THE DINGHY SHOW
ALEXANDRA PALACE

LOOKING AFTER YOUR SAILS
A SAILMAKERS PERSPECTIVE

SECOND SQUIB BUILDER REVEALED

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Imagine a Squib, built in solid silver...

It all started with a balsa-wood mockup made by Tony Gibson - and a question: ‘Could you make a Squib model this size?’

Derek took the challenge and, after six attempts made a first model out of moulding plastic. It was sprayed Silver in colour.

It all started with a balsa-wood mockup made by Tony Gibson - and a question: ‘Could you make a Squib model this size?’

Derek decided to go for broke and produce a Squib using real Silver as the material. The result as you can see - just magic!

Eat your heart out Rondar!

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Derek left the Army having learnt some of his dental skills whilst on National Service after the war.

He soon created his own business - initially on his own then, as his knowledge and experience grew so did his Dental Technician business, finally becoming the supplier of choice to many to dental practices across London and the South-East.

Derek has been a sailor for many, many years with his current Squib being just the latest in a long line of dinghies and cruisers.

Derek sails at St Lawrence in Essex.
HEADING FOR THE START LINE AT RUTLAND
“It’s good to see the Squibs here again – but isn’t something missing?”

Almost as soon as the stand was assembled the comments started (actually, even before the boat arrived other exhibitors boat builders mainly at this stage were commenting it was nice to see us again)

Something missing?

“Ah, yes, we dug a hole in the floor for the keel so everyone could look inside easily. (Don’t tell Ali Pali!)”

Well, can you think of a better line?

From this, those of you who weren’t there will have gathered that for the Show, the keel had been removed from the prototype boat. Then the boat was tilted slightly towards the front of the stand to make it really easy for people to look inside safely. The sails were up and it looked super.

The stand was against the wall (under the Rose Window for those who know the venue well) – the only issue with that was the paint colour on the wall (which was a faded and very faded mace) - so the sails didn’t stand out as much as they would have done against white, black, blue, green....

So, as a result, this year no steps were needed, everyone could look inside (including wheelchair users).

A few hardy Squibbers climbed inside during the show to demonstrate various bits of rigging to the crowd around. And the stand was busy.

There was a constant stream of visitors – Squibbers, former Squibbers, potential Squibbers, every
sailmaker under the sun (at times we thought Hydes might as well just have had part of the NSOA stand), boat builders, boat bit manufacturers (Allen were just over the way) and sometimes the general public got a look in too!

The RYA would do the occasional walk past (they were good at coming before the public got in).

The prototype was reviewed. Self draining was voted a huge hit. The interior moulding was judged to make the boat nice and clean and modern. “It looks easy to maintain”. Questions raised included “Where do we put the xyz? .. ”. A list of essentials that needed adding was discussed with Rondar.

Some Show Heroes:

• Megan and Hannah posing for a selfie either side of the banner showing them at Howth.
• The lovely bunch of volunteers who turned up and staffed our stall (it couldn't have been done without them – they know who they are).

More Show Highlights:

• The Salcombe Yawl stand asking for help (on Friday while setting up was going on) to move their very heavy boat (300kg) – a handful of Squibbers thought this was a lightweight task and job done!
• Speed packing the whole thing up on Sunday afternoon so we were all away by 6pm (yes, including the boat – thanks to some judicious removals work on the general litter in the aisles as the boat, on its road trailer, was propelled the length of the Great Hall to the vehicle ramp and out to the van (actually a repeat of the entrance on Friday afternoon when the helpers got bored waiting for the ramp to clear and resorted to (Squib) manpower.

Girl power was reserved for moving things out of the way!
THE RIVER MEDWAY OFFERS SOME REALLY EXCITING TIDAL WATERS - IDEAL FOR AN EVENT SUCH AS THE EAST COAST CHAMPS - WATCH OUT FOR PASSING SHIPS!

The 2016 East Coast Championship will be hosted by the Medway Yacht Club, and sailed on the River Medway. The club is on the west bank of the Medway at Upnor, more or less opposite Chatham Marina and the Historic Dockyard - both well worth a visit by the way. The whole area is riddled with fascinating historical treasures - including a still functioning rope loft which produced ropes for Nelson’s fleet!

