



Breaking Wind



The Newsletter of Frensham Pond Sailability

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Summer 2009

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News & Events

11th April Launching of Janet 2 & June 2

Despite cold and damp weather, a large gathering of sailors, helpers, family and friends watched the official launching ceremony of the new boats donated by Fleet Lions and the staff of Coutts Bank Guildford.



June Bonner, Janet de Vulder and Jim Storey, President of Fleet Lions, cracked open the bubbly



Charlotte Fishwick & Jonathan Neal-Smith sail off into the gloom after the launching

Thank You

Many thanks for the positive comments on the 1st issue and to all the contributors to this bumper 2nd issue. It's your newsletter and all contributions are welcome.

The Summer BBQ - 31st July

Forget Ascot, Henley & Wimbledon, **the** social event of the season is the FPS Summer BBQ! Our very own galloping gourmets, Messieurs Clove Jourdain (chef & proprietor of the Middleton Brassière) and Pierre Gallicfood (late of The Slurp & Burp at Cookham) will be grilling delectable delights to tickle your taste buds.

In addition to the oral treats, we are pleased to offer some aural treats as well. Live music will be provided by David "Liberace" Holdford on keyboard and Paul "Hendrix" Holzherr will be fingering the fretboard of his vintage Gibson guitar to produce some funky sounds!

Tickets will sell out fast so make sure you've got yours.

Stop Press!

Congratulations to Clive & Jackie on their marriage on 18th July at St Mary's Church, Clymping. Clive & Jackie help & support Sailability in many ways but are perhaps best known for their indispensable role in organising and providing the food and 'international' entertainment at our annual Laying Up Suppers.



Who can forget Clive's 'Terry Peake' (Australian theme supper 2006) and 'Monsieur Alphonse Le Blanc' (French theme supper 2008). Our very best wishes for a long and happy future together (plus of course many more Laying Up Suppers!).

The Farnham Annual Sports Awards 2008

Top sporting personalities were honoured at the annual Sports Awards night held at the Seale & Sands Bowling Club earlier this year. The competition embraced a wide range of sports and FPS & FPSC sailors did very well in the Senior & Junior categories.

The winner of the top trophy, the Senior Sports Personality of the Year, was our Paralympic gold medallist, Rachel Morris. Rachel also won the award in 2003 for her sailing achievements.



Paul Holzherr was runner up in the Senior category and the Junior Team trophy went to FPSC's Alex Young and Jack Hardie, the UK's No.1 Cadet crew and members of the National squad. Charles Watkins received the Service to Sport award. Well done all!

FPS supports Farnham Fun Day on 21st June

As part of an Activity day based in Churt for youngsters with Hemiplegia, FPS gave over 50 children aged between 8 & 14 the opportunity to taste the thrill of sailing.

Mini-bus loads of between 6 & 8 youngsters at a time were shuttled between Churt & Frensham Pond where they were taken out in Access 303s for 20 minute rides. The 303's were largely helmed by senior Cadet and youth sailors from the Club. More info on the day's activities is here: www.stepsstones.org.uk.

FDSAD Boat Trip 5th July - Third Time Lucky!

Having had to cancel two earlier attempts due to adverse weather conditions, a happy group of swimmers, sailors, family and friends finally met up at Itchenor in warm sunshine.



We boarded the fully accessible and distinctive solar powered catamaran "Solar Heritage" for a leisurely and

relatively noise-free trip around a very congested Chichester Harbour. Windsurfers, dinghies, yachts & gin palaces everywhere! Not all helms seemed to be aware of the regulations for preventing collisions at sea, unlike FPS sailors of course!

Many thanks to Stewart & Terry Mew for their generous sponsorship and to Ted & June Bonner for organizing a very enjoyable outing. Another trip is planned for next year so watch this space. The website has useful info: http://www.conservancy.co.uk/out/solar_heritage.asp

Competition News

Access Traveller Trophy

FPS sailors have got off to a cracking start, winning the 303 Solo class in 4 out of the 5 TTs held to date thanks to the excellent efforts of Tessa Watkiss, David Harris, & Andy Sheath. Paul Phillips also took an excellent 3rd place on his 303 Solo racing debut at Burghfield.

In the 303 Double class, Andy Sheath continues to shine with crews Kate & Barnaby, notching up a 1st and two 3rds to date, while Paul Holzherr & Kazuko have two 2nds from two TTs entered. Full results are here: http://www.accessclass.org.uk/spage-events-traveller_trophy.html

Frensham 2.4mR Open Meeting 13-14 June

Report by Jim Morley

Seventeen entries took part in Frensham's annual 2.4R open event. Local boats provided most of the fleet but visitors came from Rutland, Draycote and Poole.

