friday in June.

Fortunately the day dawned brightly and after rather longer than expected double stacking the boats at Aldenham, we got to the reservoir about 11 o'clock. During which time of course, the comfortable F3 at home had turned into a lively F5 at the rather more exposed inland sea of Grafham. (Barry had warned us but of course we'd not really heeded this.)

For those for whom this was a first visit, the scene was a little foreboding: the

sheer scale of the reservoir; the white horses; the wind whistling through the rigging of the boat park and, of course, the famous killer shrimps (yes you really get to see them) were a surprise. Ominously, the club was flying the 'U' flag to dissuade the inexperienced....



Donnelly and Steel got off to a flying start and were soon belting up and down in front of the club house; the other three were soon flying too – mainly into

the water – as Barry came whizzing by cheerfully announcing that he reckoned the gusts had just touched Force 6!

Anyway, Dan managed to find his toe straps and proceeded to rock and roll his way round the bay in a style that barely changed all day, managing to stay up most of the time. Jim spent a rather tiring hour alternately capsizing and finding himself in irons, eventually ending up a mile or so downwind in the shallows with a RIB escort and the Donnellymobile in close support.

Marcus gave up counting seeing his purple bottom after the seventh capsize (it's damned difficult to right a fully inverted RS300 and these hulls have terrific windage side-on in a blow.) His only consolation was that he did learn how to do a windsurfer water-start (completely through accident and exhaustion) and on finally mastering how to stay upright at half speed, found he could easily keep up with a planing laser nearby.

Retiring to the beach for a picnic lunch, three rather tired guys nursed their



The smile came back to Jim's face pretty quickly as he convinced himself that he really could sail after all and, several kilometres later, he even let Marcus have a go! All the time with Wilf perched happily in the bow of the RIB snapping away and capturing the delights of what was a really good afternoon – as you can see!

By 6 o'clock even the windsurfers had packed up and gone home, it was then that Dan and Mark finally came off the water, having lost all feeling in their limbs. Boats were pressure washed down – a regulatory stipulation to avoid the spread of the Central European invader – and we packed up to go home.

Our chariots were finally put to bed in the failing light and quietening breeze of Aldenham following a day where the sun had truly shone all day on the RScious.

Rumour has it that the next day (Saturday) Dan spent all day in bed, too stiff to move, and the two grey gits had to stumpled around their domestic commitments with bewildered wives looking on. Meanwhile it is said that Bazza and Robocop seemed strangely unaffected.....

*Marcus Flint*

bruises and aching limbs while wolfing down baguettes and cream cheese. The two experienced Kryptonites looked on barely affected by the morning's efforts, calmly flicking the odd aggressive shrimp from their wetsuits as they munched through their Dilithium crystals and space soda.

Wilf wisely left the wet-bobs to their grub and went back to enjoy an hour's break back in the comfort of home. Lunch consumed, Bazza packed his boat and sped back to Watford for an early evening engagement (what a life these retirees lead); Donnelly simply took up where he left off, joined by Dan who by having the advantage of youth had bounced back to full power. Together they spent the afternoon demonstrating how to really enjoy oneself on the edge of an RS300.

Meanwhile Jim had negotiated the use of a local Laser from a friend and local member who'd kindly provided the unofficial safety cover and Wilf and Marcus joined the pursuit in the RIB.





Many of you are aware that our own RS300 Fleet captain, Peter Ellis, is participating in the Clipper Round the World race.

The round the world race covers 40,000 miles and is split into 8 legs. It will take 11 months to complete the circumnavigation. The yachts start in the UK and will visit Portugal, Brazil, South Africa, Australia, Singapore, China, USA and Canada before returning to Europe.

The race is contended between 10 identical 68-foot stripped down racing yachts each requiring a skipper and 18 crew.

The yachts are constructed from two layers of glass fibre with a layer of balsa wood in between. This ensures the boats are strong, lightweight and fast.

The racers have, at the time of writing, reached the west coast of Australia and Peter Ellis's team, Gold Coast Australia, are currently in first place at the end of Leg 3. Peter Ellis is competing in legs 3 and 4. Leg 4 began on Sunday 6th November and takes the competitors to New Zealand and back to the east coast of Australia.

For further information about the race, the boats and the competitors, check out the website:  
[www.clipperroundtheworld.com](http://www.clipperroundtheworld.com).

The information within this article has been taken from the website and is only intended as a summary, however, I'm hoping we can persuade Peter to write

an article on his adventure following his return in the new year. The photos on this page have been taken from [www.clipperroundtheworld.com](http://www.clipperroundtheworld.com).

