



# HAYLING ISLAND SAILING CLUB

## YEARBOOK 2019







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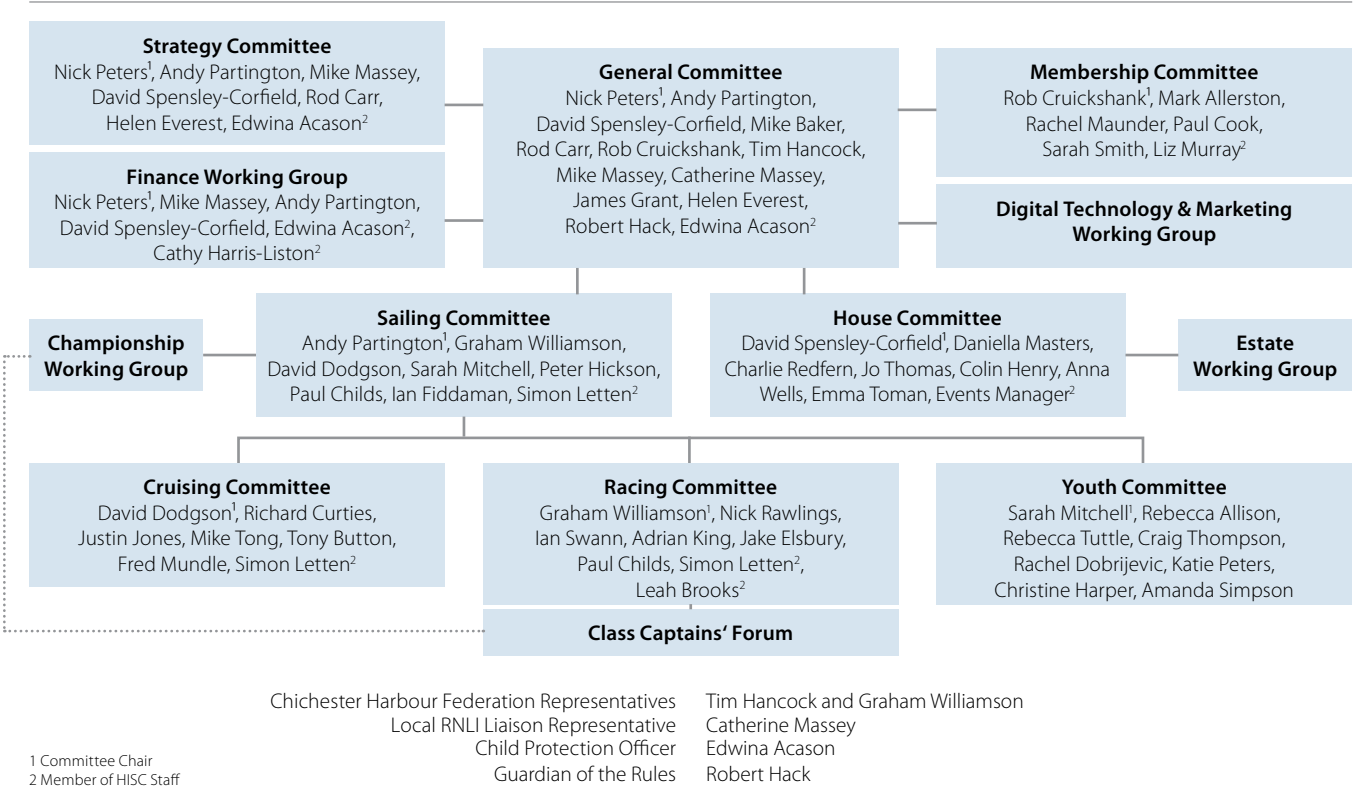
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# Club Officers & Committees

## Officers of the Club

Commodore	Nick Peters
Vice Commodore Sailing	Andy Partington
Vice Commodore House	David Spensley-Corfield
Rear Commodore Finance	Mike Massey
Rear Commodore Racing	Graham Williamson
Rear Commodore Cruising	David Dodgson
Rear Commodore Youth	Sarah Mitchell
Trustee	Michael Baker
Trustee	Rod Carr
Trustee	Tim Hancock
Membership Chairman	Rob Cruickshank



## THE OBJECTIVES OF THE CLUB

As updated in 2017, the Objectives of the Club shall be to promote excellence in racing under sail and to encourage cruising under sail and/or power through:

- Developing and nurturing a club culture based on social interaction, member engagement, team spirit and safety.
- Facilitating and encouraging participation and enjoyment of all forms of sailing.
- Inspiring current and future generations in the pursuit of sailing excellence.
- Offering world class events and championships.
- Ensuring financial sustainability for the club, its resources and facilities.
- Protecting and sustaining our local natural environment.

## Life Honorary Members

Sir Ben Ainslie, Michael Atkin, Mike Baker, Ian Barker, Marie Bishop, Barry Blaydes, Richard Brett, Nora Bright, Richard Burley, Rod Carr, Valerie Catchpole, Irina Cook, Judy Covell, Paul Covell, Mark Covell, Frank Dunster, Peter Glasby, Simon Hiscocks, Iris Long, Pam Marrs, Michael McIntyre, Gerald New, Roger Palmer, Iain Percy, Shirley Robertson, Patrick Veal, Ian Walker.

# Welcome

Nick Peters

Commodore



Photo: Peter Hickson

## Welcome to the 2019 HISC Yearbook!

In times of social, economic and political change and uncertainty it is reassuring to reflect on the enduring stability of Hayling Island Sailing Club, and our member community. From cradle to grave, many of our members are passionate, engaged and creative in support of the club, and sailing. Just yesterday, I chatted to both a longstanding member who remembers his excitement at buying Solo no. 57, back in 1957, and a brand new member whose 12 year old son has just learnt to sail in an RS Tera at the Thursday Club, and cannot wait for the new season! It is something to be proud of, and I hope that, as ever, this yearbook will go some way to showcasing and explaining the depth of our waterborne activity and community. We hope you enjoy it.

For so many, HISC is simply a wonderful place, magical in the unique setting, and also sociable, exciting, challenging – an escape, respite and contrast to the hectic lives we all seem to lead. I hope these pages will whet your appetite for the coming season, whether on the water or simply enjoying a beer on the balcony with friends.

In the challenging times facing sailing, I am pleased to report that

HISC continues to thrive, and we enjoy stable levels of participation and slightly increased membership numbers, rare indeed, even amongst our local harbour clubs. Our keen and competitive fleets attract keen racers, but perhaps more importantly much of our membership are keen to improve and simply take a more active part on the water. To this end, 2019 will see a refreshed hire fleet, and some new faces amongst our Marine Team. We are planning our 2019 beginner and improver training offering, ranging from “one to ones”, through small groups, to an “improvers’ pathway”. It can be so much fun to sharpen your skills at whatever level of sailing.

Alongside some new faces in the Marine Team is of course our new General Manager, Edwina Aason, and not least, some familiar faces with new and exciting roles. There are more details of our refreshed team later in these pages.

HISC has a history of sailing excellence. The club has inspired many champions, young and old, and we count both Olympians and round the world cruising yachtsmen amongst our members. It is an ethos we value, and whether we aspire to a channel crossing, winning a club race or just learning to sail, the support and recognition of personal achievement or betterment is central.

HISC is also proud to be a world class championship venue. We have many accomplished race officers and teams, always ready to encourage and welcome new volunteers to race management. Hosting several championships each year, and of course not least Chichester Harbour Race Week, the club offers many opportunities to help and be part of running an event.

Not just a sailing club, we at HISC embrace a menu of activity; our members also windsurf, stand-up paddleboard, or simply enjoy the beach, bar and excellent catering. As a result, HISC is, perhaps more than most, a family club, with a varied and hectic year-round social programme, which comes highly recommended!

Although HISC enjoys the benefit of a permanent staff team, the huge number of volunteers who man committees, run events and even tend the grounds are the absolute icing on the cake; without you, HISC would not be the club and community we are.

Finally, like many, I am looking forward to the new season and meeting many new faces, members and visitors alike – oh, and a bit of sunshine, not to mention fair breeze, wouldn’t go amiss.

Nick Peters  
March 2019



# Ten reasons to join HISC

Rob Cruickshank, Membership Chairman



## 1. We welcome all

Hayling Island Sailing Club actively welcomes new members across all ages, sailing abilities and class of dinghy or cruiser. The club offers some of the finest sailing, shore and social facilities anywhere in the country, and supports a wide range of sailing-related activities, including dinghy and keelboat racing and cruising, sailing training, youth sailing, boardsports, cruiser and social sailing.

## 2. Location, location, location

The club sits in a stunning position at the entrance to Chichester Harbour with access to the water at all states of the tide. With a modern clubhouse, HISC has wide and welcoming balconies with panoramic views, beaches and picnic areas as well as a barista café, large bar and restaurant and snack bar.

## 3. Superb racing scene

HISC is particularly keen to attract actively racing sailors. The joining fee is

sometimes waived for new members who sail the active classes – check the HISC website for the latest details.

## 4. Family friendly

The activities on offer at HISC embrace all ages. There are fun and engaging water-based events for toddlers through to adults, a special Women on Water initiative as well as an exciting and competitive dinghy racing and cruiser scene for anyone willing to give it a go.

## 5. Vibrant socials

There is always something going on at the club, from themed dinners, wine tastings and talks in the winter to summer BBQs, live music and discos in the summer. Check out the 'social events' tab on the website for all the latest information.

## 6. Modern clubhouse

Whether you sail a dinghy, windsurfer or keel boat, whether you race or cruise, our considerable depth of

experience enables us to offer the best organised racing and cruising events, all from the comfort of a state-of-the-art club renowned for its friendly atmosphere. We have affordable onsite accommodation, modern changing rooms, meeting rooms and training facilities.

## 7. Vast array of boats for hire

The club has an extensive hire boat fleet of over 30 boats to make access to the water as easy and hassle-free as possible; everything from children's boats to family picnic boats and brand new racing dinghies are available to rent for the day.

## 8. Member-led club

The day-to-day management of the club is in the hands of full-time staff, but HISC members play a major role in helping run events and many other activities. Everyone between the ages of 18 and 69 is asked to contribute at least a couple of days a year to help run the club's sailing activities.



## 9. Extensive boat parking

Members who own active class boats are given priority for boat park spaces at the club and whilst the boat park is always at capacity, there is a constant turnover of boats requiring spaces as well as regular assessment of boat usage to ensure new spaces are created. Potential new members of the HISC active racing classes are encouraged to speak to the relevant class captains to discuss boat park spaces.

## 10. Winter sailing

We offer year-round racing. There is also a membership category for youth sailors taking part in the HISC Youth Winter Training Squads.

For anyone keen to enjoy great sailing together with a vibrant social scene, call the office now on 02392 463768 or visit [www.hisc.co.uk](http://www.hisc.co.uk) to complete your membership application.

Membership forms can be downloaded from the HISC website or picked up from the club office.

All potential new members are invited to a briefing event to learn about the club and its activities, after which, applicants can join up straight away at reception. New members will be invited to a New Members reception.

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# New to HISC?

Here's how to make the most of your membership.



## **I am an adult, new to sailing. How do I get started?**

We can book you onto one of our Adult RYA courses which are tailored to fit in with your lifestyle. So whether you want to learn at weekends or during the week, we can arrange a suitable course with you. All our instructors are RYA qualified and they are experts at what they do.

We also have a specific Women on Water (WOW) group. Whilst it is open to all adults it is obviously aimed at women (especially busy mums) and fits in nicely with the school day. It is also a great way to meet like-minded sailors. It takes place on Thursday mornings (10am to 1pm) with a friendly lunch afterwards.

## **I have a child aged between 8-16. What does HISC offer?**

For all the kids that want to get involved, we have our RYA Stage courses. These take place at weekends and during school holidays. It is a great way for them to meet other members of a similar age. Our big introduction to sailing takes place during May half term. See the Youth section starting on page 62 for more details.

## **My child is under eight. Is there anything for this age group?**

Absolutely. HISC is a great place for youngsters and many of our winners have been here from a very young age, messing around in the lagoon and running about on the beach. Make sure you book in for our legendary

Family Fun Week in the school holidays; it's a jam-packed week of beach activities and fun on the water.

Additionally, we have regular 'Seals' sessions in the lagoon where all the parents gather with boats, windsurfers, kayaks (literally whatever floats your boat). Children learn whilst making new friends.

## **I would like to be on the water but dinghy sailing doesn't really appeal.**

No problem. Many of our members windsurf, paddle board or kayak. We have all of these at the club for you to try. Pick a nice summer's day and come down to feel how great it is to be on the water, exploring the harbour.



## **I can already sail and I would like to get into racing**

Great – you are in the right place. We have lots of great sailors at HISC and it is the place to challenge yourself and learn from the very best. We have racing from March through to December, with everything from round the cans on a Wednesday night, sprint racing at weekends, to open meeting standard racing during 'Pennant Weekends' –

there will be something for you.

Thursday evenings are our cruiser and RS Elite keelboat nights and a great buzz can be heard from the bar afterwards when everyone gathers to discuss the racing, have a beer and a catch up.

Speak to the relevant class captain for top tips on the waters, tides and courses at HISC.

## **I have a cruising boat and would like to join a gentle and sociable sailing scene**

Then our Social Sailing Club is for you. This is a group of likeminded sailors who like to sail in company in the quieter times of the summer. They organise weekday rallies all over the Solent and are very welcoming to new members.





# Meet the Team



Many of you will have met **Edwina Acason** by now, our new General Manager. She joined in September 2018 and hasn't wasted any time in familiarising herself with members and staff and using her longstanding background in the travel and hospitality industry to put her mark on the club. She reveals what she hopes to achieve during her time here.

*What attracted you to HISC?*

Well, first and foremost, it's a well run club in a stunning location. It has a talented team and I love how passionate members are - not just about sailing but about this place. In a way, HISC is so much more than a sailing club to many people: it's where they socialise, spend time with their

children, make lifelong friends. I am really excited about the potential here at HISC and am looking forward to getting to know more members as the 2019 season progresses.

*What's your vision for the club?*

There is no need for radical change because HISC is clearly a successful and world renowned club, but there are a few things on my to-do list that I hope will ensure the club continues to flourish. Being more sustainable is something that should be on every organisation's agenda, not least here at HISC. It's what members want and it make business sense too. We have made a few inroads, but there is more we can do in that area (see Daniella Master's interview with Final Straw Solent on page 76). I also hope to encourage more of an emphasis on being commercially successful - not in a way that affects how members enjoy their time here or detract from the sense of community at HISC, but to help keep the club going for another 100 years.

*What were you doing before?*

Before HISC, I was running the Loch Insh Outdoor Centre in the Cairngorns,

Scotland. I have worked all over the world including the French Alps, Greece, New York and Australia.

*Home is?*

In the UK I have moved around with my jobs so I try to make a home wherever my job takes me.

*Favourite seaside location (apart from Hayling, obviously):*

Hayling Island beach is lovely to walk along, and the views are beautiful, so apart from here it would have to be Cottesloe, Perth, Western Australia for sunshine, cafés and a lovely beach.

*If you could sail into the sunset on a yacht, where would you go?*

If I had the chance to sail away into the sunset on a yacht it would have to be with someone special and around the Ionian Islands, including Meganisi.

*You have a day off: are you out enjoying the elements or enjoying a cuppa on the sofa?*

On a day off I like to do something active and outdoors like playing tennis. When the weather gets a bit less wintery, then it will be learning to sail again.

*What were you doing before?*

Before working at HISC I chased the summer sun around the world. I spent five years as a Senior Instructor at Wildwind Sailing Holidays in Greece and Mauritius. I also worked for Yachting New Zealand and Yachting Australia.

*Favourite seaside location (apart from Hayling, obviously):*

HISC might be the best sandy beach in the world but, Agiofili beach in Vasiliki, Greece, is a real slice of paradise that might almost rival Sandy Point.

*Most memorable HISC moment so far?*

My most memorable HISC moment so far would be enjoying any HISC sunset on the balcony after a day on the water with good friends and family.

*What do you hope to achieve here at HISC - what is your plan/vision?*

HISC might be the best sailing club

in Europe but my vision is for it to be the most friendly club in the world where all water sports enthusiasts are welcome to join the family.

*If you could sail into the sunset on a yacht, where would you go?*

I would head straight for the Mediterranean, where you have a whole world of amazing places to explore in the sunshine.

*You have a day off: are you out enjoying the elements or enjoying a cuppa on the sofa?*

What I do on my day off would depend on the weather - if it's nice and calm then I'll be out on a SUP, if it's a gentle breeze I would like to go sailing and if its blowing dogs off chains I'll be out windsurfing. However, if it's cold and rainy then I'll take a cuppa on the sofa...



We chat to Henry Message, Assistant Marine Manager, about his new role at HISC

*When did you join HISC and what attracted you to the role?*

I have been a member of HISC since I was born - so that means since 2 June 1991! Working at HISC is attractive because I get to work in a beautiful place, with people I know and like in a role that is truly different every single day.

## The House Team



**Emma Backshell**

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**Rita Backshell**

Bar Manager  
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**John Blanchard**

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**Bev Wheeler**

Snack Bar Supervisor

**Saul Nix**

Bar Supervisor

**Hannah Xavier**

Bar Supervisor

## The Office Team



From the left: Liz, Leah, Cathy, Nikki, Alice and Sam

**Leah Brooks**

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**Cathy Harris-Liston**

Accountant

**Alice Letten**

Receptionist

## The Marine Team



From the left: Simon, Jake, Nick and Clive

**Simon Letten,**

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**Jake Edmonds**

Marine Team

**Martyn Humphreys**

Marine Team



# How Felix braves the waves at HISC, against all odds

Alice Snell

Meet Felix. Felix loves coming to HISC in all seasons, which is lovely to see, especially because our family has a long-standing connection with the sailing club. Indeed, Felix's great grandfather was Captain Ivan Snell, designer of the original clubhouse.

Felix has been a regular at HISC since he was very small and has made some wonderful friendships through the club, as well as finding it a great place to get together and hang out with local pals and school friends who are members. However, unlike his friends, Felix can't just run down to the beach and jump in a dinghy, because he has a condition called Cerebral Palsy.

You may have seen Felix whizzing around in one of his wheelchairs: he can often be found with a gang of children at the outdoor table tennis table beside the snack bar, at the pool table in the main bar and in the club communal areas. Last summer, his access to the beach was made considerably easier thanks to an amazing all-terrain powerchair capable of handling the sand and pebbles on the beach. This specialist chair (costing as much as a small family car) was purchased for Felix following a successful fundraising campaign which many HISC members, family and acquaintances kindly donated to. Felix would especially like to thank all who contributed. He can now happily join



in beach games and activities rather than feeling grounded or worse, not even wanting to go to the beach, as has happened in the past.

Cerebral Palsy affects people in different ways and for Felix it means he is not able to walk and his physical strength is affected generally. However, apart from this, he is a normal happy and active 10 year old boy who just

wants to do everything that any other 10 year old boy wants to do. He loves being outside and loves pretty much every sport imaginable, and will have a go at them all.

As he's got bigger, he's expressed a wish to get on the water, just like his friends. Over the years he's had a variety of water experiences including paddle boarding, dinghy sailing and powerboating. All have presented obvious challenges, as any water based activity would for someone with Felix's disabilities, and involve considerable help from an adult.

And yet, that hasn't stopped him: It is thanks to the amazing sailing community at HISC and incredible acts of kindness of friends and many club members that he's managed to join in with all sorts of activities and experiences both on the water and ashore.

He is a regular at the ever-popular Family Fun Week and has also taken part in Seals events, most recently having a fabulous time in an Opi on a rope in the lagoon with a friend.



Felix would like to thank everyone at the club for their kindness...He loves HISC and looks forward to many more sunny days on the beach with his friends.

During Family Fun Week, Felix has managed to take part in Tera Challenges, visits to East Head and even racing in a Venture last year.

These activities have only been possible due to friends and HISC members and staff who have gone out of their way to help physically lift Felix and his wheelchair (it was proudly transported on a RIB to East Head last year – that was a massive effort, thank you to all involved) to make sure he doesn't miss out on anything.

So far his involvement with sailing has been as a passenger, but having seen his friends in Opi's and Teras, he would love to be able to do 'more' in a boat and take a more active role in physically sailing it. Boats that are adapted for disabled sailors are not part of the mainstream and those that do exist are predominantly only set up for adults, so he may have to wait until he's a bit bigger. I would love to hear from parents in a similar situation as between us perhaps we could explore sailing opportunities for disabled children.

For now, my focus is on ensuring he has the best time possible whilst at HISC. If you happen to see Felix waiting beside the club doors, please do ask if he wants to go in or out as he is not able to open the doors by

himself like other children. He's fiercely independent, though, and would far rather an adult/carer doesn't trail around after him; after all his pals don't have this.

The club facilities for disabled members are pretty good: There are bespoke changing areas and toilets and he can use the lift to navigate the building. He loves it when there are matches shown on the screens in the bar; social sport watching is a bit of a passion. The increase in disabled car parking spaces definitely makes life easier for Felix as parking next to the club is so important in terms of his safety and the ability to bring his chairs into the club easily and safely. Push button doors would be an amazingly helpful addition if this were ever considered, as they would allow disabled members and their guests to access the club without waiting for someone to offer to open the doors for them.

Felix would like to thank everyone at the club for their kindness and for all the help that is offered to him when he's on site; whether it's helping him to access the building, carrying drinks for him, finding an adult if he needs one or getting onto the water in some way. He loves HISC and looks forward to many more sunny days on the beach with his friends.





# Racing information

Graham Williamson  
Rear Commodore Racing



Racing sailing boats is a passion at Hayling Island Sailing Club. As in most walks of life, every individual has a preference for the kind of racing that they wish to do, and in order to cater for these preferences, HISC provides a full and varied racing programme, which ensures that no matter what class or type of boat you sail, and at whatever level you wish to compete, there will be something in the programme for you.

The racing format at HISC is varied throughout the season, and includes:

- Class racing
- Handicap racing
- Pursuit racing
- Short course sprint racing
- Long distance racing
- Sea racing in Hayling Bay
- Harbour racing within Chichester Harbour
- Team racing
- Tournament racing (knockout)
- Open Meeting racing
- Regional, National, European and World Championships

Within these formats, there is targeted racing for Juniors in Optimist, RS Tera and RS Feva, Youths in 29er (see page 62) and adult beginners either in their own boats or club hire boats (see page 82).

Class starts are laid on for Solo, Fireball, RS200, Foiling Moth, RS Elite and Flying Fifteen.

Alongside the club's established class racing, there are separate starts for Fast, Medium and Slow handicap fleets which regularly include Laser, RS Aero, Tasar, RS700, RS800, Merlin Rocket, International 14 and, on Thursday evenings, Cruisers. Detailed information on starts and

handicap divisions are to be found on pages 18–19. Figures 1 and 2 opposite show the race day participation amongst the top 10 classes raced at HISC.

Racing is combined with a vibrant social programme with regular bands, discos, balls, themed dinners, comedy nights and much more – there is never a quiet weekend at HISC!

Club racing takes place every weekend between March and December, and is run by club members who undertake the race management and safety cover. Training in the skills needed to safely run racing is provided through a mix of



mentoring by experienced members, and formal courses available in-house.

## Saturdays

Most Saturdays, there is a Handicap Race for all-comers, with the exception of the Solo fleet, which has a separate class start. Typically, races last 60 to 75 minutes.

## Saturday Sprints

On four Saturdays this year, a high-adrenalin Sprint Race series is programmed. This consists of fast and furious short course racing for any class that guarantees a minimum of eight starters – several 15 to 20 minute races are run back to back inside the harbour.

## Sundays

With the exception of the Open Winter Series (one race then roast lunch!), two races are run on Sundays, each about an hour long. There are class starts for Solo, Fireball and Moth as well as separate starts for Fast, Medium and Slow Handicap.

## Dinghy Wednesdays

From late spring to early autumn, an extremely popular Wednesday

evening series is run. The Fast, Medium and Slow Handicap series offers some excellent racing in a gorgeous setting – what better way to break up the working week?

## Keelboat Thursdays

The Sundowner Series for RS Elites and Cruisers happens on Thursday evenings followed up by an idyllic post-race glass of Pimm's or cold beer with supper on the balcony as the sun sets over the harbour. Elite racing is inside the harbour whilst Cruisers venture out into the bay.

## Bank Holidays

HISC runs its famous and very popular Open Charity Pursuit Races on each bank holiday throughout the year.

## Pennant Weekends

Pennant Weekends are standalone series run monthly over open-meeting style courses, often in Hayling Bay. The four-race series comprises two races on Saturday afternoon followed by a big party, and two races on Sunday morning with one discard. The weekend prize giving is held in the bar after racing on Sunday.

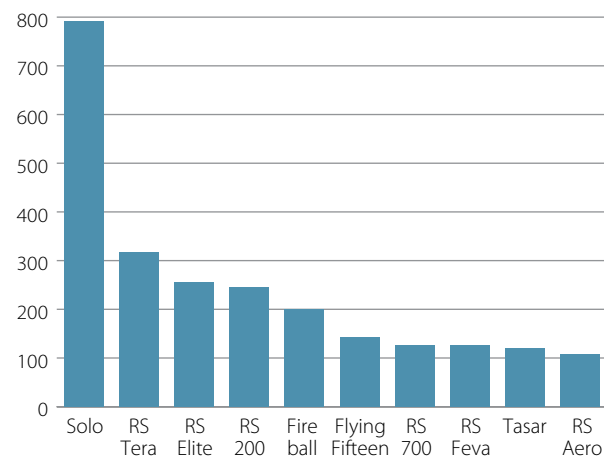
## Whitsun Regatta

Now in its third year, our Open Regatta is a festival of racing taking place over the Whitsun Bank Holiday weekend 25–27 May. It is an all-inclusive opportunity for both adult and youth racing classes, with a busy social calendar for competitors and families alongside. More than 200 boats will race on 5 course areas, with two races on Saturday and Sunday and an all-in Charity Pursuit Race on Bank Holiday Monday in aid of *Hayling Rescue*. The Regatta includes a lively social programme with live music and fun youth activities. The Whitsun Regatta is an annual fixture and this year we are extremely grateful for sponsorship from GJW Direct.

Other popular events include the Commodore's Trophy which is detailed on page 26.

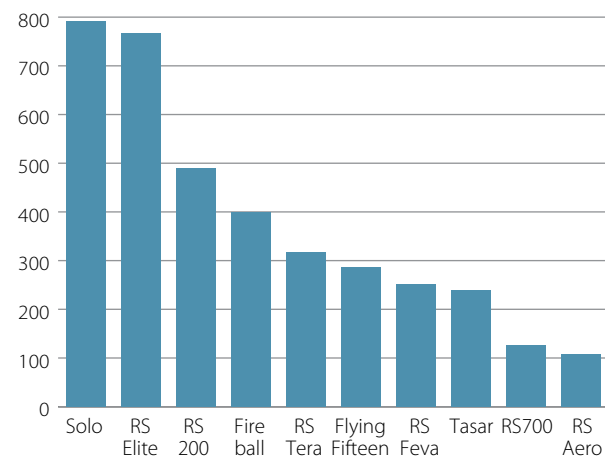
Whatever your interest, there is racing to suit everyone at Hayling Island Sailing Club; speak to the Class Captains, any member of the Racing Committee or the HISC Sailing Secretary for more information. [sailingsecretary@hisc.co.uk](mailto:sailingsecretary@hisc.co.uk)

Figure 1 – Top 10 classes raceday participations by boat over the 12 month period from Oct 2017 to Sep 2018



Data collected from club results only by Racing Committee, presented monthly to General Committee











Figure 2 – Top 10 classes raceday participations by people over the 12 month period from Oct 2017 to Sep 2018















# The racing classes at HISC

Something for everyone along the HISC pathway

JUNIOR	YOUTH	ADULT	TECHNICAL	KEELBOAT
REGULARLY RACED IN CLASS				
Optimist 	29er single trapeze 	Solo 	Foiling Moth 	RS Elite 
RS Tera 		Fireball Single trapeze 		Flying Fifteen 
RS Feva 		RS200 		

REGULARLY RACED IN HANDICAP		Tasar 	RS700 Single trapeze 	Cruiser Thursday evenings 
	Laser 4.7 & Radial 	Laser Standard & Radial 	Merlin Rocket 	
	RS Aero 5&7 	RS Aero 7&9 	RS800 Twin trapeze 	
		2000 Club boats available for hire 		

OTHER CLASSES RACED IN HANDICAP		International 14	49er	
		Laser 4000	Musto Skiff	
		Wayfarer		
		B14		
		Osprey		
		505		
		RS400		
		Streaker		
		RS Venture		



Single hander



Single-hander Asymmetric



Multi-crew No spinnaker



Multi-crew Spinnaker



Multi-crew Asymmetric

## SAILING

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However you take to the water, we tailor our insurance advice and source solutions that best match your sailing needs.

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\*Discount applies to boat insurance only, subject to acceptance by underwriters.



# Race start times and class flags

















For details of Youth Racing please refer to page 62

## Bi-monthly Spring, Summer and Autumn Series March – October

	Class	Flag	Warning Signal <sup>1</sup>	No. of races	Intended race area
Saturday pm	General Handicap	Pennant 4 	1355	1	Harbour
	Solo	Pennant 6 	1400	1	
Sunday am	Solo	Pennant 6 	1055	2	Harbour or, in suitable conditions, Bay <sup>2</sup>
	Medium Handicap	Pennant 4 	1100	2	
	Slow Handicap	Pennant 5 	1100	2	
	Fireball	Pennant 9 	1105	2	
	Fast Handicap	Flag F 	1110	2	
	International Moth	Pennant 8 	1110	2	

March–April Series: 16 March – 28 April      May–June Series: 5 May – 29 June  
July–August Series: 7 July – 31 August      September–October Series: 1 September – 27 October


## Pennant Weekends

Saturday Committee Boat 1	Flying Fifteen	Pennant 9 	1355	2	Bay <sup>2</sup>
	Medium Handicap	Pennant 4 	1400	2	
	Fast Handicap	Flag F 	1405	2	
	International Moth	Pennant 8 	1405	2	
	RS Elite	Pennant 7 	1410	2	
Saturday Committee Boat 2	Solo	Pennant 6 	1355	2	Bay <sup>2</sup> or, in unsuitable conditions, Harbour
	RS200	Flag R 	1400	2	
	Slow Handicap	Pennant 5 	1405	2	
Sunday Committee Boat 1	Flying Fifteen	Pennant 9 	1055	2	Bay <sup>2</sup>
	Medium Handicap	Pennant 4 	1100	2	
	Fast Handicap	Flag F 	1105	2	
	International Moth	Pennant 8 	1105	2	
	RS Elite	Pennant 7 	1110	2	
Sunday Committee Boat 2	Solo	Pennant 6 	1055	2	Bay <sup>2</sup> or, in unsuitable conditions, Harbour
	RS200	Flag R 	1100	2	
	Slow Handicap	Pennant 5 	1105	2	

## Saturday Sprint Series

As determined by each class – communicated by the relevant Class Captain HW usually in the Harbour

## Thursday Evening Series 18 April – 1 August

Thursday Sundowner	RS Elite	Pennant 7 	1855	1	Harbour
	Cruiser Handicap	Pennant 4 	1900	1	Clubline start, Bay course









## Wednesday Evening Series 10 April – 4 September

	Class	Flag	Warning Signal		No. of races	Race area
			10 Apr–14 Aug	28 Aug–4 Sep		
Wednesday	Fast Handicap	Flag F 	1855	1825	1	Harbour
	Medium Handicap	Pennant 4 	1900	1830	1	
	Slow Handicap	Pennant 5 	1905	1835	1	

<sup>1</sup> The second race (if scheduled) will start asap after the first race has completed (i.e. back to back).  
<sup>2</sup> Bay races will start at the time scheduled – please allow enough time to reach the start area.

