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BTYC NEWSLETTER, FEBRUARY 2010

Commodore's farewell

A new decade is upon us, and although the economic, environmental and political conditions are rather fraught with uncertainty, BTYC is going from strength to strength. Membership numbers are increasing as we attempt to fill the space that the clubhouse has to offer. Our racing, training and social schedule is becoming ever more active and productive, and our relationships with the other clubs on the Harp are better than they have been for some time. As much as we look forward with optimism to see what is in store for our Club over the next ten years, it's also necessary to reflect on some of the highlights that have brought us to where we are, in order to apply lessons learned and to become even stronger.

- New club boats and boards (as a result of a successful grant application with Sport England) were at our disposal as we entered the early Noughties, and the craft replacement programme was underway.
- The entire Harp was drained for some time due to a fault in the sluice gates - later discovered to be caused by a spanner.
- Our newsletter received accolades for effective communication by winning the regional award.
- Weekday afternoons, a time when the clubhouse was typically dormant, saw the arrival of students from local schools keen to learn how to sail.
- An attempt was made at merging with Wembley Sailing Club - unsuccessful, despite the synergies that could have been realised by combining our racing and training programmes. Even now, the concept of amalgamating all of the clubs on some level is ever present, and needs re-evaluation.
- The constraints of the size of our changing rooms and social area represented a significant problem, and the clubhouse redevelopment plan began. Seven years and many successful grants later, we can all be very proud of what has been accomplished.
- Our Travellers, representing BTYC away from the Harp around the Southern region, won the Series trophy for four consecutive years, and recent fleet sizes for the Venetian and Victor have been in the thirties.
- The university students were looking for a new home given the financial constraints brought on by their Unions, and their numbers in just the second year alone have increased by 50%. The Harp continues to be a top venue for team racing events such as



the London Duck and the 6-Pack which attract some of the best sailors from all over the UK - including GP14 National and World champions. Hosting such events helps to raise the profile of the club.

- Windsurfing numbers, instructors and activities have seen a huge increase, and now represent a good proportion of our members.
- And last year saw the onslaught of a natural phenomenon (also known as weed) so debilitating that the primary function of what we do has been threatened. All of the clubs on the Harp are collaborating to resolve the weed problem, and a more detailed report can be found further in the newsletter.

So, much has happened over the last ten years, and we have experienced both good times and bad. The common denominator in all of this is a strong sense of community, an infectious volunteer ethos and love of the sport.

As I began my stint as Commodore nearly two years ago, I established a set of priorities to build on the sound foundation that had been left by my predecessor. With few exceptions, these priorities are now being realised; however, this wouldn't be possible without the immense contribution of all those who selflessly participate. An incredible amount of time and effort goes on behind the scenes to ensure the smooth running of the Club, and we sometimes take for granted that it will all continue to run seamlessly without additional effort. Taking a leading role on the Committee is more important now than it ever has been, to maintain the high standard that we have come to expect.

We also need to come to terms with the fact that doing away with the weed

problem and other capital projects to improve the entire site will require additional resources. Inevitably, this translates into higher running costs and an increase in fees. However, we'll take this in our stride, just as we have done with the other challenges that we have had to address in years past. Overall, the Club's future looks very promising as long as the model that has brought us this far continues to be maintained.

As I write of our continuing success and optimistic outlook, this will also be my last report as Commodore. It has been an honour and a privilege to maintain this post for nearly two years and to serve on the Committee for five and a half years. Making the decision to leave the UK to return to our native country has been extremely difficult. Libby and I have grown in ways that wouldn't have been possible had we stayed in the States during this time, and where we have grown the most is through what we have learned and experienced by having joined BTYC. What this Club offers is unique, and my thanks go to those on the Committee as well as to all who volunteer to make BTYC as good as it is. We will truly miss the Club and the camaraderie, and look forward to the time when we return to experience the lively banter in the clubhouse after a good day's racing. Au revoir.

Best wishes for good winds and good sailing.

Za Jelliffe, Commodore

Za and Libby put on a great farewell party and seemed to enjoy the presents they received - an ENORMOUS book about London, a framed photograph of them sailing (the one that was on the cover of Mainsail recently) and cards from Seahorse and BTYC with all our good wishes for them in their new life.

BTYC AGM
Wednesday
24 March
8pm at BTYC

**At this time, particularly,
we need the support of
every Club member.**

**See page 4 for more
information**

Relishing racing!

Since August 2009, our active BTYC racers have involved themselves with three race series, on-land OOD training, three novice series, the Southern Traveller's Series, and two regattas. Now that's a lot of sailing!

