

the magazine of Exe Sailing Club

EXE

news

Issue 81
Autumn 2007



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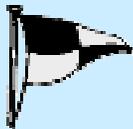


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Cover shot: James Turl competing in the finals of the Honda RYA RIB Challenge at the Southampton Boat Show (Mike Rice/Fotoboat)

Above: Red Arrows over Dawlish (Nigel Walshaw)



EXE news

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Editorial

Success is traditional...



One of the perks of the photographic business I have been in for the past few years is getting a grandstand seat at some of the best sailing events on the planet. If the events also feature fellow club members, then the perks are multiplied. This season I had the privilege of seeing Stevie Morrison and Ben Rhodes win the Princess Sofia regatta in Mallorca. This win set the standard for their most successful season ever, during which they took the 49er world crown and the gold medal at the Olympic test regatta in China.

Nearer home, I witnessed the club's RS200 teams doing battle with the wind and waves at Tenby, not to mention the rest of the 130 boat fleet. Our results in this super competitive fleet were highly impressive.

While all the younger club members are saying "wow, this is fantastic stuff!" (which it is, of course) it might be timely to remind them that success at the highest levels of our sport is nothing new for Exe SC. The honours boards of many racing classes are studded with the names of Exe SC members. As you will read later in this issue, I spent some time recently talking to Brian Rowsell about his sailing career in the 1950s, including his Olympic campaign in the Finn. Reading Brian's account, it would be easy to draw the conclusion that today's young sailors have a much easier time of it. In the sense that they don't have to worry quite so much about where the next meal is coming from, thanks to sponsorship and lottery funding, it's true, but there is another side to the coin. Today's champions have to be able to raise their game to unimaginable levels, because the tide of funding raises them and their rivals alike.

Thanks are due again to Nigel Walshaw, both for his amazing efforts on the advertising front and for keeping the website and Exe News supplied with excellent photographs of the club and surroundings. Please do your best to support all the excellent people and firms who have advertised in this issue.

Mike Rice

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Commodore's notes

As we were holding no major championships I thought we might have a quiet year, but in reality it has been anything but. Easter saw the best weather and perfect conditions for launching the cruisers. We all thought that we would then be in for a great summer, but mother nature seems to have dealt us a bad card and, whilst we did not suffer the floods like most of the country, we have had our fair share of rain, strong winds and everything else that is normally associated with low pressure systems. On that note, thanks to Malcolm Elliot we now have a new weather station so if you are in any doubt about the wind speed and as long as it is a Northerly ish breeze you can now have a drink at the bar and decide whether to brave it or not!

Generally the dinghies have enjoyed the breezy conditions but Vice Commodore Eileen and many other cruiser sailors have not had as much use out of their boats as they would have expected. ESC cruiser racing is on the up despite the usual banter about the courses and timings etc, but we leave that to Cruiser captain Rob Masters and Hedley to sort out. Chris Rhodes has enjoyed success in the round the island race and at Dartmouth Regatta, finishing 2nd. I would also like to add my joy at seeing our secretary and twice past Commodore Ivan Wilkinson back at the helm of Silk Purse after his heart surgery last year. What a difference a year makes and well-done Ivan for finishing 4th out of 30 plus boats at Dartmouth.

Other success stories this year have included Stevie Morrison & Ben Rhodes taking the Gold medal and Joe Glanfield with Nick Rogers the silver at the Olympic Test Event at Qingdao, China. We are all very proud of them and a reception was held at the club to recognise their achievement. I look forward to a bigger party when they hopefully bring back the Olympic gold medals. In June Bob Horlock organised a successful Cadet open meeting at Exe which was won by Tom Kinver & Jamie Proffitt and as we now have a new trophy kindly sponsored by Lewis Pharmacy this is expected to be an annual event again. 26 Comet Trios & 4 Versas took part in the Nationals here in August in superb conditions out to sea with sun, waves and for most of the time a decent breeze. Race officer Ben Jennings set long courses that tested the ability and fitness of those who took part. Les Arscott & Andy Williams, who borrowed a boat, won the event. A few of our RS200 sailors attended this year's Nationals in Tenby

and had to sail in particularly windy conditions which tested them all to the limit! I have always been of the mind that our juniors should be kept away from the use of our club ribs, but since Topsham sailing club won a new rib last year at the Southampton Boat Show this has all changed. A number of our junior members took part in the Honda RYA Youth Challenge earlier in the year and I am delighted to say that James Turl made it to the final at the Southampton Boat Show, where he finished 8th out of the 16 finalists. Well done James and also well done to Ryan Spring, Freddie Jones, Dominic Langdon, Sean Spring and Alice Morgan who narrowly missed out on the final in their respective age groups.

On other matters I have spoken to the developers and it is hoped that work will start on our new start box this winter. We are also looking at purchasing a club launch and obtaining planning consent to extend the dinghy park and create a new slipway at the Eastern side of the dinghy park adjacent to the buoy store. The appearance of the clubhouse has greatly improved since replacing the facias & soffits and new front doors. Finally I would like to remind everyone that our club is largely run on a voluntary basis and every member has a duty to play their part to keep things in order for the enjoyment of everyone. I would be delighted to welcome new faces onto our committees and ask for you to be considerate at all times by returning glasses to the bar, picking up any litter and occasionally being a little patient and complementing those in the kitchen and behind the bar when you have enjoyed good service which goes a long way as they all do a great job. House Chairman Bob Green would love to hear from those with a bit of time on their hands as there are always jobs that need doing, both large and small. We all belong to a great club that is only as successful as its members.

Symon C Garratt

Commodore

breaking news breaking news breaking news breaking news breaking news
As this issue was going to press the RYA announced the selection of the team for next year's Olympics. This includes:

49er: Stevie Morrison and Ben Rhodes

470: Nick Rogers and Joe Glanfield

Congratulations from everyone at Exe SC and we look forward to continuing to support your campaign next year!