# Race start times and class flags (continued)

## Open Winter Series 2 November – 22 December

	Class	Flag	Warning Signal	No. of races	Intended race area
Saturday	General Handicap	Pennant 4 	1325	1	Harbour
Sunday	Solo	Pennant 6 	1055	1	
	Medium Handicap	Pennant 4 	1100	1	
	Slow Handicap	Pennant 5 	1100	1	
	Fireball	Pennant 9 	1105	1	
	RS Elite	Pennant 7 	1110	1	
	Fast Handicap	Flag F 	1115	1	
	International Moth	Pennant 8 	1115	1	

# Allocation of classes to handicap divisions

Class	Bi-monthly Spring, Summer, Autumn Series						Pennant Weekend				Evening			Open Winter Series				
	Saturday		Sunday				Saturday and Sunday				Wednesday			Sat	Sunday			
	General Handicap	Class Racing	Fast Handicap	Medium Handicap	Slow Handicap	Class Racing	Fast Handicap	Medium Handicap	Slow Handicap	Class Racing	Fast Handicap	Medium Handicap	Slow Handicap	General Handicap	Fast Handicap	Medium Handicap	Slow Handicap	Class Racing
Int Moth (Foils)	●					●				●				●				●
49er	●		●				●				●			●	●			
Int 14	●		●				●				●			●	●			
RS800	●		●				●				●			●	●			
RS700	●		●				●				●			●	●			
Musto Skiff	●		●				●				●			●	●			
B14	●		●				●				●			●	●			
505	●			●				●				●		●		●		
Int Canoe (Std)	●			●				●				●		●	●			
29er	●			●				●				●		●	●			
Vortex	●			●				●				●		●	●			
RS400	●			●				●				●		●	●			
4000	●			●				●				●		●	●			
RS600	●			●				●				●		●	●			
Osprey	●			●				●				●		●	●			
Fireball	●					●		●				●		●	●			●
Contender	●			●				●				●		●	●			
Merlin Rocket	●			●				●				●		●	●			
RS100	●			●				●				●		●	●			
RS Elite	●			●				●		●		●		●	●			●
Flying Fifteen	●			●				●		●		●		●	●			
Tasar	●			●				●				●		●	●			
RS Aero 9	●				●			●				●		●		●		
RS Aero 7	●				●			●				●		●		●		
420	●				●			●				●		●		●		
RS Vision	●				●			●				●		●		●		
Scorpion	●				●			●				●		●		●		
Finn	●				●			●				●		●		●		
RS200	●				●			●		●		●		●		●		
2000	●				●			●				●		●		●		
National 12	●				●			●				●		●		●		
Wayfarer	●				●			●				●		●		●		
RS Venture	●				●			●				●		●		●		
Laser	●				●			●				●		●		●		
Laser Radial	●				●			●				●		●		●		
Graduate	●				●			●				●		●		●		
Europe	●				●			●				●		●		●		
RS Aero 5	●				●			●				●		●		●		
Streaker	●				●			●				●		●		●		
Solo		●				●				●			●	●				●
Laser 4.7	●				●			●				●		●		●		
Mirror	●				●			●				●		●		●		
RS Feva	●				●			●				●		●		●		
Topper	●				●			●				●		●		●		



# Club calendar 2019

## March 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
				1 Social Sailing: Lunch at HISC HW: 0722 HT: 3.8	2  HW: 0852 HT: 3.9	3  29er Sprints HW: 0956 HT: 4.1
4  HW: 1035 HT: 4.3	5  HW: 1107 HT: 4.4	6  HW: 1139 HT: 4.6	7 Thirsty Club  HW: 1211 HT: 4.6	8  HW: 1241 HT: 4.6	9  29er Class Training HISC Tera Training HW: 1312 HT: 4.6	10  29er Class Training HISC Tera Training Opening Handicap Race HW: 1343 HT: 4.6
11  Cruiser Launching HW: 1416 HT: 4.5	12  Cruiser Launching HW: 1453 HT: 4.3	13  Cruiser Launching HW: 1542 HT: 4.1	14 Social Sailing: Skittles at British Legion	15 Ladies Who Lunch	16 6 Nations Themed Dinner  HISC 29er Training HISC Feva Training Handicap Race Solo Mar/Apr Series 1 HW: 0644 HT: 3.9	17  HISC 29er Training HISC Feva Training Mar/Apr Series 1 HW: 0801 HT: 4.1
18  HW: 0905 HT: 4.4	19  HW: 0958 HT: 4.7	20  HW: 1045 HT: 4.9	21  HW: 1131 HT: 5.1	22 Commodore's Reception  HW: 1218 HT: 5.1	23 Handicap Race Solo Mar/Apr Series 2 HW: 1302 HT: 5.1	24  Mar/Apr Series 2 HW: 1347 HT: 4.9
25  HW: 1431 HT: 4.7	26  HW: 1517 HT: 4.5	27  HW: 1607 HT: 4.2	28  HW: 1703 HT: 3.9	29  HW: 0525 HT: 3.7	30 Après Ski Night  HISC Optimist Training LSE Topper (RYA) Handicap Race Solo Mar/Apr Series 3 HW: 0638 HT: 3.6	31 BST Starts (Clocks go forward)  HISC Optimist Training LSE Topper (RYA) Mar/Apr Series 3 HW: 0910 HT: 3.6

## April 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1  HW: 1029 HT: 3.9	2  HW: 1110 HT: 4.1	3  HW: 1142 HT: 4.3	4  HW: 1213 HT: 4.5	5 Social Sailing: Spring General Meeting 11.30  HW: 1244 HT: 4.6	6  Optimist & RS Tera Sprints Sprint Series 1 HW: 1316 HT: 4.7	7  Youth Racing Rust Remover Mar/Apr Series 4 HW: 1348 HT: 4.7
8  HW: 1422 HT: 4.6	9  HW: 1457 HT: 4.6	10  Wed Early 1 HW: 1537 HT: 4.4	11  HW: 1629 HT: 4.2	12  HW: 1736 HT: 4.1	13  Boardsports Early Series 1 Handicap Race Solo Mar/Apr Series 4 HW: 1849 HT: 4.0	14  Youth Racing Mar/Apr Series 5 HW: 0718 HT: 3.9
15  Youth Race Camp HW: 0837 HT: 4.1	16  Youth Race Camp HW: 0949 HT: 4.3	17  Youth Race Camp Wed Early 2 HW: 1045 HT: 4.6	18  Youth Race Camp Sundowner Early 1 HW: 1132 HT: 4.8	19 Good Friday Fish & Chip Shop Dinner  Bridge Race HW: 1216 HT: 5.0	20 Easter Crafts Youth Work Party Youth Train & Race 1 Youth Sailing Pennant Weekend HW: 1300 HT: 5.0	21 Easter Sunday Open Season Party & Band Easter Egg Hunt Red Ribbon Training Club Pennant Weekend HW: 1344 HT: 5.0
22 Easter Monday Family Treasure Hunt  Pursuit Race HW: 1426 HT: 4.9	23 Social Sailing: Lunch at Chichester YC  HW: 1509 HT: 4.7	24  Wed Early 3 HW: 1552 HT: 4.5	25  Sundowner Early 2 HW: 1638 HT: 4.2	26  HW: 1729 HT: 4.0	27 CCRC Supper  Handicap Race Solo Mar/Apr Series 5 RS Feva Squad (RYA) Merlin & Fireball OM HW: 1827 HT: 3.8	28 Spring General Meeting  Youth Racing Mar/Apr Series 6 RS Feva Squad (RYA) Merlin & Fireball OM HW: 1941 HT: 3.7
29  HW: 0811 HT: 3.6	30  HW: 0934 HT: 3.8	<b>Club Racing Start Times</b> Saturday Handicap Race 2pm Sunday Club Racing Series 11am Pennant Weekend Saturday 2pm Pennant Weekend Sunday 11am				Youth Racing Wednesday Evening Race Thursday Sundowner Race 0945am Briefing, 11am 7pm 7pm

## May 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
		1  Wed Early 4 HW: 1026 HT: 4.0	2 Social Sailing: Lunch at Itchenor SC WOW Sundowner Early 3 HW: 1105 HT: 4.2	3  HW: 1139 HT: 4.4	4 Mamma Mia! Night Youth Sailing 29er Sprints Sprint Series 2 HW: 1213 HT: 4.5	5  Red Ribbon Training Club Youth Racing May/Jun Series 1 HW: 1248 HT: 4.6
6 Early May Bank Holiday  Youth Sailaway Pursuit Race HW: 1325 HT: 4.7	7  HW: 1404 HT: 4.7	8  Wed Early 5 HW: 1445 HT: 4.6	9  WOW Sundowner Early 4 HW: 1531 HT: 4.5	10  HW: 1626 HT: 4.4	11 Adult Level 1&2 Course RS Feva Sprints Boardsports Early Series 2 Handicap Race Solo May/Jun Series 1 Solo Tyler Trophy HW: 1727 HT: 4.3	12  Adult Level 1&2 Course Youth Racing May/Jun Series 2 Solo Tyler Trophy HW: 1832 HT: 4.2
13  HW: 0657 HT: 4.0	14  HW: 0811 HT: 4.1	15  Wed Early 6 HW: 0928 HT: 4.3	16  WOW Sundowner Early 5 HW: 1028 HT: 4.5	17  HW: 1117 HT: 4.7	18 Youth Train & Race 2 Youth Sailing Pennant Weekend HW: 1200 HT: 4.8	19  Red Ribbon Training Club Pennant Weekend HW: 1243 HT: 4.8
20  Social Sailing: Bembridge, Seaview, Port Solent (4 days) HW: 1325 HT: 4.8	21  HW: 1408 HT: 4.7	22  Wed Early 7 HW: 1449 HT: 4.6	23  WOW Sundowner Early 6 HW: 1531 HT: 4.5	24  HW: 1613 HT: 4.3	25 Live Band Whitsun Regatta FF Bulwark Trophy Tasar National Champ HW: 1657 HT: 4.1	26  Whitsun Regatta FF Bulwark Trophy Tasar National Champ HW: 1746 HT: 4.0
27 Spring Bank Holiday Youth Sailaway Pursuit Race Tasar National Champ HW: 1842 HT: 3.9	28 Social Sailing: Lunch at Haslar Lightship  Youth Training Week HW: 0701 HT: 3.7	29  Youth Training Week Wed Early 8 HW: 0823 HT: 3.7	30  Youth Training Week Sundowner Early 7 HW: 0933 HT: 3.9	31  Youth Training Week HW: 1020 HT: 4.1		

## June 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
					1 Youth Sailing RS Tera Sprints Boardsports Early Series 3 Handicap Race Solo May/Jun Series 2 HW: 1100 HT: 4.3	2  Youth Racing May/Jun Series 3 HW: 1138 HT: 4.5
3  Social Sailing: Summer Pastures New Cowes, Newtown, Yarmouth (4 days) HW: 1219 HT: 4.6	4  WOW HW: 1302 HT: 4.6	5  WOW Wed Early 9 HW: 1348 HT: 4.7	6  WOW Sundowner Early 8 HW: 1435 HT: 4.7	7  HW: 1526 HT: 4.6	8 Live Music Red Ribbon Training Club Youth Train & Race 3 Adult Level 1&2 Course K1 Long Distance Race Pennant Weekend HW: 1620 HT: 4.6	9  Adult Level 1&2 Course Pennant Weekend HW: 1717 HT: 4.5
10  HW: 1815 HT: 4.4	11  HW: 1917 HT: 4.4	12  Wed Early 10 HW: 0743 HT: 4.1	13  WOW Sundowner Late 1 HW: 0858 HT: 4.2	14  HW: 1007 HT: 4.3	15 Optimist OM Handicap Race Solo May/Jun Series 3 Waszp Event HW: 1059 HT: 4.5	16 Youth Racing Optimist OM May/Jun Sereis 4 Waszp Event HW: 1144 HT: 4.5
17  HW: 1226 HT: 4.6	18  HW: 1308 HT: 4.6	19  Wed Early 11 HW: 1349 HT: 4.5	20  WOW Sundowner Late 2 HW: 1430 HT: 4.5	21  HW: 1509 HT: 4.5	22 Games Night Optimist Sprints Seals (Briefing 1400) RS Elite Loving Cup Handicap Race Solo May/Jun Series 4 RS200 Summer Regatta HW: 1547 HT: 4.4	23  Youth Racing May/Jun Series 5 RS200 Summer Regatta HW: 1627 HT: 4.3
24  HW: 1709 HT: 4.2	25  HW: 1756 HT: 4.1	26  Wed Late 1 HW: 0612 HT: 3.9	27  WOW Sundowner Late 3 HW: 0711 HT: 3.8	28  HW: 0822 HT: 3.9	29 Joe's Jam Boardsports Early Series 4 Handicap Race Solo May/Jun Series 5 HW: 0931 HT: 4.1	30  Youth Racing MRSC Rowans Pursuit HW: 1022 HT: 4.3
Club Racing Start Times						
Saturday Handicap Race					2pm	Youth Racing
Sunday Club Racing Series					11am	Wednesday Evening Race
Pennant Weekend Saturday					2pm	Thursday Sundowner Race
Pennant Weekend Sunday					11am	0945am Briefing, 11am



July 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1  Social Sailing: Lymington HW: 1107 HT: 4.4	2  Social Sailing: Return to HISC HW: 1152 HT: 4.6	3  Wed Late 2 HW: 1240 HT: 4.7	4  Sundowner Late 4 HW: 1331 HT: 4.7	5  HW: 1423 HT: 4.8	6 Youth Sailing Optimist & RS Tera Sprints Thorney Race 29er Grand Prix HW: 1514 HT: 4.8	7  Youth Racing Jul/Aug Series 1 29er Grand Prix HW: 1606 HT: 4.7
8  HW: 1658 HT: 4.7	9  HW: 1751 HT: 4.5	10  Wed Late 3 HW: 1847 HT: 4.4	11  Sundowner Late 5 HW: 1948 HT: 4.3	12  HW: 0822 HT: 4.1	13 Summer Ball Adult Level 1 & 2 Course Boardsports Late Series 1 Handicap Race Solo Jul/Aug Series 1 HW: 0942 HT: 4.1	14  Adult Level 1 & 2 Course Red Ribbon Regatta Youth Racing Jul/Aug Series 2 HW: 1045 HT: 4.2
15  Social Sailing: Harbour Week Dinner HW: 1132 HT: 4.3	16  Social Sailing: Picnic at East Head HW: 1213 HT: 4.4	17  Social Sailing: Chichester YC Wed Late 4 HW: 1252 HT: 4.5	18  Social Sailing: Dell Quay SC Sundowner Late 6 HW: 1330 HT: 4.5	19  Social Sailing: BBQ at the Haven HW: 1408 HT: 4.5	20 Youth Train & Race 4 Youth Stage 1 & 2 Course Seals (Briefing 1300) Pennant Weekend HW: 1444 HT: 4.5	21 Dinghy Instructor Pre-Assessment Day Youth Stage 1 & 2 Course Pennant Weekend HW: 1519 HT: 4.4
22  Dinghy Instructor Course HW: 1553 HT: 4.4	23  Dinghy Instructor Course HW: 1631 HT: 4.2	24  Dinghy Instructor Course Wed Late 5 HW: 1715 HT: 4.1	25  Dinghy Instructor Course Sundowner Late 7 HW: 1805 HT: 4.0	26  Dinghy Instructor Course HW: 0627 HT: 3.9	27 Beach Party Boardsports Late Series 2 Big Bay Race Tasar World Championship HW: 0730 HT: 3.9	28  Youth Racing Jul/Aug Series 3 Tasar World Championship HW: 0845 HT: 4.0
29  Social Sailing: Southsea Marina Tasar World Championship HW: 0952 HT: 4.2	30  Tasar World Championship HW: 1044 HT: 4.4	31  Wed Late 6 Tasar World Championship HW: 1132 HT: 4.6				

August 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			1  Sundowner Late 8 Tasar World Championship HW: 1221 HT: 4.8	2  Social Sailing: Event Tasar World Championship HW: 1311 HT: 4.9	3 BBQ & Band Youth Stage 1 & 2 Course RS Feva Team Racing Handicap Race Solo Jul/Aug Series 2 Tasar World Championship HW: 1403 HT: 4.9	4  Youth Stage 1 & 2 Course MRSC Regatta HW: 1452 HT: 4.9
5  Family Fun Week HW: 1541 HT: 4.9	6  Family Fun Week HW: 1631 HT: 4.7	7  Wed Late 7 Family Fun Week HW: 1721 HT: 4.6	8  Family Fun Week HW: 1814 HT: 4.3	9  Family Fun Week HW: 0640 HT: 4.1	10 Adult Level 1 & 2 Course Handicap Race Solo Jul/Aug Series 3 HW: 0747 HT: 3.9	11  Adult Level 1 & 2 Course Jul/Aug Series 4 HW: 0915 HT: 3.9
12  Youth Race Week HW: 1038 HT: 4.1	13  Youth Race Week HW: 1127 HT: 4.2	14  Wed Late 8 Youth Race Week HW: 1205 HT: 4.4	15  Youth Race Week HW: 1238 HT: 4.5	16  Youth Race Week HW: 1310 HT: 4.5	17 Boardsports Late Series 3 Youth Activity Weekend Optimist & RS Tera Sprints Handicap Race Solo Jul/Aug Series 4 HW: 1344 HT: 4.6	18 Social Sailing: Folly Jaunt (4 days) Youth Activity Weekend Seals (Briefing 12.30) Pursuit Race HW: 1416 HT: 4.6
19 Live Music Chichester Harbour Race Week HW: 1447 HT: 4.5	20  Chichester Harbour Race Week HW: 1517 HT: 4.4	21  Social Sailing: Return to HISC Chichester Harbour Race Week HW: 1551 HT: 4.3	22 CHRW Disco Chichester Harbour Race Week HW: 1631 HT: 4.2	23  Chichester Harbour Race Week HW: 1721 HT: 4.0	24  Handicap Race Solo Jul/Aug Series 5 420 National Championship HW: 1822 HT: 3.9	25  Jul/Aug Series 5 420 National Championship HW: 0656 HT: 3.8
26 Summer Bank Holiday  Youth Sailaway Pursuit Race 420 National Championship HW: 0812 HT: 3.9	27  420 National Championship HW: 0928 HT: 4.2	28  Wed Late 9 HW: 1026 HT: 4.5	29  HW: 1115 HT: 4.7	30  HW: 1202 HT: 4.9	31 BBQ & Party Youth Sailing RS Tera OM Handicap Race Solo Jul/Aug Series 6 HW: 1250 HT: 5.1	

Club Racing Start Times			
Saturday Handicap Race	2pm	Youth Racing	09.45am Briefing, 11am
Sunday Club Racing Series	11am	Wednesday Evening Race to 14 Aug	7pm
Pennant Weekend Saturday	2pm	Wednesday Evening Race from 28 Aug	6.30pm
Pennant Weekend Sunday	11am	Thursday Sundowner Race	7pm

September 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
						1 Social Sailing: Solent Rivers (6 days) Seals (Briefing 1200) Youth Racing RS Tera OM Sep/Oct Series 1 HW: 1338 HT: 5.1
2  HW: 1425 HT: 5.1	3  HW: 1512 HT: 5.0	4  Wed Late 10 HW: 1559 HT: 4.8	5  WOW HW: 1648 HT: 4.5	6 Social Sailing: Return to HISC 505 Euro Cup HW: 1740 HT: 4.2	7 Boardsports Late Series 4 Sprint 3 505 Euro Cup HW: 1838 HT: 4.0	8 Youth Racing Sep/Oct Series 2 505 Euro Cup HW: 0716 HT: 3.8
9  HW: 0842 HT: 3.8	10  HW: 1029 HT: 4.0	11  HW: 1116 HT: 4.2	12  WOW HW: 1151 HT: 4.4	13  HW: 1218 HT: 4.5	14  Youth Sailing Handicap Race Solo Sep/Oct Series 1 Round Hayling Challenge HW: 1246 HT: 4.6	15  Bart's Bash HW: 1316 HT: 4.7
16  Social Sailing: Event HW: 1346 HT: 4.7	17  HW: 1414 HT: 4.6	18  HW: 1442 HT: 4.5	19  WOW HW: 1512 HT: 4.4	20 Ladies Who Lunch Youth Train & Race 5 Pennant Weekend HW: 1639 HT: 4.1	21 Live Music Youth Train & Race 5 Pennant Weekend HW: 1639 HT: 4.1	22  Pennant Weekend HW: 1750 HT: 3.9
23  HW: 1904 HT: 3.9	24  HW: 0749 HT: 3.9	25  HW: 0907 HT: 4.2	26  WOW HW: 1009 HT: 4.5	27  Social Sailing: Itchenor SC HW: 1059 HT: 4.9	28  Youth Sailing Commodore's Trophy HW: 1144 HT: 5.1	29 Annual General Meeting Youth Racing Sep/Oct Series 3 HW: 1228 HT: 5.2
30  HW: 1313 HT: 5.2						

October 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	1  Social Sailing: Chichester YC HW: 1358 HT: 5.2	2  HW: 1443 HT: 5.0	3 Thirsty Club HW: 1528 HT: 4.8	4  Social Sailing: Lunch at HISC HW: 1616 HT: 4.5	5 Comedy Night RS Elite Offshore Weekend Sparkes Trophy Handicap Race Solo Sep/Oct Series 2 RS Feva Grand Prix HW: 1708 HT: 4.2	6  RS Elite Offshore Weekend Youth Racing Nab Cup Sep/Oct Series 4 RS Feva Grand Prix HW: 1805 HT: 3.9
7  HW: 0645 HT: 3.8	8  HW: 0803 HT: 3.7	9  HW: 1001 HT: 3.9	10  HW: 1049 HT: 4.2	11  HW: 1121 HT: 4.4	12  Youth Sailing RS Feva Sprints Sprint 4 HW: 1147 HT: 4.6	13  Youth Racing Harbour Challenge HW: 1215 HT: 4.7
14  HW: 1244 HT: 4.7	15  HW: 1313 HT: 4.7	16  HW: 1342 HT: 4.7	17  HW: 1412 HT: 4.6	18 Ladies Who Lunch HW: 1443 HT: 4.5	19 End of Season Party Youth Train & Race 6 Pennant Weekend HW: 1519 HT: 4.4	20  Pennant Weekend HW: 1613 HT: 4.2
21  HW: 1730 HT: 4.0	22  HW: 1844 HT: 4.0	23  HW: 0730 HT: 4.1	24  HW: 0845 HT: 4.3	25  HW: 0950 HT: 4.6	26 Kids' Halloween Party Handicap Race Solo Sep/Oct Series 3 Laser Qualifier HW: 1040 HT: 4.9	27 BST Ends (Clocks go back) Youth Racing Sep/Oct Series 5 Laser Qualifier HW: 1025 HT: 5.1
28  HW: 1107 HT: 5.2	29  HW: 1149 HT: 5.2	30  HW: 1233 HT: 5.1	31  HW: 1317 HT: 4.9		<b>Club Racing Start Times</b> Saturday Handicap Race Sunday Club Racing Series Pennant Weekend Saturday Pennant Weekend Sunday Youth Racing Wednesday Evening Race	
						2pm 11am 2pm 11am 0945am Briefing, 11am 6.30pm



November 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
				1	2 Bonfire Night & Fireworks	3
				Social Sailing: AGM 11am HW: 1401 HT: 4.7	29er Sprints Nov/Dec Sat Series 1 HW: 1446 HT: 4.4	Youth Fire Cracker Series 1 RS Elite Crabber's Nip 1 Nov/Dec Sun Series 1 HW: 1536 HT: 4.2
4	5	6	7 Thirsty Club	8	9 Solo Fleet Dinner	10 Remembrance Sunday*
HW: 1631 HT: 3.9	HW: 1733 HT: 3.8	HW: 1847 HT: 3.7	HW: 0740 HT: 3.9	HW: 0851 HT: 4.1	Nov/Dec Sat Series 2 HW: 0934 HT: 4.4	Youth Fire Cracker Series 2 RS Elite Crabber's Nip 2 Nov/Dec Sun Series 2 HW: 1008 HT: 4.6
11	12	13	14	15 Ladies Who Lunch	16	17
HW: 1040 HT: 4.7	HW: 1110 HT: 4.7	HW: 1141 HT: 4.8	HW: 1214 HT: 4.7	HW: 1248 HT: 4.7	Nov/Dec Sat Series 3 HW: 1325 HT: 4.6	Youth Fire Cracker Series 3 RS Elite Crabber's Nip 3 Nov/Dec Sun Series 3 HW: 1409 HT: 4.5
18	19	20	21	22 Beaujolais Nouveau Night	23	24
HW: 1507 HT: 4.3	HW: 1618 HT: 4.2	HW: 1727 HT: 4.1	HW: 1836 HT: 4.2	HW: 0720 HT: 4.4	Nov/Dec Sat Series 4 HW: 0827 HT: 4.7	Youth Fire Cracker Series 4 RS Elite Crabber's Nip 4 Nov/Dec Sun Series 4 HW: 0921 HT: 4.9
25	26	27	28	29	30	
HW: 1005 HT: 5.0	HW: 1047 HT: 5.1	HW: 1128 HT: 5.0	HW: 1210 HT: 4.9	HW: 1254 HT: 4.8	Nov/Dec Sat Series 5 HW: 1337 HT: 4.6	

December 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
						1 Christmas Fair
						Youth Fire Cracker Series 5 RS Elite Crabber's Nip 5 Nov/Dec Sun Series 5 HW: 1420 HT: 4.4
2	3	4	5 Thirsty Club	6	7 Children's Christmas Party	8
HW: 1506 HT: 4.2	HW: 1557 HT: 4.1	HW: 1652 HT: 3.9	HW: 1754 HT: 3.8	Social Sailing: Lunch at HISC HW: 0640 HT: 4.0	Nov/Dec Sat Series 6 HW: 0748 HT: 4.1	Youth Fire Cracker Series 6 RS Elite Crabber's Nip 6 Nov/Dec Sun Series 6 HW: 0844 HT: 4.3
9	10	11	12	13 Ladies Who Lunch	14 Christmas Party	15
HW: 0927 HT: 4.5	HW: 1004 HT: 4.6	HW: 1038 HT: 4.7	HW: 1113 HT: 4.7	HW: 1151 HT: 4.8	Nov/Dec Sat Series 7 HW: 1232 HT: 4.8	Youth Fire Cracker Series 7 RS Elite Crabber's Nip 7 Nov/Dec Sun Series 7 HW: 1316 HT: 4.7
16	17	18	19	20	21 Turkey Dining In	22
HW: 1404 HT: 4.6	HW: 1501 HT: 4.5	HW: 1604 HT: 4.4	HW: 1707 HT: 4.3	HW: 1812 HT: 4.3	Nov/Dec Sat Series 8 HW: 0653 HT: 4.5	RS Elite Crabber's Nip 8 Nov/Dec Sun Series 8 HW: 0759 HT: 4.6
23	24	25 Christmas Day	26 Boxing Day	27	28	29
HW: 0859 HT: 4.7	HW: 0949 HT: 4.8	HW: 1031 HT: 4.8	HW: 1112 HT: 4.8	HW: 1154 HT: 4.8	Christmas Cracker Pursuit HW: 1236 HT: 4.7	MRS C Winkle HW: 1317 HT: 4.6
30	31 New Year's Eve Party					
HW: 1358 HT: 4.5	HW: 1438 HT: 4.4					
					Club Racing Start Times Saturday Nov/Dec Series 1:30pm Sunday Nov/Dec Series 11am Youth Firecracker Series 0945am briefing, 11am start	

Open events 2019



22 April	Easter Charity Pursuit Race
27 & 28 April	Merlin & Fireball OM
6 May	Early May Bank Holiday Charity Pursuit Race
11 & 12 May	Solo Tyler Trophy
25 & 26 May	Whitsun Regatta
25 & 26 May	Int14 Hayling Hull
25 & 26 May	RS800 OM
25 & 26 May	FF Bulwark Trophy
25–27 May	Tasar National Championship
27 May	Spring Charity Pursuit Race
15 & 16 June	Optimist OM
15 & 16 June	Waszp Event
22 & 23 June	RS200 Summer Regatta
6 & 7 July	29er Grand Prix
27 July–3 August	Tasar World Championship
12–16 August	Youth Race Week
18 August	Pursuit Race
19–23 August	Chichester Harbour Race Week
24–27 August	420 National Championship
31 August & 1 September	RS Tera OM
6–8 September	505 Euro Cup
14 September	Round Hayling Challenge
15 September	Barts Bash
5 & 6 October	RS Feva Grand Prix
5 & 6 October	Sparkes Trophy & Nab Cup
26 & 27 October	Laser Qualifier
28 December	Christmas Cracker Pursuit Race
2 November to 22 December	November & December Open Winter Series
3 November to 15 December	Youth Fire Cracker Open Series



# Commodore's Trophy

Andy Partington  
Vice Commodore Sailing



The Commodore's Trophy is a hugely popular annual event where we run short course racing in a single class of boat – we use the club RS Venture fleet as these enable us to easily provide racing on level terms.

All club members are welcome to participate if they have some experience of racing. We love to see representatives from all of our club racing fleets, our cruising fleet, youth sailors and we usually get a good number of all female crews as the event incorporates the Ladies Trophy. Many people put crews together with their friends and family as well. A crew/team consists of between three

and five people, who all sail an RS Venture together. Youth teams often have four or five in their crew, adults usually only sail with three people, but it is your choice.

The event also includes special prizes for family teams and parent/child teams. The Ladies Trophy is a very keenly contested part of the event with a good number of ladies entering and enjoying the spirit of the event as well as some competitive and exciting racing.

The format for the racing is a series of quick fifteen minute races on a short course located in front of the club to enable popular spectating

and commentary from the balcony. All crews entered sail in a number of races and then the top performing crews progress through to semi-finals and finals. The quick turnaround between each race, ensures we maximise racing time and keep the format lively and entertaining. There is always a great deal of 'chat' on the balcony during and after the racing involving spectators and competitors – there is never a dull moment and it's a fun and inclusive event for all. The Commodore's Trophy will take place on Saturday 28 September.

**Why not get a team together and register for the event this year?**



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# HISC – a world-class championship venue

As one of only four RYA coastal Centres of Excellence, Hayling Island Sailing Club is one of the leading sailing clubs in the UK. Founded in 1921 with some 3,000 members, the club has a permanent staff of more than 20 with an additional pool of temporary staff and highly skilled volunteers for major events.

Situated on a private peninsula of golden sand at the entrance to Chichester Harbour, the club enjoys a unique micro climate which provides ideal dinghy racing conditions in some of Britain's best sailing waters. Sailing is possible at all stages of the tide throughout the year.

With over 50 years' experience of organising National, International and Olympic training and selection events, HISC has the capability and track record to successfully host ISAF accredited championships attracting 400+ entries.



Photo: Paul Wyeth

The club has played a leading role in British sailing, encouraging innovation and development and nurturing many generations of sailing champions including five Olympic medallists.

Some of the major championships HISC has successfully hosted in recent years include:

- RYA Youth Championships
- Laser World Championships
- RS Feva World Championship
- Solo National Championship
- International Moth National and World Championships
- RS200 National Championship
- 29er National Championship
- Tasar National Championship

## The Venue

HISC offers access to two superb sailing areas; the sheltered waters of Chichester Harbour and the open water of Hayling Bay.

In addition the club offers:

- Highly experienced race management team
- Fully qualified International Race Officers
- Three committee boats, 3 large mark laying/patrol boats, 8 patrol boats, moorings, pontoon and ferry service
- Maintenance facilities
- On-site chandlery
- Scrutineer's shed for boat and sail measuring
- 360° race control tower
- Online registration and entry system
- Fast results processing and publishing
- Extensive balcony views of the race area
- Free space for boat and car parking
- Three launch and recovery areas with winches and hoists
- Numerous wash down and water points
- Chains for boat security
- Large wet snack bar, extensive restaurant and bar facilities
- Disabled facilities



Photo: RYA

## Onshore Facilities:

### Onshore Facilities:

- Accommodation to sleep 80
- Dining room with covers for 200
- Bar with capacity for 300
- Barista style coffee bar
- Wet snack bar & BBQ facilities
- Conference facilities for up to 150
- Car parking for 400 cars
- Internet access and free wifi
- First aid room
- Training rooms
- Protest rooms
- Extensive modern changing rooms with under floor heating
- Security lockers for personal belongings
- Houses to rent within walking distance of club
- Campsite and caravan parks nearby
- Race management facilities
- Private sandy beach for families
- Two local marinas

..timekeepers, flags, pin end, mark layers, and safety boats did a first class job too. So my sincere thanks to everybody on the race team as well as the shore staff; from the tally desk, to the car park directors who did such an excellent job. We were made to feel very welcome. Well done HISC and thank you again.

Graham Cranford Smith

Solo 5755 Philomena

Solo UK National Championship 2018



Photo: Peter Hickson

A quick note to say a massive thanks for all your support and efforts over the weekend. The venue, the facilities, the stretch of water and all your support really is by far the best package that we have found for our events. We really appreciate how professional you are and how this projects to the the fleet. First class, we'll be back!!!