Then a short distance upstream is Rochester with its castle, cathedral and Dickensian associations. Getting to the Medway Yacht Club is reasonably simple and is well sign posted on the M2 motorway.

If you haven’t as yet booked for this event then you need to get moving, it's going to be great fun!

Booking forms are available on the website - http://www.medwayyachtclub.com/
Now how well do you know your France?

It’s a fair guess that you’ve never taken a Squib down to Les Landes for a championship. How many will leave the ferry at Caen, St Malo or Roscoff and head straight for the fastest road they can find. Understandable with a Squib on tow.

Let’s choose the St Malo route and see what there is to discover on the way.

It’s an easy run actually, straight down the N137, past Rennes and onto Nantes where you cross the Loire. Both are big cities and the peripherique is probably the best way to get past them. Remember you will be heading towards places like Poitiers and Paris could appear on the signposts as well. Of course you will need a break from time to time and although French main roads traditionally have good stopping places you might fancy turning off into one of the small town along the way.

South of Nantes you’ll probably take the A83 E3 – a motorway – through the Vendée. The countryside is gentle, mainly small towns that you won’t have heard of. Then you skirt the Marais – an area of sleepy narrow waterways – with rich agricultural land between them.

You have route choices too, via La Rochelle and Roquefort or Fontenay le Comte and Niort before heading back south. The second is motorway, the first is the pretty route! However, you end up on the same motorway, the E05 A10 just north of Saintes unless you want to follow the really pretty route. Then it’s down the East bank of the Gironde estuary to Bordeaux. Again you take the peripherique unless you fancy the congestion of the city centre.

Finally, take the A63 E5 E70 direction Arcachon (you might see Mont de Marsan on the signs as well. Keep heading to Arcachon until you get to a left turn to Cazaux (I think it’s the D112). Only a couple of miles now and then you can unhook the boat and consider some real exploring.

Book your entry now: http://rvyc.org.uk/wp/
The 2016 National Squib Championships are at Weymouth 24th June - 1st July limited places!

The Weymouth Sailing Club sits on the bank of the harbour, surrounded by pubs and eating places and just yards from the squibs moored nearby. A very hospitable club, you’ll love mixing with fellow squibbers there.

Book now to make sure you don’t miss out! See you there!

Download Entry Forms
TRAVELLERS TROPHY 2016

Have you joined in this great event? If you haven't so far then you should consider joining in - it's great fun!

HOW DOES IT WORK?
It's simple really, there are events across the UK that are part of the Travellers Trophy grouping - this year's events are shown on the map.

To participate and be eligible for winning the trophy you and your crew need to race in at least four of these events, one of which must be either The Squib Nationals in Weymouth or the Squib Inlands at Rutland.

Come On! Join in this year!
There are six things that will shorten the life of your sails: sunlight, handling, flogging, salt water, chafe and dirt. Sail care means working to avoid this damage - while you are sailing, when you get back from a race or cruise, and at the end of your sailing season before the lay-up period. We will look at each of these in turn.

On the Water
While you are out on the water there is obviously a limit to how much care you can take of a sail. It is there to be used, after all. One example is sunlight, which degrades all sailcloth, and while you can't do much about it when the sail is set, they should always be covered when they are not being used.

Flogging is probably the fastest way to wear them out. The finish breaks down and the cloth becomes weaker and stretchier. Always pull enough leech line to stop the leech 'motoring' - this will have a dramatic effect on the life of the sail. Avoiding chafe requires a little preparation before you start sailing. It's a good idea to go over the boat carefully with a roll of tape and make sure there are no sharp or rough services, pins or screw heads anywhere that the sail can come into contact with.

During the season
At the end of any sail, be it a three-week cruise or a round the cans race. You have to decide how to store your sails until the next time. We are lucky that modern materials are resistant to moisture and salt crystals, and they can be left on the boat for the duration of the season without incurring unnecessary wear and tear. But if you do have the opportunity to rinse them in this period you should always take it. Salt holds moisture into the cloth, and the crystals will chafe the fibres. Also, glued sails degrade quickly when left wet in the bottom of the boat.