Sailing Report

Steve Best introduces some new safety measures, following the lifeboat call-out to a dinghy race at sea this Summer, and a round-up of sailing news

Dinghy Racing at Sea

We have decided to reintroduce safety guidelines for dinghy racing at sea following the incident when the race officer had to call upon the help of the RNLI to assist with rescue—our thanks to them, of course. We have put a chart on the notice board which will enable race officers to seek guidance on the conditions prevailing bearing in mind the classes sailing and age group of competitors. In addition, the dinghy committee have added some additional advice:

1. Race Officer shall obtain the current weather forecast.
2. Race Officer shall arrive early enough to allow him or her to go to the race area and check conditions.
3. Dinghy sailors shall be ready to leave beach at least 45 minutes before start time.
4. Dinghies will only leave beach on the release of the Race Officer in order to be able to improve safety cover by club ribs.
5. It is the responsibility of individual skippers to assess the conditions and decide whether to sail or not (NOT THE RACE OFFICER).
6. In the event of classes visiting bringing their own Race Officers the club reserves the right to halt racing at sea if the senior officer in the club deems that conditions are unsafe.



Inshore lifeboat on exercise during the RS200 open (Mike Rice)

The largest dinghy event of the year was of course the RS200 open, with an entry of 52. We were blessed by the weather which considering the summer we have had, was very lucky. Race Officer and 200 designer Phil Morrison led the on-water team to give the competitors some excellent racing. The shore support was as usual excellent, from berthing management through to home-made cakes and a good social on the Saturday night. I apologise to any members who were inconvenienced, but the event not only provided some excellent experience for our own growing fleet of 200s but provided a profit to the club of £1500. My thanks to all the helpers who not only gave their time but loaned ribs to the club.

Diary Dates for next year:

Exe Regatta 28/29th June Cruisers and Dinghies

RS400 championship 23rd to 28th August

RS 200 open 13/14th September

Steve Best

Introducing Steve Jacklin, our new Club Steward...



My family and I have been Club members since 2001 and when I joined I didn't know one end of a dinghy from the other - my son would argue I still don't! Over the years the Club has given a great deal to my family and I am looking forward in a small way of being able to give something back in my role as "Club Steward" (not to be said too quickly after a few pints!). For this prestigious title, I will be getting involved in the day to day administration of the Club ranging from the bar to barrier cards, tasks which until now have been carried out solely by volunteers.

I left the Royal Signals in 2005 after 22 years service and more recently, worked at the Cranford Sports Club as an Assistant Manager. My early years at the Club were spent as "Shore Support" for the children, in the main due to my complete lack of knowledge of things that float on water. I then sent myself on a dinghy course in 2003 to see what I was missing out on and gradually I have become more and more involved with the Club (I've even been seen out on cruiser nights!).

At the expense of sounding over the top, I am very proud to be a member of the Exe Sailing Club and am looking forward to being even more involved in its future.

Steve Jacklin

Cruiser news

from cruiser captain Rob Masters



As I look back over this summer and the disappointing weather we have endured, I am cheered by the enjoyable evening racing and although always in good spirit, it has been competitive and close. Many boats have enjoyed the honours and without consulting with Hedley I could not say who is likely to be overall winner for the season.

September is here now and we are looking towards the end of the season. This September has brought some welcome sunshine and of course the Fulfords Challenge, which is a splendid way to celebrate the sport we enjoy so much.

I am not in contact with our cruising members as much as my predecessor but assume many have been away to sample the waters afar. There's a report later in this issue from Iron Horse in New Caledonia, which is about as far away as you can get. Perhaps with my young family getting bigger and more confident around the boat, next year will see Sante slipping off for a week or two. Truth be told, the kids would be quite happy. There are a few improvements to Sante needed to make cruising with children enjoyable for all. Perhaps I will get this work done this winter!

By the time this report is printed and distributed most of us will have our boats ashore and busy preparing for lay-up. It is also a time when we should thank all those people who have made it possible to enjoy the club's facilities. Our hard working Berth Marshall Ivan deserves special thanks but also all the other help in so many ways. I am particularly grateful to the RIB drivers who have given their time to ferry crews out on race nights; a few more volunteers next year would ease the burden.

Don't forget the Cruiser AGM on 22 November.

Rob Masters

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Cadet Report

No 33 Squadron (Exe Sailing Club)

Cadet Captain Bob Horlock opens eight pages of Cadet and Junior news in this issue with a roundup of activities in our (hyper?) active Cadet fleet...

With the last of the Squad weekends over in March it was straight into the main events of the Cadet calendar, the selection events for the World Championship team. The first event at Rutland saw 106 Cadets tackle some awfully light wind conditions with only 3 races held. None the less Alex Horlock and James Turl were delighted with a 9th in the first race and some stunning speed from Tom Kinver and his new crew Jamie Proffitt saw them win the last race to finish 9th overall. Alex and James were 23rd, Dom Langdon and Ollie Bridge 68th and Emily Kinver and Carragh Martineau 79th.

The second indicator at Weymouth saw much stronger conditions and some good racing for the 101 entrants. Tom and Jamie had a great first day with two 5ths and an 18th but then had a disastrous second day, falling out with the jury boat over rule 42 infringements and ending with a hole in the boat. Alex and James enjoyed themselves finishing 14th and top Exe boat. Tom and Jamie were 52nd, Emily and Carragh 64 and Dom, sailing for the first time with Shaun Spring, 74th.

Our zone squad crews then took part in the Eric Twiname Trophy regatta which saw them pit their skills against all the other zone squads from around the country. This was a special event for Alex and James and saw them lift the Trophy having sailed an exceptionally consistent series.



The last indicator was held at Pwlheli in very strong northerly winds which kicked up a steep 4ft chop. With no discards to spare Tom was going to have to sail the series of his life if he was still to qualify for the world team. In the end he just couldn't make it finishing 12th at this event and 14th in the overall series. Alex and James sailed another consistent event and finished on a high with a 3rd place in the last race and 15th in the overall series.