Gareth Edwards

Laser Masters Committee

Laser Masters Nationals Championships 2018

## The local area

With spectacular views of Chichester Harbour, the South Downs and the Isle of Wight, Hayling Island Sailing Club is located on a sandy peninsula known as Black Point. Hayling Island is a true island with road bridge access to the mainland and a foot passenger ferry to the nearby historic waterside city of Portsmouth. The Roman city of Chichester with its spectacular Cathedral and nearby Roman Palace are easily accessible for sight-seeing, shopping and restaurants.

The island boasts over 3 miles of beaches overlooking the world famous sailing waters of the Solent and Isle of Wight. Extensive opportunities exist for sailing, windsurfing, power boating, jet skiing, paddle boarding, canoeing, kayaking and swimming.

Hayling Island enjoys fast links to international airports, ferry ports and the UK motorway system.



# Black Point birders

Anthony Penfold



We at HISC are hugely privileged. Our club on Black Point sticks out into Chichester Harbour, an area that is arguably one of the best birding spots around. Not only are we part of an AONB (Area of Outstanding Natural Beauty), the club is also within a Site of Special Scientific Interest, a Special Protection Area for birds and a Special Area for Conservation. Not surprisingly there are often birders wandering around armed with 'scopes' (telescopes), binoculars and subdued clothing.

Just to clear up a point, twitchers are birders who will rush off at the ring of their pagers to anywhere in UK from the Scillies to Fair Isle to catch sight of a rarity and add it to their tally for the year. They are armed with very expensive scopes, long-lensed cameras and of course the obligatory pager. We see them occasionally at HISC when Andy Johnson our resident no.1 birder puts the word out that there is a rarity around. Andy reconnoitres the area every day identifying, counting and reporting on all the birds in our part of the harbour and Sandy Point Nature reserve.

**So what birds can you see from HISC? I reckon a good year's count would be 30 species.**

By far the most important are the Black Bellied Brent Geese that visit us

from October to March. Up to 10,000 (probably 20% of the world population) have been counted in the harbour at times in the winter and their numbers are increasing due to better protection and recent good breeding years.

They can be seen in the lagoon, especially at low tide, eating the eel grass and on certain grassy areas such as Tournerbury Golf Course and fields bordering the harbour. They are quite long-lived with the oldest goose recorded as 28. They tend to stay in family groups while here and the first-year birds can be identified by their lack of the white collar of the adults which helps the experts assess their annual breeding success.

The next most obvious bird to spot is the Oyster Catcher. There can be up to

1,100 in the harbour during the winter. They are noisy black and white birds with red beaks and legs. They roost on the sandbank between us and Sparkes at high tide and spread themselves out round the harbour on the sandbanks to feed at low tide. Most leave in the summer, just a few stay to breed.

Also on our roost with the Oyster Catchers are often up to 1,000 Dunlin, little waders not much bigger than a Sparrow. They fly together like starlings in spectacular 'clouds' flashing brown and white. Upto 12,000 have been reported in the harbour. They leave us in the Spring to breed in the Arctic.

The pesky little waders that roost on the decks of our cruisers in the late summer are Turnstone. Amazingly the harbour count is only 180; it seems to



be many more when one has to scrub the decks after their visits. They are actually delightful little birds which feed on the shoreline, as their name suggests, by turning over stones and seaweed to feed on the flies and sandhoppers they find there.

The Little Egrets, pretty small white Herons with yellow feet, have only arrived here relatively recently. The first arrivals were in the 60s and the first nest was recorded in the harbour in 1969. As the weather has warmed, they have spread North and there are now 250 or more resident in the harbour. They can readily be seen in the lagoon, fishing along the water's edge.

The most spectacular of our summer visitors are the three species of Terns. The Common Terns, with black heads and sharp red beaks, dive for fish off the club and up the Mengham Channel. They nest on rafts provided for them by the RSPB in the old Oyster Beds at the top of the Hayling Billy and on the Islands in Langstone Harbour.



Much rarer are the Little Terns whose breeding colony on the RSBP islands in Langstone Harbour is one of a very few in the British Isles. They are delightfully pretty little birds, all white with a black head and white blob between the eyes. They also can be seen off the club and up the Mengham channel diving for fish. Like all three Terns they enjoy resting on the mooring buoys up and down the trots.

The third Tern by contrast is more of a thug: it is the Sandwich Tern, much bigger than the other two with a very obvious plume of feathers streaming from the back of its black head. There is some doubt as to whether they nest in the harbour but there are a number around during the summer and some appear to be overwintering, maybe due to the mild winter we have had so far this year.



**Herring Gulls are the ones that reportedly attack you if you are sitting outside eating fish and chips in a Cornish village. I think you will be safe eating your Panini outside the Snack Bar...**

Gulls: They aren't all the same! In fact there are upwards of 10 different species listed in the bird books but we can normally only see four from HISC. By far the most common, especially in the winter, are the Black Headed Gulls, except they don't have a black head in the winter, just a splodge above the eye. Even in summer the head isn't

really black, it is a very dark grey. Much more interesting is the Mediterranean Gull; like the Little Egret they only started nesting here recently, in fact in 1968. We are right at the Northern limit of their range, and by far the biggest colony is in Langstone Harbour where up to 1,600 have been recorded, but they regularly visit us. The difficult bit is separating them from their look-alike Black Headed Gull. They are summer visitors: they really do have a black head and unlike the Black Headed Gulls they have all white wings while the BHG have black wing tips. Best to ask a birder if you are confused. Or maybe shout Med Gull very loudly and pretend you know!

The other two Gulls are real thugs; they will chase and eat anything. They are the Herring Gull and it's bigger relative the Lesser Black Backed Gull. Herring Gulls are the ones that reportedly attack you if you are sitting outside eating fish and chips in a Cornish village. I think you will be safe eating your Panini outside the Snack Bar... but you never know! There are fewer Herring Gulls here than in Cornwall and few if any nest in the Harbour.

A real rarity worth watching out for is an Osprey Fish Eagle. Their nearest nesting site is on Rutland Water and the Harbour Conservancy would dearly love them to nest here. But in spite of tempting them with man made nesting sites, no luck yet. They do come to the Harbour on their way South to warmer climes in September and if you are lucky you can see one through the club binoculars, perched on the runway light posts off Thorney.

For more information check out the Chichester Harbour Conservancy website under 'Birds' which gives lots more information and photos of nearly all the birds seen in the harbour, or buy the RSPB Guide to British Birds.

The Club binoculars are great for bird as well as boat watching and would be even better if we could persuade the Gardening Ladies to cut back the trees that come between us and the roost on the sandbank off Sparkes!

Good birding and do let me know if you see more than 30 species around HISC in 2019!



# Your club needs you

## Volunteering at HISC

### The General Committee

The vibrant success of HISC both on and off the water depends to a large measure on the members who volunteer their time and talents to help organise and support a wide range of activities. The club greatly values and appreciates all who give their time and expertise, and the feedback from those who do volunteer speaks of satisfaction at being able to contribute to helping the enjoyment of others. But there is always room for more volunteers!

So, to help members who might be thinking about volunteering, we have drawn up a list of the main activities that members can help with, together with a summary of what's involved and how to find out more. Please think about whether you can give some time to any of these.

### Flag Officers

The club is always keen to welcome members who are interested in serving in one of the key positions of responsibility:

- Commodore
- Vice Commodore Sailing
- Vice Commodore House
- Rear Commodore Finance
- Rear Commodore Racing
- Rear Commodore Cruising
- Rear Commodore Youth
- Chair of Membership Committee

Time commitment: Organisation and oversight of club activities, committee chairmanship, 6–10 meetings annually, attendance at AGM and SGM.

How to: Appointment is by election. Current appointees will be happy to tell you more.

### Member-elected representatives

These representatives help ensure that the club's committees have their fingers on the pulse of members' views and concerns.

- General Committee – 3 positions
- Sailing Committee – 2 positions
- House Committee – 2 positions



Time commitment: 6–10 meetings annually, ex-committee work in support of Flag Officers.

How to: Appointment is by election. Current appointees and Flag Officers will be happy to tell you more.

### Co-opted roles

Members who volunteer to bring their interests and talents to support the work of committees:

- Club Racing Committee – 6 positions
- Cruising Committee – 4 positions
- Youth Committee – 6 positions
- Membership Committee – 5 positions
- Class Captains

Time commitment: 4 – 6 meetings annually, ex-committee work in support of Flag Officers. Membership

Committee members hold regular welcome briefings for new members.

How to: Appointment is by Committee Chairs who will be happy to tell you more.

### Club sailing duties

Members between the ages of 18 and 69 are asked to give up some time each year to help run club sailing activities ashore and afloat:

- Club Race Officers
- Assistant Race Officers
- Safety Boat drivers
- Safety Boat crews
- Race Box team
- Beach management

Time commitment: A minimum of 2 days annually, but many members give more.

How to: Select dates in DutyMan, which goes on-line each January.



### Open Meetings and Championships:

HISC's excellent reputation as a venue for major sailing events relies on the willingness of members to offer their support in many roles.

- Race officers
- Assistant Race Officers
- Safety Leader
- Crew Safety Leader
- Mark layers
- Shore tally team
- Race box team
- Protest committees

Time commitment: Events typically last a day, a weekend or a week. It's helpful if members commit to the whole event, but there are always vacancies for those who can only do a day or two of the longer events.

How to: Select dates on DutyMan which goes live in January.

### Social Sailing

Organise a mid-week sailing or social event for the Social Sailing group.

Time commitment: 2-3 days.

How to: Speak to Lyn Smith, Social Sailing Class Captain.

### Youth Sailing

Become involved in helping organise and run events in the club's youth sailing programme (Family Fun Week, Youth Race Week, etc).

Time commitment: variable from a day to a week.

How to: Speak to Sarah Mitchell, Rear Commodore Youth.

### Thursday Club instructors

Qualified dinghy sailing instructors are always required to help the club's outreach sailing training for local young people which runs from March to September.

Time commitment: 2 hours on a Thursday afternoon after school.

How to: Speak to Mike Baker, Trustee.

### Archives management

Help the small team which is cataloguing the club's many records and photographs, including arranging displays of historic material in support of club events.

Time commitment: 2–3 hours per week, mostly during the winter.

How to: Speak to Belinda Cook or Léonie Austin.

### Club Working parties

Join other members organised to repair sea defences, maintain launching slipways, tidy up the site, clear sand etc.

Time commitment: 3 – 4 hours, typically on a Saturday morning in the winter (coffee, soup and rolls provided!).

How to: Watch out for notice of working parties on the club website, weekly email newsletter and Facebook pages.

### Christmas Fair

Help organise the club's annual Christmas Fair which raises money for charities.

Time commitment: a few days in November/December.

How to: Speak to Emma Toman.

### Lost property sale

Help organise the sale of lost property normally held alongside the Christmas Fair and which raises money towards the fund to celebrate the club's centenary in 2021.

Time commitment: a few days in November/December.

How to: Speak to Pam Marrs.

### Nearly new sale

Help organise the sale of nearly new sailing clothing held in the Spring.

Time commitment: a few days in February/March.

How to: Contact Anna Wells.

### Gardening

Join one of the teams that cultivate the club's gardens and dunes.

Time commitment: Working parties are held during the Spring and Autumn.

How to: Speak to Carolyn Curties or Jan Wareham.

### 500 Club

Join the team that runs the 500 Club that raises money used for monthly prizes for members and to fund projects deemed of benefit to club members.

Time commitment: An hour or so each month to manage the draw, and occasional meetings to discuss projects to be funded.

How to: Speak to Pam Marrs.



# Stay in touch



## Website

Our website at [www.hisc.co.uk](http://www.hisc.co.uk) is your first point of reference for all club information. The site has recently been re-launched and is now fully responsive to the device you are using, so no matter whether you are viewing on a mobile phone, a tablet or a PC you should get an excellent experience and be able to find the information you need. All current news, events, socials and club racing are on the site.

You should also register for your Members Account which is accessible from the 'Members and Booking' link in the top section of the website. If you are a member you will have received an email about registering for an account, if you haven't received this please contact the office. This account will allow you to book club events, both sailing and social, and you can top up your club card – it's easy to use and only takes a few seconds to book events. It will also provide links to information such as committee meeting minutes, club policies and annual accounts and very importantly, you can change any of your personal details such as telephone number, address, email via this secure online account.

Please use your members account, it's open 24 hours, unlike the office - and it will save the club money, and you time.



Members' log-in page

## Email Newsletter

All members are automatically opted into our weekly email newsletter. This normally comes out on a Thursday and contains really useful information about what is going on when, news from committees, tide times and any special offers. It's sent directly to your registered email address so please keep us updated on any changes of email address.

## Social Media



HISC has various Facebook groups and pages with the main one being *Hayling Island SC (HISC)*. There are also groups for HISC Events, Boardsports, HISC Club Racing, HISC Youth, Hayling Island Fireballs and for other classes and groups within the club. These are a great way to stay in touch with areas of the club's activities that interest you the most. A quick search of Facebook will bring up all the relevant pages and groups – feel free to join any that interest you.



Check out our Instagram page *Hayling\_Island\_SC* for lots of information on upcoming activities and a bit of fun.



HISC communications on Facebook and Twitter



Our Twitter account is *HISC@HaylingIslandSC*, please follow us for lots on interesting sailing tweets.

Why not post some of your great experiences at HISC this year on Social Media? Please post using the hash tag *#HaylingIslandSC* for anything you'd like to share.

## Mailings

There are two printed mailings sent to members each year, the HISC Calendar in the Autumn and the HISC Yearbook in the Spring. All voting information is sent via email.

## Word of Mouth

Come down to the club, say hello to your fellow members in the bar, snack bar or restaurant. You'll be amazed what you might find out, there are many friendly faces and members who welcome having a chat over a coffee or something stronger. All the flag officers welcome members' feedback so please find out who they are – their pictures are in the lobby and they are at the club on a regular basis.

## Weather

For tidal information and actual weather/wind conditions please visit [chimet.co.uk](http://chimet.co.uk).



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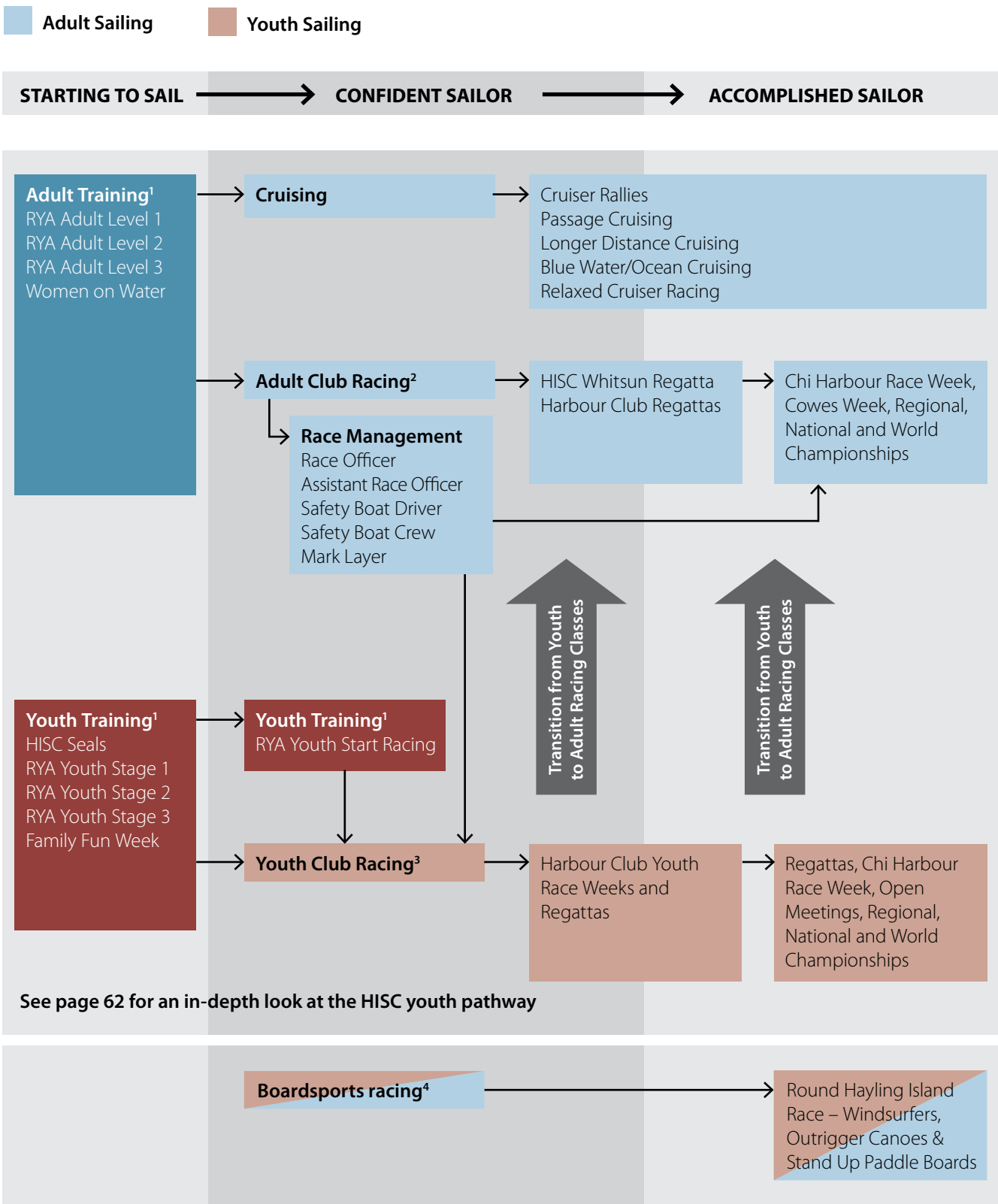
### ICAEW

CHARTERED ACCOUNTANTS



# The HISC pathway

Progression from beginner to regatta winner



1 For Training Information see page 78  
2 For Racing Information see page 14

3 For details of Youth Racing see page 62  
4 For details of Boardsports Activities see page 54

# 2018 Roll of Honour

Podium places at UK National, European and World Championships

**YOUTH CLASSES**

**World Championships**

RS Feva	Rupert Jameson (Crew)	Second
RS Tera Pro	Ben Tuttle	First
RS Tera Sport	Ollie Peters	First



**European Championships**

RS Feva	Rupert Jameson (Crew)	First
---------	-----------------------	-------



**National Championships**

Mirror	Chris & Daisy Fuller	First
RS Feva	Robbie McDonald (Helm)	Second
29er	James Hammett & Piers Nicholls Freddie Peters & Elliott Wells	Second Third



**ADULT CLASSES**

**World Championships**

International 14	Andy & Tom Partington	First
470 (women)	Eilidh McIntyre (Crew)	Third



**European Championships**

Flying Fifteen	Andrew Lawson (Crew) Greg Wells & Andrew Jameson	First Second
RS800	Phil Walker & John Mather	Second



**National Championships**

Flying Fifteen	Greg Wells & Andrew Jameson Ian Pinnell (Helm)	Second Third
RS800	Tom Morris & Guy Fillmore	First
RS Elite	Mike & Caroline McIntyre, Simon Childs Paul Fisk, Nick Peters & Pippa Jubb	First Third
K6	Alice Masterman (Crew)	Third
International Canoe	Philip Robin	Third
Tasar	David Sayce & Fiona Sayce Simon Childs & Kate Jessup	Second Third





# Solo sailing as popular as ever

Greg Swift  
Solo Class Captain



Welcome to the Hayling fleet of the National Solo Class. The Solo is one of the most popular single-handed racing dinghies in the UK. Designed by Jack Holt in 1956, the popularity of the Solo is firmly established with sail numbers approaching 6000. The National class has a comprehensive programme of open meetings and regional Championships with 50-60 Solos regularly attending these events all around the country. In addition, there are four inland Championships (Winter, Spring, Inland and End of Season) and a National Championship. These events often have entries of over 100 boats. For those wanting to go further afield there are events in Holland, France and Italy (Lake Garda).

Why, might you ask, is a 60 year old design with a reputation as an old man's boat (totally wrong as those who contested the 2018 National Championships in Hayling Bay can testify) be so successful against competition from much more modern



Well Jack Holt seemed to get the basics just right and designed a boat which could be sailed by someone of just about any age weight or ability.

designs? Well Jack Holt just seemed to get the basics just right and designed a boat which could be sailed by someone of just about any age, weight or ability. Much development of the Solo has taken place over the sixty years while still keeping true to the original concept. Stiffer hulls made of FRP, improved cockpit layouts and much more powerful configurable rigs has made the Solo the boat it is today; a robust and affordable single hander, with excellent re-sale value, which has attracted some of the best dinghy sailors in the country. With around 100 new boats being built each year, a very active Class association and a friendly and relaxed atmosphere among the sailors it is the class to be a member of.



Photo: Peter Hickson



Photo: Peter Hickson

Hayling Island Sailing Club has the largest Solo fleet in the UK with 70 registered boats. Our ages range from 18 to 80 and weights from 70 kilos to – well some will admit to 90 kilos but it may be a bit

more. In ability we go from professional sailors to some who have only just taken up sailing and we all race together with our own fleet start and many different race winners during the season.

In 2018 we had another great sailing season with average turnouts of 10+, the highest in the club by a large margin. Apart from the regular Saturday and Sunday points series and the Pennant Weekends, we had Sprint days, a training day, a handicap event, the Golden Jubilee Trophy (sadly the Dell Quay Dash was blown off in 2018), when everyone had a chance to win a cup. In addition, there was the Tyler Trophy open meeting (nearly 40 competitors) won by Pete Mitchell and the overwhelmingly successful National Championship (over 100 competitors), won comprehensively by Charlie Cumbley. In an outstanding performance HISC had 9 out of the first 20 placings and again won the club trophy at the Nationals.

HISC continues to attract new members to the fleet from other clubs and classes and several visitors who competed in the Autumn series could not have spoken more highly of the club racing and the facilities. We are also fortunate to have the Solo national class chairman as an active member of our fleet.

If you are interested in joining the HISC Solo fleet please contact myself, Greg Swift, or any of the Solo sailors. For more information on the class and some great videos look at the NSCA web site [www.solosailing.org.uk](http://www.solosailing.org.uk)

Contact Class Captain Greg Swift email [solocaptain@hisc.co.uk](mailto:solocaptain@hisc.co.uk)



Photo: Peter Hickson



# RS Elite – sunshine, blue skies and fair winds

Paul Fisk  
RS Elite Class Captain



Photo: Peter Hickson

Bart's Bash blue sky

Our successful 2018 season was tinged with a note of great sadness with the tragic loss of Wayne Rogers during Cowes Week. Wayne was a hugely popular and larger than life member of the fleet and club. He will be so sadly missed and forever in our memories.



Wayne Rogers

## 2018 National Championship

After the 2017 Nationals from hell in hideous weather at Hayling, five HISC boats made the trip to the Royal North of Ireland Yacht Club on the shores of Belfast Lough for the Brewin Dolphin/Aston Martin National Championship from heaven, in beautiful sunshine and steady breezes. Three boats managed to stay sufficiently sober to make it into the top four overall with *Foudafafa* (76 – Mike McIntyre, Simon Childs, Caroline McIntyre) victorious, *Legs Eleven* (110 – Paul Fisk, Nick Peters, Pippa Jubb) in third and *Shaken Not Stirred* (7 – Colin Smith, Paul Smith, Anna Wells) close behind in fourth.

## Club racing

2018 Sprint Champions were *Lazy Daisy* (66 – Andy Partington, Gareth Edwards,

Karen Partington) with *Legs Eleven* (110 – Paul Fisk, Pippa Jubb, Caroline Fisk) and *More T Vicar* (67 – Ossie Stewart, Ian Tillett, Tom Stewart) in second and third.

The Pennant Series was won by *Foudafafa*, with *Shaken Not Stirred* second and *Legs Eleven* third. Early and Late Sundowner series were both won by *Legs Eleven*.

## Open events

Away from home, 2018 included a trip to Bembridge/Seaview for the Southern Area Championship. *Riff Raff* (20 – Russell Peters, Tim Peters, James Grant) navigated their way through some challenging sailing instructions to win from *Foudafafa* in second and *Shaken Not Stirred* third. An extraordinary



Photo: Peter Hickson

Balmy Sundowner Thursday evenings

outcome after redress and further redress in Cowes Week, saw *More T Vicar* and *Riff Raff* inseparably tied for first place followed up by the Hitchcock family in *Aurora* (84 – David, Chris and Jill Hitchcock) in third.

A new format for Race Week with a six race series on Wednesday, Thursday and Friday starting at the same time as the dinghy fleets, encouraged nine competitors to take part. *Shaken Not Stirred* put together a steady series to comfortably win from *Lite Bloo* (6 – Adrian Ward, Hugh Ward, Gareth Edwards) and *Riff Raff* (20 – Freddie, Suzy & Emily Peters, Pete Redmond) in third.

The new HISC drysail scheme enabled more boats to take part in the Autumn Crabber's Nip Series where *More T Vicar* held their nerve to win the trophy back after a tense final race. The trophy will enjoy pride of place on the mantelpiece back home at Crabber's Nip.

## The season ahead

2019 sees the usual mix of Sprint Saturdays, Pennant Weekends and Thursday evening late and early Sundowner series as well as the Whitsun Regatta. Further afield, the Southern Area Championship will be hosted by Bembridge Sailing Club in early June and the National Championship will be contested in July as part of the Volvo Dún Laoghaire Regatta in Dublin Bay. 31 confirmed entries in early January augurs well for a big championship with at least 10 boats from HISC set to take part.

Regular fixtures include Cowes Week and Chichester Harbour Race Week with the season rounded off with the Sunday morning Crabber's Nip Autumn Series.

## New events

The inaugural Eastern Area Champs will be hosted as part of Burnham

Week over the bank holiday weekend in August. The event will be a mix of windward-leeward courses with some more interesting longer distance round the cans challenges spread over three days, coupled with a relentless social programme.

We have two new club events with a difference to look forward to next year – the Loving Cup is a two-handed, no spinnaker, short course Saturday afternoon event for loving couples. We also have an 'offshore' weekend planned to go hand in hand with the cruisers' Sparkes Trophy and Nab Cup in early October.

For further information about the RS Elite fleet at HISC, visit the Class page on the HISC website or get in touch with Class Captain Paul Fisk who is often to be found in the bar after racing, or email [rselitecaptain@hisc.co.uk](mailto:rselitecaptain@hisc.co.uk)



Photo: Peter Hickson

Close quarters sprint racing



# HISC Fireball sailing

Nick Hurst

Fireball Class Captain

HISC's active and growing Fireball fleet is looking forward to an exciting and action-packed 2019 season.



2018 has seen the success of the HISC Fireball fleet continue. Largely due to the efforts of my predecessor, but without the support of the sailors, Chris' efforts would have been in vain. I have been sailing Fireballs for over ten years now and I have no plans to change anytime soon.

People often ask why the Fireball, a 1962-designed two-person, single trapeze and symmetric spinnaker design, remains so popular in an age of off-the-peg asymmetric designs.

What attracts so many of the country's leading sailors to the class? Why is the class sailed all over the world? Why, when so many new classes burst onto the scene but often quickly disappear, does the Fireball's appeal endure? The answer may be found within the HISC fleet.

The Fireball appeals to all ages and can be sailed by both genders – at either end of the boat. Just look at who sails at the club. A growing number of teenagers mix with adults who often have decades of sailing experience. Several active fleet members first sailed Fireballs in the 1960s. Novices sail with those who have great international experience and who will happily dispense advice. What bonds them together? A boat that is fun to sail! More than that, as the wind increases the sailing experience becomes simply exhilarating. In 'bang-for-buck' terms, the Fireball is peerless. There is nothing quite like a stunningly fast three-sail reach across the relatively flat waters of the harbour or surfing the waves in Hayling Bay!

Despite the 'speed-machine' look, the Fireball is actually very forgiving.

The Fireball is 'easy to sail but hard to sail well' which is why sailors of varying experience all find it such a joy. There are those who will point to the symmetric spinnaker as a negative but that is actually part of the appeal. Yes, there's a skill set to master, but it is far more rewarding than an asymmetric kite. Fireballs are also relatively cheap to buy and examples may be found to suit any pocket. Further, FRP boats will last a long time in top condition – the 2016 European championship was won by the same boat that claimed the championship in 2002!

Many will have noticed that not all Fireballs are modern, white FRP-built hulls, outwardly similar although actually sporting varying rigs to accommodate different crew weights. Some are built in that rather old-fashioned, but aesthetically pleasing to



In 'bang-for-buck' terms, the Fireball is peerless. There is nothing quite like a stunningly fast three-sail reach across the relatively flat waters of the harbour or surfing the waves in Hayling Bay!



the eye, material called 'wood'! Fireball sailing offers a broad church and older, wooden boats have their supporters. Some of our members prefer to cruise their lovely vintage boats and may often be seen sailing single-handed around the harbour. One such boat, Fireball 2, harks back to the class's earliest days and to HISC's place in Fireball history. Not only did HISC host the first-ever Fireball race, a year later the club hosted the inaugural UK National Championship and, in 1966, the first World Championship. Fireball is in the club's DNA.

It's not all about being on the water though. The fleet has developed

a training programme under the leadership of David Sayce which offers assistance to sailors reflecting their experience and addressing areas for improvement. Neither is it all about sailing. The Fireball fleet regularly gathers for social events usually centred around local restaurants. More events are planned!

Reflecting the fleet's position as one of the UK's leading fleets, HISC Fireballers put a lot back into the class. Steve Chesney is a past Commodore of Fireball International, Chris Turner is Chairman of the UK Fireball Association and Simon Benson, John Piatt, Sophia Benson and Nick Hurst are all UKFA

committee members. Consequently, the fleet is always at the forefront of Fireball matters and is in a great position to influence debate.

For those interested in joining the class, the HISC fleet has its own Facebook page (Hayling Island Fireballs). Further information may be found at the UKFA website ([fireballsailing.org.uk](http://fireballsailing.org.uk)) and that of Fireball International ([fireball-international.com](http://fireball-international.com)).

The class captain, Nick Hurst, may be contacted at [fireballcaptain@hisc.co.uk](mailto:fireballcaptain@hisc.co.uk)







# RS200s at HISC

Cameron Stewart  
RS200 Class Captain

The RS200 is a modern, two-handed dinghy, perfect for everyone from serious sailors to families.

HISC is home to the largest fleet of RS200s on the globe and 2018 has seen another season of exceptional performance from our sailors, with sailors from HISC hitting the top spots at national events. The RS200 offers just the right combination of easy handling, and exciting sailing that makes the boat suitable and enjoyable for sailors of any ability and age. And with minimal difference between old and new boats, the sailing is on a very balanced playing field.

This year, like those before, the emphasis is on getting as many people sailing as possible and increasing the

number of regular weekend sailors. As a result, the HISC RS200 class has some new initiatives to encourage more sailors to get out on the water. For example: training weekends run by your fellow club RS200 sailors and experienced coaches, an availability form to match up helms and crews, class youth prizes to encourage more under-18's to try out the RS200, and there will be more opportunities for you to meet your fellow RS200 sailors through pre-sailing meet ups/briefings and the popular class socials.

Whilst the class can offer some of the best competitive racing available, the club can offer more informal sailing opportunities such as the weekly handicap series, sprint racing and pennant racing, open to any member of the sailing club, and often well attended.

Of course, not everyone will be able to attend every weekend to complete the handicap series which is why the club runs sprint racing (short, fast-paced racing) or pennant racing (standard racing format) each month. Results for these weekends are recorded separately and considered separate events from the normal weekend series. Sprint racing has proved to be particularly popular within the RS200 class at HISC and is usually very well attended.

The current active fleet at HISC consists of a healthy mix of age, and experience. Even if you do not have a boat yourself it is likely that you can find someone to sail with that does, whom will suit your style.

## 2019 Season

Looking ahead, this year has plenty of exciting events for those who wish to



sail the boats competitively. This year's nationals are being hosted by the Royal Torbay YC. Closer to home, HISC is hosting the RS200 Summer Regatta, the 3rd event in the Rooster Grand Prix Series. This is the perfect opportunity to race against RS200 sailors from around the country and get some bigger fleet racing experience, whilst still enjoying the fantastic facilities and sailing conditions HISC has to offer. The full program of national events can be found on the RS200 Class Association webpage.

HISC will also host individual starts for the RS200s at the Whitsun Regatta 2019 and Chichester Harbour Race Week.

As a class we are very close to our neighbours Itchenor, and as a result quite often enjoy some combined fleet racing. With the two largest RS200 fleets in the UK this usually results in exciting racing opportunities. Those members of HISC who are willing to brave the cold may also get involved with the 'Winter Warmer Series' hosted by Itchenor.