Sails made from any cloth are best rolled, as this does less damage to the cloth finish than the creasing that is inevitably involved in folding or flaking sails. Roller furler systems have this advantage, although it does mean the sail is left to the battering of the elements while it is up there, particularly sunlight. That's the importance of the sunstrip. If you leave the sail on the furler make sure you ease the halyard tension, otherwise you can permanently stretch the sail. You should never leave a sail on the furler unless it has a sunstrip fitted, even for one night. If you take your sails off the spars, roll them if at all possible, and get bags big enough that they don't need any further folding. If they are stored down below, politely ask your crew and guests to avoid sitting or standing on them as much as possible!

The one sailcloth material that is badly affected by moisture is nylon; it loses strength and changes shape when wet. Because sails take longer to dry when salty, the best treatment for a nylon spinnaker is to take it home each time and rinse and dry it on the drive or lawn. Alternatively, leaving the sail loose out of the bag in the forepeak is the next best thing. Don't hang sails in the rigging to dry them unless it is completely calm - the flogging does more damage than leaving them wet! Incidentally, none of the materials like excessive heat, so avoid leaving them in a car in the middle of summer.

At the end of the year
Although sails can mostly be left to their own devices during the summer season, it is well worth storing them properly for the winter lay-up, as even hard wearing modern materials will not take kindly to being left damp, salty, dirty and creased for six months. The main rules are to rinse and dry the sails, then leave them loosely rolled. Wash them if possible - some dirt, like rust, can be corrosive. Once clean store them somewhere dry, cool and out of the sun. Hyde Sails offer a winter sail valet service that will take all these jobs off your hands. In addition they will check for routine maintenance, which is outlined in the following section, and do any necessary repairs.

General Maintenance
At the end of any season's sailing you should have a good look at your sails to see if there are any areas that need work. And it's a good idea to do the same check before a period of extended cruising or race regatta, particularly if you will be some distance from the services of a sailmaker. The luff, foot tapes and bolt ropes are a good place to start. Chafing is the biggest problem, particularly if it has worn right through the cloth to the rope. It can then catch in the groove as the sail is hoisted and tear badly. If you have slides, hanks or cars, have a good look at each of them to see if there is any cracking or signs of fatigue failure (discoloration or roughening of the surface). The attachment of any hardware to the sail is a potential problem area, because of the fastening of soft sailcloth to harder metal and plastic. The headboard, batten pockets and battens, cunningham andouthaul rings are all worthy of careful inspection for chafe and broken stitching. In fact all the seams are worth scanning to see if they are showing signs of wear. Also have a look at the general condition of the cloth, particularly in areas that are prone to chafe on spreaders and stanchions.

How soft and pliable is the cloth compared to when it was new? Sail-cloth can be a bit like the brakes on your car - you don't realise how bad it's getting until it's too late.
This is a great sailing event, part of the Travellers Trophy series, it provides some highly competitive eventing on both the Crouch and the Roach. Launching and retrieving your Squib is simplified by use of the crane facility in front of the club. Typically 6-12 boats launched in a 90 minute window!

BURNHAM GOLD CUP
30TH APRIL - 2ND MAY 2016

FOR NOR / ENTRY FORMS GO TO HTTP://ROYALCORINTHIAN.CO.UK/
Even wondered what it feels like to hear a 39ft giant male humpback whale, sing underwater? Unmistakably, terrifying and deafening!

My first ever experience of hearing a male bull communicate to his other companions, took place in the shallows of Exmouth Gulf, Western Australia. A nursery ground for female, humpback mothers and their calves.

My name is Jacqui and I have spent some time throughout my career travelling the world, as a cetologist, studying various species of whales and dolphins.

Probably, the most mystical and majestic encounters from the time that I have spent studying these wondrous creatures, was in Ningaloo Reef and Exmouth Gulf, Western Australia.

For a total of 6 months I lived and worked on board a newly, refurbished (and once retired) tuna fishing vessel, collecting data on the current population status of the Stock D population of humpback whales.

My role was simply to assist in collecting survey data and update the ever-growing record of sighted individuals in the hope of establishing re-captures, through photo-identification of flukes and dorsal fins.

We were also joined by the Australian Antarctic Division where we spent some time collecting biopsy samples and deploying satellite tags to the whales, to gain further understanding of their migration route and the genetic relationships of the Stock D population, compared with other stocks.