The main events of the Cadet season, the Nationals and World Championships took place at Pwlheli in August. Pwlheli is a superb sailing venue where we were looked after extremely well. Exe sailors acquitted themselves well and their parents became fully involved in the organisation; full reports are elsewhere in the magazine.

Back at home there were good turnouts at the Thursday evening junior racing and some excellent performances in the Exe River Junior Series with Dom and Shaun taking first place in the handicap fleet. The Exe Open attracted 19 entries to compete for the new 'White Cup' sponsored by Whites Pharmacy in Exmouth. With great racing thanks to race officer Les Arscott and a superb party hosted by



toboa)

the Kinvers the weekend was a huge success. The final icing on the cake was Stevie Morrison presenting the prizes shortly before flying out to Portugal to win the 49er World Championships. Tom and Jamie won to keep the trophy at Exe despite some strong competition from Arthur and Mary Henderson (Tamesis).

The club Cadets have got some new sails thanks to the efforts of Keith Spring who took on the onerous task of finding sponsors for the sails. City Plumbing and Designs in Pine stepped forward to be counted and with Frank Rowsell offering a special deal to keep the cost down a great team effort has resulted in 2 splendid new suits of sails. My thanks to all involved and I look forward to unveiling the new sails in a blaze of publicity soon!

The future health of the Cadet Squadron is looking good with excellent sailors at the top end of the fleet and lots of new blood coming in to join in the fun. We expect there to be at least 13 Cadets at Exe SC next year. If you would like to be part of the scene, with great club racing and a superb open circuit please contact me on 01395 271821 or bobhorlock@aol.com.

Bob Horlock

Cadet Nationals and Worlds

The Cadet national champs got off to a fantastic start with 6 Cadets, their crews, parents and most of the families travelling up to the event from the Exe. We had 5 boats competing in the main fleet with Chris Turl sailing in the regatta fleet. The 153 strong fleet was divided into 4 flights, with 2 flights racing in each heat, to give equal racing as a whole fleet start would have seen many general recalls and black flags. The weather was good with clear blue skies and between 6 and 18 knots of breeze, giving some interesting and challenging racing.

Many of the foreign boats entered for the following weeks world championships were taking part but Katrina Brewer, Britain's top girl, got off to a flying start on the first of the four days scoring two 1sts and a 2nd. Sadly Katrina couldn't quite maintain this form and by the end Poland's Michel Tomaszowski topped the leader board. As a Pole he couldn't be crowned UK National Champion so the title was won by Josh Pistol.

Slightly further down the fleet Tom Kinver and Jamie Profit sailed incredibly well but slightly erratically to finish 12th overall as top Exe boat with 6 top tens, including two 3rds and three race wins. In 36th Alex Horlock and James Turl put in twelve top 20 results to guarantee their national squad place and rank them as 3rd u15's. Dom Langdon and Shaun Spring learned loads in the 4 days with a couple of top twenties and blistering boat speed, they finished in 65th overall showing much promise for the worlds in the week to come. Emily Kinver and Caragh Martineau sailed well with some interesting capsizes to finish 104th and 3rd u14. Joss Haslam and Katie Kinver improved dramatically throughout the championship to finish with a 12th and a 15th in their last three races.

In the regatta fleet Christopher Turl and Martha Haslam put in three fantastic results to boost their overall position to a creditable 5th.

I think it just remains to say a massive well done to all the sailors who took part and also to all our parents for making the 7 hour slog there and back. I think we'll all agree it was definitely worth it!

Alex Horlock

Results

Main Fleet

12th Tom Kniver/Jaime Profit
36th Alex Horlock/James Turl
65th Dom Langdon/Shawn Spring
76th Joss Haslam/Katie Kniver
104th Emily Kniver/Caragh Martineau

Regatta Fleet

5th Martha Haslam/Chris Turl

s, Pwllheli, August 2007

After a very tiring 2007 Cadet nationals it was the start of the Cadet Worlds Promotional Event. There were four Exe Sailing Club boats competing in the main event, 8229-Domnic Langdon and Shaun Spring, 8408-Emily Kinver and Cara Martineau, 8511-Tom Kinver and Jamie Proffitt (Fishers Green) and 9382-Alex Horlock and James Turl; Katie Kinver also sailed in the event crewing for Joss Haslam from South Cemey in 7627. Other Exe sailing club competitors included 8389-Rory and Max Augstburger competing in the novice regatta - as it was their first big event and also Chris Turl crewing for Martha Haslam also in the novice regatta fleet.

The first two days of the regatta were a qualifying series which split the 123 boat fleet into gold and silver fleets. All Exe Sailing Club Cadeters, in the main event, qualified for the gold fleet. The overall result that a boat had obtained from the qualifying series was then carried forward into the main event as a non discardable result. After the first two days Tom Kinver and Jamie Proffitt were carrying a non discardable 1 point, Dom Langdon and Shaun Spring 36 points, Alex Horlock and James Turl 39 points and Emily Kinver and Carragh Martineau 58 points.

Meanwhile the Augstburger brothers took home their first sailing trophy after coming 2nd in the fifth race of the novice fleet while Chris Turl and Martha Haslam had a very impressive regatta finishing with several top three results.



Tom & Jamie at Pwllheli (UKNCCA)

In the main fleet Dom Langdon / Shaun Spring and Alex Horlock / James Turl continued to pick up more places throughout the regatta while Emily Kinver and Carragh Martineau consistently maintained their Gold fleet position. Tom Kinver and Jamie Proffitt remained consistent throughout the regatta winning five of the seven races.

Over all the Exe Cadets had an excellent regatta with some great results.

The final event results from 123 entries were Tom Kinver and Jamie Proffitt 1st, Dom Langdon and Shaun Spring 20th, Alex Horlocks and James Turl 23rd, Joss Haslam and Katie Kinver 39th and Emily Kinver and Carragh Martineau 61st

In the novice fleet of 10 boats Martha Haslam and Chris Turl were 4th and the Augstburger brothers 7th.