For further details please do not hesitate to get in contact with Cam Stewart, the class captain ([rs200captain@hisc.co.uk](mailto:rs200captain@hisc.co.uk)).

General class communication is through our email newsgroup which you can join by contacting Cam.

However, if you are linked up on Facebook you should be able to find 'HISC RS200 Fleet' group where other communications are posted.





# Flying High

David Nicholls

Flying Fifteen Class Captain (retired)



Photo: Peter Hickson

Hamish and Andrew Streeter – Race Week Winners

Summer 2018 was one of those amazing seasons, which we will all remember for its terrific weather. Despite some light wind weekends, good turnouts were seen at the Pennants and in Sundays' points series.

Chichester Harbour Race Week was also well supported with 11 entries and our own start. The week was won convincingly by Hamish Streeter and father Andrew, second was Mike Partridge and Claire Davis, third was Roger and Barbara Palmer. A guest appearance on the final race and winning the Cornflakes Trophy was Russell Peters and Alan Roberts. Excellent race management from FF sailors Greg Wells and Steve Hine, thank you.

HISC hosted 30 boats for the FF Southern Area Championship, which was won by Graham Vials and Chris Turner. HISC is a popular venue within the UK FF fleet and in 2020 we will be hosting the Nationals.



New Class Captain, Mark Nicholson and daughter Amelia

The fleet had its AGM after the Final Fling. Mark Nicholson is the new FF Class Captain and has already taken over from me, which is excellent news. Mark and his brother Ian have been campaigning in 3564. With the support of Claire Davis (Vice Class Captain) I am sure the fleet is in excellent hands.

I am pleased to announce next year we will see an increased fleet size and from discussions we have been having I predict a much increased turnout. Charlie McKee and Simon Montague have bought Frequent Flyer, Jez White and Gaynor Orton will be sailing their new MK10. Mike and Claire have their Dingwall 'pimped' by Ben Dingwall, plus all the usual suspects. One reason



Photo: Peter Hickson

Mike Partridge and Claire Davis, Race Week Runners Up

turnout is likely to be higher is that the Worlds are in September. Undoubtedly our HISC sailors will be practising, tuning and generally sparring in preparation.

This year has seen a large percentage of the club fleet with female crews. The FF is well known for tolerating a big range of overall weights from 24 to 30 stone, all of which are competitive. We also have a massive diversity of ages in the class from teenagers to septuagenarians.

We caught up with Vice Class Captain, Claire Davis and asked her whether the FF is suitable for both men and women.

*"If you've always thought that Flying Fifteen sailing is for big strong, powerful burly men, then think again! I joined the growing number of smaller, female, Flying Fifteen crews about a year ago and have discovered it's more about technique than force. With the aid of a new design jib, which makes sheeting easier, and pole-launching systems, which removes the fighting to get the pole clipped on with a powered up spinnaker, there is no need for brute strength any longer."*

*With race courses tending towards windward-leewards, removing the tricky higher wind tight reaching gybes, the girls aren't so disadvantaged and HISC is embracing this trend with their courses. Combining some events with the Elites makes this well managed racing."*

*Maybe one unexpected piece I didn't realise I'd enjoy so much is the staying dry and not capsizing with all the exhilaration of sailing a dinghy."*

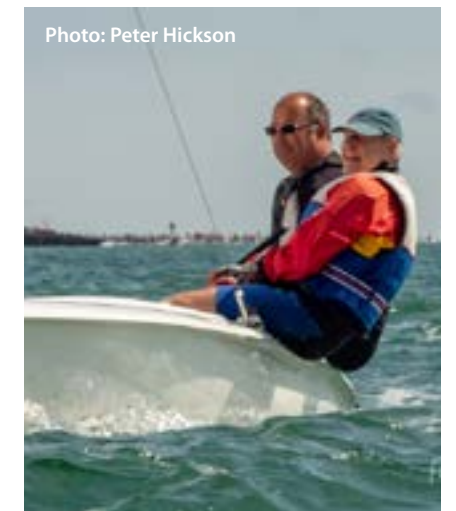


Photo: Peter Hickson

Ex Commodore, Mark Wood and John Williams

Chichester Harbour Race Week is 19–23 August.

The next FF Worlds will be raced in Dublin Bay, between 2 and 13 September. This is an awesome venue with legendary hospitality. HISC will, as always, be sending several entries, so good luck to all! More info at: [www.flying15worlds2019.com/nor-sis](http://www.flying15worlds2019.com/nor-sis)

*Stop Press: FF Nationals at HISC, 30 July to 2 August 2020.*

Class Captain, Mark Nicholson, email [flyingfifteencaptain@hisc.co.uk](mailto:flyingfifteencaptain@hisc.co.uk)



Photo: Peter Hickson

Roger and Barbara Palmer, joined the fleet in the 1980s and have rarely left the podium. Also our generous BBQ hosts in Race Week.



# RS700s at HISC

Andrew (Spike) Daniels

**RS700 Class Captain**

In an ever-changing dinghy sailing world, the RS700 still holds a place at the high-performance end of the spectrum. It has HISC in its DNA, having been developed at the club in the late 1990s and its sailors being a mainstay of the UK fleet ever since, spawning National and European champions. The current UK chairman, Theo Galyer, also sails from HISC.



With a large mainsail and asymmetric spinnaker, the boat requires physical and mental commitment, but rewards sailing legends and mere mortals alike in a way that only a few boats can. Its unique one-handed kite pump system makes hoisting and lowering the spinnaker very manageable, even on your first sail.

There is a great sense of community within the RS700 fleet, with tuning and handling advice, spares and tools all freely circulating in a friendly atmosphere. A simple and strong rig and an epoxy/foam hull construction has meant the early boats have remained competitive, which means there is a great second-hand market for these exciting boats. And so, the 700 offers very cost-effective, fast, one-design racing.

Once again in 2019, the 700s will be active in all aspects of the club's racing activities: Sprints, Pennant weekends, Wednesday Evening Racing and the various Saturday and Sunday series throughout the season.

There's usually a 700 sailor in the dinghy park, so if you want to know more, come and have a chat or contact the class captain.

Contact Andrew (Spike) Daniels  
**rs700captain@hisc.co.uk**



# RS800s at HISC

Jeremy Williamson

**RS800 Class Captain**



The RS800 is a high-performance twin trapeze skiff that allows both men and women to experience the thrill of exciting sailing and racing, without breaking the bank or having to worry about any of the usual constraints associated with high-performance skiff sailing.

The RS800 has a full carbon-fibre mast and by minimising weight and drag in the hull, it is powered to exceptional speeds using a manageable size rig. The result is a skiff that delivers the kind of performance most sailboat racers dream about, with highly competitive racing in big fleets and a very sociable class which caters to the mixed-gender crew, parent and child, youth team and pretty much any other combination you can think of.

Utilising a simple, yet effective performance equalisation system that takes into account helm and crew weight and leverage, the class ensures close high speed racing for teams of all shapes and sizes. The system really works and is an integral part of the success of this fleet.

Although the boat has seen one or two, non-performance enhancing, updates, such as a new deck layout and most recently a new ultra-modern mainsail design, it has remained true to its original ethos as a strict manufacturer's one design. With very high build quality standards, this means that well-maintained older boats remain competitive and can be picked up from as little as £1,000. That's an awful lot of bang for the buck!

Hayling Island Sailing Club is the spiritual home of the RS800, as much of the original testing and development work took place in the harbour and out in Hayling Bay.

After a few relatively quiet years, the HISC RS800 fleet completely exploded through 2017, regenerating itself with new teams in both brand new and well-seasoned kit, with boats competing regularly in club racing and open harbour events or simply having a blast around the enticing and safe harbour!

HISC is a regular venue on the RS800's ultra-competitive racing circuit and the club has hosted the National Championships no fewer than four times in the class's relatively short history, most recently in August 2016.

There is also an active fleet that regularly sails from Itchenor, meaning the RS800 is a familiar sight in the Harbour and Itchenor Sailing Club is the venue for the official class training weekends throughout the year. The two fleets often collaborate in self-led training sessions or fun racing, boosting the racing numbers even further.

For more information about the boat, the racing circuit, training etc. go to [www.rs800.org](http://www.rs800.org) or email the Class Captain: **rs800captain@hisc.co.uk**





# HISC Merlin Rockets

Judith Massey  
Merlin Rocket Class Captain



The Merlin Rocket class has one of the longest established relationships with HISC, having held the earliest of their National Championship events at the club in the immediate post war years of 1946 & 1947. The Nationals continue to be held periodically at our club, most recently in 2011, with the next one under discussion with the Class Association.

The boat is ideally suited to racing in Chichester Harbour; it is the fastest of the sit-out classes active at HISC, and its pivoting centreboard and rudder, and symmetrical spinnaker mean that it is perfectly equipped to make the best of wherever the racing may be on a given day. It is as much at home in Hayling Bay as it is within the waters of beautiful Chichester Harbour. Technically, the Merlin Rocket is

described as a restricted development class, and over the 70+ years since its first design, the boat has evolved considerably. Up to the mid 1960s boats were wooden and with a beam of up to about 5' (1.5m).

There was a period after this during which new boats widened to the 7' 2" (2.2m) beam that characterises the class now. Materials have developed and the fleet has been an early adopter of many innovative construction materials and methods.

New Merlin Rockets are wonderfully technical and appeal to sailors who enjoy understanding and working with its sophisticated rig and controls.

Older boats tend to be set up in a more straightforward and traditional

manner, and are just as much fun to sail in the harbour, particularly with their advantageous age allowance handicap. Husband and wife (or equivalent) teams do extremely well in the class as well as parent/child combinations. On the national stage, the class draws a wide range of ages, with a very strong 'youth' contingent.

At HISC, the class races in the Medium Handicap group, and is often in close combat with other active classes including Fireballs, Tasars and Flying Fifteens.

If you would like to discuss owning and sailing a Merlin Rocket, please contact Judith Massey or Graham Williamson on [merlinrocket@hisc.co.uk](mailto:merlinrocket@hisc.co.uk)



# International Moth

Graham Simmonds  
Moth Class Captain



## The boat

The first Moth began in 1928 when the late Len Morris built a cat rigged (single sail) flat bottomed scow to sail on Andersons' Inlet at Inverloch, a seaside resort, 130km from Melbourne in Australia. At much the same time, 1930 in fact, the American Moth Class was started by captain Van Sant of Atlantic city. The American Moth, so it turned out, was of similar dimensions to the Australian Inverloch class.

Over much the same period as the Moth class was becoming established in Australia, the International Moth spread from the USA to England and Europe. Modifications to align both the Australian Moth and the overseas Moth were made over a period of time culminating with the establishment of the International

Moth Class Association (IMCA) by the IYRU in 1972 bound by the restrictions of the class (with metric measurement conversions) operating today.

## Foiling Moth

The first foiling moth we know of was Frank Raison's wooden scow in 1974. In 2002 John Illett, an Australian Moth builder built the first in-line foiler as we know it today. Rohan Veal bought the first production boat and bought it to the Worlds in 2003. After much consternation and argument the class adopted foils for good.

## The fleet

There are approximately 20 boats registered at Hayling Island SC and the majority of the fleet are active, both at weekends and during the week when wind and tide are suitable. Many of

the fleet will be attending the 2019 Nationals at Castle Cove SC, Weymouth which will act as a taster for the 2020 Worlds to be held at Portland Sailing Academy, venue of the 2012 Olympics.

## The sailing

We race when the tide and conditions suits us – low water is for those who know the harbour well as replacing a main foil costs over £2500! We sail off the PY handicap of 499. The bay offers excellent sailing on a low water weekend.

Of interest to some, there are perhaps half a dozen Moth sailors who sail regularly during the week as well as at weekends. There is a dedicated Facebook group to the Hayling Moth Fleet which is where we organise these midweek and weekend outings. Please search for the "HMS Hayling Moth Squadron".

In December 2019, some of the fleet will be attending the Worlds in Perth. There are a full set of open meetings organised for 2019 advertised on the IMCA UK website. Other highlights are the UK Nationals at Castle Cove SC, Weymouth from 12-15th September and the Europeans in Lagos Portugal from the 29th May – 2nd June.

## What next?

If you own a boat already then please contact me and I can invite you down to sail for a trial sail at the club. The launching and facilities suit the Moth perfectly and you will get a chance to try them for yourself.

If you are thinking of buying a Moth, then the best thing to do is to pop down one weekend and come and talk to us. You can come and see the different designs sailing and see if there are any for sale.

Contact Graham Simmonds  
[mothcaptain@hisc.co.uk](mailto:mothcaptain@hisc.co.uk)



# Laser

Jonny Bucknell  
Laser Class Captain



We have data protection matters to resolve to be able to communicate with the fleet and then we can start to have some fun. I assure you that there will be someone to beat. I sail through the winter in London and being heavier than anyone else I invariably come last unless there are strong winds.

I have a small cruiser and when time permits, I might try using it to run races being a race officer. My view is that Lasers favour sprint racing with short legs. After the first mark the race is invariably a procession, and it is not much fun being on your own as the rest of the fleet sails away.

We should also try and bring in a coach to have some training sessions. I found these invaluable even if the first hint for my improvement was 'you are facing the wrong way!' Meeting in the bar after the race will be obligatory along with some beach parties. All assistance will be welcome to help make 2019 the year of the HISC Laser. Contact [lasercaptain@hisc.co.uk](mailto:lasercaptain@hisc.co.uk)

# RS Aero

Linda Stokes  
RS Aero Class Captain

HISC hosted the 2017 RS Aero UK Nationals with a whopping 114 entries. All three rigs were well represented and 2017 saw a significant growth in the Youth and Ladies categories, both with over 20% of the total entry. International visitors travelled from France, Germany and Estonia to compete. Over the three day series it was great to experience a full range of conditions of wind strength and sea state over the course area.

The RS Aero comes with three rig options (RS Aero 5, 7 & 9) which typically suit:

- RS Aero 5 – Youths and women
- RS Aero 7 – Women and light men
- RS Aero 9 – Men

There are now over 25 RS Aeros at the club and interest is growing quickly! A number are sailed in the Wednesday evening club racing series and weekend club racing sees increasing

numbers turning out. An objective for 2019 is to increase the numbers out sailing on a weekend so that we have competitive numbers on the water. Many women are turning to these boats as their number one choice for single handed sailing, and in the Women on Water sessions we now have 5 boats sailing each Thursday. We ran a series of training days in 2018 at an intermediate and advanced level and this is something we will repeat in 2019. We will also be running monthly

sprint events in 2019 which should be a lot of fun.

The Aero 5 is an ideal youth boat with an active national Youth Squad. We are keen to get more youth sailors into the class. If anyone is interested in trying out a boat, RS Sailing have some demonstrator boats at the club, please contact RS Sailing direct at [www.rssailing.com](http://www.rssailing.com) or contact Class Captain, Linda Stokes, email [aerocaptain@hisc.co.uk](mailto:aerocaptain@hisc.co.uk)



# Tasar

Rod Porteous  
Tasar Class Captain

HISC will be hosting the Tasar World Championships in July 2019. Early indications suggest a fleet in excess of 80 boats coming from Australia, Japan, America and Europe and follows on from the successful 2018 Nationals at Hayling where 41 boats experienced classic Tasar conditions.



The low rig tension ensures hulls remain competitive for many years, we have seen at major championships. Reasonably-priced older competitive boats are readily available and new boats built under licence to Bethwaite are still available in time for the Worlds from the UK Distributor "Signal Locker".

The boat was light-years ahead of its time when introduced in 1976 and the class has developed a consistent following of competitive sailors. Once again we are holding the Nationals at HISC in 2019 in advance of the Worlds, so it's a great time to consider sailing a Tasar at HISC.

Our home fleet has grown from two boats to over 15 in anticipation of the World Championships. Many new club owners have been surprised at the boat's performance in a breeze and remarked upon its suitability for both couples and parent-child combinations; exactly what Frank Bethwaite had in mind when he designed the boat.

performance across a wide wind range. A simple sail plan does not mean it's an unchallenging boat to race competitively. Optimum crew weights of 140kg work well and there is a minimum weight of 130kg for serious racing events.

Fleet captain Rod Porteous ( Ex National Champion) will be pleased to loan a boat for a trial sail and guide you through the history of Tasars and the various builders.

Email Rod [tasarcaptain@hisc.co.uk](mailto:tasarcaptain@hisc.co.uk)

The Tasar is a 4.5m high performance ( PY1023) one design dinghy with a deep cockpit and wide angled deck designed for comfortable effective hiking. The Tasar has an exceptionally light hull (only 68kg, just 9kg more than a Laser 1) and remains significantly lighter than many other, more modern boats. This lightness coupled with a highly efficient rig results in comfortable planing performance in around 12 knots without the need for a trapeze or spinnaker.

The rotating mast and traveller make for one of the most technically efficient dinghy rigs ever produced, giving opportunity to optimise





# Boardsports at HISC

Christopher Witty & Dan Lytton  
Class Captain



HISC Boardsports is responsible for supporting the windsurf and paddleboarding community at the sailing club; bringing racing, coaching and clinics, social events and the Round the Island Event to members of all ages.

The **Boardsports Series** runs on Saturday mornings, with a number of short races for windsurfers and paddleboarders from the beach by the pontoon with a 10am usual start. The format is weather dependent but fixed dates this year are: 13 April, 11 May,

1 and 29 June, 13 July and 7 September. The **Round Hayling Challenge** is aiming to attract 300 competitors from within and outside the club in 2019, and competitors have the option of going for a full circumnavigation or to the Langstone Bridge and back, on a

choice of windsurfer, paddleboard or open canoe. Block out 14 September on your calendar for what will be the biggest event yet, with a whole host of prizes and entertainment!

This year sees the introduction of **HISC Youth Windsurfing**, which will provide coaching to those juniors looking to improve. More on this can be found on the youth sailing pages of the HISC website.

We will also be looking to put on additional **coaching clinics, social events, demo days and group casual paddle/sail sessions** – so to keep up to date follow us on Facebook at [www.facebook.com/hiscboardsports](https://www.facebook.com/hiscboardsports) or email us at [boardsports@hisc.co.uk](mailto:boardsports@hisc.co.uk) to get added to the newsletter.



# Harbour tidal strategy

Keith Walker et al

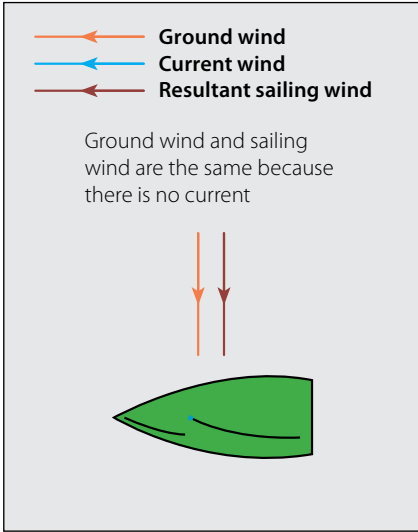
We have selected a number of tactical scenarios which can apply at about “half tide” when current rates can be at their maximum and which often occur in club racing. This type of racing requires early decisions, half measures seldom work!

In last year’s Yearbook we looked at how the current modifies the sailing wind and applied this to various racing scenarios particularly at before and after High Water. This phenomenon can be even more apparent when the current is strong. We are not defining right or wrong tactics but discussing

the pros and cons of various factors which will influence our decision and which will vary according to different wind strengths. When the **current wind** is combined with the **ground wind** (the wind felt by a person on the shore or felt

onboard a moored vessel) the result is the **sailing wind** or current modified wind. In Figures 1–3, we represent the magnitude and the direction of these winds by arrowed lines or vectors.

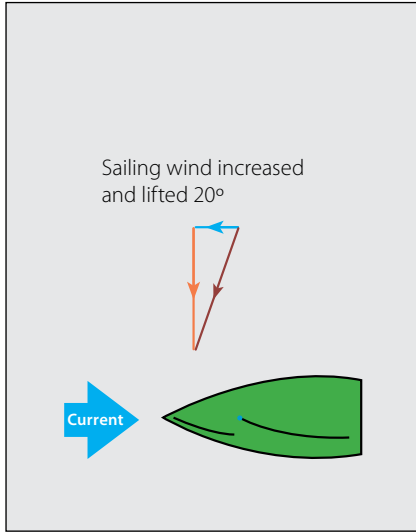
Figure 1



Current speed	0.0 knts
Current direction	–
Ground wind speed	9.0 knts
Ground wind direction	0°
Sailing wind speed	9.0 knts
Sailing wind direction	0°

Figure 1 shows a boat on a beam reach. The ground wind is 9 knots from the North (0°). There is no current, so the sailing wind is the same as the ground wind represented by matching vectors.

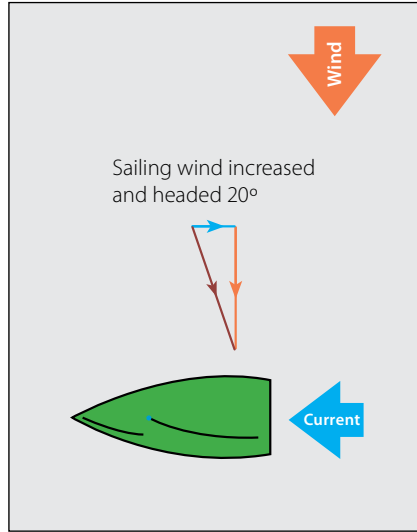
Figure 2



Current speed	3.0 knts
Current direction	90°
Ground wind speed	9.0 knts
Ground wind direction	0°
Sailing wind speed	9.5 knts
Sailing wind direction	018°

In Figure 2, there is 3 knots of east-going tide. Using vectors to work out the sailing wind, we attach the front of the current wind vector (blue) to the tail of the ground wind vector (orange); the closing side of the triangle represents the magnitude and direction of the modified wind or sailing wind (brown).

Figure 3

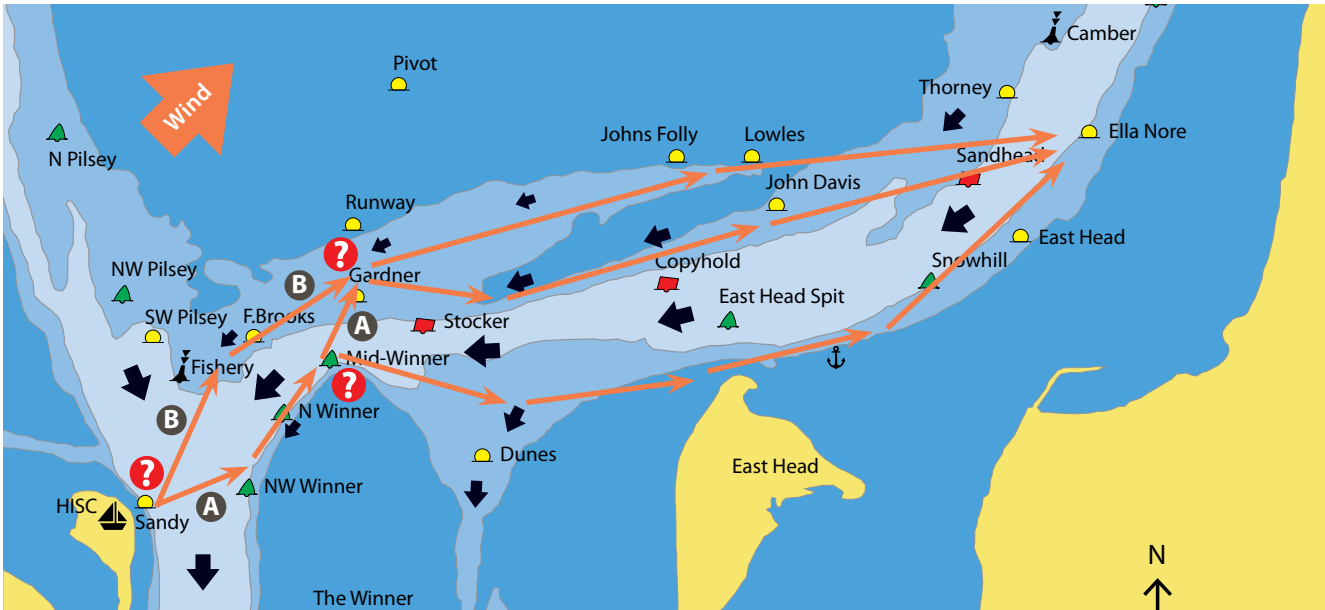


Current speed	3.0 knts
Current direction	270°
Ground wind speed	9.0 knts
Ground wind direction	0°
Sailing wind speed	9.5 knts
Sailing wind direction	341°

In Figure 3, there is 3 knots of west-going tide causing the wind to head 20°. The sailing wind angle is now 340°. Assuming the ground wind remains about the same, Figures 2 and 3 dramatically illustrate the large range in sailing wind direction through a tidal cycle – in this case 40°.



In each of the following scenarios there are a number of other factors which may influence tactical decisions; for example, depth if you are sailing a keelboat! In very light airs, laylines will change rapidly in strong currents and in heavy airs, particularly wind over tide, it may pay to avoid difficult chop, even if it is not the theoretical optimum route. The state of tide in each case is such that the Winner Bank is too shallow to navigate.



### Downwind leg on the ebb tide from Sandy to Ella Nore Wind south westerly.

- Assuming we are leaving Sandy to port we have a choice. We can bear away on starboard and head for the Winner Bank crossing the current as quickly as possible (boat A). Because we have an increasing south going current as we cross the deep water the sailing wind will be moved more to the south as we have a the current on our lee bow. In theory we lose this effect as we approach the reduced current next to the Bank, which in any case is our gybing point
  - If we decide to gybe at Sandy, we can head for the slacker water beyond and to the north east of Fishery (boat B.) The current has the effect of shifting the sailing wind to the south – our progress over the ground may be slow unless we heat up our sailing angle. We will have
- this effect until we leave the main channel. There is another issue, and that is the disturbed wind coming off the clubhouse which will slow us initially, possibly allowing the current to have more of an effect.
- This leg is swings and roundabouts! Judging which will be the fastest route is but one of the attractions of harbour racing.
  - Boat A will reach a decision point at the point where the edge of the Bank turns east near Mid Winner. Bearing away directly into the accelerated current on this corner will be slow, not to mention another band of south going current, the Dunes Channel. The best decision may be to cross the Chichester Channel towards the slacker, but
- shallower water over Pilsey Sands. Heading directly for East Head where there is more accelerated current is probably not an option.
- At some point, Boat B and possibly boat A, will reach a gybing point over Pilsey Sands and there will be another decision to be made. To skirt the slacker water on the south side of the Stocker Bank or, more adventurously, navigate the Johns Folly Channel? Bearing in mind that we are heading for Ella Nore, using the Johns Folly route or the shallower water to the north of Sandhead, may place us in the best position to approach the buoy on a reach or hotter angle.

Keith Walker



Photo: Peter Hickson



Photo: Peter Hickson



### Downwind leg on the flood tide from Sandy to Ella Nore Wind south westerly.

- Leaving Sandy on port gybe the north going current will whisk boat A away from the zone of “dirty” air caused by the Clubhouse. The effect of the current is to shift the wind more to the west. In theory this effect will diminish as we leave the north going flood and come under the influence of the east going current. A gybe somewhere to the north of Fishery and Stocker will enable boat A to converge with the stream heading toward East Head and can do so on a hotter angle.
- It should be remembered that there is large patch of weed in the area to the north of Freddy Brooks – avoid!
- Note too that, depending on the size of the tide, there may be a counter current close to the tip of East Head this too should be avoided.
- Boat B, leaving Sandy on starboard with weather bow current is not using the shape of the harbour and angles of the channels to best advantage.
- The Winner is in the way and more time may be spent in the “dirty” air zone created by the Clubhouse.
- Boat B may also be tempted to follow the channel around the tip of the Winner. Running in the strongest favourable current may be tempting, but the sailing wind will be reduced by the current.

Keith Walker



Upwind from Gardner to Sandy in a flood tide  
Wind south westerly

Gardner is a port hand mark so you will typically either have ended a run from the club area looking for that inside birth or ended a blasting reach from Dunes perhaps? In a robust flood tide the next 15 mins of your race will be crucial.

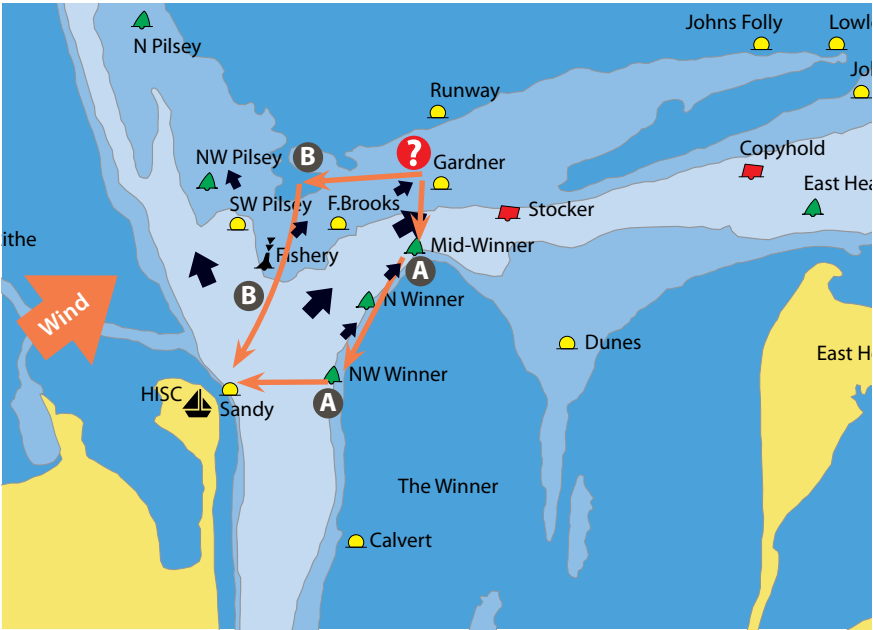
As ever you should have a plan as you approach the mark, but in this instance you do have some breathing space – harden up on port and it is 40-50 yards before you need to make a decision: You are beating into an adverse stream with the strongest current pretty much between you and Sandy, so you are going left (option A) or right (option B), only two real options!

I have to admit to habitually going left and perhaps have come to doubt my wisdom recently: I reason to cross the channel at the narrowest point, aiming for the northern point of the Winner, whereupon you take some hitches up the edge of the shallows on the Winner Bank (the higher the tide, the more this will work). Try to time your tacks to get the most of your ability to sail parallel to the shallows on starboard. A bit more west in the breeze and you could sail most of the edge of the bank in one. You keep going way past the lay line to Sandy – choosing when to tack is crucial, as when you leave the shallows and sail out on port into the current, you are

Downwind from Club Line  
West to Mill Rythe or Channel  
against a strong ebb.  
Wind south/south east

As we know, Ebb tides flow faster than floods and are not to be messed with! This scenario could well happen on a Wednesday evening club line start for example, which is when the two options are clearest and a choice is to be made well in advance of the start.

The first option A is to start next to North West Winner and creep down the Winner Bank – as you do so, to keep to

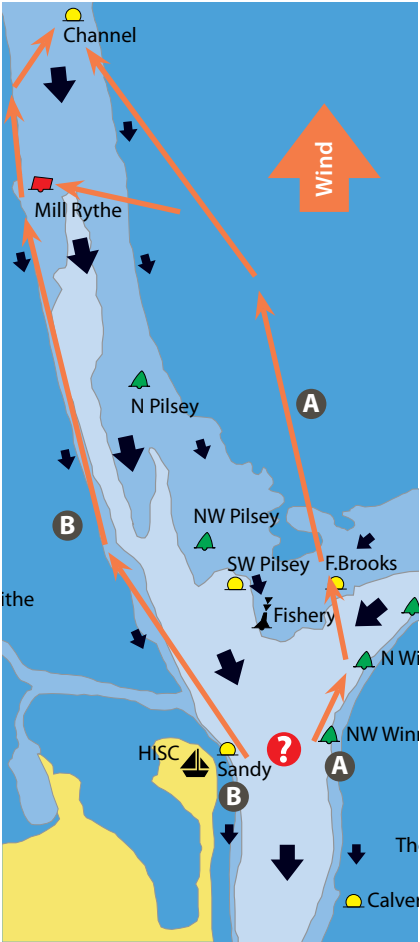


committed. If you go early you will be low of Sandy, more in the lee of the club, and might have to fight the strongest current in a last hitch on starboard up to the mark. Tack late and you just sail further than you need.

