

IN THIS ISSUE

Welcome aboard the summer issue of *starboard*.

First of all I would like to apologise for the late running of this issue. This is due to the late arrival of inbound copy and the old excuse of being busy. I would though like to remind potential contributors and regular authors of the need to get their material in by the copy date, which can be found at the bottom of the back page.



Inside this issue you will find the usual mix of news and articles some less serious than others on the various goings on in Scotland.

The regular Chairman's Thoughts column is slightly different this time as we have only used pictures. This should make it easier to understand!

We welcome a new member to the team and the Chair of the Challenger Class Association gives his views on a possible future for regattas.

We start to catch up on the regatta front with reports on the first two travellers and there is the story of our latest fleet additions.

All this and more beside - not only in colour but also in verse!



So as another issue successfully rolls down the slip and crashes into the opposite bank I wish you all an enjoyable read and hope that some of you - well one of you, might contribute to the next issue.

Remember if at first you don't succeed then Skydiving is probably not the sport for you!!

Gary Phillips
Editor

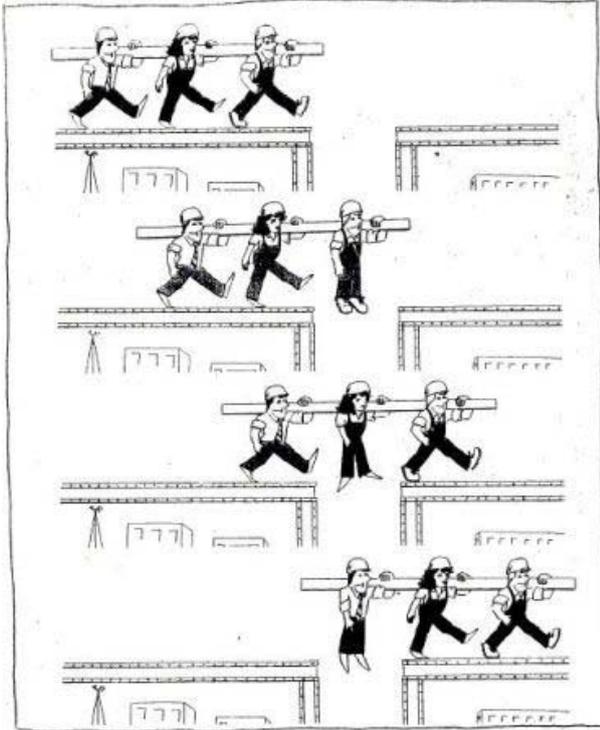
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THE CHAIRMAN'S THOUGHTS

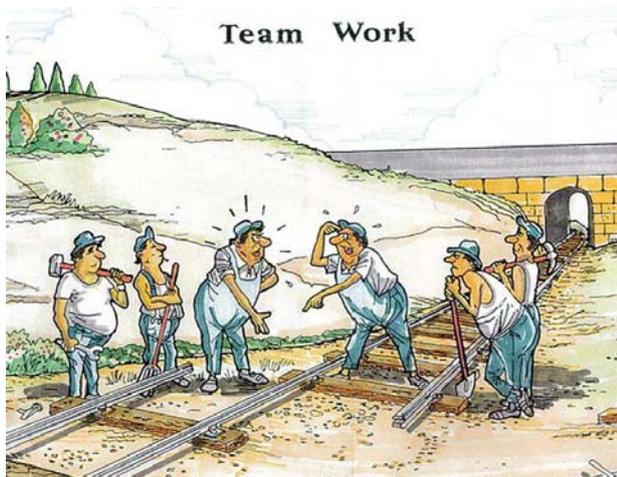
TEAMWORK

The theme for this edition is team work, the act of working together, sharing responsibility and giving each other mutual support in order to meet the goals of the Charity. So here goes!

Whether it all goes smoothly



Or there is room for improvement



Remember this



THERE'S NO "I" IN TEAM

The thoughts of the Chairman will return to normal in time for the next issue (we hope)!!