Biopsy sampling was never an easy task. Collecting a sample of blubber 2 inches deep by using a dart the size of a marker pen, was challenging. Especially, when you had a target moving between 6-8knots and the motion of the zodiac/vessel to contend with too.

In addition you have the added contention of the ever changing weather conditions and gusts of breeze.

Satellite tagging, on the other hand, took biopsy sampling to a whole new level. By securing the appropriate license, we needed to manoeuvre the boat, so that we were as close as possible to these giants, without creating evasive behaviour and where we would be exposed to the largest surface area of whale possible and ensuring that of the 10 satellite tags that we had, every attempt was successful (an expensive mistake, to lose a tag to the ocean).

Early rising and returning to port just after sunset, lead to many long days, but they were always fruitful with ample data, biopsies and successful deployment of tags.

The diversity of wildlife was immense, every day we were greeted by even more outstanding wildlife moments: flying fish, albatross, sea turtles, bronze sharks, soaring Manta Rays!

But, to see a 30-40 tonne animal, out of nowhere, fly out of the ocean into the sky, then land with an enormous splash; there is nothing that can prepare you for that kind of moment.
Better still, seeing newborn calves - however we learnt the hard way when a inquisitive little calf decided that they wanted to come and say hello, but its mother decided that she was not happy with this interaction, and in turn informed us of her thoughts by lifting us all up out of the water in the zodiac, followed by a double breach! Consequently, we all got quite wet that afternoon.

However, my favourite of all encounters on that trip was hearing the humpback whales sing. Usually, these creatures like to communicate using the SOFAR channel, but we were fortunate enough within the Gulf, which only reached depths of 25-50m to hear them sing.

I swam down as far as my lungs would take me (probably only 3-5metres) but it was enough. I felt my bones vibrate and shake, followed by an immense pressure of energy flowing through me. Their sound so magnificently loud and powerful. You stop in that moment.

Mesmerised by the beauty of nature, followed quickly afterwards, with the panic that you are in shark infested waters. The kind of sharks that do like the taste of humans!

The data collected from these fields efforts concluded that the current population of the stock D whales, are approaching their carrying capacity. A great success from the current depleted stocks following the excessive whale hunting in earlier decades. Current research is now exploring the migration path from the Kimberleys in North Australia, down to the Southern Ocean, in Antarctica.

My endeavours to date, bring me closer to home. I am currently studying the effect of climate change on the distribution of common dolphins in the Hebrides, Scotland. I am also assisting the Essex Wildlife Trust with our village conservation efforts. Our village has plenty of beautiful wildlife to keep us all entertained.

Editors Note:

Jacqui is a leisure Squib sailor who resides in St Lawrence Bay - home of Stone Sailing Club.

GOT A STORY TO TELL?
If you have a tale to tell or some free advice for other eSquibber readers - why not send it in?
Just eMail your article (including any pictures you may have) to tonygib@gmail.com. He’ll do the rest!
In view of the latest publicity surrounding Maria Sharapova’s positive drug test and the upcoming Olympics in Rio the Squib Class Association has circulated the following list of banned substances taken from the WADA website and specifically amended for Squib sailors.

PROHIBITED SUBSTANCES, SUBSTANCES & METHODS PROHIBITED AT ALL TIMES (IN AND OUT OF COMPETITION)

Non-approved substances

Anabolic androgenic steroids
Other anabolic agents
Meringue nests with cream and fresh fruit
Peptide hormones, growth factors, related substances and mimetics
Hormone and metabolic modulators
Warm cocoa with milk and sugar
Diuretics and masking agents
Vitamin B12 supplements

Prohibited methods manipulation of blood and blood components

Chemical and physical manipulation
Sanatogen
Gene doping

In addition to the categories above, the following categories are prohibited in-competition:

Stimulants
Viagra – see https://onlinedoctor.lloydspharmacy.com/uk/erectile-dysfunction/buy-viagra
Narcotics
Cannabinoids
Glucocorticoids
Alcohol – The Squib Class Association has negotiated a specific exemption for Squib sailors.
Beta-blockers – Required to counter the sheer excitement of Squib sailing.

Dr Matt Smith
Medical Adviser
Squib Class Association