The Exe Cadeters would like to thank Bob Horlock and all their parents for all of the hard work they have put into the Cadets at Exe over the last twelve months.

Tom Kinver

Exe Cadet Open June 2007

This is the report that went to the Cadet class magazine....

Twelve visitors made the journey to Exmouth boats to join 7 local boats to compete in the Exe Open event. With an uncertain forecast the fleet left Shelly beach on Saturday afternoon for the race course, at sea, south of Pole Sand, in a reasonably steady southerly breeze. However it was not to last and 10 minutes after the first start, race officer Les Arscott was forced to abandon as the wind dropped and began to swing through 180 degrees. 30 minutes later having reset the race course the second attempt to start race one was abandoned as the wind failed completely. At the third attempt the race got underway and Arthur and Mary Henderson, from Tamesis, sailing 'Bad Influence'



Photo: Rick Newcombe

spotted the port end bias on the start line and led the fleet up the first beat. However, as the race progressed the Lymington crew of Molly Bridge and Hettie Penman found the best speed in the light airs to take first from Exe SC's Tom Kinver and Jamie Profit in 'Cyclone' with the Henderson's coming in third. Race two and Kinver made no mistakes, a perfectly timed port tack start and he was not going to be caught, Cyclone was followed in by 'Exe-Celerator' Alex Horlock and James Turl. At the end of day one, Kinver and Profit were in a strong position with their Exe SC colleagues Horlock and Turl in second.

Following a great party at the Kinver's country pad on Saturday night, Sunday

morning dawned wet and almost windless. However, after a tow out to the race area from the fleet of safety boats the Cadets got away for race 4 in a light southerly breeze. Henderson made a good start as did Kinver and stuck to the left hand side of the race course on the first beat. This time it was Henderson who found the best speed, especially downwind, and took first from Kinver with Bridge and Penman taking third. Race 5 saw another local boat 'Thriller' Dom Langdon and Shaun Spring make the best start finding clear air to arrive at the windward mark 15 boat lengths clear. Downwind it was not so easy, the Henderson's, showing their downwind form, gradually pulled in Langdon's lead to take first place. Kinver managed only a 4th leaving him just three points ahead of the Henderson's with one race to go. No Pressure! Again the three top boats made good starts but this time it was the Parkstone girls Yeoman and Alcock who found the speed, broke clear on the second lap and held on to take first place from the Henderson's second and Kinver a very close third. Third place was enough and gave Tom and Jamie the victory and the newly presented competition trophy the 'Whites' pharmacy cup, by just two points from the Hendersons with Amy and Alice in third place.

Exmouth's 49er European champion Stevie Morrison concluded a great weekend of highly competitive sailing by presenting the prizes including Olympic squad rash vests to Gemma Houlton and Eleanor Geare the winners of the special endurance prize.

Winter Training—the eXe Squad

After an incredibly active junior season it would be a shame not to continue the fun and games over the winter months. After the success of last years eXe Squad we are going to give it another go this year.

Membership will be open to all juniors (and well behaved adults) who have participated in this years Thursday evening racing sessions. The training will take place on one day a month (Oct to Mar) on a day when club racing is not happening. The training will take the format of morning and afternoon sessions on the water (training and practice races) and theory when the weather is inclement. We will expect participants to be rigged and ready to sail for 09:30 and we will be off the water by 15:30 ready to finish for the day by 17:00. We are looking for commitment to the six month series from the junior sailors and it will be cold in the middle of winter.

Have YOU got what it takes to be an eXe Squaddie?

If so see Bob or Rick or send us an e-mail bobhorlock@aol.com or richard@newcaredevon.co.uk. Keep an eye on the club website forum page (Junior Section) as this is where all the announcements will be made.

The first 3 dates will be Sat 6 Oct 07, Sat 3 Nov 07, Sat 8 Dec 07. Jan, Feb and Mar dates will be determined when the new tide timetables are published.

Bob Horlock

JUNIOR news by Alice Morgan

This has been a great year for the juniors, not only with the older ones, but the younger ones too!

Starting with the splash nights, we have had up to 90 children turn up on a few of the Friday nights, which is just fantastic, all the younger children getting involved in the sailing. Every year we try to bring the young ones up onto the ladder, as all the juniors who are now instructors started somewhere; that somewhere was the splash nights. There is much hope for the future of Exe Sailing Club Juniors. Judging on Ben and Stevie's efforts in winning gold in the Pre-Olympics and Joe Glenfield's silver there is a lot to be said for the training standards of ESC.

On the training nights, both stage 1+2 and stage 3+4 showed a progression throughout the summer to eventually everyone reaching the levels of sailing they were hoping to achieve this year; so again another successful year with the young juniors



Moving up the ages, the Thursday night training sessions were really sold this year. There was an obvious improvement in everyone's sailing ability and some of the younger children that were getting involved got really keen and hopefully will be starting the Wednesday night races with the old fogies next year! Also, one Saturday a month Bob Horlock is running the Exe Cadets squad. It's a really good introduction to racing and maybe a few of you younger ones should start asking your parents for a boat for Christmas... Hopefully the Thursday nights next year will be as, if not more, successful than this year. We want to

encourage as many kids as possible to start sailing regularly and enjoying the sport as much as we do!

Going up again, we have had a brilliant year with the older juniors this year, 3 of which have now got RS200s and have started competing in events like the nationals in August and some open events. In the nationals we had Ryan Spring sailing with Leanne Bland (and Jess Blick sailing with Lauren Spring (78th) also winning 1st girl helm! I think the old guys will back down soon... once they've realised the competition!



Junior Training (Rick Newcombe)

I'm sure it will be another successful year next year, but only YOU can make that happen. Get yourself down to the sailing club and get involved! We don't bite, we want to encourage as many of you as possible. Hope to see you there!