THE NEW RECRUIT

By
David Hill

We are pleased to welcome to the Executive, David Hill, who is the recently appointed Regional Organiser for RYA Sailability. Here is Dave in his own words:

"I have been working in outdoor education since 1995 not long after I left school. I spent the first 7 years of this at the Calvert Trust at Kielder which specialises in outdoor activity holidays for disabled people. I ended up being the head of activities and the RYA principal for the centre for the last 2 years that I was there."

"My love for big boat sailing out at sea led me back to Scotland so I could do more of this and I started working at Castle Semple watersports centre in Lochwinnoch in 2003 as Senior Instructor/RYA Principal which gave me easy access to the Clyde and beyond on my days off."

"Since 2003 Castle Semple has been an RYA Sailability Foundation Centre and has expanded greatly in its ability to offer outdoor sports to disabled people."

"As well as working at Castle Semple I am also one of the volunteer skippers on the yacht Able2Sail which offers sailing opportunities to disabled people and their families out of Kip Marina (see www.able2sail.org.uk for information)."

"I was approached to become the RYA Sailability Regional Organiser for Scotland in April 2011 which I was more than happy to take on as it fitted in with my aims for developing accessible sailing at Castle Semple and would allow me to help develop this all over Scotland. It has been an interesting 3 months so far with so much to learn about what is actually going on around Scotland already (and there is a lot of good stuff out there!!) and working out what I can do to help match people up with opportunities."

"It's still very much in the early stages and I'm constantly looking for information from anyone involved in any aspect of disabled sailing or power boating to help me build a picture of what's on and available across Scotland."

"Facebook and Google calendar pages have been created under the name Disability Sailing Scotland (there are links to all these on the RYA Scotland web site) which have the most up to date information that I receive and listings of events, sailing opportunities and anything else useful. I welcome photos, stories, news or anything to do with disabled sailing that would help spread the word."

FROM OBAN TO KIP

(An Able2Sail Adventure)

By Fiona Morrison (words) and Liz Eaton (photos)

Liz and I went off on a trip with Able2 Sail from Oban to Kip. The 46 Bavaria had been in Oban for a few weeks doing a West Coast run for people with disabilities to have a go at big boat sailing.



On the 5th July, we sailed from Oban Yachts, Kerrera, five of us, two with disabilities and three able bodied. The first day we stopped off at Craobh Marina to pick up two more crew members, one being able bodied and one having a disability. We set off to Gigha with a strong wind building and had a cracking sail down, showing us how well the yacht accelerated in wind. We ended up having three reefs in and some jib and ended

up going to Craighouse on Jura, as not everyone was enjoying the rough motion. (One person relishing it, no prizes for guessing who that was!)

The following day we had an early morning start and as we had no wind we motored down towards the Mull. It was very exciting when we got near the Mull as even though there was little wind, there were decent waves to greet us. I loved that and found it very exciting. We went into Campbeltown and after going onto a mooring, we moved onto the pontoon, when there was space. Some of us went to the Swimming pool for a shower and others went swimming.



The following day saw us heading to Portavadie, we had another good sail to get there and enjoyed the new facilities there - very upmarket.

Unfortunately the last day was looming and we sailed through the Kyles of Bute. It was a perfect day, with lovely sunny weather and some fluky winds. I enjoyed helming and squeezing us through the buoys in the Narrows, I breathed a sign of relief when I sailed us through. We had another lovely sail when we got to Rothesay and over to Wemyss Bay. We saw some of the tall ships and they were a wonderful sight with all the sails raised. We arrived back to Kip marina and we had all had a brilliant time.



I would highly recommend people to try this yacht. People can be hoisted onboard and hoisted below deck, if need be. It is very spacious and has very comfy bunks. It was a magic trip and I can't wait to go again.

TRAVELLERS TALES

OH BLOW!!!