The event comprised six races over the two days in contrasting conditions. Saturday provided a westerly breeze with ten-knot gusts. Sunday was a day of calms where the prevailing wind was displaced by hot thermal gusts off the surrounding sand hills. These conditions made little difference to the main competitors.

Frensham was delighted to welcome Megan Pascoe, the UK's top Paralympic sailor, who leads the current 2.4 World series. Megan had returned to defend the trophy that she had already won four times in straight years. No one was surprised that Pascoe took the cup this time with five wins out of six. Her nearest challenger, local helm Bruce Hill won the fifth race and took three second places.

Other places went to Frensham helms with Sailability's Paul Holzherr, third, and Myron Prosser fourth. Local knowledge notwithstanding this was a good result for the home club.

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Other Sailability helms taking part included Frensham's Paul Phillips, David Harris and Peter Gregory, Rutland's Alan Smith, the UK entry in the Athens Paralympic Games, and Tony Prior from Draycote.

Much of the success of this event was down to race officer Dan Shaw who faced with some twenty-degree wind shifts managed to lay consistently good windward leeward courses. At the presentation Megan Pascoe who has now won five times thanked Frensham for running an event: "as well organised as anywhere...".

Overall Result. 1st Megan Pascoe: 4pts. 2nd Bruce Hill: 7pts. 3rd Paul Holzherr: 14pts. 4th Myron Prosser: 17pts.

A concluding note from Tony Goodall, 2.4 Class Captain:

We were blessed with good weather for the whole weekend and despite the flukey wind the best sailors generally ended up at the top. Congratulations to Bruce, Paul H, Myron and Richard particularly, who all caused Megan to have to work hard for her win.

There seems little doubt that the general standard of racing has risen pretty significantly over the past year with Paul H particularly demonstrating this with a very creditable third place overall. Thanks very much to everyone that took part.

French Access Nationals – Nantes 26-28 June

Report by Richard Smallwood, Chairman ACA UK

Held on the river Erdre at La Chapelle-sur-Erdre near Nantes in western France, this event gave the small UK contingent an excellent experience of international competition, with competitors from The Netherlands and Australia as well as the host country.

Racing started with light winds in the late afternoon of Friday, 26 June, with three races. At the end of the day, Keith Harris of New Forest Sailability was at the top of the 2.3 class results with a first and second to count. In the 303-Solo class Paul Holzherr led with two first places with club-mate Tessa Watkiss next having two seconds to count.



On y va, Paul & Tessa

Day 2 proved very frustrating for competitors and Race Officer alike as a very fickle wind refused to settle and, after attempts to get a race started in the morning and the afternoon, racing was abandoned for the day.

Sunday, 28th, produced a steady wind and three more races were held. In the 2.3s Ann Lewis found her form, recording two firsts, and a fourth which she discarded. Vera Voorbach who, like Keith, uses full servo control recorded another first place which was enough to give her second place on a tie break with Keith.

In the 303-Solos, Paul Holzherr finished with five first places to win overall, but Tessa found the hot conditions very trying and was just beaten for second overall by Cedric Castaldi of France. The day finished with a long distance fun race up the River Erdre and back which was won by Paul Holzherr.



Team UK display the silverware

The full results are here: <http://cvannantes.org/joomla/>

UK Access Nationals – Pitsford 11-12 July

FPS sailors proved their mettle yet again in very mixed conditions at Pitsford Reservoir, Brixworth. David Harris is the new 303 Solo class National champion with Tessa Watkiss taking 2nd place. In the 303 Double class, Andy Sheath & Barnaby Wallace were an excellent 2nd overall.

Ann Lewis retained her 2.3 National Championship and former FPS sailor Alex Hovdon won a close fought battle with David Durston to claim 1st in the Libertys.

French Access Nationals – A Sailor's View

Paul Holzherr

The relentless spattering on my windscreen began to ease and the blurred and watery image before me slowly dispersed as the twilight gave way once more to

the hot summer sun. Having checked the weather charts previously for North Western France, it was looking like a pretty warm and sultry affair.

The chart was peppered with thunder storms for the day of arrival and as promised, as I drove southwards towards Nantes, there were periods of darkness under towering cumulus interspersed with periods of heat and light which baked the road dry once more.

My journey to Nantes was 280 miles from Dieppe after having taken the four hour ferry crossing from Newhaven. Even on the immaculate, if pricey French autoroutes, this meant a 4.5 hour drive at 80 mph and I wouldn't want to do much more than this. I arrived at around 10 pm and settled in to my accommodation quickly and went to sleep. Luckily I had taken plenty of sandwiches and fruit juice for the journey.