The other option is to go right and stay on port after leaving Gardner, concentrate on speed, leaving the strongest foul tide to your left, and staying in shallower water. Looking at the chart you will reach a point at which the tidal flow has an increasing Emsworth bound element to it and so would start to have less of an adverse effect if you tacked onto starboard, as it hopefully would be just under your bow, or at the very least bow on – either way as we know, better than on the weather bow! The key is to tack

below the layline if you think the tide is under the lee bow and tack later if you think it is on the bow, but that depends on wind and boat type to a degree. Basically, by going right from Gardner you are aiming to two tack the beat – you are “banging the corner” – but the skill is in choosing the point to tack!

Nick Peters



If you are going to Channel, it would be a brave man to try anything else, but option B coming up has worked!

Option B involves starting next to the club and hugging the shore, aiming to go inside the inner row of moorings. The route is straightforward – stay shallow, and gybe to head up on a faster sailing angle to the rounding mark at the last minute.

I can remember a race when the leading boats from each side arrived at Mill Rythe at exactly the same time! If Mill Rythe is the turning mark and the wind is at all east of south, going this

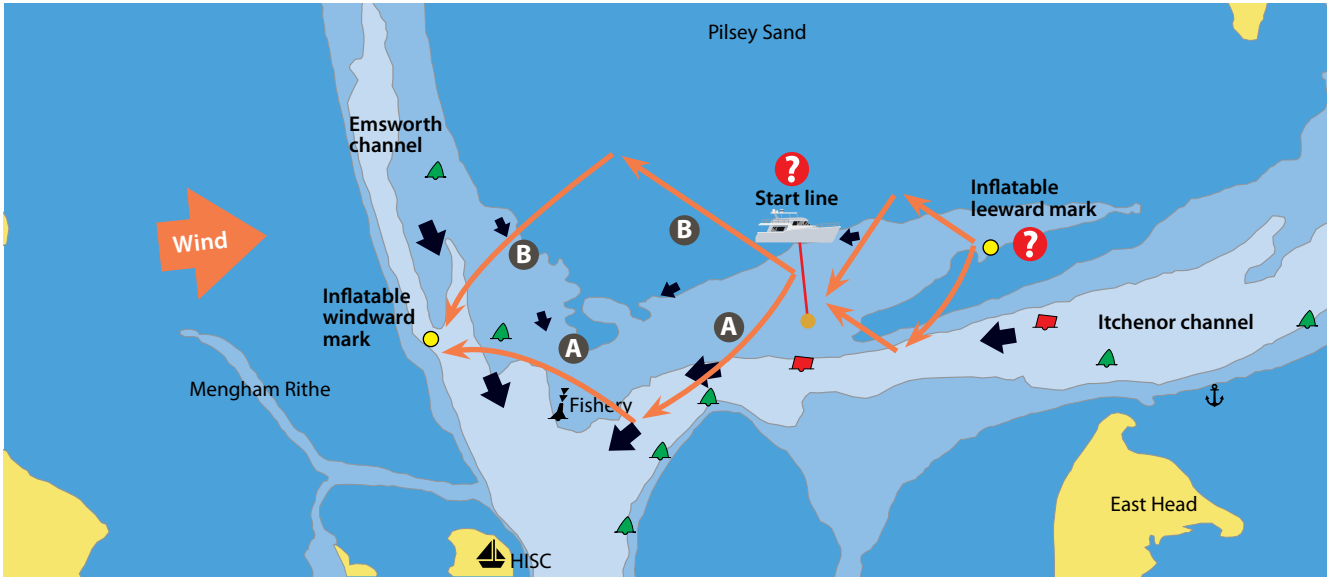
way is probably pretty safe. You would sail a shorter distance in arguably less tide – all good, but by no means guaranteed as those moorings do affect the wind at times. The rest of the fleet may make the choice for you. No-one wants a running start surrounded by boats, but if you are quick and can sneak away, it should not put you off.

If you are rounding Calvert to starboard and bearing off, you should know your game plan, as a gybe on the mark onto starboard to get into the shallows on the Winner can make a few quick places. But be positive, don't mess with that ebb; if you are heading for

the club side, be clear about it. Treloar, being port hand will be less clear to start with as a quick gybe onto port to cross to the club side might take you into oncoming boats about to round. So again, have that plan and know what you are going to do.

Traditionally the Winner route is safer from either of these marks, but again a busy fleet may make the club side the cool move. It has worked plenty of times, particularly in a straight south or east of south wind direction, when the club has less effect on the wind.

Nick Peters



Upwind from a Committee Boat start just north of Stocker to an inflatable windward mark on the west side of the Emsworth channel in an ebb tide.  
Wind westerly.

- Off the start line, we have a choice of a left, right or middle route up the first beat. Assuming we start on starboard tack, head south into the west going current in the Itchenor channel as quickly as possible (boat A). Because we have an increasing west going current as we sail into the deep water, the sailing wind will be lifted and increased as we have the current on our leeward bow.

Although we have the tide ‘with us’ if we go right (boat B), we are sailing into shallower water and less west going current – we will not get the benefit of a lift or increased wind. Indeed, we may even be headed.

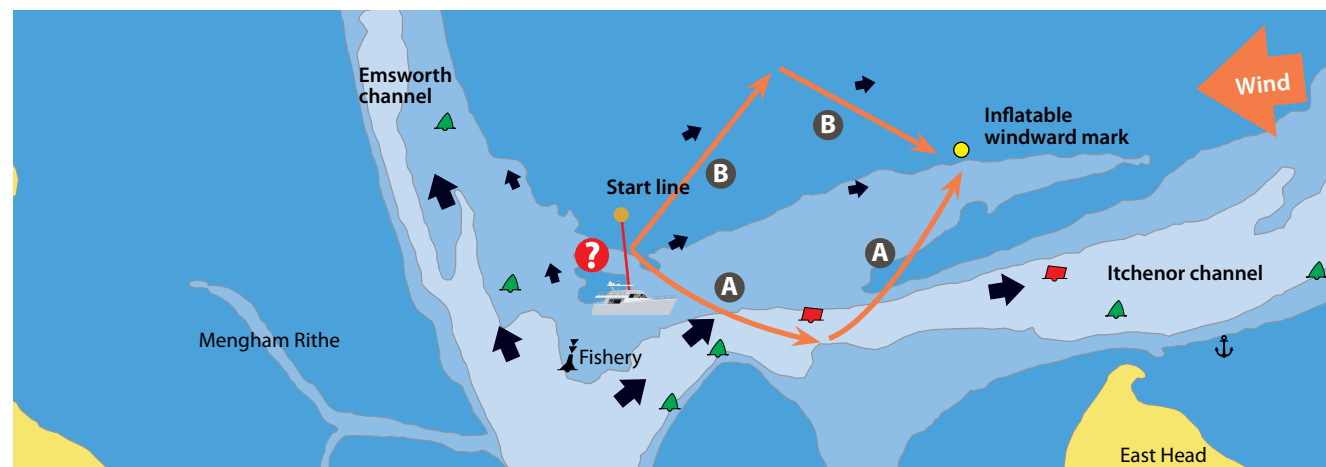
- Worse is to come for boat B, as when we tack to lay the windward mark, we will sail into deep water in the south going current in the Emsworth channel. The current will be on our windward side, meaning we will be headed and in less wind on the approach to the mark. The worst of all worlds!
- On the other hand, boat A is now sitting pretty. Being careful to time the tack to make the most of the changing currents around Fishery, we too will sail into into deep water

in the south going current in the Emsworth channel. The difference is that boat A has the current on the leeward bow, lifting and increasing the wind. We have effectively sailed in a lifted and increased breeze on both tacks (compared to boat B), all the way to the windward mark.

- Boat A needs to be careful not to overstand the windward mark. We also need to bear in mind that we will be approaching the mark on port tack.
- Although not as significant, there is a similar gain to be made in the deep water west going current in the Itchenor channel on the short beat from the leeward mark to the Committee Boat finish line/gate.

Paul Fisk





Upwind from a Committee Boat start just north of Fishery to an inflatable windward mark north of Copyhold in a flood tide. Wind easterly.

- Off the start line, we have a choice of a left, right or middle route up the first beat. Assuming we start on starboard, tack as soon as possible to head south into the east going current in the Itchenor channel

(boat A). Because we have an increasing east going current as we sail into the deep water, the sailing wind will be lifted and increased as we have the current on our leeward bow. Although we have the tide 'with us' if we go left (boat B), we are sailing into shallower water and less east going current – we will not get the benefit of a lift or increased wind. Indeed, we may even be headed and slowed.

- Being careful to judge the lay line to the mark and time our tack whilst in the deep water and strong current

in the Itchenor channel in boat A, we will lose the lifted and increased wind as we sail into the reduced current on the approach to the mark.

- In this scenario, there is a danger of getting 'trapped' on starboard tack off the start line and not being able to sail into the deep water quickly. Indeed, it may even be wiser to find a gap, duck any transoms and start on port tack to sail fast into the deep water as quickly as possible.

Paul Fisk

#### Keith surveys the Winner Bank whilst Lupu walks on water!



In a sailing career spanning over 50 years, Keith has raced everything from Fireballs to Maxis. He has been a member of HISC since 1969 and has so far accumulated 34 Fed or Race Week plates, of which 18 are first places. He has raced countless miles offshore including many Fastnet races, navigating the overall winner in 1993 and the first British boat home in 1997. He has twice been a member of the winning Commodore's Cup team, first as navigator/tactician and then as skipper, and has often been found at the front of the HISC Fireball fleet. Keith has had articles published on tactics for the Round the Island Race and also for the Fastnet Race as well as several articles on racing in Chichester Harbour.

# Mums on board

We chat to Pippa Jubb, who reveals her top tips for busy mums wanting to get out on the water this season.

*Have you noticed a decline in sailing and racing amongst your mummy friends and if so, why is this a shame?*

Yes, definitely. I suppose it's inevitable, because we are all so busy running after the children, but it seems a shame, especially for those who have husbands who sail and manage to get out. There should be more of a balance.

*What do you think stops mums from getting on the water?*

I think we all spend so much time organising the logistics of getting the children dressed, boats rigged, everything sorted that there is no time for the mums to get on the water themselves, especially if they are trying to make a start-line. Mums also tend to feel guilty about asking someone else to make sure their children are ok when they come in from racing or to look after younger siblings.

*Is lack of confidence the issue or is it more an issue with childcare?*

For me, it was a childcare issue. I have sailed my whole life so I wasn't worried about getting back into racing. But I would say to those who are a bit unsure that they should just have a go. There are loads of helms across a



Photos Bradley Quinn, Belfast

Pippa competing at the Brewin Dolphin RS Elite National Championship 2018...

number of different fleets at HISC who are always looking for crews and most of them are very nice and not shouty at all!

*How have you managed to get back into it?*

I started by doing the odd Thursday evening race in an RS Elite, helmed by Paul Fisk. I stood in for Caroline Fisk a few times and just loved it. I would hire a babysitter for a couple of hours and leave the kids at home. Eventually I became part of a team, which works really well and is much more fun than sailing solo. When you sail with other people you tend to commit because you don't want to let them down. So you just have to sort the childcare out. I am lucky because I have a great support network: I certainly owe a lot of favours. I love the Elites because you don't need to get into a wetsuit and the boat is already on the water so there is generally a lot less faff.

Sometimes I just about manage to get my waterproofs on and run down the pontoon. The racing is fantastic too, and over pretty quickly.

*What could the club do to help?*

I think we need to encourage more teenagers to assist in the youth racing, perhaps through an instructor's pathway, which would free up parents. Often, parents have paid for a day of youth training but they still have to be beach-bound to rig boats and help launch and recover, so it is very hands on (and it's usually the mums who are lumbered with this task). I also think there should be more Commodore's Cup-style racing: short sprints where there is a lot of switching on and off the water, which would allow parents to keep an eye on the kids when they are on the beach and then spend a short while doing a race. I am talking to the club about organising something like this for the Summer 2019 season, so watch this space!

*What would you say to mums who are tempted but don't know where to start?*

Just start spreading the word that you are up for it; there are always people looking for a crew. Check out the different class Facebook pages. Or just come and find me and I can point you in the right direction. You won't regret it!



...finishing third overall



# The HISC Youth Pathway

Sarah Mitchell

Rear Commodore Youth

We are a family sailing club that organises events and activities for all youth members from toddlers through to 18-year olds. It can sometimes be difficult to figure out where your child fits in, but somewhere along the HISC Youth Pathway is a fun activity, training group or racing event that will work for you and your family. The emphasis throughout is for kids to have fun on the water, engage with other children and make friends, as well as learn to sail and continue to improve their skills in our amazing and unique environment.



In addition to our Pathway, we also have a full Fun Calendar with events for all the family to enjoy together. There really is something for everyone!

For more information and timings where applicable, please visit the youth section of [www.hisc.co.uk/youth-sailing](http://www.hisc.co.uk/youth-sailing).

## Seals

HISC Seals is a chance for complete novices and younger members (10 and under) to meet new friends and have fun and perhaps take part in some simple games on the water in the safety of the lagoon. Four sessions are run throughout the summer months, from the end of June to early September. No child is too small to start in the lagoon, even if it is just having a paddle. Everyone gets together and brings along anything from boogie boards, kayaks, paddle boards and dinghies. (dates are published on the fixtures page of the website). There is a briefing in front of the training rooms and a chance to sign up to use the club Teras or some Oppi on a Rope instruction.

Seals also links with the Youth Activity Weekend in August, a fun-filled weekend for the family.

## TRAINING

### Youth Saturdays

On set Saturdays from May to September (dates are published on the fixtures page of the website) we run 2-3 hour sessions of seamanship skills. Times will vary to get the best high water, so please check the website and newsletters for session times. With the aid of qualified coaches and experienced parents, children will practice a

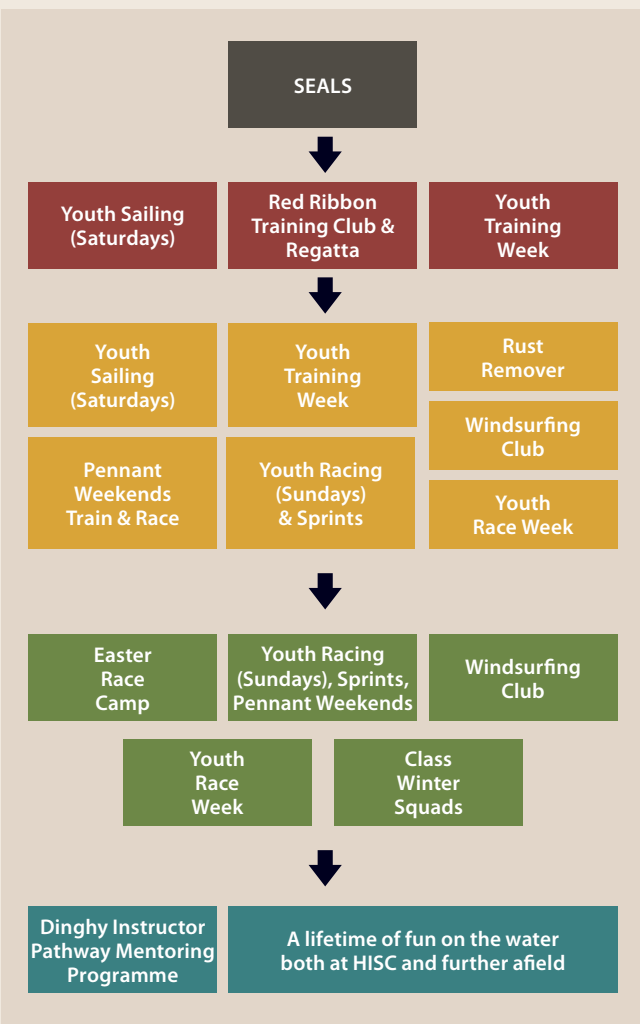


Photo: Peter Hickson

selection of skills both on and off the water while working through cards to help guide them. The emphasis is on fun, informal learning. Please book via the office on the previous Wednesday. These sessions cost a nominal £2, which will go towards an end of season party. Children need RYA stage 2 or similar experience to join in.

## Red Ribbon Training Club and Red Ribbon Regatta

This group, organised by the Youth Committee and Melvyn Cooper Sailing, was developed to help build children's confidence and to make the transition from the lagoon to West Mud a little easier. Melvyn tailors the sessions to suit the children's abilities.

Children need to be ready to leave the lagoon, preferably with RYA stage 2 or similar experience. If their confidence needs bolstering or they are struggling to make the next step, the Red Ribbon Training Club is ideal.

The Red Ribbon Regatta in 2019 is a one-day mini event tailored to new racers, run on West Mud, during the best tides. It's a wonderful introduction to racing, a perfect preparation for Bronze Fleet at Youth Race Week. All run by parents of those entered, so a perfect opportunity to get stuck in!

## Rust Remover

The Rust Remover is a one-off training day in the Spring to help brush off the cobwebs and any rust after the winter months – reuniting children with both their friends and with their boats!

## EASTER RACE CAMP AND YOUTH TRAINING WEEK 2019

In 2019 the tides have thrown us a curveball for our traditional Youth Training Week, in that the May Half Term week has particularly low tides with no water in the middle of the day. This makes running this already challenging week very difficult.

Taking this into account and with the strongest desire to have a successful week that all children taking part will enjoy, we have decided to split the Youth Training Week into two events as follows:

### Easter Race Camp

Monday, April 15 to Thursday, April 18  
Courses available:

- Optimist start racing
- Tera start racing
- Optimist intermediate racing
- Tera intermediate racing
- Feva intermediate racing
- 29er Transition

### Youth Training Week

Tuesday, May 28 to Friday, May 31  
Courses available:

- Optimist beginner – RYA stage one / two
- Tera beginner – RYA stage one / two
- Optimist improver – RYA stage three
- Tera improver – RYA stage three
- Feva beginner – RYA stage four and – Sailing with spinnakers

We understand this may bring issues regarding siblings at different levels, however we do not feel the club can run a safe and good value for money event for all levels during the May Half Term with the tides as they stand in 2019.

### Booking

this will be made open via the club newsletter with a link to Doodle Poll. There will also be links from the website and from the HISC YOUTH Facebook page.

### Pairings

Please contact the Feva Class Captain ([fevacaptain@hisc.co.uk](mailto:fevacaptain@hisc.co.uk)) for assistance with pairings if required for these events, as you must book as a pair, not as an individual.

## TRAIN AND RACE

### Youth Pennant Racing Weekends

Pennant Racing weekends are run like an open meeting but are just for members, with racing results counting for the weekend only rather than counting towards the series. The racing usually consists of three races a day both Saturday and Sunday with a prize-giving on the Sunday afternoon. The Junior classes, Optimist, RS Tera and RS Feva sail on a youth race course with their own race officer. Briefings are usually 12.45pm on a Saturday and 09.45am on a Sunday.

RS Fevas can also join in with the adult Pennant Racing if they wish to in the slow handicap fleet (usually more experienced racers wanting to sail on bigger courses or out in the Bay). The Laser 4.7, 29er and RS 200s sail on the adult course and youth sailors get a separate prize.

### NEW!

for 2019: We are introducing a training element to the Pennant Weekends. This year you will be able to sign your child up to Train in the morning of the Saturday with a qualified instructor and then put this into practice in the afternoon by joining in with racing. The plan is for the instructor to be on the water in the afternoon, either in a rib, on a paddle board or in the committee boat (depending on what is available), and to be able to discuss points between races and follow up with a full debrief after sailing. The Train and Race sailors will compete with the other children in the main Pennant Weekend.



## RACING

### Youth Sunday Racing

Dedicated racing for youth classes is held on Sunday mornings throughout the sailing season with a race start of 11.00am and a pre-race briefing at 09.45am outside the training rooms. The racing season is split into four series, with a prize giving after each series. We hope this will help with people's busy lives. Newer racers may wish to check the tides, as if the tide is in, racing generally takes place on West Mud, and if not, on Pilsey Sands.

Although it won't be counted in the main results, over 18s such as parents and older siblings are welcome to sail with their child or younger sibling and are expected to help facilitate rather than all out race.

The Laser 4.7, RS200 and the 29er classes race with the adults in Sunday club racing; they can receive prizes for top youth in the adult racing. This also applies to sprint events.

### Youth Sprints

Youth Sprints – a two-hour racing session with up to eight short sharp races. These have proven to be very

popular in 29ers, Fevas and especially Teras and Optimists. The RS200 also has sprints and Youth are encouraged to join the adults for these events.

### RS Feva Team Racing

As well as sprints the Feva class also has some team racing dates in the calendar which always prove to be very exciting both to take part in and watch.

All the dates are on the calendar and additional information is posted from Class Captains via email and Facebook.

### Youth Race Week

Youth Race week is an open meeting for the Youth classes and handicap fleets; one of the premier events in the HISC Calendar. It is the ideal event for new pairings to cut their teeth as the quality of the racing is of a very high standard. We always have excellent race officers and a choice of sailing both inside and outside the harbour. There is a popular beginner race series (Bronze Fleet) for novices.

The Thursday night Youth Ball is one of the highlights of the youth social calendar!

## Hayling Winter Training Squads

The HISC classes run hugely successful Winter Youth Squads training programmes. It is available for skilled young sailors who want to improve their racing skills and practice throughout the winter. The quality of the coaching is very high and many successful international sailors have trained in the HISC Youth Training Squads.

The most active youth classes at HISC are the Optimist, RS Tera, RS Feva, and 29er and each class has its own class captain who coordinates the training programmes. The squad usually comprises of five training weekends to help the young sailors progress. The training season runs from October to March. The squads may vary from sailors transitioning to a new class all the way up to RYA Youth Squad sailors. We believe that including everyone in the squad process builds a great team mentality and ensures friends for life. Many of the coaches and assistant coaches are home grown from the HISC Youth Pathway system, having achieved their RYA Race Coach certificates at the club. To be selected for these squads the sailors must show that they are committed to racing and training.



## Dinghy Instructor Pathway Mentoring Programme

Entering its second year, the aim of this programme is to provide a mentoring scheme that will assist older HISC Youth members (15 yrs+) prepare for the RYA Dinghy Instructor course and also offer valuable teaching experience to recently qualified RYA Dinghy Instructors post the DI course.

A 16 year old who has just passed the RYA Dinghy Instructor course is unlikely to instantly be an expert at teaching, so hands on teaching practise with an older and more experienced instructor is invaluable to be a successful and safe DI at HISC. In 2018 we had 15 young people on the programme. Freddy Wood is one of them and this is what he had to say:



Last year the mentoring programme was launched at HISC and, being 15 years old, I was able to take advantage of this opportunity. For me the benefits of taking part meant that I gained instructing experience from those who have been doing it for many years, and I was able to practice teaching techniques without the pressure of being in charge. This then led to me passing my Dinghy Instructor (DI) course, using this prior instructing experience.

The main things that I learnt was how much patience you need and how essential a sense of humour is! I clearly remember the first session when I said 'head up' and the little girl in question looked up to the sky, before giving me a very confused look!

At first, when asked to speak in front of a group of children, I was nervous and unclear with my instructions. Following the useful feedback of my various mentors, I developed a lot as an instructor and, by the end, I could plan, explain and deliver a session confidently. It was a lot more rewarding to see children enjoying your own session, rather than just sitting in the back of a RIB helping with safety cover.

I would highly recommend the mentoring programme because you develop a lot of skills as an instructor, which is useful for your DI course. You feel as though you are giving something back to HISC and, most importantly, it is a lot of fun!

# Sail with confidence

Melvyn Cooper Sailing will help you improve your sailing skills and build confidence.

Bespoke one-to-one adult and children sailing lessons. Specialising in:

- Complete beginners
- Improving helming and crewing skills
- Specific race techniques
- Own boat set up and tuition

To find out more, call Melvyn on 01243 373742 / 07502 394826 or email [melvyn@melvyncoopersailing.com](mailto:melvyn@melvyncoopersailing.com)

[www.melvyncoopersailing.com](http://www.melvyncoopersailing.com)



Photo: Peter Hickson





# What's on in 2019

# FUN

## for all the family



### Easter Weekend

The fun starts at Easter, when the House Committee runs an amazing selection of arts and crafts activities, an Easter-Egg Hunt and lots more over the Bank Holiday weekend. Don't miss the water-based Treasure Hunt on Bank Holiday Monday. Most importantly and most fun is the Youth Work Party on the Saturday, traditionally enveloping the Second-Hand Sale. A day not to be missed, especially if you want to keep your boat parking space... (only joking, a bit).

### Family Fun Week

The annual HISC Family Fun Week is legendary. You don't have to own a boat to take part: there are a number of different HISC boats available to rent for the week and families with very young babies are welcome to stay on the beach and take part in the shore activities or jump in a safety rib to enjoy the action afloat. The week is aimed at families with children under 10 and is a week-long event of both water and land-based fun for all the family. Around 250 people (100 families) can take part. The fun includes harbour treasure-hunts, tea 'up the creek', sand castle competitions, BBQs at East Head, beach games, the legendary talent-show, discos, model boat racing and lots more. Lifelong friendships are made at

Family Fun Week and children gain new sailing skills and confidence.

### Bank Holiday Sail-aways

Family Sail-aways now replace the previous Youth Pursuit races on Bank Holiday Mondays. The location will depend on tides and forecast but you can expect: Ice Creams at Emsworth; Manhunt at East Head or even Football at Cobnor – keep an eye on the weekly email newsletters for details.

### Commodore's Trophy and Bart's Bash

The annual HISC Commodores Cup, traditionally sailed in the club's Venture fleet, has prizes for 1st Family. Extremely fun to take part in and very sociable, teams all take it in turns to compete. The waiting sailors listen to the hilarious running commentary from the speakers on the balcony as they watch the racing just opposite the clubhouse. Prizes also go to the best fancy dress and the 1st Lady helm as well as 1st Family and 1st Youth team!

Bart's Bash is a wonderful opportunity to race with your children. A family orientated race day, Bart's Bash is all about getting families on the water together in a fun and friendly race day where we compete with sailors all around the world!

### August Activity Weekend with Beach Party

As we have no Youth Racing scheduled in at the weekends in August we have some opportunities to have some family fun aimed at all ages. These days will consist of a selection of possible activities including, SEALS, SUP fun, Tera Challenges, Beach Games, Treasure Hunts, trips to see the Seals as well as the Parent/Child Trophy Race using RS Ventures – details in the newsletter nearer the time, but dates are in the HISC calendar. The Saturday afternoon/evening will also have a Family Beach Party.

### Where Can I See What's On?

The HISC website will have full details and the calendar, but for information nearer to the event please refer to the weekly email Newsletters, and also Facebook. We have pages for HISC YOUTH, HISC 29er, HISC RS200, HISC FEVA, HISC TERA and HISC OPTIMIST, which the Class Captains and I update regularly. Contact details for all the Class Captains are on the website too.

See you on the water.

Sarah Mitchell  
Rear Commodore Youth

## Seals



HISC SEALS is a wonderful, free to members, entry-level activity for children and parents new to watersports. The aim is to create an environment for the under 10's to become happy and confident on and around the water.

HISC SEALS enables younger members of the club to meet new friends and learn new skills on the water in the safety of the lagoon. We run four two-hour sessions over the summer months. The aim is to encourage children and their parents to get out onto the water in any type of vessel, be it kayaks, paddle boards or small dinghies and take part in fun games and activities such as collecting colourful balls, treasure hunts and learning to sail in an Optimist on a rope. For the more confident children, there is the opportunity to sail around buoys. Small awards and prizes are given out for children demonstrating new skills such as first time in a boat, to first time on the helm or first tack.

There are club boats available for those who don't have their own. These include Oppies on a rope, which is a great place for children to gain confidence sitting in a boat by themselves. For those children already confident in the basics there are RS Teras available to use.

We have been fortunate last year to also have use of two of the Thursday Clubs paddle boards for our SEALS sessions, which we hope will be possible again this year.

HISC SEALS is deliberately not about racing or training but just having fun on the water. Novices are actively encouraged to join in.

To join, please just register at the briefing. Check out the HISC SEALS Facebook page for latest dates and photos of recent events.

SEALS takes place whatever the weather – however the organisers

do reserve the right to cancel the on-water activities if the weather is prohibitive. Please call the office for an update in the morning if in any doubt.

HISC SEALS is run by volunteers, so please do help out when you can. Parents remain responsible for their children at all times and life jackets must be worn by all. HISC Crew and volunteers take no responsibility for participants' safety.





# Supported Windsurfing

Mike Pringuer

# NEW for 2019

We are delighted to announce we are launching supported windsurfing for HISC Youth. This follows the phenomenal participation and interest in Windsurfing seen at the club in 2018 from our younger sailors.



Our younger sailors will be able to windsurf with the support of a club safety boat without worrying about getting back to shore. We will be using the knowledge and skills of other HISC windsurfers to provide support along with informal hints and tips on sailing and rigging.

- 16 sessions between Saturday 1 June and Saturday 2 November.
- 2-hour sessions timed with incoming tide.
- HISC safety boat support and recovery.
- Hints and tips from other HISC windsurfers.

These sessions are open to all HISC Youth sailors. If numbers allow, adults can join in too.

If you can uphaul, sail and turn around in Force 2 then this is for you. If there is no wind, we'll go out on SUPs and do some beach based informal coaching. In light wind, we'll focus on core skills such as tacking and gybing. In stronger winds – harness, straps, planing and more.

This is a new and exciting initiative for young windsurfers at HISC. To help get it off the ground, we need parental support, particularly those that are

experienced windsurfers. There will be a RIB and a spotter on the balcony for each session.

We are also looking into running windsurfing clinics at HISC and currently reaching out to contacts in the industry and the professional windsurfing community – look out for updates in the newsletter.

**Catch you on the water!**

# Optimist

Rachel Dobrijevic

Class Captain

Photos: Peter Hickson



There is no better time to join the Optimist class at HISC. We started the 2018 season with lots of momentum from the year before and have shown an even higher uptake in the class as we welcomed experienced sailors from around Chichester Harbour.

I'm delighted to announce the new boat parking spaces in sheltered positions on the beach have been a huge success allowing our most active club racing sailors to build independence, setting up their own boats and putting them away at the end of the day.

In addition to new Optimist boat parking we had an exciting season for Oppi sailors of all abilities. New for 2018 were two dates every month reserved for 'Youth Sailing', because we realise that not all children at HISC are thrilled by the prospect of racing. This Youth Sailing was covered by the club duty system, meaning that it was run by members, and activities included games such as sailing backwards or standing up or completing a capsizing drill.

It was a welcome addition to the myriad other activities available to young sailors and was very well attended. We hope to see many more of you this summer enjoying this great opportunity to have fun on the water.

The Optimist dinghy is still the most popular sailing dinghy in the world and rightly so. Sailed by children up to the age of 15 it can be used for mucking about in the HISC lagoon to running an International racing campaign that a budding Olympian would envy.

There are few top level International sailors that did not start in this class, with at least seven of the Team GB sailors from Rio being ex-Oppi sailors. A good number of HISC's Optimist Sailors made it into Zone Squad's this season. We have sailors in all squads, including up to World Squad level sailor Kuba Staite.

Racing aside, it is fantastic seeing families together at HISC, enjoying the delights of the lagoon. Children taking their first outings in Optimists often have the keenest of mums and dads squeezing themselves into the front of the boat to give guidance. Seals days are showing continued success and will be a highlight for many next year. This is the best place to start your children off with taster sessions in Optimists using the 'oppi on a rope' and then progressing to sailing on their own in the lagoon.

Winter Training has seen a 100% increase in participation. Some 24 young Optimist sailors have signed up for the 2018/19 training, which will be run by some fantastic coaches: Ellen Morely, Paul Childs and Frances Peters.

The Youth Racing series, the Pennant weekends and ad-hoc Sprint race days provide ample opportunity for friends to meet up at the club and test their racing skills. The highlights of the

Overall, there are few better ways available to get children into sailing. The boat itself is lightweight and extremely manoeuvrable, easy for children to manage by themselves both on the water and ashore.

club-based racing calendar are the Youth Race Week and the Chichester Harbour Race week. Not only is great racing available during these events but fantastic social activities add to the great atmosphere.

Overall, there are few better ways available to get children into sailing. The boat itself is lightweight and extremely manoeuvrable, easy for children to manage by themselves both on the water and ashore. Boats are available for a low budget to get started and there is also a healthy second-hand market for race spec boats.

If you are interested in knowing more about the class and the opportunities on offer for your children please do get in touch. You will probably find me on the beach!



# RS Tera

Craig Thompson  
Class Captain



On each of the Pennant weekends this year, we are running a Train and Race programme in order to help our less confident Tera racers get out on to the youth race course.