#### Peter's Diary

Sun 16 Oct

The website talks about Rich giving the boat to the crew to sail for his day off. Part true, think he is really frustrated that despite over 15000 miles most of the crew rely on him for instruction. So over to the 3 watchleaders - with 20kts up the chuff, one wanted to hoist the kite (guess who) the other 2 (drat that's given it away) didn't. Suffice to say 30mins later, kite was up and we are doing an extra 2 kts. You will also have seen talk of an approaching weather front, lots of notice this time and it was fascinating to watch the front approach, wind veer and pressure drop all as the text book says. We were ready this time, kite down, Y1 up and Y2 already hanked on to change - what a crew. Bring it on!!!

Wed 26 Oct - Food - Struck Gold

Very little has been happening sailing wise, still trucking along keeping DLL at bay and slowly eating away the miles, thinking i would have nothing to blog about when i struck food gold - on Gold Coast A ironically. Food is always a topic for debate, whether its rice again (and again) or the lack of treats (aka biscuits or choc's) that comes out of each day bag. Our food is all packed by the crew in a bag per day before we go, you eat what's in the bag, nothing more nothing less. Much discussion on how to split a large bar of Cadbury's dairy milk amongst a watch of 6, 33 knobs - that's 5 and a half each - how the hell do you break a knob of Cadbury fairly?

Thur 27 Oct

Real champagne day - Held medium kite up all night, winds did get a bit tasty at times. Despite brief spell with poled out Y2 this morning we are still bowling along at 12kts SOG with medium up in glorious sunshine. Officially popped out of the Southern Ocean and into the Indian Ocean this morning as we passed Long 40 deg south. No comments on final positions - too superstitious, let you read the race viewer and make your own minds up. Looks like you will not hear from me till after we have finished, then I'll be too drunk to type - wish us luck.

*Reproduced with kind permission of Danni Ellis (and, we're sure, Peter!)*

# Underwater Research

(One of Bazza's not so coded references to my always being in the water!!!)

We are coming to the end of this edition of the OWL with a new sailor at the helm (pardon the pun!). I would like to thank everybody who has contributed to this edition and who has provided support in order to pull it together.

For those of you who have no idea who I am, but have been down at the club during the last year, you've probably seen me out on the water, in my solo, unintentionally practising my capsized drills. Consequently, my boat has been subject to numerous inadvertent buoyancy tests as I, the boat and half of the water in the lake, limp back to the slipway to dry off.

If you have seen my attempts at sailing you'll be surprised to hear that I started sailing 10 years ago by providing moveable ballast in my uncle's Firefly. After moving down south, I took a break from sailing for 3 years, before deciding that helming looked to be much more fun.

I joined Aldenham in order to take part in the RYA level 1 & 2 training and have subsequently completed the

Barry Steel show (also known as Start Racing)!

So if you see me, say hello, if you have a story, a news item or an advert that you would like published in the Owl, please pass it on. If you prefer to try sailing something a little smaller than an Enterprise and not quite as cozy as a Laser, please have a go in my Solo. I would love to see another solo, or two, at the club.

As a final note, I had a very brief conversation with one of the more "experienced" sailors who told me about the time Jack Holt brought his prototype for the Solo dinghy to ASC. As a solo sailor, I'd be very interested to talk to anyone who remembers this event and I think it would make for an interesting future Owl article.

Please send any articles, notices, adverts, stories or related content that you would like to be published in future Owl articles to [moley456@googlemail.com](mailto:moley456@googlemail.com), leave me a message on 01727 862313 or catch me at the sailing club.

*Matt Grundey*

## Tom Collyer's Year

Tom started crewing in a Cadet for Jamie Proffitt, from Fishers Green Sailing Club, in

October 2010 and spent last winter training hard with Eastern Zone Development Squad.

Their competitive year together began in April with the first big open meeting of the year at Parkstone, where they finished 19th out of a fleet of 62. They travelled to the Inland National Championships at Grafham over Easter weekend but the breeze didn't make the journey and no races were completed. In May, they came 4th at the Thames Open Meeting before travelling to Weymouth for a very windy weekend. Despite retiring on the first day after a capsized they came back strongly on the second day, finishing all three races in survival conditions.

In July they travelled to Germany to take part in the Promotional Regatta that accompanied the World Championships. Here they achieved their best result of the year, coming 10th out of a fleet of 60 boats, and winning the trophy for 1st place under 15. They followed this up with 19th place at the Nationals in August. Their final open meeting of the year was in Weymouth in September, where more good results meant that they were awarded a place in the RYA National Junior Squad for 2011/12.