Each year the start of the traveller series is eagerly awaited. Or at least that's what you tell people who ask. Actually the start of a new Traveller series usually reveals how much you have forgotten during the close season and how much heavier these Challengers appear to be - do they put on weight over the winter?



This year's series started in wilds of the Cairngorm National Park at Loch Insh, south of Aviemore. Seven intrepid adventurers braved the wind and rain to turn up. The Bronze fleet was depleted as Graham Ritchie was unwell and decided that sitting and watching would be more fun particularly as Ann could now enjoy five "Helpers" races in one weekend!! Before racing could commence there was the little matter of setting a suitable course. The wind was particularly unkind and some of the marker buoys required repositioning. Moving the buoys proved interesting not least as the River Spey flows through the loch and there have been many spates since the last survey in 1903 so what was shallow is now deep and As a result positioning the buoys had to be a compromise due to deep water. One buoy was proved very resilient to being moved - it was attached to a tree trunk!!



Eventually the Race Officer, Carole who had once again volunteered to give up a weekend at Loch Morlich to look after the Challengers, was satisfied with the course. This came as a relief to the usually cheerful Gimli in the safety boat who was morphing into a not so cheery Grumpy at moving buoys. All was well until

the start of Race One which had to be recalled as every one, safety boats included set off in different directions. After the restart most managed to go the right way but two, Ruth and Paul retired. Ruth retired because Elspeth her buddy could not get the rudder down. Once the boat was recovered the problem was quickly identified as the rudder downhaul had a knot in it which prevented the rudder going down.



Two more races were sailed in the afternoon with the wind veering and backing and whatever else winds do - blow! These conditions were made more difficult by several sharp squalls but thankfully nobody else retired though there were some odd courses sailed. At the end of the day every one was tired and looking forward to a hot meal and a good social evening - others were off to find their tent and get the (free) soup on. As for the points Alex Hodge was leading Liz Eaton by one point.



Sunday dawned early - sorry - too early! The weather was actually bright and breezy with the wind being more stable. The course was set and off we went. Two races, two more wins for Liz, two second places for Ann Ritchie ahead of Alex Hodge. In fact all seven boats finished both races!

All that was left was for Jonny Freshwater to present prizes to all the competitors -yes in the spirit of Loch Insh every body got a prize - seemed fair. The overall winner was Liz Eaton who took longer to make an entrance that it took Kate Middleton to walk down the aisle - allegedly! Once again Loch Insh had proved a testing venue and there was a really friendly atmosphere. We look forward to returning in 2013.

SOMEWHERE NEW

(photos by Jane Campbell Morrison)

It was back in 2003, I think, as Jon Hasler and I stood in a car park at Glasgow's Southern General hospital that the possibility of holding a Traveller at Castle Semple was first mooted. Eight years later the fleet rolled up to start racing. The weather was not kind - well it was a bank holiday weekend!

There were nine entries made up of six regular sailors, bolstered by two home sailors from Castle Semple and Graham Hall who again had made the effort to travel up from England to take part.

The weather though played havoc with the proceedings. The strong winds caused much disruption and only two sailors Graham Hall and Lorna Turnbull managed to complete the three races held on the Saturday, which says a lot for the "stickability" of Lorna's buddy Ronnie Cameron. There were retirements, a collision and many non-starters. It was a good job that the ladies who do provided copious amounts of hot drinks, cake and sandwiches to keep everyone going, at least until barbecue time.



On Sunday the wind had not abated - it had increased. Graham decided he wasn't going out and everyone agreed that it was the correct decision. The results were declared based on Saturday's races with Graham being the winner of Gold and for the first time Lorna (and Ronnie) took honours in Bronze.



Shame about the weather!

KNOW THE RULES

Participation in open regattas may become reality. If it does one thing is for certain and that is there will be no leeway in the rules. There have been several instances of basic rules being contravened probably accidentally but "ignorance is no excuse."