On 5 Sept 2009, the **Brent Regatta** was won by Za Jelliffe & Joel Schrire. The season continued with the Commodore's Cup on 31 Oct, won, for his second time (first in 1995), by Keith Street & Richard Connett, followed by Roger Walton & Serena Counsell second and Ali Lambert & Angela Bartley in third pace.

At the **Laying-Up Supper**, amongst others, we celebrated a new A-Helm in Steve Cooper, Most Improved Helm, Agata Bartoszcze, and Most Improved Windsurfer, Mahmood Shamsuddin. Congratulations!

A full complement of **Novice Racing** again with the (old O.K. Cup, new) Laser Trophy going to Lincoln Rivers with Graham Gabie second and Rene Forrester third. Best (GP14) Helm to Stephanie Anderson, second, to Claire Lewis, third John Rider and Best Crew to Cesar Matteuss, second Keith Cowburn, third Lucy Harber.

The Best Placed BTYC GP14 in the **Southern Traveller's Series** this year went to Za & Libby Jelliffe for finishing third overall, with 11 BTYC boats venturing away from the Harp.

A new 'virtual' **Trophy Cabinet** is now on the club website. If you can fill in the gaps or know anything of a trophy's history please let the Race Secretaries know so it can be updated. Also, "No trophy"? Maybe you'd like to sponsor a series lacking a trophy. Again, let us know.

There have been some intense moments out on the Harp, and here are just a few of the highlights:

A blustery day in October

In an increasing wind and with the committee boat struggling to stay on station for the B helm race, few of the 9

signed-on boats started and only 2 finished (upright). After initially signalling to abandon the race, the OOD and all involved agreed to let the result stand. Well done to Richard Connett and Steve Cooper for managing to finish first and second respectively.

Get shares in Paintcraft?

Attempting to sail windward of Mark Wolf, Za Jelliffe managed to clip Mark's rudder, capsize him and sail right over his boat. Yet another trip to Paintcraft!

Spinnaker mice

Karen Wilson discovers that her spinnaker has been eaten away by a curious animal living in her boat.



RACE TRAINING DATES

- Advanced race training: 17 & 18 April
- Mid-range race training: 6 & 20 March (round 1 of 2)
- 1 & 15 May 2010 (round 2 of 2)

*Libby Jelliffe & Andy Wadsworth,
BTYC Racing Secretaries*

GP14 Travellers Series 2010

Venetian, BTYC, Welsh Harp
Southern Championship, Bradwell
Papercourt
Lee on the Solent
Victor, Seahorse, Welsh Harp
Poole Open
Hampton
Tollesbury
Frensham Pond

Saturday
Saturday/Sunday
Sunday
Sunday
Saturday
Sunday
Sunday
Saturday
Sunday

April 10
May 22/23
June 6
June 27
July 3
August 1
September 5
September 11
October 10

Four events to qualify.

Please support the Southern Championship at Bradwell run by Tollesbury SC (just across the water!). It's a great venue and we are delighted to have an area championship in the south again this year. There is very reasonable (as in cheap!) accommodation available, so get your booking in early.

The Victor Trophy and Frensham have been designated as Open meetings that will count this year towards the GP14 Grand Prix Circuit.

Tea with cakes!

On a sunny Sunday afternoon at the end of August 2008 we went to the Welsh Harp to find out what sailing was going on. We were confused to see that there were several sailing clubs to choose from, but a very friendly man from BTYC opened the gate and convinced us about the nice atmosphere and the good training facilities at BTYC. He pointed us to the Thursday evening sessions. And that's how it started for us.

During the Thursday evening sessions we started to get some experience in the – for us – very wobbly GP14s. The sessions were always buzzing with energy. There were always a lot of trainees around and everyone was eager to get their turn to sail. During the Thursday evenings a lot of volunteers from BTYC do their utmost best to keep the schedule while others show what sailing is. After having been promoted to the Saturdays, Roger opened up the next level of sailing. It was great to be able to sail a boat without an instructor on board although this may get you in trouble sometimes. I'm still glad that there are no photos of me being pulled away from the windward shore by a bunch of canoes eager to show the superiority of a canoe over a GP14.

After having been checked out, another world of sailing opened up: Dinghy Racing. During the Winter series, Yvon and I raced together where we classed ourselves as C-helms. Running aground, tree hugging and capsizing several times during the race did not really help, and we quickly learned about the 20 minutes rule. Not only did we not finish – despite our efforts – we also regularly found the cakes finished during the tea break when we finally arrived.

Finding partners to sail with during the Spring Series was great. It showed us that there is so much more to learn, as we already expected. It also helped to have some cakes during the tea breaks.....



