

BROADREACH



JANUARY 2024



BROADWATER SAILING CLUB

AFFILIATED TO THE RYA



The sun always shines at Broadwater which makes having a dip in the water a bit more bearable! Here are a few different recovery positions!



Editorial

Dear Broadwater members

I hope you're all either enjoying sailing in the BSC winter series or going to the lake for a cruise around when you get a chance. Although I'm sure there are also some of you sensibly keeping out of the cold and wet and giving your boat some much needed love and attention in the shed.

As ever, I hope this issue of Broadreach has something of interest for you. We have the normal useful Commodore's Gybes which includes, most importantly, an update on the planning application for the ambitious Activity Centre planned for the opposite end of the lake. We also have a nice member profile from Monty Johnson. With a career as a cameraman for the BBC and a busy family life - involving three daughters - it's a wonder he's found time to become a highly competent dinghy sailor and yachtsman. Monty gives us a nice insight into his many sailing exploits.

Having not written for a while Peter Joseph has submitted two articles which should be of considerable interest to those who sail or race regularly. One of which is a rules piece on a common circumstance (*"Rounding the windward mark to port"*) which is often the first buoy rounding in any race. Hopefully this article, which has of course been checked by various "experts", will help with those after race chats! Peter has also written an interesting piece entitled "Temperature and Depth Monitoring for a Carbon Neutral Future".

We covered the Enterprise and Solo opens in the last issue so this time it's the turn of the Phantoms who ran a well contested open in October. Class captain and seasoned traveller himself, Dave Patrick, reports on the event.

Helen Macvean lets us know "What's in store for '24" as the club has given plenty of thought as ever to introducing new events and building on the normal club activities.

Finally we do, as ever, have lots of great pictures from John Greaves, Dave Trill and various other members. You might have seen some of these on Facebook or Whats App groups but they are well worth showing again to the wider membership.

Happy sailing.

Andy Cooney



Commodore's Gybes

Happy New Year to you all and I hope you have had an enjoyable Christmas break and are looking forward to an active year of sailing at Broadwater SC. The 2024 Calendar is published on the website and you will see several new club events and class regattas planned, with some additional dinghy cruising activities still being worked on. When these are finalised, the calendar will be updated and details posted on the website.

It is now 18 months since the initial proposal for the HWSF&AC at Broadwater Lake was presented, under a confidentiality agreement, by the leadership of the London Borough of Hillingdon to the BSC Trustees. You are now all aware of the proposed development with plans published on the Hillingdon Council Planning Application website on the 15 November 2023. Plans can still be viewed and I hope favourable responses/comments entered. Thank you to those members who have looked at the many documents and attended presentations at the clubhouse by Richard Weston & Steph Harper. We now await a decision on the planning application, which the website says is due by 5 March 2024. Until then, there will be ongoing activity with ecologist bird surveys continuing, potential contractor visits and meetings to finalise building design and fit-out. When plans are finally approved, lake dredging and land infill, site preparations and the new facility build schedule will take at least another two years, making the earliest move date for BSC to the new site mid-2026 and this assumes no planning application or build schedule delays.

Broadwater SC membership will continue to be kept informed of developments via the clubhouse notice board and website posts and if necessary by email. If you have any comments or further questions, please raise with me or any of the Club Trustees or Main Committee.

Looking forward to seeing you out on the water during 2024.

Andy Chaplin

BSC Commodore



Andy Chaplin in his Supernova



Above : A couple of interesting HS2 shots, the first is a picture that appeared in the Watford Observer showing a completed section of bridge spanning one of the lakes, the second shows the huge cranes that were used for this major engineering project.

Below : pictures from the consultation plans which are of course artist's impressions but give some feel for the scale of the Activity Centre being planned.



Club Boats

We now have an RS Vision #119 added to the club fleet, donated by and with thanks to Richard Buckley. This is in addition to the current club dinghies; a Laser 2000, a Wanderer and 3 Laser single hander dinghies for use by adult club members, plus the junior sailing fleet. A Club Double Hander Day is planned on Saturday 11 May for members to learn how to rig the club dinghies and go out for a sail. Club boats will be fitted out for the summer season at the Spring Work Party on Saturday 16 March. If you would like to use a club boat before then, please contact Andy Chaplin.

Member profile - Monty Johnson

Living 100 metres from the River Thames at Wallingford in Oxfordshire for most of my childhood, encouraged my 'not very nautical or sporty' dad to buy a sailing dinghy. I believe it was known as a Topten (similar to a Mirror). As a seven-year-old I didn't think it was a real boat because it wasn't pointed at the front. However the two of us learnt to sail it by trial and error and with a lot of tacking when the wind blew along the length of the river. Eventually Dad and a large friend of his bent the unstayed mast one blowy day.