RULE 77 IDENTIFICATION ON SAILS

A boat shall comply with the requirements of Appendix G governing class insignia, national letters and numbers on sails.

Appendix G1.1 states "Every boat of an ISAF International Class or Recognised Class shall carry on her mainsail (a) the insignia denoting her class (c) a sail number of no more than four digits allotted by her national authority .. [*i.e. when built*]" Take a look at the following photographs, the first two were taken in the same race!



ANOTHER TWO BOATS

When I came to write this piece about our latest acquisitions, I wanted to use the concept of a cross border raid without evoking the memories of the Armstrongs and Scotts whose raiding was much bloodier. For some reason I ended up with a full Marriott Edgar-esque monologue like "The Lion and Albert" or "The Battle of Hastings"! This was too long for the newsletter and a bit far-fetched in terms of accuracy but would still raise the odd chuckle.

So how did we come to cross the border to get two Challengers - which were Scottish in the first place?

*Now one day it came to Sam's notice
That in England, way down beyond t'pale
Blackpool and Fleetwood Yacht Club
Had got two Challengers for sale*

We were aware of the history of these two boats and had been thwarted on at least one other occasion so we made enquiries. Initially it seemed that they were packaged with the owners own boat and had been promised to a group down south - a sort of "buy one get two free, then sell two and get your money back or sell one and keep the two you wanted in the first place" arrangement!

Nothing had been heard from the other group so we pressed our case. The owner Bryan was seriously ill but his wife, Jean, continued the negotiations.

*And then up comes th'owner's good lady
And as things came to a pass
She told Albert he could bloody well have them
In exchange for a small bag o' brass*

This was good news but there was a catch as the boats had to be moved as soon as possible or earlier if we could manage it. Assistance was needed and in a flash contact made with a colleague from one of our target clubs to see if he could help. We lucked in.

*Now his Lordship were a willing accomplice
And a Lanky lad too so you ken
"There's no need for you to go borrowin'
I'll go and get 'em me sen!"*

Once the final arrangements were made and the appropriate monies had changed hands all that was left was to go and collect the boats.

*Then boats were quickly uplifted
And loaded with barely a sound
With a wave of goodbye the lads set off
With two Challengers homeward bound*

The boats, numbers 144 and 145, are now at Annandale Sailing Club where a group of enthusiastic members are getting them ready for next season. We will be working with the club to develop disabled sailing as a regular club activity and hopefully getting some new sailors on to the regatta circuit.

We will always be indebted to Jean Bottomley and her late husband Bryan, who sadly passed away before the transfer was made, for their cooperation in making this opportunity possible.

Gary Phillips

The verse extracts are from "Bold Lancasheer" a poem in words and semaphore. A copy of the full version (if you so desire) is available from the Editor at sailability.scotland@tiscali.co.uk

PHOTO CORNER (A couple of odd shots)



Just a couple of shots from Loch Insh and Castle Semple which give the lie to the actual weather conditions.

REGATTAS – OPEN OR CLOSED?

(by Richard Johnson)

There is something special about a Challenger regatta. The racing is usually close and the fact that there are Gold, Silver and Bronze classes means that everyone has something to aim for. The social side is usually good too because everyone arrives Friday afternoon, which allows a couple of evenings to enjoy the company of friends from other parts of the country.



Over the last two seasons competitor numbers have reduced, probably caused by a number of reasons. The Credit Crunch has forced travel and accommodation costs to increase significantly, the disabilities of some people now prevent them from travelling far, while others have moved on from racing or can't find a helper to travel with them. Whatever the reason, these people are not being replaced by new competitors and the regatta programme will need a major rethink if this trend continues.

The economics for a club to run a regatta are the cost of opening the premises (heat, light etc.), providing food, running safety boats and-not least-the cost of volunteers. Even though they receive no pay, it costs them money to give up their weekend and drive to the club so that must be taken into account. To cover these costs, it is estimated that a minimum entry of 14 boats is needed, more if the water is closed to club members during the event. The average turnout to national regattas this year has been ten boats and the prospects do not seem to be any better, so what should we do about it?