Sailing is one thing; dinghy racing is a completely different ball game. It is great to have found a club where people feel passion for their sport and where there is a great atmosphere. A lot of volunteers and a lot of special events make the club thrive. The man on the Sunday in August a year and a half ago was right, and we are very happy he was there on that day to point us in the right direction.

Wiebe Nauta & Yvon Kalmeijer

Weeed!

A brief update on the various things that are happening on the weed front:

- The WHSA has already received grants of £15,000 towards weed control – £10,000 from Sport England and £5000 from British Waterways.
- A further grant of £45,000 is being decided on by the potential funders almost as this is being written.
- Because we need to start attacking new season growth immediately, a second-hand weed boat has been bought, costing around £17,000. This should arrive within a fortnight, so we can get to work.
- If we are lucky enough to be awarded the £45,000 grant we will order a new, custom-specified, boat to do the job as best as possible, using the second-hand craft while the new one is built for us.
- Quotes for this custom boat range between £62,000 and £72,000.
- In this case, when the new boat arrives (about 12 weeks from ordering), we will set about selling the second-hand one.
- If we don't get the £45,000 grant, we have to carry on making do with the much less well-specified second-hand boat. It should still do the job, but will require more work more often.
- Meantime, we met last week with RYA staff people who are co-ordinating the Association's response to national weed concerns, and with the Environment Agency, one of the two regulatory bodies which govern what we are allowed to do about weed on a Site of Special Scientific Interest like the Harp. The aim of the meeting was to put our local problem in the national context and therefore bring bigger guns to bear on trying to come up with a better long-term solution. The RYA were immensely supportive, and we anticipate substantial help in carrying things forward.

Robin Imray

Degree-level racing



The final event of the three – Foot, 6-pack and London Duck – hosted by University of London members during the academic year will be taking place on 13/14 March, when BTYC will welcome an extra 100 sailors from colleges around Britain.

Racing will go on non-stop all weekend and hopefully the weather conditions will be a bit quieter than they were for the 6-Pack in November, when there were gusts topping 40 knots on the Saturday afternoon. Major damage to their fleet of Fireflies was avoided by cut-down sails, superb boat-handling and quite a lot of luck!

These events attract top racers and provide great spectator entertainment, not just because of the thrills and spills, but also because of the insight they provide into the art of using the rules tactically – put crudely, legally obstructing the opposition so that your own team members can get through. No surprise that the water will be bristling with umpire boats!

We hope that not all UL members will vanish after their exams in May/June, but will stay on to take advantage of their membership of BTYC and join in our fleet racing.

Winter windsurfing



No doubt many of you have not been on the water for some time, but we do have a few ice-breakers amongst us who have been out there throughout the winter, except when the lake was completely frozen over. We are looking forward to the start of the new season, with the first of our Thursday training evenings on 15 April.

Because so many of our members progressed incredibly well last year, the club has purchased four new Intermediate Standard Boards, which we hope will have arrived by then. We are planning to run Start Windsurfing weekend courses on the lake, and some of the Beach Team will be attending an Intermediate Instructor Course so that we will be able to offer the Intermediate course as well.

The RYA has offered help with training at the Club and proposals include Race Training and Freestyle (time to find out how to do a Helicopter or a Cowboy – tap these into Google and try sailing your desk chair meanwhile!)

There will be occasional Saturday and Sunday Clinics, so remember to keep an eye on our Website and the Club Notice Board.

And, finally, congratulations to Martyn, who is now a Senior Windsurfing Instructor.

See you on the water – looking forward to a great season.

Beach Team

Training 2010

The season is back again. Last year saw an incredible increase in windsurf beginners on top of the dinghy sailors who turned up for our Thursday evenings, and we hope that this year will build on that success. But...

Help is needed

As well as the RYA-qualified instructors, we really need a gang to help manage the evening. If you can help, please contact Mike Abbott on email@mikeabbott.me.uk, or come to our pre-season meeting.

Admin desk

This is a core role, sorting out pairs of novices, matching them with instructors and keeping tabs on what's going on. The Senior Instructor is always there to help. **Qualifications:** organisational skills and a good understanding of different abilities in novices and instructors.

Bar

Another key role – and something of a misnomer. The bar is the first real contact a newcomer has with the club – explaining how it all works, giving membership forms and checking them, taking memberships and course fees.

Qualifications: ability to serve drinks and manage the BTYC cash system at the same time as being really welcoming and friendly.

Because we start at 6 o'clock, we really need admin helpers to be at the club by that time. But if you can't, please don't assume we don't want to hear from you.

Rigging and catching

What it says on the tin, really...

One week in four... or five or six?

Everything helps. The more help we have the less everyone has to do...

The new season starts on Thursday 1 April – come along and help, but come and learn to Laser sail or windsurf as well. We need everyone, whatever they can (and want to) do.