Photo: Peter Hickson

At HISC we have over 100 RS Teras in our fleet, the sailors of which vary greatly in age and ability, so as a fleet we try to cater for all of their needs. You don't have to own an RS Tera to get involved – HISC have a large number available to hire.

The RS Tera with its bright orange sail is an ideal first boat for children of between 7 to 14 years of age. It is available with two rig sizes; the Sport for standard sailing and racing and the Pro which is a fully battened larger sail for older and more advanced children.

RS Tera sailors often start sailing in our sheltered lagoon, a very safe place to find your way around the boat and to practice capsizing! HISC Seals in the lagoon is a great way to get younger children confident on the water whilst making new friends and having lots of fun.

Our hugely successful Red Ribbon Training Club (see website for details) will continue in 2019, for those less confident young sailors, allowing them to make a smooth transition from the lagoon to sailing on West Mud.

In 2019 we will have Youth Sailing on Saturdays, for all children who have attained either RYA stage 2 or have equivalent experience. A logbook of 'boat-handling skills' will be practiced through games on high tide over West Mud and members with coaching experience will lead activities. The cost is £2 per week, which will go towards prizes. Sailors will be able to register their place by phoning the office from the Wednesday before.

On Sundays in 2019, the RS Teras will be encouraged to sail in the Sunday Youth Racing Series: the Spring Energiser Series in April and May, the Summer Sizzler Series in June and July, the Autumn Equinox Series in September and October and finally the Firecracker Series in November and December. Each individual series

will have a separate RS Tera start and of course, prizes. Once a month, in the season, there are also Pennant Weekends where racing takes place on both Saturday and Sunday with prizes awarded at the end of the weekend.

On each of the Pennant weekends this year, we are running a Train and Race programme in order to help our less confident Tera racers get out on to the youth race course. On each of the Saturdays of the Pennant weekends we are offering a morning of on- and off-water training with a race coach followed by a pre-race briefing after lunch. During the afternoon, the coach will be on the water to give help and advice between each of the races. Finally, at the end of the day there will be a de-briefing session with the coach. Hopefully, this will give the

children the confidence to race in the Sunday races when the coach will not be present. There is a small cost for the coaching, the Pennant racing is free. Check the HISC website for details.

Sprint Racing for the RS Tera fleet is added to the calendar whenever we can, mainly during holidays and half terms, and also occasional Saturdays. Sprint Racing involves between 6 – 8 very short races, run back to back, which are great for practicing and

building confidence as well as for building strong friendships.

In 2019 HISC is hosting the RS Tera Southern Series on 31 August and 1 September which will attract a large number of visitors; we hope to see a strong HISC fleet out in force that weekend!

Plenty of opportunities abound for RS Tera sailors in the summer holidays. HISC Youth Race Week attracts two fleets of

RS Teras; the Bronze Fleet for sailors new to racing, and the main fleet for the more experienced sailors. The RS Tera fleet has its own start on the youth course on West Mud for the annual Chichester Harbour Race Week, normally the best tides of the whole summer!

There is a busy Winter Training Program for those RS Tera sailors who have advanced beyond Bronze Fleet and are confident on the water. Winter Training normally takes place once or twice a month on Saturdays and some Sundays from November to March.

As the RS Tera fleet tends to involve younger members of youth there is a high level of parent participation and help is required both on the water and ashore. This makes the fleet a great sociable environment for both the kids and their parents and siblings. The dates for all the RS Tera events are published on the RS Tera page on the Youth section of HISC website. There is also a Facebook page at HISC Tera.



Photo: Peter Hickson



# RS Feva

Christine Harper  
Class Captain

The RS Feva is the world's best-selling two-person dinghy with an asymmetric spinnaker, designed for children (and smaller adults) to just enjoy some time on the water. It is an RYA-supported class and as popular for having fun or training as it is on the racing circuit. RS Fevas can also be rented from the club, so anyone can have a go and find out for themselves.



At HISC we have over 60 RS Fevas, and in 2018 we aimed as usual to provide a fun and varied programme for all abilities of youth sailor. RS Feva sailors come in all ages, genders, sizes and combinations. The RS Feva can be sailed by all boy, all girl and mixed pairs, as well as by a parent and child pairs; even novice ladies love it as a single-hander under main alone.

The popularity of RS Fevas at HISC has been created by a varied and continuous programme of fun, training and racing accessible to all abilities of sailor, from those at the back of a race fleet to potential world champions.

Training  
Training in 2018 started with the Rust Remover at the end of April aimed at those sailors who hadn't been out over winter. May Half Term saw the Transition course run for sailors new

Training is led by professional young coaches, aided by successful older Feva sailors. This is a powerful combination which the kids love, and also provides great opportunities to make friends, find a sailing pair, hone skills and gain confidence in racing.

to the RS Feva to help them transition from other single and double-handed classes. Saturdays throughout the season have continued to be very enjoyable (think ice-cream sailaways!) or fun training days. And this winter

the HISC RS Feva squad Winter Training taking place over six weekends between October and March is aimed at equipping newly transitioned, hardy youth sailors with the skills they need to compete successfully on the 2019 class race circuit.

Training is led by professional young coaches, aided by successful older Feva sailors. This is a powerful combination which the kids love, and also provides great opportunities to make friends, find a sailing pair, hone skills and gain confidence in racing.

Racing  
Sundays have been race days this season at HISC with RS Fevas having their own start in club racing, sometimes showing up the adults (think bank holiday charity pursuit races) and the adult fleets!

...to provide a good environment for more novice sailors to gain confidence before they took part in the bigger club events...

The season running from April to Christmas has seen a mix of race series. The Spring Energiser, Summer Sizzler, Equinox and Fire Cracker series saw an average turnout of 7 boats for 2 races each Sunday on windward leeward courses. These were often sailed in as little tide as possible away from the adult fleets to provide a good environment for more novice sailors to gain confidence before they took part in the bigger club events, and also provided experienced sailors with the opportunity to hone their racing skills to perfection!

The Sprint Races continued to provide variety with the format aiming for fast and furious with up to 6 races in under

2 hours, as did the monthly Pennant Race series with their own start and prizes awarded each day.

Youth Race Week and Chichester Harbour Race Week also continued to remain key local fixtures for the Feva with usually 30+ boats attending.

HISC is very proud to have several members who are part of the current National Junior and Class National Squads following great performances in the Grand Prix and other national ranking events. We also continued to have great success at a National level in 2018 in both the gold and silver fleets at the National champs and European champs at the RS Games, and also at the World champs in Florida. These are fantastic results for the club. And good news for members just beginning to travel outside the club as there is always someone on hand to give advice on where to stay and travel suggestions.

There is no better time to join this exciting fleet for some great sailing.

Photo: Peter Newton



Photo: Peter Newton





# 29er Class

Lucy Jameson

29er Class Captain



The 29er Class at HISC continues to be very strong and while we are not seeing the numbers hit the race course for club racing we hope to see this change now the 29er club racing start has been moved to the Asymmetric Fleet, this will offer better racing for our 29ers so we urge all to please get out on that race course and enjoy some classic HISC club racing.

With a healthy number of our own home grown Youth sailors gaining selection to the highly competitive RYA Youth Squad it really confirms our club to be a hotbed for talented young sailors. We must not, however, forget the rest of our sailors, it has been a

pleasure to watch no less than 20 teams train this winter with some truly fabulous coaches. Training during the winter is brutal especially when getting to grips with a boat like the 29er but the group have really worked hard and we look forward to seeing how they have progressed. Having the benefit of club based training and the continuity of the same coaches is a model that is proving extremely popular.

There are too many amazing achievements from our sailors to mention but one thing is for sure, we have sailors who have represented HISC at everything from Youth Week, 29er Nationals, 29er Europeans and

so much more and we are extremely proud of all the sailors.

2019 is going to be a busy year for 29er Class, some will be travelling to Poland to compete in the World Championship in July and Lake Garda in August for the European Championship while events closer to home will be RYA Youth Nationals at WPNSA in April and 29er Nationals sandwiched between Worlds and Europeans in Phwelli!

We look forward to following all the sailors!

email [29ercaptain@hisc.co.uk](mailto:29ercaptain@hisc.co.uk)



# A guide to university sailing

Charlie Darling



Photo: BUSA

University choices should obviously be made based on the courses available, but for members of HISC the opportunity to go sailing is probably important too (it definitely was for me). I study Oceanography at the University of Southampton and have been a member of the university sailing club since I started four years ago.

## Types of Sailing

The biggest university sailing clubs will have opportunities for both competitive and non-competitive sailing.

Team racing, match racing and yachting are the three types of competitive sailing that universities focus on, giving people a great opportunity to learn new skills as these types of sailing are not really part of the junior and youth pathway.

Team racing is by far the most competitive, with an annual circuit allowing you to visit other universities around the country each weekend, and qualification stages to get to the BUCS Team Racing Champs held over Easter. Yacht sailing and match racing are mainly focused around the BUCS Yachting Champs and BUCS Match Racing Champs, again held over the Easter holidays. Some universities have

## BUSA

- The British Universities Sailing Association (BUSA) consists of 47 universities from all over Britain.
- BUSA members compete in BUCS (British Universities and Colleges Sport) events.
- There are four big national events: BUCS Fleet Racing Championships, BUCS Team Racing Championships, BUCS Yachting Championships, and BUCS Match Championships. Results help earn BUCS points, which rank almost every university in nearly every sport.

access to keelboats to run regular yachting sessions and take part in local winter racing series. The RYA runs a Winter Match Racing Series that many university sailors compete in.

Don't miss the opportunity to fleet race at the BUCS Fleet Racing Champs. As a member of the sailing club, whether you are on the team or not, you can take your own boat and compete whilst catching up with all of your friends from junior and youth classes.

## Teams

There are six people on each team racing team, eight people per yachting team, and three for match racing. Team racing

trials normally happen in the first couple of weeks to maximise training through the year. Yachting and match racing teams are decided around Christmas.

It can be difficult to make it onto a team in your first year. At Southampton, for example, we can have 80 people trialling for 24 spots in our team racing team. Don't let this put you off, though. Reserve sailors are always needed to cover for people that may miss a session, and this is a great way to learn the skills needed to make the team the following year.

## Other options

There are loads of options for those who want to do even more sailing or try something completely new:

- The British Keelboat Academy is a RYA programme designed to help dinghy sailors transition into yacht racers whether you are at university or not.
- Try another watersport: A lot of sailors start windsurfing, kitesurfing or wakeboarding whilst at university.
- Sail at HISC. If you're studying close to the South Coast, come back to HISC at the weekends. Bring your washing home, and get sailing in an adult class like the RS200, which has a great fleet at the club.

For more information about university sailing visit: [www.busa.co.uk](http://www.busa.co.uk).

## Top sailing universities:

### In the South

Southampton, Exeter, Cambridge, Plymouth, Bath, Bristol, Solent (good for yachting), Oxford.

### In the North

Durham, Manchester, Newcastle, Liverpool, Strathclyde, Edinburgh.



# Sustainability matters

Bianca Jayne Carr, from local charity The Final Straw Solent



Sustainability is a hot topic at the moment. Plastic pollution is filling up peoples' news feeds and you can't go far without hearing people talking about the impact we, as humans, are having on the environment.



Nurdles – plastic resin pellets utilised in manufacturing large-scale plastics

One of our remits at the Final Straw Solent is to encourage ocean health and promote sustainable practices for all people to use in their day to day lives. We have been encouraging businesses and individuals to reduce the amount of single use plastics they are using, in the hope that this will have a knock on effect to others.

This is where Final Straw Solent link in perfectly with Hayling Island Sailing Club. We are firm believers that change needs to happen, and what better place

to start than at sailing clubs where we work and play on our oceans.

**As sailors we have a responsibility to care for our oceans and lead by example with our sustainable practices. We love the ocean and we need to take care of it.**

I caught up with Daniela Masters, who heads up sustainability at HISC, to find out what challenges the club has faced and what the plans are for the future.

*Last year HISC started making some changes to the sailing club to become more sustainable when they joined the Final Straw Solent. What was the very first thing that changed at the club and why?*

The first thing we changed was swapping from plastic cutlery to wooden. We also changed our takeaway mugs to ones which are biodegradable. These were the quickest and easiest changes to make as we were able to use up remaining stock and then swap straight away.

*Following that change, how easy was it to actually implement? Did it have any cost implications for the club?*

These changes were very easy to implement and cost wise did not make a huge difference to the club.

*Has an audit been carried out by the club on single use plastics that could be swapped out for alternative products? If so, what items are on your hit list? If not, when can we begin that?*

A brief audit was carried out and items on the hit list are: stopping the sale of plastic water bottles with a view to eventually substituting all drinks sold in plastic bottles where possible; plastic straws are next on the list (we did swap last year to paper but then found a huge stock in the club which we thought counter productive to just dispose of); sauce sachets; takeaway boxes and sandwich wrappers etc. Once we have achieved these we will then look at what we can do further.

*Discussions were taking place to create a blueprint to become the most sustainable sailing club in the UK. Is this goal still something the club is working towards and do we have any idea of a time line to achieve some further changes in the club?*

When that discussion took place we were unaware of the steps already taken by the sailing centre at Weymouth. They have created a highly successful model of sustainability. We are aiming to emulate what they have done in a way which will hopefully be equally as effective at HISC. We will aim to become the most sustainable sailing club in Hampshire instead!



Beach clean up on Hayling Island

*Education is a really important part of sustainability and as a family club we have many young members that we could assist with their knowledge on the topic. Are there any plans to run some sustainability workshops or talks for members so they can understand why it's so important and the changes that the club are looking to achieve?*

We are lucky at HISC to have an incredibly proactive Rear Commodore Youth who is working highly effectively with the team at HISC to include elements of sustainability in as many youth activities as possible. We are currently planning to incorporate sustainability into the Youth launch in March, when we will release a youth-friendly environmental policy that will be displayed around the club as a club/member agreement and commitment to a more sustainable future.

*Do we have any beach cleans at the club planned this spring that our members can get involved in?*

There will be youth ones organised as part of events and weekends, and we are discussing plans to have either regular beach cleans or kits so that people can take part on their own as and when.

*What are the main difficulties you have faced as a club when trying to implement sustainable practices?*

Our main difficulties have been the delay in being able to accomplish some of the things we want to achieve, either due to backlogged stock or a number of changes and restructuring at the club. We now have a fantastic team in house at the club who are ready to hit the ground running and achieve as much as we possibly can before the main summer season starts.

*How do the members and the management at HISC feel about the changes that are taking place around the club? Has it been seen as a welcome change, and have people even noticed?*

When the initial ideas were launched at the SGM last year they received a lot of support and we hope to be able to return to the SGM this year in order to share our progress and make clear the plan for the future to get as much support as we possibly can moving forward with this initiative.





# Training information



From April 2019 HISC will be offering a new range of training options.

## One to One

If you want to learn to sail, improve your technique or hone your racing skills then book in for a bespoke sailing session. We can work on any aspect you choose to help make your sailing goals come true through our private lessons.

We will aim to run these sessions either between 10.00–12.00 and then from 13.00–15.00 or 10.30–12.30 and then from 13.30–15.30

Give us a call on 023 9246 3768 or speak to the Marine Manager to find out more or make a booking.

## Cost

£75 2 hours  
£140 1 day

## Pathway Training

If you are a new member or you simply want to improve your sailing at any level then book in for an assessment with one of our experienced instructors. This can be on the water or on the land. From here we will produce a pathway for progress outlining your training options to improve.

## Adult Improver Group

Our new improver sessions are for anyone who wants to get out on the water and improve their skills whilst having fun. This will be run using our

boats and our instructors, all you need to bring is some basic sailing gear.

Details on costs and timings will be released on the HISC website, Facebook and also pinned up on the HISC noticeboard.

## Clinics

Throughout the season we will be offering focused sessions aiming to

look at a specific skill. If you have a session you would like us to host then get in touch with us with your recommendations and we will work to make it happen.

We want you to get the most out of your HISC sailing experience. Please contact us on 023 9246 3768 for any training needs.



# Training dates at a glance

Training Courses for HISC members. Please contact the office on 02392 463768 if you require a mid-week date or a date not listed as we may be able to accommodate you. Courses must be booked in advance by calling the office. All prices are per person.

Date	Course	Length	Time	Fee
<b>March</b>				
Sat 9 & Sun 10 Mar	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Sun 17 Mar	HISC Safety Boat Course	1 day	0930–1630	£90.00
Sat 23 & Sun 24 Mar	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Sat 30 Mar & Sun 31 Mar	RYA Powerboat Level 2	2 day	0930–1630	£190.00
<b>April</b>				
Sat 6 & Sun 7 Apr	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Tue 9 & Wed 10 Apr	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Sat 13 & Sun 14 Apr	RYA Powerboat Level 2	2 day	0930–1630	£190.00
<b>May</b>				
Sat 4 & Sun 5 May	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Sat 11 & Sun 12 May	Adult Level 1 & 2 Course	2 day	0930–1630	£150.00
Sat 18 & Sun 19 May	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Wed 29 & Thu 30 May	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Thur 2 – Thur 23 May	Women on Water (WOW)	4 x ½ day	1000–1300	TBA
<b>June</b>				
Sat 1 & Sun 2 Jun	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Tues 4 & Wed 5 Jun	Women on Water (WOW)	2 day	1000–1500	TBA
Sat 8 Jun	RYA First Aid	1 day	0900–1700	£60.00
Sat 8 & Sun 9 Jun	Adult Level 1 & 2 Course	2 day	0930–1630	£150.00
Sat 15 & Sun 16 Jun	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Sat 22 & Sun 23 Jun	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Thur 6 – Thur 27 Jun	Women on Water (WOW)	4 x ½ day	1000–1300	TBA
<b>July</b>				
Sat 6 & Sun 7 Jul	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Sat 13 & Sun 14 Jul	Adult Level 1 & 2 Course	2 day	0930–1630	£150.00
Sat 20 & Sun 21 Jul	Youth Stage 1 & 2 Course	2 day	0930–1630	£150.00
Sat 20 & Sun 21 Jul	RYA Powerboat Level 2	2 day	0930–1630	£190.00
<b>August</b>				
Sat 3 & Sun 4 Aug	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Sat 3 & Sun 4 Aug	Youth Stage 1 & 2 Course	2 day	0930–1630	£150.00
Sat 10 & Sun 11 Aug	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Sat 10 & Sun 11 Aug	Adult Level 1 & 2 Course	2 day	0930–1630	£150.00
Sat 17 & Sun 18 Aug	RYA Powerboat Level 2	2 day	0930–1630	£190.00
<b>September</b>				
Sat 7 & Sun 8 Sep	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Sat 15 Sep	RYA First Aid	1 day	0900–1700	£60.00
Sat 21 & Sun 22 Sep	RYA Powerboat Level 2	2 day	0930–1630	£190.00
Thur 5 – Thur 26 Sep	Women on Water (WOW)	4 x ½ day	1000–1300	TBA



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# Women on Water at HISC

Linda Stokes



Photo: Melvyn Cooper Sailing

Above all, WOW is about learning new skills, meeting people, having fun and camaraderie on and off the water.

The group meets on a Thursday morning with a briefing at 10.00am and finishing at 1.00pm. The weekend session offers a similar format but welcomes total beginners to take part. Many ladies who take part in this then go on to take part in the weekly sessions.

*years on, not only have I embraced dingy sailing, but I am now the proud owner of my very own RS Aero - La Bamba! Thanks to all who have made WOW a 'thing' and to Linda for making it happen.*

## Victoria

*I was in the beginners group in September. Four of us had a fabulous time with our instructors Debbie and Sarah Mitchell. Amazing sunshine and three out of four of the sessions had just enough wind to get us going. We learned or revised how to tack and jibe and started to learn about the complicated wind and tides at HISC. I absolutely loved every second of it as I think did the rest of the group. For me it was a real treat to be going out on the water myself having watched my boys sailing at HISC for over three years but more than anything I loved spending Thursday mornings with great people at beautiful HISC learning how to sail a dinghy. Great fun. Thank you!*

The dates for this year's WOW sessions are

Block 1	Block 2	Block 3
2 May	6 June	5 September
9 May	13 June	12 September
16 May	20 June	19 September
23 May	27 June	26 September

## Two-day WOW course

4 & 5 June

WOW is supported by many wonderful volunteers who give up their Thursday mornings to provide on-water safety cover. If you love being on the water and have your PB2 and would be interested in helping or have any questions regarding WOW please contact the class captain, Linda Stokes, email [wow@hisc.co.uk](mailto:wow@hisc.co.uk)



Photo: Melvyn Cooper Sailing



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*"I have been treated by Chris for 8 years as the head physio of the British Olympic sailing team ... as anyone who has competed at the highest level will testify, it is as much about the personality of the support staff as the skills ... fortunately Chris has both."*  
Sir Ben Ainslie OBE



# HISC Hire Boat Fleet

Our Hire Fleet has undergone a revamp introducing brand new RS Teras, RS Fevas and RS Zests. These new boats offer a fantastic opportunity to enjoy sailing in something new or, simply to get on the water without having to worry about dinghy park spaces, insurance or boat maintenance.



Our fleet of dinghies are available for hire by any member. The fleet consists of a range of boats suitable for beginners, children, adults and families comprising of single handers and double handers through to family boats. The fleet is as follows:

	Daily hire rate
Optimist	£25.00
2019 RS Tera	£35.00
2019 RS Zest	£40.00
RS Feva S	£40.00
RS Feva XL	£50.00
2000	£60.00
RS Venture	£70.00
Wednesday Evening Race	£30
Sunday Race	£60
5 Races	£200

For new and novice members, HISC offers private sailing tuition. Here participants learn how to rig, launch and recover the boat as well as learning how to helm and crew. This offers a great way for new members to get to know the harbour and the tides. Call the HISC office for more details. Last year we added three 2000 dinghies to the hire fleet. The great thing about this design is that it bridges the gap between a stable family dinghy and a popular racing class. The 2000 class has an active association, lots of open meetings and is of course raced a fair bit locally.

As one can see from the list of hire charges, we are very happy for members to hire one to compete in a club race, whether a weekend or a Wednesday evening, it is a mere £30 per race, or £60 for 2 races on a Sunday. Furthermore, we would love to see a member hire one for an entire race series, with the added benefit that you would get used to the boat and get more from the racing. The fee for 5 races is £200. No insurance, maintenance or boat park fees to worry about, just pay and go racing! If you would like to explore this further, please contact the office.



# HISC Thursday Club breaking records



Since its inception in 2005 the HISC Thursday Club, which was launched by HISC Trustee Mike Baker, has had 492 youngsters pass through, with a total of 5,800 attendances.

The youngsters come from all walks of life regardless of their financial position. 2018 was our most supported year yet with a total of 96 youngsters registering.

The HISC Thursday Club is specifically aimed at children who live on Hayling

with no easy access to the water and who would not normally get the chance to learn to sail. The club runs from May to September on Thursday evenings from 4pm to 6pm, enabling the participants to gain valuable experience ranging from absolute beginner to competent sailor. Their achievements are recognised by certificates at every level and awarded at the end of the season.

The Thursday Club uses a variety of boats, paddleboards and windsurfers to give the youngsters from age 8–18 access to RYA qualified instructors. In addition, it is helped by a team of tireless volunteers.

Many of the children who have benefitted from the Thursday Club go on to pass qualifications in sailing and come back to help the club in future years. Some have made a career in the marine industry, proving that when you are young, you may well benefit from opportunities without financial barriers to try new activities that they may prove to be very good at. 2018 was also a successful year for some of our previous “students” who now form part of our young volunteers, as the article by Ben Tuttle overleaf will explain.

Further information can be found under the Youth section of the HISC website, headed Thursday Club.





# How Thursday Club cured my fear of seaweed

Ben Tuttle



Photo Peter Hickson

HISC Community Youth Sailing Scheme known as “The Thursday Club” operates from May to September every Thursday between 4 pm and 6.30 pm. The club is for any enthusiastic 8 to 18-year old, giving them a taster of sailing, windsurfing and paddle boarding. All levels are welcome.

I still remember my first session at Thursday Club; I was more than a bit nervous. My previous boating experiences hadn’t been too successful and had resulted in a rather spectacular capsize and certain amount of screaming due to scary seaweed.

After some negotiation, and a promise of pizza, I decided to tag along with the beginner group. The instructor called me over to introduce me to another lad and told us we were in-charge of the trollies. I was very happy; I could do trollies. One of the helpers persuaded us to sit on a boat on the beach and do land drills, which

included waving at the fishes as we changed sides. After a short while, the instructor encouraged me to come over and get onto a boat, with another more experienced sailor. By the end of the session, I had held the stick (tiller) and turned the boat around. I had only been there an hour.

Each Thursday club session starts at around 4pm, straight from school. The Thursday club hut is opened, where you can sign in for the session and get your tally band. Then you put on your kit if you have your own, or borrow it from Thursday club, if you don’t. We all wear a name band around our buoyancy aids, which helps us get to know each other. Each session is run by the chief instructor or their nominated senior instructor. Every session is different.

Everyone meets by the hut once they are changed and boats and instructors are allocated. We aim to be on the water from 5 to 6pm. Everyone taking

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**The Thursday Club team, means everyone, sailors, instructors, parents and helpers. Everyone, joins in, however they can. We all get boats ready, get them to the beach and when the time comes put them away. It’s a real team effort. One of the best things about Thursday Club is there is a real sense of community.**

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part who is not an instructor follows a card system. Starting with a yellow card, then, red, white and green cards. You can move through the cards at your own pace, developing your sailing skills as you do. Each card has



various targets, and these have to be signed off by an instructor. Once you have completed a card you can move onto the next card. The weather often dictates the session. If it’s too windy we stay ashore; there is always a new knot to learn, or some rigging practice to do. On the water, we use lots of different boats, from Optimists and Teras to Fevas and Ventures. More experienced sailors might sail with beginners, friends can sail together, or you can go singlehanded. Whatever the session involves, fully qualified volunteer RYA instructors oversee the activities on the water with a team of volunteer helpers. Over the past couple of years both windsurfing and paddle boarding have been added to the activities on offer.

At the end of a session, everyone helps put the boats away; the whole team helps, including the sailors, instructors, parents and helpers. Everyone joins in, however they can. We all get the boats ready, get them to the beach and when the time comes put them away. It’s a real team effort. One of the best things about Thursday Club is there is a real sense of community.

At the end of the year there is a prize giving when certificates for the year’s achievements are given out. And there is normally cake!

Children from all over the local area attend, coming from lots of different schools. Some are already members of sailing clubs, some join sailing clubs after attending Thursday Club and others only ever sail at Thursday Club. The majority of participants have never sailed until they join Thursday Club. Everyone that takes part is treated the same. Everyone who attends has to work through the various sailing cards that help develop our sailing and seamanship skills. Whatever level you are at, the main aims are safety and fun.

I have made some great friends sailing at Thursday Club and gained skills I will use for the rest of my life. Sailing has encouraged me to stay positive and develop an ability to get things done, normally just so I can go sailing! I love my time on the water. I love the freedom and the fact there are no limits, only your skill and the weather.

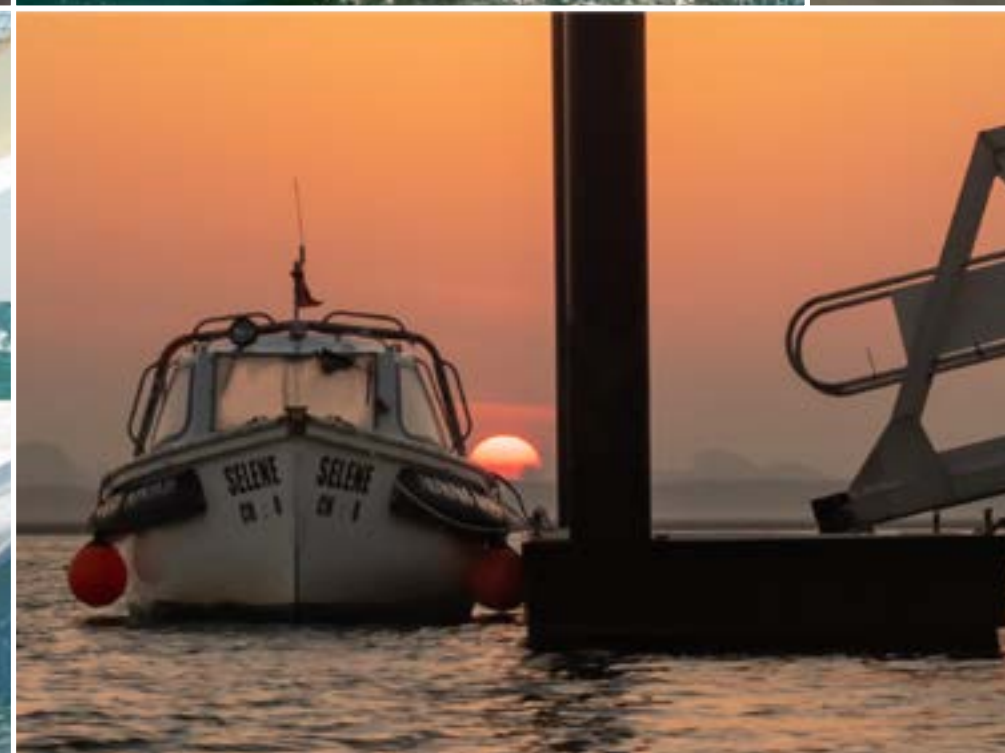
Once I had worked through the cards, the Thursday Club Training Officer (Catherine), asked me to join the instructor programme. I knew it was a big commitment, but she was very persuasive and encouraging. I have really enjoyed learning to be an assistant instructor. I have had to take an advanced skills RYA course and through Thursday Club my confidence and patience has grown. The mentors

have encouraged me past my comfort zone to help run sessions, drive ribs and learn to manage a group on the water. Now, as a fully qualified Assistant Instructor, I hope to take my instructors ticket when I am 16.

It’s six years since I joined Thursday Club. Since that first session I have progressed, through my cards, and become an assistant instructor. I have attended every Thursday club session I have been able to. Sailing has become a big part of my life.

Over the past couple of years, I have gained confidence and taken part in some nine events away from Hayling Island. I won the RS Tera Sport National Championship in 2017 and in 2018 I won the RS Tera Pro World Championship. When I returned, everyone at Thursday Club celebrated with me. I still have a lot to learn and at every session at Thursday Club I’m learning new things. It’s a real sense of achievement when someone you have taught masters a new skill. I also know how some of the new sailors feel and I do my best to help them enjoy their session. I’m happy if they want to come back again. The Thursday Club is an important part of my week and it’s a good feeling to see someone you have helped finish the session with a smile. After six years from beginner to instructor, I still look forward to each session.







# HISC Social Sailing

Belinda Smith



Picnic & BBQ chez Margaret and Ray Stewart

We are a group of HISC Members who love our sailing. We mainly sail mid-week when the Solent isn't so busy, and away we go in our motley selection of yachts, powerboats both large and small and sailing dinghys for some of the shorter trips.

Our trips consist of many things. Sometimes, mainly mid-summer, we go far and wide either in company or off on our own, meeting up at pre-arranged venues. A fair number finish up in France or the West Country, but the Solent is indeed our main hunting ground.

We also spend a great deal of time exploring our local harbours which we are so privileged to have within reach. All trips involve some socialising. After all, isn't sailing all about helping each other, supporting each other in

times of need and just talking to other people about the sport we love so much? We have an annual programme. A fair number of us have been very active members of HISC for many years and have a wealth of experience that they love to share. We meet regularly during the winter for lunches on the first Friday of the month from October through to April. We have an AGM in November where the following year's sailing programme is presented to the members and discussed.

We also have further lunches at other sailing clubs around the harbour during these winter months. During the summer, we have regular sailing rallies, as I have described. The highlight of our sailing year is "Harbour Week", usually in July. During this week we do harbour activities such as a picnics at East Head, visits to other harbour sailing clubs, BBQ's and a formal dinner somewhere in the Harbour. It's a great week, thoroughly enjoyed by all the participants and again you can choose what event you wish to enjoy: it's exhausting doing the whole lot!

Information about our trips for this year can be found on our website: [www.hiscsocsail.co.uk](http://www.hiscsocsail.co.uk)

We welcome all members of HISC to join us. Great if you have a boat, but it's not essential. We always make sure that some of our venues throughout the year are accessible by land. We do appreciate that some of us, while having sailed for many years, have had to give up that activity, but nevertheless do not wish to lose their contact with the water they love so much.