Alice

We had some good results at the Laser nationals: Alex Horbck was 21st in the 4.7s and Ryan Spring was 14th in the Radial bronze fleet. Ben Comish did the 29er nationals with Ed Impey and came 22nd

This year I ran a stage 1-4 course in August, which was hugely successful! We had 20 children and 8 different young instructors who taught through the week. I have had great feedback from the course so will hopefully be running another one next year; so keep a look out as it booked up pretty quickly this year.

Kite Racing World

Steph Bridge from Edge Watersports & Spinnakers has just returned from the world kitesurfing course racing. The following is a small diary that Steph kept during the event.

It is always good to be part of something that is in the making. That's why kitesurfing was so exciting in the beginning with 2 line kites, directional boards and no quick release systems! This feeling of the unknown was a similar feeling to the start of the first ever world racing kitesurf event.

It was 17 knots cross/off shore and I was one of the 30 kites lined up on the start line with 10 seconds to go. I was edging up on the line about to dive my kite to generate more speed, the start gun went and we were all away. I was out in front with clear wind and looked back to see an amazing site. All the kites lined up on starboard tack going fast towards the windward mark, it felt really good to be part of something that could really work as an Olympic event.

We were so close to the beach with all the buoys and all the spectators were watching, cheering with the commentator also giving it large on the microphone. I was round the windward mark in 4th with kites all around me as we did a small run down to another buoy before heading up on a long reach towards the leeward mark. It was flat out all the way, downwind going fast on the rocket fish I was holding on. On the



Kite race start

longest leg of the course, back upwind this was where the fleet split. I concentrated on going up the middle of the course keeping clear wind, getting into more breeze and making a balance between going fast and gaining ground to windward.

I was battling it out for third still and catching the guy in second upwind but losing him downwind. After another round we were finishing right in front of the beach and I made it to get 3rd with the rest of the fleet 4 minutes or so behind and the next girl 8 minutes away!

Coming from a dinghy Racing background helped for sure when it came to the

Championships

...ed to Exmouth from Portugal with a world title for kitesurfing the first round of the event in Portugal:

tactical side. The start was all about keeping yourself clean and going fast at the gun, no different to any other line start that I had made before. The key issue was getting good speed to windward and this was a learning curve for all taking part except for the French and Americans. They had been racing now for 2 years so had put time into fin, board and kite design.

So What does the Future Hold?

The future is bright for anyone wanting to go racing with kites. It will come as no surprise that we have a new board design which is flat rocker and fins that are angled to windward to generate more lift. The kites that we use fly further

forward in the window than most other kites on the market. Body position, foot pressure, stance, fitness, experience all come into play. At the moment there are no rules on the kit that we can use but over the next 2 years I am sure that this will change.



...rt line

wind racing can begin. It is visual, easy for spectators to work out who is winning and sponsors will love it.

For anyone young getting into the sport is a a great way to gain vital experience of going upwind and getting aware of the 'rules of the road'. In France the events are run through the sailing clubs, at Edge we plan to get a race series underway by 2008!

For any more information look at the website www.edgewaterports.com

This is a sport that will make it to the Olympics, with over 8 knots of



Training Centre News

At the risk of repeating what was said this time last year, I have to say again what a busy and successful season it has been for the training centre, topped as always by the final day of the RYA Youth Stage 1-4 programme, attended by 42 children this year. We were intending to cap the numbers at 36 but demand was so great we relented and went to 21 per group. Even then, many were disappointed. Happily Alice came to the rescue and many who could not get on the course joined the summer training programme in August. So this year we have awarded 62 stage 1-4 certificates, a new record.

Fridays were remarkable. Despite the perception of an awful summer we did not lose a single Friday evening training session. This left SI's Noel and Henry with a bit of a problem because we hardly covered any theory up to the final day on the 8th Sept. Saturday the 8th was beautiful, far too nice to sit in a class room so it was over to the Warren and out with those most reliable of visual teaching aids the pointy stick, empty bottles and a beach. Job done!

What else have we done? oh yes, a full range of instructor courses from senior to assistant, start racing, two adult level 1/2 courses, safety boat, and three powerboat courses. Still to come in late October is a performance sailing course. There are still two places left at the time of writing - contact immediately if you are interested. This should be fun with spinnaker and trapezing in our now trapeze-enhanced RS Visions. Cruiser owners note we are waiting until you are safely craned out before running this one. Looking at the names on the list they are going to need a lot of space if its windy!

The only disappointment this year was the Day Sailing course. My apologies to the few that did sign up. We had hoped this might be of interest to the dinghy day sailors or cruiser members who might want a bit of a brush up on their dinghy skills before hiring a Vision for a summer potter to Turf. We will be very happy to have another go at this one if sufficient people get back to me to express an interest. It could be a fun way to join with friends for a weekend on the water, indulge in a pub lunch and possibly organise a meal in the evening. Let me know?

I now have a long list of those interested in power and safety boat courses. The plan is to run these over the winter and spring. The safety boat course is aimed at experienced RIB drivers and priority will be given to those who undertake safety boat duties for club racing and training. No charge for this one. As far as the club is concerned we now have enough qualified powerboat drivers, so I am going to put the fee up and run the powerboat courses as income earners for the club. The fee will be £140, still pretty good for a weekend's learning and entertainment. I will ring around all those on the lists when dates are fixed.

Perhaps the most exciting development of the year has been our link with the College for the deaf in Exeter. We have had two evening sessions with these remarkable young people and plan more for next season. I am particularly proud to say that it was our team of young instructors who headed this up and as always were an example to us all in terms of both their professionalism and sense of fun and adventure. For next year we want to develop links and with other special needs schools and colleges and we hope the community college. The club management is actively supporting these initiatives which we hope will lead toward our offering many of the elements of the RYA's Sailability programme. This programme will be based on Monday evenings as far as possible so will not impinge on other activity. There we go next season we are active 7 days a week.