Pre-season meeting

Our pre-season meeting will be on

**Thursday 18 March
at 6.30pm**

Food will be provided, and we'll be talking about new ideas for making Thursdays work better.

All the admin jobs will be briefed by people who have done them before.

Also to be discussed:

improving our safetyboat driving

AGM

BTYC's Annual general Meeting will take place on Wednesday 24 March at 8pm in the clubhouse.

ALL MEMBERS WELCOME

The BTYC Committee is large and entirely made up of volunteers. It works hard to provide first-class sailing and training for our members, to provide excellent equipment and a comfortable clubhouse, to promote good relations with the other clubs and play our part in the general running of the site.

The committee consists of four officers – Commodore, Vice-Commodore, Treasurer and Secretary and up to 16 other 'jobs' covering all aspects of club life, including vice commodore, membership secretary, racing, windsurf and dinghy training officers, promotions secretary, boat/board bosuns, house chairman, social secretary and last but by no means least, bar chairman! We meet about ten times a year and there is usually a lot to talk about.

All committee members are up for re-election each year, and some have indicated that they would like to remain in their present job. There are, however, some important vacancies such as Commodore, Vice Commodore and Secretary. Some people are general committee members without a particular responsibility. Others come in as assistants. If you think you would like to help, please speak to a committee member or email Andy Wadsworth for more information.

Nominations for posts can be made at the meeting or in advance – see the club notice board.

BTYC NEEDS YOU!!

Membership renewal

You will find a Membership Renewal Form enclosed. If you mislay it, you can download it from the website www.btycsailsports.org.uk. As in previous years, there are substantial discounts for those who re-join before the 1st April. NEW this year is that you can pay by bank transfer. Otherwise post your cheque to Louise or hand it to a committee member at the club. We can't accept credit/debit card payments.

Boat, board and trailer licences

Please pay for these at the same time as your membership. The BTYC Berthmaster will put a valid sticker on your boat and/or trailer, and windsurfers will be provided with a streamer. You must be a member to keep a boat or board on site.

Please remember you are not allowed to sail unlicensed boats or boards, which may be removed from your berth.

The trailer park has been cleared and the trailers sorted out, but remember to check occasionally that your name and club is still clearly marked and hasn't faded in the sun.

Boat Berths

We are rapidly running out of space to keep dinghies in the boat park. If you have a boat that you hardly ever use, please contact the bosun with a view to selling it and freeing up a space for someone else.

POWERBOAT COURSE

The course that was due to run on 6 & 7 March has been cancelled as there weren't enough candidates. But there will be another one on 24 & 25 April.

It will either be RYA Powerboat Level 1 & 2 or Safety Boat (for those with RYA L2 powerboat) but we need another two applicants for either course. Applicants to me by email or phone (020 8883 2835) please. Cost will be £100 per head.

Bob Jack

BTYC at Docklands



13421 flew the GP14 flag alone at the 'Battle of the Classes' Pursuit Race 2010, as unfortunately 50% of the two-boat entry failed to make it owing to illness.

It was a (warm-ish) sunny winter's day with a light westerly wind along the length of Royal Victoria Docks, the ideal direction to minimise the affect of the high ExCel building.

With Andy Wadsworth on the helm and Ben Evans crewing, 13421 did not completely disgrace herself, finishing 29 out of 59 entries. A Graduate was the individual event winner and the Albacores were the team winners.

WARNING

Two members recently had their wallets stolen from the Gents changing rooms. New lockers are being installed soon for small items of value.

The best advice, however, is to...

LEAVE YOUR VALUABLES AT HOME

The BTYC yellow calendar will be available from the clubhouse soon. In the meantime, here are dates for March and April.

DIARY DATES

March	6	Saturday	Spring Race Series starts	
	6	Saturday	BTYC Mid-range race training, round 1	
	6 & 7	Saturday & Sunday	Dinghy Show at Alexandra Palace	
	13 & 14	Saturday & Sunday	ULSC London Duck	Cz event: priority in zoned area
	20	Saturday	BTYC Mid-range race training, round 1	
	18	Thursday	Training briefing evening	
	24	Wednesday	BTYC AGM	
April	1	Thursday	Dinghy training season begins	
	4	Sunday	Easter	
	6	Tuesday	Tuesday Spring race Series starts	
	10	Saturday	Venetian Trophy GP14 Open	A Day, no other sailing
	15	Thursday	Windsurf training season begins	
	17 & 18	Saturday & Sunday	BTYC Advanced Race Training	
	17	Saturday	Jutland Trophy ASC Regatta	
24 & 25	Saturday & Sunday	Powerboat course	C Day: this race has priority	