For more information, please contact me (your captain!) on 02392 462818 or by e-mail [belindasmith4@virginmedia.com](mailto:belindasmith4@virginmedia.com).

Your treasurer is Paul Young and he is contactable on 07972 832018 or e-mail [paul\\_young@hotmail.com](mailto:paul_young@hotmail.com)

We do have an annual membership fee of £5.00. New members are extremely welcome.

## 2018 in pictures



Poole Week



Solent Rivers Week



Blooming June Week



Day cruise to Haslar

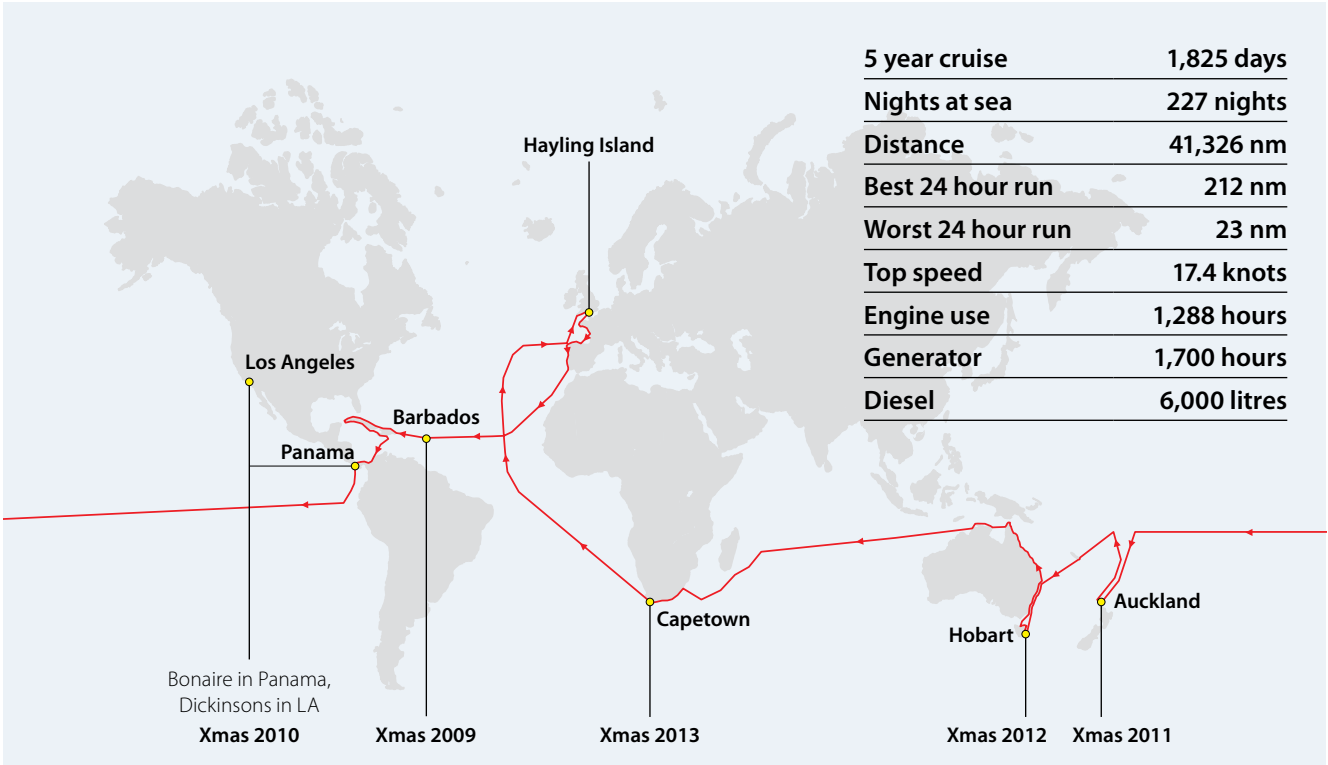




# Back on dry land? Not for long

Freddie Penfold

Intrepid explorers, The Dickinsons, reveal how life continues to be dominated by sailing since returning from their epic voyage on board Bonaire.



It is 10 years ago this June that HISC members Tim, Steph, Fin and Sam Dickinson set off on a five-year sailing trip around the world. They have been back five years and watching the two boys continue to excel in the world of sailing is a joy to see.

Anyone who knows Tim and Steph is aware of their competitive nature. Steph, a dentist, tall, athletic and tough, was legendary on the Laser 5000 circuit back in the day. These were tricky, heavy boats and very few women sailed them. But Steph, who only started sailing when she met Tim at Bristol University, would battle on up at the front, crewing for her husband, often coming in from racing covered in bruises. Tim, ex-Navy and an oral surgeon, was also renowned for his

competitive streak in the RS700 fleet. So it is hardly surprising their sons are performing so well on the competitive sailing circuit. Fin, 15, won the Feva Worlds in 2016, is the under 16 European Laser 4.7 Champion and is in the RYA National Squad, in the Laser. He wants to be an Olympic sailor.

Sam, 13, is also in the RYA National Junior squad, competing in the Laser 4.7. Best achievements to date, in the words of his father, include being "world class in annoying his brother" and "quite tall". Although sailing is clearly in his blood, Sam wants to be an entrepreneur and is not thinking of going professional. When I meet the family on a wintery January evening at their home on Hayling Island, Sam has been busy selling old ski kit on eBay.

The driving force behind these two boys is clearly their formidable and truly dedicated parents. The trip on Bonaire instilled in them not just a love of sailing, but a passion for racing. The family left with a Tera strapped to the bow of the boat and often Tim would lay a few marks when they were at anchor so the boys (aged just four and six when they left) could do mini races in between their home-schooling lessons.

An Optimist was picked up in Bora Bora from another cruising boat so that Fin could enter his first open meeting in New Plymouth, New Zealand, in 2012. Fin was only eight at the time, and he was so exhausted after racing that Tim had to sail the Oppie back. In 2013, Fin entered the Australian Optimist Championship in Hobart,

Tasmania, in a borrowed boat. He came 1st in the under 10s category.

Was all this competitive sailing at such a young age his idea, or was his father forcing him to enter these events? Fin smiles: "It was a bit of both, I suppose, but once I started doing it I really enjoyed it. I guess I am just naturally competitive."

Tim, however, admits that a lot of the success of the boys is down to parental commitment. "Most of the kids who do well on the circuit these days have parents who are giving up a huge amount of time and effort to help their kids along the way." Tim and Steph are clearly committed. To illustrate, on the last day of the Christmas holidays this year, Tim drove the boys and their boats all the way to Lymington so they could sail back to Hayling and practice going downwind in big waves. Not many teenagers would choose to do that on a cold, January day.

Tim and Steph spend most weekends travelling up and down the country, taking their boys to events. They have a camper van and load it up with boats and bikes and take to the road. It is never a chore, though. It reminds them of being on Bonaire.

"It's a bit like being back on the trip," explains Steph. "We play games, we go on bike rides, we're all together in



Optimist racing for grown ups, Royal Queensland Yacht Club

a confined space and I absolutely love the family time."

For Steph, family time was one of the main reasons she wanted to go on the big trip in the first place. "I was working really hard and I never saw the boys. I felt I was missing out on their childhood."

Tim, meanwhile, was inspired by the legendary Jimmy Cornell book World Cruising Routes, published in 1998. The Dickinsons had been living on the South Coast for some time and had built up a successful dental practice in Emsworth.

Already owners of a small cruiser, which they sailed around the Solent from HISC, it didn't take them long to

dream up the idea of going further afield. It was the sale of the dental practice that gave the Dickinsons the financial wherewithal to set off on their adventure. They bought Bonaire, a Garcia Passoa 50, made out of aluminium and chosen for its comfort and safety.

They sailed from Chichester Harbour down to the Canaries and spent their first Christmas in Barbados. They then went through the Panama Canal and spent Christmas number two in LA. Then it was the glorious Pacific Ocean to explore (the Dickinsons eyes light up when they talk about this leg of the trip): they visited stunning remote islands and spent days on end at sea. Their third Christmas was spent in New Zealand, the fourth in Hobart, Tasmania, and the fifth in South Africa.

It was a simple existence and one that they all clearly miss. Steph adds: "Yes it was full on, home schooling was a challenge sometimes and we had our fair share of mishaps, but I just loved the fact that we were all together and there weren't the distractions of modern life. Life now is very different, we all tend to rush about a lot more."

But what is impressive is how the boys have adapted to life on dry land. Both boys are doing well at school, although Fin was bullied a little about his long locks when he first arrived home. "I should have realised that shoulder-length blonde hair on a 10-year old boy was probably not a good look," laughs Steph.

The boys also got straight into the competitive circuit, attending an



Fin kiting, Mauritius





Fin kiting, Musket Cove, Fiji

Optimist open meeting in Parkstone, Poole, within weeks of arriving home. Indeed the family didn't even have a car and arrived at the event on Bonaire, with the Oppies strapped to the bow. The boys sailed their Oppies up to the sailing club and tied their boats to the pontoon, getting in everyone's way and causing quite a stir, because they didn't have any trolleys to haul the dinghies out on.

You can just imagine how bemused the Oppie parent contingency would have been, with their big cars and trailers and oodles of kit, to see these two young, tanned boys with wild hair, rock up at an event straight from their epic voyage around the world.



Sam and Fin at the Laser 4.7 European Championship, Patras, Greece, 2018



Fin at the Australian Optimist National Championship, Sandy Bay, Hobart, 2013

Tim adds that being members of HISC has also helped the family settle. "HISC is our home. We come down on a Friday for a drink and the boys do their winter training from here. Many of the kids who are committed to the sailing circuit don't really have a base, but we do and we feel very lucky to have HISC on our doorstep."

The boys are also very fond of the club. Fin likes to tell the story of an Optimist open meeting he attended in Lymington not long after the Poole event. He entered "HISC Rules the World" as his boat name and went on to win the event. The following year, he entered "HISC Still Rules the World" as his boat name and won again, on appeal, much to the chagrin of everyone involved.

The Dickinson boys are clearly going places. Meanwhile, their parents continue to dream about a possible next big adventure. The wanderlust is still there, gleaming in their eyes, but another sailing trip is way over the horizon and definitely not something they are planning to embark on any time soon. Steph has just set up her dental practice, Shore Dental on Hayling Island, and has big ambitions to grow that business. It looks like the family will just have to make do with their weekend excursions in the camper van and messing about in boats at HISC for now: Judging by the grins on their faces, that is no bad thing.



# Wild Iris' year in the Caribbean

Mark & Lisa Pollington



Idyllic anchorage: Coco Banderos

By the time this is published we will have navigated close to two thirds of the Caribbean coastline.

Last 'season' we headed north, generally on a close reach in the prevailing 20-25kt easterly trade winds, from Tobago Cays and managed to visit most of the islands in the West Indies. Then, after a three-day reach from the BVIs to Bonaire in late May, we spent the hurricane season in the Dutch Antilles (the ABC islands) off the coast of Venezuela. This year we joined an OCC rally, cruising at a very leisurely pace clockwise around Central America: visiting Columbia; San Blas islands; Panama, passing Nicaragua, then the Honduras Bay islands, and Belize. We plan to spend the 2019 hurricane season sailing up to Maine, USA...but we commenced cruising in order to avoid having plans, so who knows.

Cruising for us is about meeting new people, experiencing new cultures, and exploring new landscapes – oh, and doing boat maintenance! But most of all, it's about the unexpected.

The Caribbean has been shaped by nature and politics, with each island being surprisingly unique. Sometimes a volcano has pushed mountains into the sky, stopping the clouds and creating rainforests. Other islands are rocky and barren, apart from their coral reefs which teem with life. Then just a

few miles away, you stumble upon a paradise palm tree sanctuary. But it's the history of the past 500 years that have truly shaped this region: from the black slaves, Spanish conquistadors, the British "pirates", to the Indo-Caribbean people, all more recently bowing to the power of the American dollar. Not always harmonious, but interesting and still evolving. Sometimes too rapidly in our rapidly shrinking world.

Four thousand miles is hard to summarise, so I will just pick out a few points. We were humbled by the friendliness and resilience of the hurricane ravaged Dominicans who, with little outside assistance or income from tourism, are rebuilding their homes after the hurricanes. It was also amazing how nature is so rapidly repairing the

damage caused by Hurricane Irma. In contrast, in neighbouring islands we were frustrated by the American owned gated hotel complexes springing up along many sandy beaches. They don't employ any locals, yet boast of their wealth with inevitable consequence. We have also been blessed to spend time on the deserted white beaches of the Spanish Virgin Islands with only turtles for company – seeing their nests and swimming along side them will never be forgotten. We were awe-inspired by the majesty of the volcanic Saba which sticks out of the sea with vertical cliff walls all around and mesmerised by the underwater world in Bonaire. We were taken aback by the openness of the Guna people in the San Blas islands who are still living a simple, traditional lifestyle and privileged to be invited into their huts to share a meal. At day break they sail their dug-out canoes to the rainforest, returning in the early afternoon laden with bananas and coconuts. But we have been equally saddened by the amount of plastic that is ending up on their shores.

So we sign-off for another year. We have the teak deck to see to and Sundowners at 5pm – remember, it's not cruising if there isn't maintenance to do and it's not an adventure if you know where you are going or how to get there!



Sailing towards Saba



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# Cruiser racing at HISC

Roy Pine



Photo: Peter Hickson

HISC has a long tradition of cruiser racing in Hayling Bay and the tradition continues with the 'Sundowner' series of evening races on Thursdays from May to July.

The series of 12 short races are split into two series, early and late and last year we successfully tried a new format to even out the field, bang and about, in which we all start at the same time but after between 30 and 45 minutes of racing a set course, the race Officer calls 'bang and go back' on the VHF and the whole fleet immediately turns back and retraces their course.

The fastest boat is now last and the slowest boat first and it evens up the field and gives everyone a fighting chance and someone to race against. Indeed it has led to some famous victories by the minnows over the fancied racers and providing everyone

races in the spirit of the competition with no sandbagging and as much energy on the outward leg as the return, it has led to fairer racing in wind conditions from under 5 kts to gusting 30!

The early series was won by Bavaria 29 'Cookies' over J109 'Judgement Day' and Sun Fast 20 'Muskete', the late series Hustler SJ30 'Celebration' over Cookies then Varianta 37 'Riff Raff'.

The Nab Cup and Sparkes Trophy were again curtailed to just one day with Westerly 'Panda of Hamble' winning the Nab cup ahead of Judgement Day and 'Exeat' with Sonata 'Joey' winning the Little Nab Cup.

We joined the Chichester Cruiser Racing Club (CCRC) in September for Bart's Bash, again run to a 'Bang and go Back' format in over 20kts for a great day on the water in a terrific cause.

Cruiser racing at HISC is a bit more low key and less intensely competitive

that other, more serious cruiser racing – anyone can enter in anything, 'run what you brung', no handicap system, low on cost and no experience required, the aim is to get on the water in a fun, friendly and non-damaging way to boats, gear or friendships. We all try our best, according to our wallets and abilities and excuses in the bar afterwards over a pie and a pint have to be heard to be believed!

Want to know more? Contact Leah at HISC or me on riffraff1588@gmail.com and do sign up to the club's facebook pages; HISC Get Racing and The Sundowners.

Crew are always welcome, contact me as above or via Sundowners facebook.

Life is short, the summer seems shorter so why not spend more of it messing about in boats, come join the Sundowner Series!



# Cruising at HISC – what you need to know

David Dodgson

Rear Commodore Cruising



The Rear Commodore Cruising, supported by the Cruising Committee and working closely with the Marine Manager and his team, are responsible for coordinating the allocation of moorings, winter lay-up and ancillary shore-based services for a wide diversity of cruising boats from day boats to larger cruisers.

The club is very fortunate to have the use of 76 deep-water moorings, 39 half-tide moorings and a visitors mooring. The deep water moorings are positioned on Crown Commissioners' land, they own the seabed and as such the club has to pay a fee for this privilege. This fee is renegotiable every five years. The half-tide moorings are on club land. Both are arranged in a limited area carefully controlled by the Harbour Master using satellite technology.

In addition to moorings, the club operates a regular ferry service to the moorings, tender storage space in the season, outboard storage and provides winter lay-up facilities ashore, further details of which are provided below.

## Club Moorings.

The club has 115 moorings suitable for a variety of boat sizes

15 x Class A2	(14m max deep water)
27 x Class A2(R)	(11m max deep water)
34 x Class A3	(9m max deep water)
18 x Class B3	(6m max shallow water)
5 x Class B3	(9m max shallow water)
16 x Class C&D4	(6m max shallow water)

The Deep Water Moorings are removed on a 3 yearly schedule, when the sinkers, buoys and swivels are inspected, and the riser chain and strop chain replaced. The Half Tide Moorings are also maintained on a 3-year cycle, they have a different configuration, with appropriate maintenance.

The chain strops complete the Mooring complex, and many owners consider them to be the back up to their rope strop, which will take the snub from the effects of wave motion in these relatively exposed waters. The advice of the Harbour Moorings Master is commended in each case. The rope strop is the owner's responsibility and should be removed at the end of each season; failure to remove it will involve a fee for the Marine Crew to do so. There is no guarantee that owners will be allotted the same mooring the following year.

## RS Elite Drysail

The HISC RS Elite Drysail berthholders are allocated 10 moorings identified by a different colour pickup buoy at the south end of the trots. The 10 moorings and storage ashore are paid for as part of the annual drysail contract. Use of the 10 moorings is tailored to the racing programme

on Thursday evenings and weekends. When not in use by RS Elites, the moorings are strictly reserved for use by the Marine Department as an 'overflow' facility for Open and Championship events.

## How to apply for a Mooring

The allocation of moorings is vested with the Cruising Committee, using the "Guidelines for the Cruising Committee relating to the Moorings Waiting List. Allocation of Moorings and General Mooring Principles" see club web site. Moorings are let on an Annual Contract, which is renewable annually by mutual agreement between the club and tenant. Members requiring moorings, shall apply in writing by 31 October of the preceding year to join the waiting list.

Application to join the Waiting List for a Mooring may be made to the club office, with a deposit of £100, repayable on being allocated a mooring. The Waiting List is specific for the type/size of mooring required.

## Mooring Contract

The main points of the mooring contract are:

- The contract is for the period between 1 March and 31 October.
- The owner warrants that the Vessel is insured against third party risks for at least the minimum sum recommended by the club.
- The owner will not sublet, or make any arrangement with a third party with regard to mooring rights.

Owners who choose to leave their outboard engines mounted on the stern of their boat should consider the swing circle of their boat and the likelihood of the engine leg causing damage to neighbouring boats. Covering the engine with a sturdy bucket or engine removal should be considered in these circumstances.

## Ferry

A ferry service to the moorings runs throughout the season at weekends and Bank Holiday Mondays, times vary according to month and hours of daylight. The hours of operation are published in the handbook 2019 and further updated when necessary on the web site. The ferry can be summoned on VHF Channel 08, call sign *Selene*. A mid-week ferry is available by prior booking (24 hours in advance) with a fee of £5 for each trip.

## Tender Park

For anyone wishing to be independent and use their own tender, storage space on the beach can be requested. Space for tenders is limited, and mooring holders must apply for and pay the current fee for keeping a tender (which must be less than 4 metres in length) in the tender park. A reduced tender fee is payable for tenders using the rack.

All tenders must be removed at the end of the season; this allows the sand to blow clear. All tenders must be identified with:-

- The name of vessel (e.g. Tender to Yacht)
- Current club tag affixed to tender or its trolley,
- Valid Chichester Harbour Conservancy Plaque paid for via club office.

## Outboard storage shed

A space (Fee payable) can be requested within the Outboard shed offering limited facility to house an engine. A run-out tank is available to avoid the storage of excess fuel. The rules for this storage are displayed on the back of the door and in particular:

- Engines must be marked with the owners name
- Engines should be hung on the rail not left in the middle of the floor
- Under no circumstances should fuel containers be left in the outboard shed.

## Winter- Lay up

Winter Lay-up facility was started at HISC in 1995 with the purchase of the Lift Hoist. This was for the benefit of owners of larger boats to lay up at the club at a cheaper rate than Boat Yards, without hidden charges of commission when buying or selling, or charging professionals to work on boats. However it was understood that the boats should not impact too much on other club members, which is reflected in the limited time of launch and recovery.

Each winter the club accommodates the laying up of boats in the main car park. Vessels are stored in cradles and power can be supplied, all services for which fees are raised. Laying up is subject to a formal Laying Up Agreement.

The club owns and maintains a hoist capable of recovering cruisers up to approximately 11 metres in length. The hoist was renewed in 2015.



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at Sparkes Marina, Hayling Island  
02392 464109  
info@glassfibrerepairs.co.uk  
www.glassfibrerepairs.co.uk

Dean – 3D Marine  
07787 747385

Mike – HGFR  
07836 510657



The winter lay up facility is limited by space. Application is made each year, late application will jeopardize the availability. If requests exceed the space available, priority will be given to previous users, and then mooring points will be considered. Every attempt must be made during the Winter Lay-up to reduce the impact on other club members.

The recovery by the Marine Team is unattended by the owner unless specifically requested otherwise, and although every attempt to accommodate the request will be made, it cannot be guaranteed.

- The recovery period usually starts at the beginning of October (dependent on the tides), and the relaunch period is generally in March, but always before Easter.

- All fixed fin keeled boats must be supported while ashore in a cradle, approved by the Cruising Committee. Any cradle not able to be stacked at the end of the Winter Season must be removed from the site. Cradles are owned and maintained by the owner not the club.

- Electricity supply is available for the Winter Lay-up period, supplied via a meter, and charged at the same rate charged to the club, plus meter hire.

- Water is laid on in each section of the Winter Lay-up area.

- The club has several high-power washers and a power wash by the Marine Team is included in all unattended recoveries.

#### Cruiser Owners AGM

This is a once a year event offering the cruising membership an opportunity to learn of any changes to cruising facilities and time to raise or discuss cruiser-based concerns.

Please ask at the club office for any further information on club moorings.

## Rules for Visitors to the HISC moorings



### The definition “Visitors” includes HISC members who are non-mooring holders

- 1) The moorings are private and all moorings are allocated to individual mooring holders. The club therefore may not be able to accommodate visiting boats. Visitors must ask consent before picking up a mooring.
- 2) For stays not exceeding 24 hours visitors must contact either the office (02392 463768) or the ferry operator to see whether a mooring is free before putting a boat on any mooring.
- 3) Stays longer than 24 hours must be agreed in advance with the Marine manager or office by email or other written format only.
- 4) Charges to be payable, (reviewed from time to time) with a discount for HISC members who are non-mooring holders, providing they are on a mooring agreed to by the ferry operator or office (less than 24 hours) or agreed in writing for more than 24 hours.
- 5) If a HISC member (non mooring holder) leaves a boat on the moorings without prior consent as set out above then the full daily visitor rate will apply (i.e. without discount) and the member will be responsible for any cost incurred by HISC in moving the boat to allow the mooring holder to regain their mooring.
- 6) The ferry will not take anyone ashore from a visiting vessel unless they are on a mooring agreed to by either the ferry operator or the office and have paid the appropriate fee.
- 7) The charge for moving unattended and unauthorised boats from a mooring is £50. Mooring fees £20 per 24 hours or part thereof discounted for HISC members who have obtained consent as above to £15.
- 8) Visiting boats to leave by 12 noon on day of departure or they will be charged for another day.

## The continuing adventures of *Proud Moment*

Ben Smith

For our family she’s a special old boat: *Proud Moment* used to be my dad’s but these days we share her with my mum and the rest of the family.

My parents bought her in 1984 when I was 7; I’m now 42. So for me sailing her is like going for one of your favourite walks, in the cosiest jacket you’ll ever find, with an old loyal dog who never lets you down.

I sail her with my wife Lucy and our two children: Harry, 10 and Annabel, 6. This summer we took advantage of the sunshine and criss-crossed the Solent from creek to marina to anchorage.

Here are our top five places to explore, all within striking distance of our HISC mooring:

1. Bembridge: our home from home. Normally we turn up complete with tender, paddle board and even scooters.

The best sandy beach in the harbour is on the Bembridge point side, on the left as you come into the entrance, where Tollgate Cafe serves molten hot coffee. No cards accepted though, so remember your cash. Baywatch Cafe



on the Duver side is perfect for a Dover sole, fresh garlic prawns or just an ice cream or coffee with a view.

2. Newtown: one of my favourite places. It’s so peaceful, nature surrounds you and last summer our stay was made even more special by a visit from a family of seals. There’s a small but lovely beach, which is good for swimming, on the right as you enter in the harbour (Hamstead Point side). We normally pick up a visitors buoy as far down towards Shalfleet Lake as possible so we can explore the far reaches of the harbour in the inflatable and on the paddle board.

3. Cowes: always a fun stop. We can restock on supplies and indulge in a bit of retail therapy. There’s usually a bit of fun squeezing into the marina at peak times during the summer, keeping the kids amused. With some nice shops and restaurants on our doorstep, we stay out late and enjoy some town life. Not for long though: we all start missing wide open spaces so after a day or two we carry on our way.

4. Yarmouth: we love the atmosphere here. It’s a very sociable crabbing area. And again we normally test the range of the tender by going under the road bridge and to the far reaches of the River Yar. (See a pattern developing here?)

5. Beaulieu (or to be more precise Bucklers Hard): We normally spend a lot of time at the Master Builders Pub. It’s a great place to let the kids play whilst we enjoy either a flat white or a nice pint.

Equally beautiful, bearing in mind our draft is less than 4 foot, is when we go right down the creek and pick up one of the buoys as far as you can go towards Beaulieu. It’s a tranquil swallows-and-amazons type of setting – so beautiful, peaceful and a great place for a paddle board or a swim.

Bring on the summer. I’ve even bought a new (faster) tender!



# Hayling Rescue

Frank Dunster, aka *Hayling Rescue*, always has a yearly review of activities and collation of statistics and this goes back to Frank's first years of rescue in the early 1970s. Then there was a mere 30 to 40 rescue incidents a year.



Photo: Peter Hickson

Hayling Rescue had an annual peak of incidents with some 220 around 2012 and this ties in nicely with recently released statistics for the Chichester Harbour Conservancy which reveals that since 2012 the Harbour Patrol had dealt with a yearly average of 220 incidents.

If you add to this the 100 or 120 life-saving incidents the Hayling RNLI Lifeboats are called to each year then the 3 services usually attend 500 incidents per year in and around Chichester Harbour and its approaches. Frank also discovered that the type of incidents Hayling Rescue attends are very similar to that of the Harbour Patrol. In 2018 Frank towed to safety 41 vessels with engine failure and the Harbour Patrol deals with just over 30 such incidents per year.

Hayling Rescue did not need to attend the Commodore aground in his RS Elite in 2018 – but instead pulled the Vice Commodore off the Stockers Sands whilst racing. A total of 17 yachts

were re-floated by Hayling Rescue due to running aground and the Harbour Patrol appears to be attending up to 30 groundings each year.

Frank assisted or rescued nearly 30 dinghies during the year which far outstrips that of the Harbour Patrol Dinghy racing, training support and rescue continue to be the main activity of Hayling Rescue.

The RNLI Hayling Lifeboat Station had its usual year of lifesaving with some 78 incidents. Many of these involve swimmers, canoeists and windsurfers off the busy beaches of East Head, The Witterings and Hayling South beach as well as towing into the Harbour several large yachts with machinery failures a major contribution of lifesaving to the community.

In recent years Hayling Rescue has been kept operating by the skill of the financial Friends of Hayling Rescue led by Chris Driscoll and the generosity of HISC members in conjunction with

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the Hayling Island Sail Training Trust together with other Harbour Users and Authorities.

It is therefore due to this continuing support and the obvious contributions of Hayling Rescue to the safety of HISC members and Harbour Users in general that Frank fully intends to keep operating for 2019 and several more years to come – hopefully.

# Search and rescue charity Serve On at HISC

HISC and non-profit humanitarian response charity Serve On signed an agreement to work in partnership back in 2015. Over the last few years this has been ticking over in the background and some of you may well have seen people in red dry-suits around the club.

## So who are Serve On and what do they do?

They are a registered charity providing rescue and humanitarian services both within the UK and globally. The International Response Team (IRT) are highly trained search and rescue volunteers who are ready 24 hours a day to drop everything and head anywhere in the world to offer their expertise and lifesaving skills. Their combined experience covers 20 years of disasters and 22 international deployments, including Pakistan in 2005, Haiti in 2010, Nepal in 2015 and the Caribbean in 2017.

Back at home, Serve On is developing a network of formally trained volunteer Community Resilience Teams (CRT) to support the emergency services and local authorities in their response to major incidents. Serve On volunteers were on hand to help after flooding in Tadcaster and Keswick in December 2015, Coverack in Cornwall in 2017 and were praised for their life saving efforts during the snow chaos brought by Storm Emma in 2018. Over three days and nights the volunteers worked relentlessly clearing roads, freeing trapped motorists and ferrying district and community nurses to remote patients in need of vital medication.

Serve On membership is not exclusive to those with two legs. Their highly trained four-legged members (the Dog Team) are an invaluable addition to the volunteers' high tech equipment when emergencies occur.

Rescue Rookies, the younger members (14-18), are an integral part of the Serve On family. Training alongside



the adult members of the CRT, they learn valuable lessons on the benefits of volunteering, boosting their confidence and their CVs, and have travelled abroad to help deliver the risk reduction training Serve On volunteers give in disaster-prone countries.

Everything Serve On does is underpinned by its values and ethos, the desire to serve for the greater good and in the knowledge that, by doing so, we make ourselves better. This is a powerful message and big companies and major sporting groups have been keen for this can-do spirit to rub off during exercises and courses.



England Women's Rugby Squad went through a team-building weekend as part of their 2017 World Cup training camp & England's Under 20s 6 Nations Squad have recently done a disaster experience to develop self-awareness, communication and leadership skills.

## Serve On & HISC

Serve On runs training activities at HISC in order to raise funds for its ongoing work and to train its own volunteers. Some of these commercial activities are centred around water rescue and associated powerboat skills and are aimed at emergency services and other voluntary organisations who provide flood response. Any monies raised from these activities are used to fund the work of the charity enabling overseas and UK projects. HISC benefits from catering and accommodation income generated by these courses, which are run primarily during the week, when the club is otherwise quiet. HISC also benefits on the water from its association and support for Serve On, whose volunteers have supported the annual "Round Hayling Island Challenge" for the last 4 years by providing additional rescue cover to complement HISC's own safety boats. In 2019 Serve On will once again be on the water supporting not only the Round Hayling Island Challenge in September but also the Whitsun Regatta in May.

## Interested in joining Serve On?

Contact [info@serveon.org.uk](mailto:info@serveon.org.uk)  
Membership is open to all. What unites Serve On volunteers is a desire to save and to transform lives, to lead and to serve, to develop themselves while making a difference to others.



# HISC for hire



Our clubhouse sits on a beautiful sandy peninsular at the entrance of Chichester Harbour, with beautiful, unspoilt panoramic views of the South Downs and Wittering coastline.

An outstanding venue, HISC has much to offer sailors and non-sailors alike. The stunning clubhouse and landscapes make it the perfect location for a wedding reception, christening and corporate event as well as family celebrations.

With fresh homemade food, clean and comfortable onsite accommodation, a reasonably priced bar and friendly and professional team, HISC is the ideal venue for your event. The clubhouse has excellent versatile facilities, with unsurpassed views, which can accommodate up to 180 guests in the spectacular restaurant and two bars. Whether you are planning a wedding, social gathering, fundraiser or birthday party, our entertaining spaces are certain to be a wonderful setting for your gathering.



Our experienced team will ensure that you and your guests have truly memorable experience. Choose from an array of catering choices, which include a wide selection of canapés,

function and drinks menu packages. For bespoke menus, John our chef will happily accommodate your every need to ensure that your day is extra special.



Dining Room decorated by A Touch of Class Events UK

### Food and drink at the club

As a Member, you are given a membership card when joining the club. This card can be loaded with credit either from any till point or online and used to buy food and drink at a 10% discount. Children are given their own cards from the age of eight.

### Dining

All year round, our highly experienced chefs produce breakfasts, lunches and dinners for members and visitors. If you have any dietary requirements, please let our team know and they will be happy to suggest a meal that will suit your needs. Check our weekly newsletter and website for current service times. Generally, we are open as follows:

### Breakfast

Servery breakfast every Saturday and Sunday, until the Summer school holidays when we open every day. The legendary HISC full English or porridge and continental options are served from 8am to 10.30am

### Lunch

Servery lunch is available every Wednesday, Thursday, Friday and Sunday. We have a Traditional Roast Carvery on Sundays and on other days we offer a selection of sandwiches, soups, salads and hot dishes from 12 to 2.30pm. During School holidays, lunch switches to the Snack Bar with the exception of Sunday's carvery.