So looking to next year:

Booking Courses

The training programme will be published early in the new year, but expect it to be broadly similar to this year's programme. I would like to run another dinghy instructor course, either over a couple of weekends or February half term. If you are interested let me know now as I will need to line up the coach / assessors.

I am happy to accept early booking for the Friday Youth Stage 1-4. This course will 'sell out' very quickly so contact me by email **NOW** to reserve a place.

Book with me via email richard@newcaredevon.co.uk or get your name on the course sheets on the training centre notice board (from January).

We will use the club website and forum to communicate with you, so you must sign up for the forum and then check it. A plea: please use the forum as it is the only way we can easily communicate, the training centre team are all volunteers and simply don't have the time to chase around getting information out to individuals.

Other courses

Rex Frost is proposing to run the new RYA weekend basic navigation course weekend of 1st March 08. Book early with Rex r-exe-f@blueyonder.co.uk. Aimed at powerboaters and those who may need to brush up those rusty skills this is likely to be very popular. I have already booked my place! Plus if there is interest in First Aid courses let me know (Instructors remember you have to re-validate your certificates every three years). Younger members look out on the forum and notice board for a winter activity programme.

Fees

Over the years we have been very fortunate to able to use the Royal Marine Boathouse boats and equipment for no charge. The boat house is now having to levy a charge, it is very reasonable but it does significantly increase our costs and I will have to adjust courses fees to cover it. So members expect to pay £90 for youth stage 1-4, and weekend courses. (double for non members/guests). Splash nights after 7 years at £1 will be £2 per child next year. Sorry, that's inflation for you.

Help.

Although we are not so active on the sailing front in the winter the behind the scenes activity does not stop. In particular I am looking for help to undertake winter maintenance and repair of our dinghy fleet. If you can help please contact me.

Finally, my thanks to all those who have contributed so much to the success of the training centre, in particular the instructor and safety boat teams. If you are interested (especially newer members) in becoming more involved please contact me we WILL find you something to do!

Rick Newcombe





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an encounter with....

Brian Rowsell

Buoyed up with the news that Stevie and Ben had just won the gold medal at the Qingdao pre-Olympics, I tracked down Brian Rowsell to have a chat with him about his own top-level sailing career in the 1950s and 60s. I met Brian in the memento-filled living room of his flat. To call Brian a highly experienced sailor is something of an understatement. He is a decorated former cox of the Exmouth lifeboat and was the Exmouth pilot for 20 years. The photographs, scrolls and certificates hung on his walls are testimony to that remarkable career.

In the run-up to the 1956 Olympics Brian was doing his national service in the Royal Navy. He was initially based in Plymouth but later transferred to Portsmouth. He represented the Navy in a number of inter-service sailing matches and helped to train naval sailors but the service was initially reluctant to support him when he started his Finn campaign for the Melbourne games. This involved, as today, competing in a number of top-level regattas in venues around Europe, including Holland, Denmark and Sweden. Brian's Finn was a cold-moulded Fairey Marine boat, with a wooden mast. "It was a very hard

boat to sail" Brian recalls. For a time the boat was based at Itchenor, forcing Brian to take the train from Portsmouth to Chichester and walk the rest of the way whenever he went sailing. Brian remembered the tremendous support he had from local business man Ivor Williamson. Ivor paid for the boat and helped fund the travel to regattas.

The GB Finn place was selected on the basis of a trial held at Weymouth, with mostly light airs. "That wasn't very satisfactory", Brian noted: "We were expecting very strong winds, up to 40 knots, in Australia, and that's what they got." Richard Creagh-Osborne, who was later the author of a number of popular practical sailing books, was selected to sail for GB. He finished 11th, with the gold medal going to the legendary Danish sailor Paul Elvstrom.



Brian at the 1954 POW Cup
at Weymouth (Eileen Ramsay)

Brian was also a top-level competitor in the International 14, where he was well-known as a heavy weather specialist. He led the 1954 Prince of Wales Cup race (the single race national championships) from the start, but Bermudan sailor Shorty Trimmingham passed him in the third lap and went on to win. It is worth remembering that it was not until later in 1954 that the class voted to adopt proper self bailers, allowing the boat to “plane and drain”. Before then, if you were swamped – not difficult in a totally open boat – it was “game over”.

Brian recognises that sponsorship and lottery funding have transformed many aspects of competitive sailing since his day, when it was very much seen as a sport for well-heeled “gentlemen”. While the current regime has helped the most talented sailors to rise to the top, it still takes a lot of personal effort, talent—and resources—to get young sailors up to the standard where they can start to attract external funding. But once on the water, “the sea is a great leveller”, as Brian says. He should know...

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The Fulfords Champagne Challenge

Mike Saunders reports on the latest running of this Exe classic



The 15th sailing of the Annual Fulfords Champagne Challenge yacht race from Exmouth to Brixham took place on 15 September. The event was organised by Exe Sailing Club for all members of fellow sailing clubs on the River Exe and the large fleet enjoyed glorious sunshine but very fickle winds.

The race was again traditionally started in fine style by the Exmouth lifeboat off Orcombe Point. It was a day for patience and careful wind watching. Some huge 'holes' in the wind saw competitors becalmed off Teignmouth and for some that was enough to lose patience and switch on their engines and motor in to Brixham ready to enjoy the fun later-on.

There was a good period of light wind sailing with some cunning old sea dogs, the likes of Ivan Wilkinson sailing his Laser 28 'Silk Purse', able to take advantage of the zephyrs and excel in the tricky conditions.

Some of the slower boats watched in dismay as the quicker competitors rounded the Orstone Rock into Torbay to finish the race whilst those behind then rounded the break-water into Brixham only to have the light breeze fail again. One competitor, Maresa sailed by husband and wife team of Tony and Sandra Shute, sat 100 metres off the finishing line at Brixham, unable to cross the line in the now still air. Other competitors stoically tried to finish, but were beaten by the 5.00pm cut-off.