I was staying at the *Etablissement Régional Enseignement Adapté*, or *EREA*, which is a centre for young people with disabilities and learning difficulties. I find getting involved with local life very rewarding, however I was a little disappointed to discover that everyone had gone on holiday and that I was the sole occupant for the three days! There are however certain advantages in having a whole building to oneself so I didn't waste too much time in regretfulness.

The accommodation was very spacious and the facilities first class, with a few surprises like finding myself completely baffled as to how to turn on the tap at the wash basin. Only after much examination of the wash room, did I discover a discreet and semi transparent lever under the basin unit at about knee height which needed to be shoved in any direction to induce the flow! Also in the shower room, there was no shower hose but just a spout on the wall about one metre out of reach which necessitated some careful planning and tactics while taking a shower.

The first race the following day was to be at a respectable 15:00 hours, so a fairly leisurely start to proceedings. The briefing was given in French and English and throughout the regatta there were no apparent difficulties resulting from the language barrier. Evidently, sailing language seems to take on a cross lingual quality, and anyone who has a reasonable knowledge of the rules will not need to translate a 'hail' but rather be able to make an intelligent guess as to what action needs to be taken.



The thundery weather conditions had moved on and we were in for a few days of warm sunshine and light winds. There were eight 303s, four singles and four doubles, around fifteen 2.3s, both singles and doubles, and just two Libertys. In addition to the seven entrants from the UK, there were sailors from Holland, one from Australia and of course the French hosts.

The following day the winds fell very light and the race committee decided to cancel racing for the day. Instead, we were taken on a trip down the river Erdre into Nantes, in convoys of Accesses tied together, which turned out to be a great way to see some of the town.

The third day there was a little more wind and three more races were held, including a 'fun' race at the end which took us about one km up river and back again. This was for me the best of all, not only because I came in first, but because it included tacking up river which is great fun.

Overall and once again, the *Brits* did pretty well taking first and third prizes in the 303 class and also first and third in the 2.3 class. Sailing in France with other Access sailors is real fun and adds a whole new perspective to things. The hospitality is second to none and this time, more than ever, I am intent on returning to take part in future Access regattas.



The French Way: "If you take my place, take my handicap"

The Nelson Touch

David Pickstock

My trip started at Reading station where I boarded the 7.57 train to Falmouth Docks; a 5 hour journey later I arrived apprehensive to realise my fate. A short taxi ride and there I was in my wheelchair, a canvas bag of belongings on my lap, parked at the end of a gang plank leading to `The Lord Nelson`, my home for the next 6 days. It all seemed surreal, help, what have I let myself in for?

A short while later I was greeted by a typical sea-faring type, black beard, weathered and leather complexion with a Cornish accent. Steve the first mate introduced himself and offered to help me on board.



STS Lord Nelson is one of 2 square-rigger Barque style vessels designed specifically for the physically disabled and able-bodied to work together as crew at sea.

There are no passengers so everyone contributes within their capability. `Crews` are divided up into 4 watches, Fore and Aft, with an experienced watch leader in charge. I was an ASs (aft starboard) our muster station being starboard side mizzen mast.

Sailing involves a tremendous amount of manpower and womanpower as no winch drives are used; it's all incredibly well organized and involves miles of ropes, sheets and pulleys to set the sails. Other responsibilities include watch, mess duty (serving meals and clearing up) and night watch. The whole ethos of The Jubilee Sailing Trust is integration, getting everyone involved, I can certainly vouch for that!



During the voyage we anchored off the island of Lundy, where I was hoisted 150 ft up the main mast, what a fantastic view.

Later, I was lowered over the side into a Rib boat to go ashore to this unspoilt island that has 27

inhabitants, amazing scenery, and 1 delightful tavern; was this heaven I thought.

Next day on leaving, dolphins were spotted following the wake, a beautiful sight. Later we headed north and as the winds picked up in the Irish Sea I was allocated helm duty. By now a force 8 was raging, with me at the wheel, sails full out at a steady 9 knots; the feeling of power and responsibility were quite high.

We sailed overnight, anchoring once at the mouth of the Bristol Channel to rendezvous with the Pilot who navigated us through the mud banks and tides of this notorious stretch of water.



With careful calculations we sailed under The Severn Road Bridge at low tide, with 1.8 metres clearance, arriving safely at Bristol Amphitheatre to disembark.