Monty in his laser at BSC



Going solo on the Costa Brava

So, we moved on to a Mirror dinghy with two sails and a stayed mast; still not a proper boat I thought, but I was getting used to a blunt prow by now. My parents were teachers and I was one of four kids.

Each summer we would take car, caravan and dinghy around Europe for five weeks. We camped and sailed at various lakes, the Brittany coast, the

Spanish Costa Brava and the French Riviera. I well remember a few days in the south of France when the northerly mistral wind was blowing hard off the beach. Dad and I sped along the coast on flat water hiking out as far as possible and having a magic time together.

After studying Electronic and Electrical Engineering (yes a bit of a mouthful) at Loughborough University from '76 to '80, I joined the BBC where I spent the 33 years of my working life. I soon moved from engineering to TV production with the attraction of more fun, more money, and foreign travel. I ended up as a location cameraman and editor for tv news. It was a job that could go from very boring (e.g. waiting for the PM to depart from number 10) to thrilling, overnight.

Since I was deemed 'boat friendly', I was given the stories that involved being out on the blue wobbly stuff. I had an exciting time sailing with Ellen MacArthur on Kingfisher II off the South Brittany coast on a freezing January day in 2002. Sadly she was dis-masted in the southern ocean shortly afterwards while attempting the Jules Verne around the world record (nothing to do with me guv!). Another sailing highlight in my working life was filming for the 6 o'clock news on a race around the Isle of Wight. This was a unique event re-enacting the very first America's Cup race, on its 150th anniversary in 2001.

I filmed what I could from the stern of 'GBR 52' to supplement material from other cameras back on the shore. It was a thrilling few hours and was over far too soon for me! The timing was tight, so to include my footage in the edited package for the 6 o'clock news I had to chuck my video cassette over the side in a waterproof bag before the finish line, where a RIB whisked it back to Cowes to our edit location. Thus we didn't contravene any race rules of 'contact'.



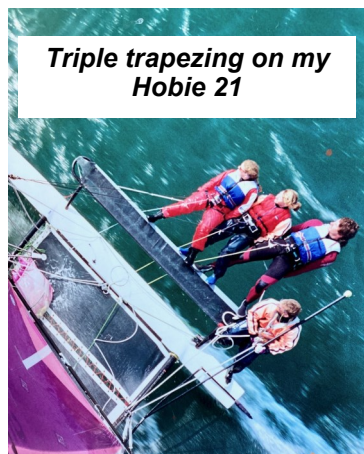
We're just ahead in the anniversary race



My first Cat

Back in 1986 I acquired a small tatty plywood catamaran which I painted bright red and took to the Camel estuary in Cornwall where I was helping with water sports on a kids' camp. It really only survived that summer but gave me a taste for multihull sailing.

So next came a Hobie16 cat and then a Hobie 21 both of which I kept at a club in Langstone harbour near Portsmouth. The '21' was a big powerful beast with pink and purple mainsail, jib and asymmetric. It sported three trapezes, long benches and would turn a few heads as it whizzed by! My logbook records over 5000 miles on these two cats over a period of about 10 years in the Solent and on holiday in Cornwall and south Wales with various friends.



Triple trapezing on my Hobie 21

There were adventures inevitably and two in particular stay in my memory:

I was camping with friends at Port Eynon on the Gower, South Wales. Four of us were sailing the Hobie 21 off the beach each day. On this particular day the Sun was shining, the wind was a pleasant westerly force 3/4 and the air was clear. So clear in fact that the hills of North Devon looked invitingly close. They were in fact 26 miles away. We couldn't decline the invitation so we all agreed to head due south. We landed at Lee Bay nr Ilfracombe in just under two hours of spray flying, wave hopping, sailing. We ate our rather shaken up sandwiches, bought the North Devon Chronicle to prove we'd been there to our friends back in Wales, and started back. However the wind progressively dropped and it took us four hours to return. Still, it had been worth the risk we all agreed!