The first and most obvious thing to do is for those who enjoy regattas to persuade other sailors from the group to go as well. Offering to share costs and take two boats on a double trailer is one good method that would easily reach the 14-boat target.



SOCC 2010 - the full entry!!

The other option is for the Association to stop organising regattas and, instead, use Open Events for the annual programme. The fleet already takes part in the Grafham Grand Prix and the Ogston Handicap Open, which attract good fleets of Challengers. There is no expenditure or administration on our part and the organising clubs would not be embarrassed if there were little or no Challengers at the event. The down side to this would be no Challenger exclusive socials or prize givings, having to find clubs with good disabled access that also have enough room to fit Challengers in amongst the other boats on the shore and not every club will allow "multihulls to race with a dinghy fleet, nor would they be obliged to accept entries. In addition we would have no say in the timetable or course design would have to abide by Event Sailing Instructions (e.g two turns for a penalty etc.)

The up side would be new venues, larger groups of people (who may help us to launch), more flexibility and true integration which is a major aim of RYA Sailability.

We are at a crossroads and a solution to the problem is need soon so if anyone has ideas or thinks that they have the answer please discuss it with a member of the [Class Association] committee.

Editors note: This article first appeared in the Challenger News Vol 13 Issue 1 and is reproduced by permission of the author.

HELP(ERS) NEEDED

In Richard Johnson's article he correctly remarked that sailors who stop sailing for whatever reason are not being replaced. This is a fundamental requirement of all clubs - or you would think so. There is an instance of a club claiming it could not recruit new members as one of its boats was broken!! (*No names no pack drill - Ed.*)

Richard also makes the point about the lack of helpers. This is also true as a barrier to participation in regattas. Allied to this is a phenomenon that has probably always been with us but appears more significant this year - the absence of a tow bar.

One group has five regular sailors but only one vehicle with a tow bar. The answer is to borrow boats or do double or treble trips. For each of the Travellers this year boats have had to be borrowed in order for sailors to take part. Sometimes the boat is already at the host club others (usually owned by RYASS) have to be brought from other venues (by RYASS).

There are to our knowledge some THIRTY - EIGHT Challengers in Scotland. Whilst some are registered to commercial operations, that still leaves a lot of potential racing capacity yet we only get seven at a traveller. Some boats never leave their home club, though they are raced there. We might not need to go down the open regatta route if existing groups can encourage sailors to race and recruit volunteers to help take sailors and their boats to regattas.

RYASS is committed to expanding participation and will move boats to where the potential is shown but we can't do it for everyone. Existing groups and their host clubs also have their own part to play in this expansion.

DATES FOR YOUR DIARY

August 20th - Duncans Regatta, Bardowie

SCOTTISH CHALLENGER TRAVELLER SERIES

September 17th/18th - Loch Earn Sailing Club

GOT SOMETHING TO SAY?

Please contribute to the next newsletter. Share your sailing adventures; write about why sailing is so important to you. Are we getting it right?

Contributions (in Word format) should be submitted to the editor by the copy date shown on this page. Photographs should be supplied in jpeg format.

Articles are submitted on the understanding that *starboard* will be published on the RYA Scotland website (www.ryascotland.org.uk/sailability).

A contribution is accepted on the basis that its author is responsible for the opinions expressed in it and such opinions are not necessarily those of RYA Sailability Scotland.

Articles should be sent to the Editor at sailability.scotland@tiscali.co.uk

MEMBERSHIP

Membership of RYA Sailability Scotland is open to all properly constituted clubs or groups providing sailing exclusively for people with a disability, any sailing club or group that accepts people who are disabled into membership and any individual who is interested in what we do.

For further details on the benefits of membership and current fees please contact:

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What is this Trophy?
Find out in the next issue.



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