It was an awesome experience that pushed my ability to the extreme, I do feel more confident as a result. I spent a week in the company of 30 strangers, old and young, disabled and able-bodied and by the end we were all friends. If you want an action packed break go for it! More info at: <http://www.jst.org.uk/>

From 2.3 to 2.4 – A Deceptively Substantial Upgrade

Paul Holzherr

Take control of an Access 2.3 dinghy and one of the first things that is apparent is the simplicity of the craft. You can sail quite happily with the one rope in your hand leaving the other hand for the joy stick. You might possibly wish to adjust the outhaul but that's it!

So, two control lines and a joy stick. The 2.3 is naturally an ideal boat for single handed sailors with a level of physical impairment which necessitates a more simple arrangement and this was doubtless the philosophy behind the original design.

Having said this, it was interesting to see, when at the French Access Nationals in 2008, how there were a number of dual helm 2.3s on the water. From what I have seen in the UK, the 2.3 is still a popular boat especially amongst the single helm sailors. My conclusion is that it is not necessarily the boat which is the key issue, but rather the presence of healthy competition and bonhomie.

The next upgrade from the 2.3 is in fact not the 2.4, but rather the 303. This is the 2.3's big brother and is three

hundred and three centimetres long compared to the two hundred and thirty of its little sister. The 303 has two sails and offers rather more in the way of sport and with a correspondingly higher work load. This boat will appeal to those with a little more upper body strength, but is also very popular with dual helms.

At FPSC, there is the constant allure of the 2.4mR which is about as far as you can get from a 2.3. This is a highly technical single hander which is in fact a scaled down America's Cup keel boat and is very popular with able bodied enthusiasts as well as being the paralympic boat.



Compared to the 2 ropes in the 2.3, you get 18 of them in the 2.4 including the seat angle adjustment line! There are also 4 shrouds which can be tweaked at your leisure although these are admittedly usually left alone once at the correct tension. 18 ?! I hear you say! Well, in case you are wondering what so many control lines could possibly be meant for, here is a list:

Main sheet	Outhaul	Cunningham
Tack tensioner	Main Halyard	2 Jib sheets
2 Barber Haulers	Whisker Pole sheet	
Jib Cunningham	Jib Halyard	
Forestay tensioner	Backstay tensioner	
Mast position tensioner	1 seat adjusting rope	
4 shrouds	2 Traveller adjusters	

I won't go in to what the more exotic ones do as space here is limited, but suffice to say that they are mostly concerned with sail and rig tuning and may be adjusted while in flight. The 2.4 mR (2.4 metre rule), is 4.2 metres long, the figure 2.4 being the result of a mathematical formula and ensuring each boat with that name `measures`. Once you have tasted the thrill of sailing this craft, there is no turning back. The competition is hot though and you will need to have your wits about you, and that's once you dare to think you may have mastered all the tuning controls. Happy Sailing!

CALENDAR OF EVENTS

JULY - DECEMBER

JULY:

29TH - ACCESS TT WOOLVERSTONE

31ST - SAILABILITY SUMMER BBQ

AUGUST:

6TH - DISABILITY CHALLENGERS VISIT

13TH - NO SAILABILITY (RYA TRAINING COURSE)

14TH-16TH - RYA SAILABILITY REGATTA & TT RUTLAND

19TH-20TH - UK INLAND 2.4 NATIONALS RUTLAND

20TH - DISABILITY INITIATIVE

26TH - WOODLARKS VISIT

26TH - ACCESS TT NEW FOREST

SEPTEMBER:

5TH - ACCESS TT TIDEWAY

9TH-13TH - EUROPEAN ACCESS CHAMPIONSHIPS

23RD - ACCESS TT FRENHAM

OCTOBER:

24TH-25TH - RYA SAILABILITY NATIONAL CONFERENCE

29TH - DISABILITY CHALLENGERS (GUILDFORD)

& END OF SAILABILITY SEASON

30TH - LAYING UP SUPPER

NOVEMBER:

27TH - FPS AGM

DECEMBER:

13TH - FDSAD CHRISTMAS LUNCH

The Origin of Nautical Terms No.2

On Your Beam Ends (meaning hard up or being in a bad situation)

The beams in this phrase refer to the horizontal transverse timbers of ships. The phrase came about from the allusion to the danger of imminent capsize if the beam ends were touching the water. This dates back to the 18th Century and was commonly used to describe gentlemen/women who had fallen on hard times.

Comments & Contributions

If you have any comments on this newsletter or you would like to contribute an article or feature, we would really like to hear from you. Please contact Brian Grimwood email: brianmag@btinternet.com

or Peter Etherton email: peter.etherton@tiscali.co.uk

The autumn issue should go out in November.