### Dinner

Evenings see a variety of styles and menus from the Servery and cooked to order. There is always a traditional homemade pie on the menu along with lots of other seasonal dishes. Dinner is served from 7pm to 9pm on Wednesday, Friday and Saturday nights all year round. This expands to include Thursday evenings when sailing is on and is offered every evening during school holidays.

### Snack Bar

The Snack Bar is our wet eating area where hungry sailors can come in

straight off the water and enjoy hot and healthy meals and snacks. We also offer salads, paninis, rolls, sandwiches, soup, and the chef's dish of the day.

### Bar

We are very fortunate to have two Bars at HISC. The over 18's bar is a quiet and peaceful place where you can have a relaxed drink, read a book or catch up with friends. This bar can be booked for private dinner parties and we can cater for up to 30 people in this lovely room. During the day, the over 18s bar is home to our hugely popular barista style coffee lounge. The Coffee Bar at HISC is open Wednesdays, Thursdays & Fridays 11am – 5pm and on weekends 10am – 6pm.

The main bar is a busy spot, catering for all members and visitors. Many a great party has been held in this bar and the House Committee have plenty of fantastic events lined up for this year.

The bar is open on a Wednesday, Friday, Saturday and Sunday throughout the year. It opens on a Thursday when sailing is underway and during the summer school holidays, the bar is open every day and night.

### Parties

Did you know that we offer club members room hire free of charge for parties and events? If you have a milestone birthday, anniversary or just want to have a party please get in touch with our Events Manager on 02392 463768.





# Convenient accommodation

Our convenient and comfortable accommodation is located in two blocks, Stocker and Dunes, both situated near the clubhouse. Bedding is supplied in all rooms but guests need to bring their own towels. All prices stated are per room, per night. Please check our website for accommodation offers.

## Stocker

Comprises two-bedded bunk rooms, double-bedded rooms, triple-bedded bunk rooms and an eight-bedded dorm style bunk room. The Stocker block has recently been refurbished and contains wifi and electric sockets in all rooms, with shared shower and toilet facilities on both levels.



## Captain's and Admiral's Cabins

Double-bedded rooms sleeping two with a sink and storage space. The Admiral's Cabin is our disabled access room and includes an en-suite wetroom. £45 members (£50 non-members).

## Commodore's Cabins

Double bed with a single bunk on top sleeping three people, with two sharing a bed. £50 members (£60 non-members).



## Ensign's Cabins

Bunk rooms sleeping two people. £40 members (£50 non-members) or £25 member's single occupancy (£35 non-members single occupancy).

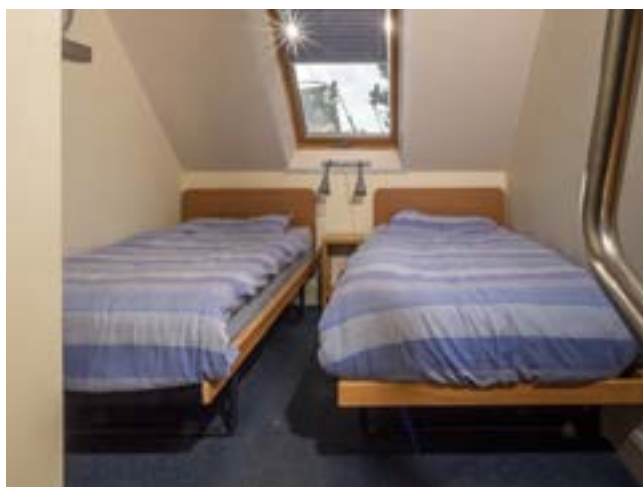


## Cadet's Cabins:

Bunk dormitory room sleeping eight people in bunk beds with en-suite shower room. £120 members (£160 non-members).

## Dunes

Comprises ten mezzanine style rooms, each one sleeping up to three adults or two adults and two children with two single beds and a small double bed on the mezzanine level, plus an en-suite shower room. £60 members (£70 non-members)



Dunes rooms sleep four with en-suite facilities

# Conference facilities



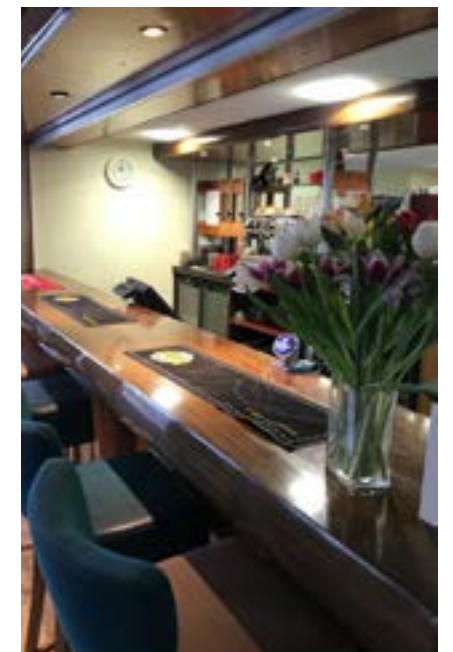
Subject to availability and club opening times

## Day Delegate rate package includes:

- Breakfast
- Morning tea and coffee with biscuits
- A buffet lunch
- Afternoon tea and coffee with biscuits
- Jugs of water
- Wireless internet access
- Hire of the meeting room
- Projector, flipchart and screen

## 24 hour Day Delegate rate package includes:

- Breakfast
- Morning tea and coffee with biscuits
- A buffet lunch
- Afternoon tea and coffee with biscuits
- Jugs of water
- Wireless internet access
- Hire of the meeting room
- Projector, flipchart and screen
- A two course dinner
- Accommodation with en-suite facilities



Contact our Events Manager on 02392 463768 or email [events.manager@hisc.co.uk](mailto:events.manager@hisc.co.uk)





# HISC social scene – what’s planned for 2019

Dave Spensley-Corfield  
Vice Commodore House



What a year 2018 was for the House Committee: we hope our members agree it was a great year, with fantastic events. When the weather is as good as it was last summer, our club is arguably the best place in the world to be. Nothing really beats sitting on the balcony, watching the sun set over the harbour, sipping a G&T.

We set out at the beginning of the year with clear objectives taken from the Strategic Committee: ensuring our fantastic club remains a comfortable and attractive place for members of every age and encouraging new members to use our wonderful facilities more often.

We ran most of the year with no House Manager and we need to thank the staff for their outstanding effort, which kept us going through the long hectic summer. This was not easy, but we managed, which proved

that maybe we already had the right people in place. Our staff worked hard on ensuring members had a great and welcoming time each and every visit.

A big focus for the 2019 season is to invest in the building, which is now over 15 years old. We plan to look at some key areas and invest in our infrastructure, so that it will carry us forward for many more years past our centennial year of 2021.

As expected, we’ve put together a very busy social program for 2019 which hopefully appeals to all members. With some new events such as a 6 Nations Rugby Themed Dinner on Super Saturday to follow on from the chips and dips we provide for all games. Plans are underway for the return of long established annual events such as the Summer Ball. We will also continue with our ever popular gatherings such as the Christmas Party, Bonfire Night

and the Après Ski Party, which is now in its third year. Something new for this year is an Abba Night where you can sing and dance away to the movies while enjoying one of John’s fabulous Greek buffets.

The beach party last year was an overwhelming success for all age groups. Seeing small toddlers dancing on the beach with parents, grandparents, brothers and sisters was delightful. This is what HISC socials are all about. We will be repeating it this year, endeavouring not to disturb too many local residents and let’s hope the weather is as good as last year.

The increasingly popular talks over the winter will be returning and some speakers are already booked. If you have an interesting hobby, experience or career come and share it with fellow members.



As usual we encourage all new members and those who perhaps don’t attend social events too often to come along and get involved. Accost any member of the House Committee if you’re unsure and come along with us: we’ll even buy you a drink!

The coffee bar goes from strength to strength. We intend to make it even better this year with coffee being available earlier in the morning, especially during events and later during dining evenings. During the day we will have a better selection of cakes and keep your eyes open for summer afternoon high-teas and even strawberry teas while you watch Wimbledon.

Look out for details of all our events plus our bar specials both in the email newsletter and on posters around the club. Tickets for certain events can be booked through our new, mobile friendly site and we encourage members to book tickets early in order to assist with catering and planning. We will also be offering early bird deals on accommodation including breakfast, so keep an eye out for these promotions

The House Committee are endeavouring to do everything they can to make the club attractive to all members, whether you’re a sailor who nips in for one drink now and again or a regular at the social events. We’re open to suggestions so speak to a member of the House Committee if there is a social event you think we should explore.

**Last season was great...join us to make 2019 even better!**



16 March	6 Nations Themed Dinner
30 March	Après Ski Night
19 April	Fish & Chip Shop Dinner
20 April	Kids Easter Crafts
21 April	Kids Easter Egg Hunt
21 April	Start of Season Party & Band
4 May	Mamma Mia! Night
25 May	Live Music
8 June	Live Music
22 June	Games Night
29 June	Joe’s Jam
13 July	Summer Ball
27 July	Beach Party
3 August	BBQ & Band
31 August	BBQ & Band
14 September	Round Hayling Challenge Party
21 September	Live Music
3 October	Comedy Night
19 October	End of Season Party
26 October	Kids Halloween Party
2 November	Bonfire & Fireworks
22 November	Beaujolais Nouveau Night
1 December	Christmas Fair
7 December	Kids Christmas Party
14 December	Christmas Party
21 December	Turkey Dining In Night
31 December	New Year’s Eve



# Hayling Island Sail Training Trust (HISTT)

Jane Blaydes



Many members will have noticed the diminished area of car-parking along the seaward side of the Causeway! The sea is encroaching and the club needs to take steps to prevent further erosion and possibly the eventual loss of the road and access to Sandy Point.

HISTT has been asked to provide funds to buy gabion baskets and limestone rocks – so we need lots of **donations** from generous members to enable us to do this.

## Winter sailing

One very windy Sunday, all HISC racing was cancelled, but three Finns left the sheltered waters of Mengham SC for a spin around the harbour.

Unfortunately, in the 30–35 knots wind, only two survived, the third capsizing just off the winner bank. Mengham rescue boat, a smaller version of Selene, fixed a rope on the turtled boat, towed it to a mooring in front of HISC and promptly called for Frank.

Frank went into the water, under the turtled boat and cut the main-sheet before heaving on the gunwales and finally righting the boat.

## What would we do without Frank?

This year, HISTT has been able to provide – with members' help – nearly £11,000 for Hayling Rescue rib maintenance.

However, do not stop donating! This is a very old rib and much used, so it is expected that maintenance will be ongoing!



## Success for HISC windsurfers at British Youth Sailing Regional Junior Championships

One of the RS Tera trainees progressed to sailboarding and won the Regional Championships at Weymouth last summer, racing for the first time in the 4.5m<sup>2</sup> class.

Two weeks after competing at the National Championships at Rutland, HISC Juniors, Sophie Blaydes and Guy Gibson, went to the BYS & SW regionals at Weymouth and came back with first and second places in the 4.5 m<sup>2</sup> Techno Class.



Sophie had her first windsurfing lesson at HISC just over two years ago, and has progressed to blasting up and down the trots on windy summer days. Having discovered that much of what she has learnt from four years in the HISC RS Tera pathway works just as well in windsurfers, she plans to compete in both RS Tera Pro and Techno 293 next year.

The RS Tera sailors, despite losing some of their winter training, continue to excel in the various Junior Weeks and Championships. There are large turnouts for the various events and racing is very close, although things don't always go to plan.

## Thursday Club

£1,550 has been granted to the Thursday Club for the purchase of two stand-up-paddle boards. These arrived after some delay and were put into use on the second Thursday. It is thought that they will be ideal for beginners just to get them on the water before they have to bother with sails and such like. HISTT hopes that the Seals will also be able to make use of them in the lagoon.

The paddle boards are proving very popular and are being used get beginners playing in the water in the lagoon – or more adventuresome – out in the channel at low water. The Seals are also making good use of them.





# Update from the Historical Archives volunteers

Belinda Cook and Léonie Austin, HISC Archivists



Paul and John Cook sailing their father's Enterprise in 1955

Our main area of Archive work, now and for the foreseeable future, is the preparation of the celebration book telling the story of HISC since 1921.

We are fortunate to have descendants of various member families from the 1920s and 1930s who are willing to lend early photographs of sailing and activity, firstly at Mengeham Rythe and later at Sandy Point. The years 1921-1939 are completed in draft form and the Archive Group is starting to cover the War years. Photographs of this time are very rare, but we are fortunate that when the COPPists returned for their various reunions to HISC, they kindly lent photographs. Further decades and eras will follow during 2019.

## The Flag Project – have you made yours yet?

The Flags are being allocated and many are finished. Regular workshops are held several times a year. Although it is some time before they will all be

hanging in the clubhouse, it is really exciting to see so many events and subjects being portrayed. It is not too late to come and join the project.

## HISC memories

Last year we asked members (both past and present) to write their stories of joining HISC and their continued life here. We have received a number of contributions but would welcome more stories – apart from being sailing history, the images and experiences make good reading and are a real reflection of social history. We are sharing two contributions: The first is from John Cook, who came with his parents Sydney and Lou Cook and his brother Paul to HISC in 1955. Whilst life and sailing was so different then, you can recognise the very special peninsular that we know as Sandy Point.

## HISC: Early memories of John Cook who joined with the Cook family in the 1950's.

*As a small person, I remember Sandy Point as a strikingly beautiful, isolated place, standing at the entrance to the harbour, with panoramic views and ever changing*

*light. In the late 1950's, HISC trod lightly on the sand dunes. Sailing was a recreation not a sport. There were only a few boats and even fewer people. Everything was extraordinary, a performance. As dogs choose their owners, boats seemed to select their crews. There were frisky International Canoes, like unbroken horses – the canoes needed to be kept indoors like delicate thoroughbreds. There were daring Hornets with athletic sliding seats and eccentric owners called Bushy and Felix; sleek Flying Fifteens, patiently moored, awaiting their elegant crews to be delivered to them; magnificent International Fourteens varnished like fine furniture with heroic sailors, such as Stewart Morris, Bruce Banks and Keith Shackleton, wrestling to maintain control. It all felt like a scene from a long-lost naval training outpost. The utilitarian clubhouse, with painted murals on the corridor walls depicting daring exploits, completed the picture. Naturally, communal bunkhouses were provided for sleeping.*

*Dinghies were similarly basic then: cold moulded or made of plywood, often with wooden spars. The Chinese may have*



Typical clothing worn by sailors in the 1950s. Photograph lent by Michael Durrant, whose mother Kay Durrant is centre front turning her head.

*invented self-bailers many years ago, but they took a while to reach Hayling and we relied on galvanized hand bailers or buckets. Cotton sails were commonplace: heavy when wet but they needed encouraging back into shape with a paddle when dry and shrunk.*

*The leisure industry awaited discovery, so sailing-wear relied on naval precedents. There were Maewest lifejackets or kapok buoyancy aids, if worn at all, over oilskin or heavy PVC jackets. Later, experimental DIY wetsuits, made of taped neoprene, reduced body heat loss very successfully – provided a military posture was maintained. Any attempt at movement or to bend arms or legs was futile.*

*Chichester Harbour was a stunning empty place with only a few boats afloat. During club races a rescue boat was on the water to deal with emergencies. It tended to be positioned near potential trouble spots such as gybe marks but was mostly out of sight. I remember, pre-wetsuits, racing on a gusty day in spring. The water was cold and we spotted someone in the water. We left the race and sailed over to help. A Hornet had capsized and the helmsman had become separated from his boat which had blown away and was now out of sight. He was very cold and had lost feeling in both arms and legs. My dad and I eventually managed to heave this sodden body into our boat where he lay gasping in the bottom like a giant fish. We must have been a long way ahead in the race (or far behind) because there were no other boats nearby.*

*Of course, over 60 years ago this all seemed completely normal.*

This second contribution is about clothing: we tend to forget how our sailing lives have been transformed by modern textiles and equipment. This extract has been lent to us by Carolyn Popham. When her mother Judy Dawe died, Carolyn found that she had written about her life. This extract tells of John and Judy's first trip to Hayling to go sailing with their friend Jim Grice, already a HISC member.

## Judy Dawe: What to wear when going sailing!

*What to wear for this newfound hobby of ours had caused me anxiety from the start. I was brought up in the days when women who wore trousers were considered "fast" and although during the war the sheer practicality of slacks (what an apt word for those baggy garments!) in air-raid shelters and on draughty barrage balloon sites had brought about their acceptance, it was still my private opinion that they looked most unflattering on any girl who was not blessed with a very slim, boyish figure. My hips have measured 40 inches since I was sixteen (though I am happy to say they measure no more today!) which definitely put me out of the willowy class. Yet, what was I to wear? Skirts got caught on every projection and shorts were too chilly for an English spring. Sheepishly, I bought a pair of sailcloth trousers, tight at the ankle*

*and voluminous in the seat, as was the fashion of the day, but so self-conscious did I feel in them that I refused to wear them except when actually sailing or travelling to and from the boat.*

*It was some five years before I realised, as women's trousers were better cut and tops became more imaginative, that my long slim legs and reasonably good carriage made me look no less attractive in trousers than in anything else.*

*For our expedition to Hayling Island, I had worn my blue sailcloth monstrosities, as I had no idea what changing facilities, if any, would be available at the Sailing Club. I had come – as I thought – ready to sail, though I had had the forethought to push a skirt in my holdall in case I got wet.*

*This arrangement did not meet with Jim's approval at all, and I eventually found myself clad in a pair of John's khaki shorts some four inches longer in the leg than Jim's wife's pale blue oilskin shorts which I wore over them. On top of these I wore a thick yellow PVC smock and on top of that a Mae West type lifejacket. The ensemble was completed by a very faded, much matted and shrunken green wool cap! By the time I had struggled into it all I felt that I had completely lost all identity, and when Jim B, with whom I was to sail, remarked, "I'll wear my big lifejacket, that'll keep us both afloat if necessary!" I felt barely a qualm as I waddled beside him down to the beach.*



# HISC celebrates 100 years in 2021: how you can help

John Rees

The HISC Centenary is looming and we are calling on all members to get involved. The Centenary Committee has been beaver away in the background, pulling together a number of exciting projects and ideas that will formulate the backbone of the Centenary Year in 2021. There are two projects in particular that would greatly benefit from member contributions.

## The Trophy for the Centenary Regatta - a race under sail, open to all members

Details are still to be confirmed, but so far ideas include:

- A single mass start line
- Minimum fixed distance course inside and outside the harbour
- Cannot be cancelled, postponed or abandoned
- To be repeated only on "special occasions"

We are currently raising funds to invest in a beautiful trophy for the occasion: it must be inspirational, something that current and future club sailors will aspire towards and it must be representative of 100 years of HISC.

## The Legacy Project

One long standing Centenary plan is to leave something behind to mark the occasion; a gift to the club. In days of old this might have been a new wing on the cricket pavilion or a centenary extension to the pontoon.

We welcome any ideas from members about what the Legacy Project could involve. Current suggestions include:

- An art work, either a sculpture or painting
- A clock tower, something useful for future sailors
- A water feature, something impressive

In order to be able to push these projects along we are asking members to pledge their support. If you feel you can get involved, either by donating your time or your money, please do get in touch by emailing [HISC100@hisc.co.uk](mailto:HISC100@hisc.co.uk) or making a pledge at the office.

Our sailing club was founded 98 years ago. Over the decades, this great club that we love so much has grown and generated tremendous joy for thousands of members. It is thanks to the generous donations of many members, in both time and effort as well as financial support, that HISC is the pioneering sailing club it is today. It is now our turn to ensure the next 100 years are as successful as the last.

We greatly appreciate any support you can give to these Centenary projects – no matter how small.

# 500club

**Pam Marrs – HISC member who not only organises the 500club, is also extensively involved with the Chichester Harbour Federation and other club activities**

The 500 Club has been operating at HISC for 10 years. It raises funds to be used as monthly prizes for members and enables us to invest in various projects and causes that benefit the wider sailing club.

Each month, half of the income is allocated to a draw for five cash prizes – you could win up to £200. The remaining income joins the fund for future projects. Some projects are large, some small, but the more people who belong to the 500 Club, the bigger the prize fund and the more we can invest in extras for the benefit of all members.

Tickets for the draw, usually held on the last Friday of the month, are only £1 with

a minimum entry of £5 and maximum entry £20 per member per month. To join, just complete an application form, available from the office. Present 500 Club committee – Tim Hancock (promoter), Pam Marrs, Peter Wareham, Greg Lamb.

Some of the items that have been purchased in the past ten years:

- Teak balcony chairs & benches
- External signage on the clubhouse and pontoon (pictured)
- Concrete walkways
- External seating for the snack bar
- Hairdryers for the changing rooms
- Binoculars for the balcony & race box
- Pictorial history of the club and burgee display in main bar



## Rubber Bridge Club

By Belinda Smith

A few of us meet regularly twice a week to play a very lazy, friendly and easy game of rubber bridge. If this description is the type of bridge that you like to play, then please come and join us, you would be very welcome.

We play in the over 18s Bar. There is a lovely gas fire in the winter, hot sun in the summer and wonderful sunsets in the spring and autumn. We play at 5pm on a Wednesday and 4.30pm on a Friday, for two hours. You don't need a partner to play with, we sort that out with those who are there. At 7.00pm



on a Wednesday, we head to the bar for drinks and supper afterwards. On a Friday it's to the bar for Happy Hour and then maybe supper, or you can just go home having enjoyed a game of bridge.

For more information about the Bridge Club or Ladies who Lunch, contact Belinda on 02392 462818 or e-mail [belindasmith4@virginmedia.com](mailto:belindasmith4@virginmedia.com)

## Ladies who Lunch Club

We are a friendly group of HISC Ladies who meet every third Friday of the winter months for lunch and a talk. We meet in the Main Bar from midday-ish for pre-dinner drinks and a natter, followed by lunch. You just choose and pay for your own delicious lunch from the servery. This is followed by a talk of some description. We have had a wide range of speakers in the past. This year we have heard from the Commodore of Chichester Harbour Racing Club, information about a trip around Vietnam and in December a talk about the Lord of the Manor of Hayling: most of us did not know we had one, but we do and she is female! As you can see our talks are both interesting and varied.

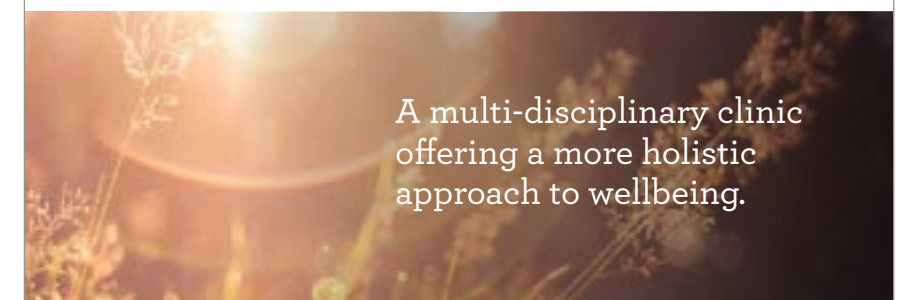
All we ask of you, so that we have some money to buy lunch and thankyou gifts for the speaker, is to buy one raffle ticket for £1.00, every time you come.

I normally remind people of our next meeting via the HISC newsgroup, about two weeks prior to the event. You can also find out what's on via the weekly newsletter or the HISC calendar.



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# Chichester Cruiser Racing Club



Pam Marrs



The club for people who want to race their cruisers out of Chichester Harbour. What we do is racing (with a little bit of cruising on the side).

Formed by Harbour clubs to provide better cruiser racing than the individual clubs could offer, CCRC fulfils that role to this day. We are nothing to do with Chichester Yacht Club (though we do have an annual race with them for a team trophy) and in 2018 we celebrated our 70th anniversary.

There is no clubhouse but we do have a Commodore and the usual Flag Officers. There is with an informative website and all communication is online. Being a virtual club means our membership fees are modest at £20 per member and £70 boat registration.

## Racing

CCRC has 12 weekends of scheduled racing from April through to September. The club also support the ESSC Cruiser Regatta and the HISC Nab and Sparkes trophy races. The races for the Hayling Regatta Cup, Regatta Challenge trophies and the cruiser event for Barts Bash are run by CCRC

but are open to all HISC cruisers. Racing is either round-the-cans in Hayling Bay or passage races within the Solent plus an annual Cross-Channel race followed by a cruise in company.

With 70 years of experience, CCRC knows how to provide good racing in our waters with limited resources, with the majority of races having committee boat starts, sensible courses, line finishes and a rapid results service.

With two fleets, CCRC offers racing to suit all tastes and capabilities. The Alpha fleet uses the VPRS measurement rating system, which gives at least as good a handicap number as the market leader for a fraction of the cost and the Beta fleet offers more relaxed competition under the personal progressive RYA NHC rating.

## The Social Side

CCRC likes a good party so there are always post-racing get-togethers at

welcoming clubs or the occasional barbecue. It has been said the CCRC members race as hard as they can on Saturday, party as hard as they can Saturday evening then race again as hard as they can on Sunday but sometimes that is not quite as hard as they raced on Saturday!

## CCRC and HISC

The link between HISC and CCRC remains strong with a high proportion of members keeping their boats in Hayling marinas or local moorings. The current CCRC Sailing Secretary, a PRO and Results Officer are all HISC members.

On Saturday April 6, 2019, CCRC are holding a 'Get Racing' seminar intended for all those a little apprehensive about starting to race – see the website for details of this and all race information as guest yachts are always very welcome.

[www.ccrcc.co.uk](http://www.ccrcc.co.uk)



# Chichester Harbour Federation



Pam Marrs

The Federation is the oldest of the harbour-wide organisations. It was formed in 1924 when, with only four clubs sailing, the need for regulation to avoid disputes became apparent. Over 95 years later, with 13 active sailing clubs, the harbour is recognised not only as the busiest for dinghy and keelboat racing in the UK, but possibly in the world. The number of boats entering for the Fed's Chichester Harbour Race Week makes it consistently the most well attended open regatta in the country.

ChiFed's stewardship is vital to the smooth organisation of a huge programme of racing in a harbour where over 10,000 boats are registered. By agreement with the Harbour Master, using the handed racing marks and adhering to ChiFed's Racing Regulations with an annual coordinated agreed programme of racing fixtures, the member clubs enjoy a light level of authority which is the envy of harbours and clubs elsewhere.

The Chichester Harbour Act 1971 entitles the Federation to appoint 4 representatives from its membership of 36 clubs, training schools and marine businesses to the Harbour Advisory committee, which is consulted by the Chichester Harbour Conservancy on all matters concerning the management of both the harbour and the AONB. Two of these representatives are also members of the Conservancy itself. The Federation plays a prominent role in managing the harbour through this representation process and a Federation Chairman's committee meets quarterly to review Conservancy papers and brief the representatives prior to each meeting of the Harbour Advisory committee.

The Federation is one of the sponsors of the local weather stations – Chimet



and Cambermet [www.chimet.co.uk](http://www.chimet.co.uk). It also recognises the importance of other voluntary organisations which make important contributions to the overall wellbeing of the harbour, including:

**The Chichester Harbour Trust**, which helps to protect the harbour and its environs for future generations.

**The Friends of Chichester Harbour (FoCH)** is a registered charity with over 3000 individual members who include walkers, sailors, naturalists, fishermen, wildfowlers, local residents, visitors and organisations who share

a love for Chichester Harbour and have a common interest in preserving and improving it's unique beauty. FoCH makes grants, currently running at £30-40,000 per year, towards the maintenance and public enjoyment of the Harbour. Members can join weekly Work Parties run by the Conservancy Rangers – maintaining paths, planting hedges and trees and many other tasks essential to managing the AONB which surround the water itself. FoCH also provides volunteers for activities such monitoring the shoreline, bird counts, helping with the Conservancy education programme, etc. FoCH has a programme of Social Events – walks, talks, birdwatching, boat trips etc and members are entitled to a reduced cost of many of the Conservancy activities. The Friends operate Terror, a restored 125yr old oyster boat, which is available for skippered charter starting and finishing at Emsworth Yacht Harbour (bookings 01243 377727).

[www.chichesterharbour.trust.co.uk](http://www.chichesterharbour.trust.co.uk)  
[www.friendsch.org](http://www.friendsch.org)  
[www.oysterboatterror.org.uk](http://www.oysterboatterror.org.uk)





# Chichester Harbour Race Week

Pam Marrs

The biggest sailing event in Chichester Harbour in 2019 will be Chichester Harbour Race Week, formerly known as Fed Week. Run by the Chichester Harbour Federation from Hayling Island Sailing Club, hundreds of dinghies compete in five days of racing from August 19 to 23, 2019.

Last summer saw 322 boats taking part, of which 156 were single handers, from over 50 different clubs. This amounted to just over 500 sailors, aged from 8 to 80, ranging from Olympic squad members to beginners. The Elite class even had their own six race, three-day series on a course just inside the harbour entrance.

Eleven sailing clubs from around the harbour play a part: they provide race teams for the four committee boats, the crews and boats for the large fleet of RIBs and launches for safety on the water, a safety control team in the race box, admin staff in the race office for entries and results, beach masters for the younger sailors plus sellers of Race Week clothing.

Today, as in 1963 when the first Fed Week was sailed, the combined-club ethos is the same. But much else is very different. Initially, the regatta was



Photos: Peter Hickson



run each day by a different harbour club. When logistical problems led the move to Hayling Island SC, organisation was far less sophisticated being a much smaller event, with starts and finishes on the HISC club line.

The early 1970s saw the fleet split into two separate race series, now four series, each with its own race officer and committee boat. This change led to the present format of one course being laid inside the other for two of the series, all courses being laid each day to suit wind conditions

New challenges have come, notably coping with the huge disparity of speed. For example we have foiling Moths and asymmetric dinghies competing alongside the classic Fireflies, GP14s and Enterprises. Long-seen classes such as the Solo and Finn continue to thrive, alongside the rapidly increasing numbers of the RS Aero 7, who had their own class start in 2018. But one challenge is timeless: to do well, you need to master the complex calculation of wind and tide.

Ashore, a social programme offers a beach party, quiz night, band and disco evenings. As host club, Hayling Island SC along with other Harbour Federation clubs welcome all competitors.

Join us for what is certain to be another exciting week of great racing and plenty of fun ashore. Check out [www.chichesterharbourraceweek.sailevent.net](http://www.chichesterharbourraceweek.sailevent.net) for more information.





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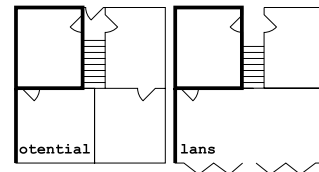


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## Exciting new plans for the chandlery

Rory Ellis

I would like to say a massive thank you to all members for your help and support last season. It has been an honour to pick up the baton from Harriet – a steep but enjoyable learning curve! Also, I'd like to give a big shout out to the team for their sterling work in the chandlery last year, couldn't have done it without you buoys!

The team continues to grow and many of you will already know Drew, who joined us late last year and adds his wealth of boat and boating expertise to the collective knowledge-bank available for members to access. We also have a new face behind the scenes in James, a media post-graduate, who has been helping to transform the business with some exciting new developments that you will all benefit from.

We will be aiming to provide even more exceptional levels of service to our members this season. A few changes are afoot to help achieve that...

We say a sad farewell to the old portacabin chandlery in February but from March we will be delighted to welcome you to our brand new replacement unit. We are super excited! The new, larger, unit will amongst other things enable us to have a sewing machine on-site, for your sail and cover repairs; a broader range of on-the-water kit from key suppliers; a comprehensive set of spares and parts for your pride and joy, and a good selection of other products for on and off water activities!

In addition to our new unit we are also delighted to be able to announce our new dinghy sailing and watersports

website which is now live at:

**[www.sandypointchandlery.co.uk](http://www.sandypointchandlery.co.uk)**  
Please feel free to have a browse. We offer free local delivery, or you will be able to order/reserve products ready for the weekend to ensure you get out on the water stress-free.

We will also be introducing new products and services for you during the season, stay abreast of these via the club, on the website, on social media or just plain old-fashioned popping in and chewing the cud with us!

I and the team are preparing for another fun-filled year dedicated to helping you get out onto the water and enjoying your time at the club. Needless to say, we're really looking forward to welcoming you into the new Sandy Point Chandlery!

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