In class 2 for the slower boats, father and son duo Richard and Adam Gardiner of Topsham Sailing Club sailed a really fine race in their Jaguar 21 'Drunken Duck', one of the smallest yachts to finish. They took the top prize for Class 2 and were declared the winner of the event overall being presented with the Fulfords Challenge Cup.. Their fellow club members Patrick Robertson and crew aboard 'Alouette De Mer', a Moody 27, also sailed a fine race to finish 2nd in the class.

In class 1, for the more 'racy' boats, top honours went to Ivan Wilkinson, who took line honours completing the course in just over 4 hours racing. His yacht, a Laser 28, named 'Silk Purse' had the distinction of being crewed by two past Exe Sailing Club commodores in Ivan himself and well known retired local boat builder Ron Lavis. Ivan Wilkinson was participating again this year, after a very

serious illness which prevented him taking part last year, and was well supported by his regular crew of Rex Frost and Julia Comish. His skill, patience and experience paid dividends and he was a very popular winner of the Fulfords Champagne trophy for Class 1.



"Silk Purse" (photo Hedley Saunders)

Despite the ups and downs of the wind 34 yachts, out of an entry of 65, managed to finish, with non-finishers motoring to Brixham anyway. Meanwhile the competitors took part in some very good natured fun in Brixham marina led by a Bob Marley look-alike and past Exe Sailing Club Commodore and skipper of "Delphin" dressed as a 'fairy' was hoisted to the top of his mast in a bid to raise funds for the RNLI.

The event concluded in the evening with the now infamous Fulfords Estate Agents Champagne reception followed by the prize giving and meal in a packed Brixham Yacht Club.

RESULTS

Class 1

1 st SILK PURSE (Laser 28)	Ivan Wilkinson	Exe SC
(and Winner of The Fulfords Champagne Trophy)		
2 nd MEWGULL (Fulmar 32)	Neal Ricketts	Topsham SC
3 rd XANTE (Fulmar 32)	Martyn Grant	Topsham SC
4 th SCAF (Thompson 31)	Paul Goody	Starcross FCC
5 th KUDU (Stag 28)	Jerry Row	Topsham SC

Class 2

1 st DRUNKEN DUCK (Jaguar 21)	Adam Gardiner	Topsham SC
(and overall winner of the Fulfords Challenge Trophy)		
2 nd ALOUETTE DE MER (Moody 27)	Patrick Robertson	Topsham SC
3 rd PASCALE (Tadorne 8m)	Alun Sands	Exe SC
4 th SUMMER WINE (Pilot 26)	Mike Harland	Exe SC
5 th ZIG ZAG (Sadler 26)	Tony Leigh	Starcross FCC

Special Award: SULA Ruth Carter and John Spree



Dinghies for Hire!

Sue Morgan reports on the first season of club dinghy hire

The new Dinghy Hire Scheme has been sailing away since early in the season. The hire fleet now includes six RS Visions, four Lasers and four Toppers. Hopefully the hire rates that Rick Newcombe and I put together have served most needs, but please let me know if there are any suggestions to improve on this. Dinghies are available to rent out for half day, full day, individual races and long term eight weeks at a time. There are also various sponsorship schemes. Training sessions take priority over rental, but the dinghies can be hired out any other time.

So far the hire scheme has been very popular. Rental is arranged by phone through myself or Rick. Details, forms and payment envelopes are on the Dinghy Hire notice board downstairs opposite the Club's front door. I've had a battle to keep up with the forms disappearing so quickly! Rental forms and payment are placed in the Club post box, rig up and off you go!

When the weather recently took an uptum during the school holidays, I was inundated with calls for rental at short notice. It seems everyone must have enjoyed the sailing because most people came back for more.

Feedback seems to be that if you're an infrequent sailor, it's cheaper to hire a dinghy when you want to sail rather than pay the upkeep and berthing for your own boat.

Some have used hiring to keep them afloat while their own dinghy is being repaired.

My own experience is that renting gives the opportunity to regularly keep up and build on the skills learned during sailing courses if you don't yet have your own dinghy.

If you would like to book a dinghy, or have any questions, please call me,

Sue Morgan on 07989 445056 or Rick Newcombe on 07966 320193

Sue Morgan



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Locked in the tower!

The latest exploits of Alfred and Rosemarie Alecio,
and s/v Ironhorse



Rosemarie and Alfred, who have been members for many years acquired "out-of-port status 13 years ago when they left for long-term cruising. They are currently cruising the Pacific, and the story below describes an event that took place in New Caledonia.

Within the beautiful lagoon of New Caledonia, standing erect and white against the blue horizon, stands the Amedee lighthouse, proudly marking Ilot Amedee and the huge area of reefs close to Passe de Boulari, one of the southern entrances from the Pacific through the longest encircling barrier reef in the world.

This low-lying coral islet encircled by white sand, otherwise covered in sparse bushy growth including the inevitable coconut palm, is one of many such areas of New Caledonia's magnificent lagoon to be officially listed as 'Protected'.

Situated only about 19kms from the mainland, it is an attractive destination for a family day out and - especially at the week-ends and school holidays - hosts large numbers of visitors, many in private craft, but most as passengers of the local ferry, the 'Mary D,' out of the capital, Noumea.

The Islet is uninhabited, except for the young Guardian who enjoys life there permanently, the power for his home and vehicle (golf cart) presumably being taken from the vast array of solar panels which serves the powerful navigation light. When the Mary D visits, a tiny souvenir and coffee shop is opened by her crew, who are also responsible for emptying the traditional yellow French post box which registers a 'Phare Amedee' franking for those who post their cards there.

Alfred and I have visited many lighthouses during our cruising from the UK

over the past 13 years, but this one has to be the most attractive. Her elegant design and build have cleverly combined function and craftsmanship with an end product aesthetically most pleasing, both inside and out.

From the exterior high platform surrounding the light, protected by a tastefully decorated circular wall, one's climb is rewarded by the most commanding views over the magnificent southern lagoon with its unbelievable aquamarine colours. The grandstand view extends over the barrier reef to the ocean, to other islets and to the huge extent of Noumea on the mainland.