They have already had an intense 4 days of training at the National Sailing Academy at Half Term, and Tom has travelled from a training weekend with the squad at Bough Beech to be at the prize giving supper. Despite the busy schedule with the Cadets Tom has still made the time to practice his helming skills in one of Aldenham's Picos and to sit in the front of his Dad's Enterprise and tell him which way to go round the course. Highlights with the Cadets next year include the Europeans in Carnac, France, and the Nationals at Torquay with aim of finishing high enough to qualify for the team that will go to the Worlds in Tasmania in December 2012.

*Peter Collyer*



# ALDENHAM SAILING CLUB

Aldenhams Reservoir, Elstree, Herts WD6 3BD

## 2011 AGM Notice

*All members are invited to attend the Club's Annual General Meeting which will be held in the Clubhouse on*

**Sunday 4<sup>th</sup> December 2011 at 10.30am.**

*A quorum of 25 owner members is required, and the draft Agenda is set out below*

*The Management Committee gives notice that the following resolutions are to be decided at the AGM:-*

**Approval of the Club's accounts for the year ended 31 August 2011**

**Elections of Officers and other postholders**

*Detailed below are the Management Committee's nominations for the Officers, Committee Members, Class Captains and other Postholders.*

*Members have the right to nominate alternative club members for Management Committee positions, and forms for this purpose are available from the Clubhouse.*

*Any nominations proposed and seconded in writing by two members together with the nominated member's acceptance of the nomination should be submitted to the Hon Secretary by no later than **2<sup>nd</sup> December 2011**. In the event of a contested position, a ballot will be held at the AGM*

*The AGM will be followed by the Club's annual RYA Sailability Pursuit Race*

**Roger McCartney** (*Hon Secretary*)

# Agenda for ASC Annual General Meeting

**Sunday 4<sup>th</sup> December 2011 at 10.30am**

1. Approval of the minutes of the AGM held on Sunday 28<sup>th</sup> November 2010

[A copy of the minutes will have been displayed on the Club Notice Board 14 days prior to the meeting and the minutes will be taken as read]

2. Matters arising from the minutes

3. Commodore's Report (BS)

4. Hon Sailing Secretary's Report (AC)

5. Hon Treasurer's Report and submission of Accounts for the year ended 31 August 2011 (AG)

[A copy of the Accounts will have been posted on the Club Notice Board and ASC Website 14 days prior to the meeting]

6. Report on the Club's Future (JS)

7. Elections

[in accordance with the Club's rules, the incumbent Officers and Postholders on the list below will retire. Those marked \* are not eligible for re-election in their present posts]

8. Any Other Business

(Following the AGM there will be a pursuit race in aid of RYA Sailability)

## Nominations for Officers & Postholders for 2012

Management Committee	Incumbent	Nomination
Commodore	Barry Steel *	Marcus Flint
Vice Commodore	David Reed *	Richard Jenkins
Rear Commodore	Richard Jenkins *	Barry Steel
Hon Secretary	Roger McCartney	Roger McCartney
Hon Treasurer	Tony Gold	Tony Gold
Hon Sailing Secretary	Antony Cole	Antony Cole
Hon Membership Secretary	Julia Jenkins	Julia Jenkins
Hon Works Superintendent	Marcus Flint	Mike Wilcock
Hon Bosun	Ted Richards (deceased)	Mark Donnelly
Hon Social Secretary	Rebecca Lonsdale	Rebecca Lonsdale
Committee Member (and Trustee's rep)	Ralph Spring	Ralph Spring
Committee Member	Jim Strother	Malcolm Board
External Liaison Officer	n/a	Jim Strother

Class Captains	Incumbent	Class nomination
Enterprise	Les Smith	Les Smith
Handicap	John Toseland	John Toseland
Illusion	Richard Farrow	Richard Farrow
Laser	Steve Fischer **	Steve Fischer
RS300	Peter Ellis	Peter Ellis

Other Posts	Incumbent	Committee's nomination
Park Liaison Officer	Michael O'Brien (deceased)	n/a
Assistant Park Liaison Officer	Jim Strother	n/a
RYA Principal	Mark Cresswell	David Reed
Hon Berthing Officer	Mike Wilcock	vacancy
Hon Legal Advisor	Keith Robinson	Keith Robinson
Hon Auditor	Rachel Strother	Rachel Strother
Hon Editor (The Owl) and Publicity Officer	Wilf Kunze	Matt Grundey
Hon Training Officer	Richard Jenkins	Richard Jenkins
Child Welfare Officer	David Reed	David Reed
Assistant Child Welfare Officer	Christine Jones	Christine Jones

\* denotes not eligible for re-election

\*\* denotes incumbent was co-opted to the post

## Trustees

Robert Cox, Tony Soanes, Ralph Spring and John Graham Taylor