So, when our friend came from the UK to spend a couple of weeks on board Ironhorse, Amedee had to be one of our 'must- visits'. To ensure a peaceful time, we chose a weekday.

On arrival, we had the pick of the moorings, opting for one which gave best protection from the considerable swell which often encroaches over the reef at high water. Our day would be filled easily with seeing the island, swimming and snorkelling, as well as the main objective of climbing Phare Amedee – although not before the arrival of the 'Mary D' normally between 10 and 11 am, when the lighthouse would be opened.

It being still early, we opted to look around the island first and leave the snorkelling for when the sun rose higher. We set off on our introduction to the small islet, equipped with cameras and reef shoes.

By 10 30 am, we were almost back at the dinghy, but there was still no sign of the 'Mary D' and by now it was obvious that we were mistaken in thinking she made daily visits. Just as we were considering the need to visit another day, the small golf cart trundled towards us carrying the Guardian on his daily rounds. He confirmed "no Mary D on a Tuesday", but that he'd opened the lighthouse for the other visitors, and would do so for us. As we arrived, the other group was descending, leaving us with the lighthouse to ourselves.

Jan's camera clicked at the entrance, clicked on the staircase, clicked the supporting structure, and clicked the views from the narrow windows lighting our way to the top. It clicked at us above, and at us below. We clicked her. On exiting onto the platform at the top, after the 'Oohs' and 'Aahs' the clicking continued, from each cardinal point of the compass, and many between. No panic, we were holding no one up... With 25 knots of south-easterly in our faces, the windward side was wild and found us shouting to each other above the noise. The leeward side was much more comfortable, where we spent most of the 20 or 30 minutes we were up there.



During the descent, we wondered if Jan might be interested to read any of the 'history' on the engraved tablets or inside the glass cabinet in the reception area, but as we reached the lowest spiral we were distracted by the fact that the main door was closed. As we all arrived at the bottom, Alfred moved to check it — IT WAS LOCKED!

The huge door was, of course, 'people-proof', but on the inside was a bar reminiscent of those in my old school hall. Those were there for emergency exit and if we pushed, the bar would release the lock. Not so this one! We returned back up to the nearest window. We could see the other boat already on its return towards Noumea, but there was no obvious sign of the Guardian.

How could we contact him? Unless he was close by, shouting would be drowned by the wind. If he had a cell phone it was useless to us – ours was on Ironhorse together with our VHF and SSB radios!

Our imaginations ran riot as we amusingly tried to consider a 'sensible' way out. Then we began looking around the reception area and Alfred noticed that the lowest of the built-in narrow windows, unlike all the others higher up, had been given the modern double-glazing finish with what seemed to be an opening facility. We dragged the hefty reception table towards it, and he climbed up. Success!

The ground was less than 3 metres below, as far as anyone would want to jump even were they able to get through - but Alfred was already trying. Jan and I watched with amusement and relief as my relatively slim spouse managed to squeeze himself through the small space, manoeuvre his way around to face the window and drop out of sight to the ground in search of rescue - leaving we 'damsels' alone in the tower!

It seemed a long wait, but, finally we heard the welcome noise of the golf cart approaching and, a few minutes later, like two giggling schoolgirls, we were released. The poor Guardian, clearly highly embarrassed, apologised profusely, explaining how, having returned to lock-up after the others had left, he had waited several minutes for our arrival, not realising we were ALREADY inside. Finally he had given up and – understandably – had locked up "pour sécurité".

We spent a pleasant afternoon swimming and snorkelling, but we guess it was neither that, nor even the Tricot Rayes that Ilot Amedee would be remembered for!

Rosemarie Smart-Alecio

s/v Ironhorse

March 2007



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Social news

Vice Commodore Eileen Underhill brings us up-to-date with action on the social front over the coming Winter

We have a varied social programme for you during the coming months beginning with

THE END OF SEASON SUPPER Saturday 27th October

Details of this event including price and the menu, will be displayed on the noticeboards at the Club and on table notices in the bar.

MUSICAL QUIZ NIGHT Thursday 15th November

WALK TO EXEHEAD Sunday 18th November

It may be possible to include further exploration of the upper reaches of the Exe if we have enough members interested. This event is open to friends and members of other clubs on the Exe. Provided they can get to a pick-up point en-route.

RNLI FUND RAISING EVENT Thursday 22nd November

We hope to make this a really worthwhile event this year.

QUIZ NIGHT Thursday 29th November

MEMBERS MUSICAL EVENING Tuesday 18th December

This is a good evening's entertainment and well worth supporting.

CAROLS AT THE CLUB Sunday 23rd December

NEW YEAR'S PARTY Monday 31st December

Ivan has arranged another series of the ever popular

THURSDAY EVENING TALKS

from the second week in January.

These events will be advertised on the club website as well as at the club.

Autumn and Winter Restaurant Service

We are pleased to be able to tell you that we shall be open as usual on Tuesday, Wednesday, Thursday, Friday and Saturday Evenings, and Saturday and Sunday lunch times.

New—Friday Morning Special

We will be open from 10.00hrs to 12.30hrs for brunch and coffee

Wednesday Evenings—**STEAK NIGHT** at £6.50

Thursday Evenings—Pasties Pies and Burgers at £3.50.

Look on the web site or the notice board for our themed evenings - we will be having one a month starting in October.

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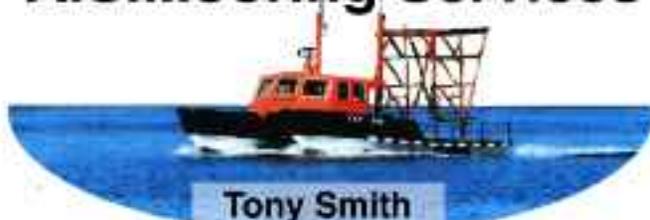
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Fulford's Champagne Challenge 2007 (photo Hedley Saunders)