Speeding along in Falmouth Harbour

The other occasion was memorable for a whole different reason. On this day three friends and I had been whizzing up and down the Solent on the Hobie 21. After a cuppa at Seaview on the Isle of Wight we were running before a moderate wind back to the mainland late afternoon when suddenly the stressed front crossbar, on which the mast sits, snapped. Not daring to alter course we sailed on and pondered what to do. The decision was made for us, the rear crossbar unable to cope by itself also snapped and the whole rig came down. The hulls upturned and we found ourselves clinging onto the wreckage. Spotting we were in the Solent eastern approach for shipping it was time to call 999 on the mobile. Before long we had two lifeboats from Bembridge and Chichester fast approaching as well as the Coast Guard helicopter. I shall always remember Gavin, one of my crew who was an RAF pilot himself, on seeing the fast approaching chopper, hanging his head and saying "Oh no, wait till the boys hear about this!". The four of us were winched up and the wreckage towed to Chichester for us to retrieve later. It was a long day.....



Daughter Kate at the helm at BSC

Fast forward to meeting my lovely wife Deirin and starting an instant family with three equally lovely triplet girls. When the girls were age 9 in 2010 we joined Broadwater so they could learn to sail (without dad as their teacher). The wonderful Pam Hart and her team soon built up their confidence and skills in Oppies and then Toppers. The annual fun week was a highlight, combining fun, competition, sailing and getting wet in a perfect blend. Still is!

As for me, after 33 years at the Beeb and two major heart operations I retired early in 2013. Despite all my years of sailing however I had never raced, so now I was keen to try. I had no idea how addictive and engaging it could be. Thanks to the encouragement of Graham Reece and top tips from David Kinnerley I started moving up the fleet a bit during the Wednesday informal races. There's still much for me to learn including how to enjoy laser sailing in very light winds (which I currently don't!)

The final chapter to mention is big boat sailing. In the late 90s I completed some RYA courses and started chartering yachts. I'd round up (or press-gang) a bunch of friends once a year and head off to the south coast, the Western Isles or the Med for a cruise adventure. I enjoyed the challenge of passage planning, navigating, and no risk of capsizing.



Beating along the Dorset coast

When I retired I bought a one third share of Tallywag, a 36 foot three cabin sailing yacht based in Portsmouth harbour. This is a great way of making big boat sailing affordable. It's also been a flexible way to fit the sailing in around family life. It's been a pleasure to have shared some super sailing and company on Tallywag with a number of BSC folk over the years. To my mind, whether it's dinghies, cats or yachts, size doesn't matter. They are all a means to an end; sailing with friends is what counts!

Some familiar faces...



Broadwater Phantom Open - Dave Patrick

BSC hosted the final round of the 2023 Phantom South East Traveller Series on Saturday 7th October. The weather was unseasonably warm with a south westerly wind which varied between a disappointing 4 and 8 mph. Eight visitors joined seven boats from the home fleet to give a total of fifteen boats on the water.

Club line starts were the order of the day and getting a good start and mastering the first short beat tended to be critical, and in most of the races it was the boat that was first round the windward mark that went on to win the race. For Race 1 this was Bill Taylor who finished a good way ahead of the fleet. Local sailor Jeremy Deacon was second and Chris Shelton third.

In Race 2 it was Jim Hopton's turn to get the first beat right and sail away from the rest of the fleet. The wind had dropped for this race and was proving to be very shifty in places and this, together with the wind shadows behind the islands, resulted in various place changes during the race. Local knowledge must have paid off, as at the finish it was Jeremy Deacon in second place again and Brian Deacon third.

Race 3 was sailed in very similar conditions to Race 2, and the result was similar. Jim Hopton was again first, Jeremy Deacon second and another Broadwater boat, Tim Davies, third.

The wind increased slightly for the final race and this time it was Jeremy Deacon first around the windward mark closely followed by Chris Shelton. These two places remained the same until the finish. Further behind, Bill Taylor was obviously getting too hot and decided to fall out of his boat to cool down. Meanwhile, after a poor first beat, Jim Hopton was working his way through the fleet to eventually finish third.

When the points were tallied up, there was a tie for the first two places, and with the fleet agreeing to use last race result as the decider, the winner was Jeremy Deacon. Andy and Alan did a great job of keeping the races to about 35mins and ensuring quick turnarounds. The organisation by Broadwater SC was impeccable and all competitors enjoyed a beer with their sandwich tea before travelling home. The overall results for the South East Phantom traveller series were Chris Shelton (Downs SC) first, Bill Taylor (Creeksea SC) second and Dave Patrick (Broadwater) third.



Dave Patrick and Jeremy Deacon leading the way in one of the Phantom open meeting races.



Photos from the BSC Phantom Open. Lots of competitive start lines and good close racing.

There were several strong visitors but local sailors all had flashes of speed, including Brian Deacon, Dave Patrick, Steve Swinchatt and Tim Davies.





Pictures from a fresh clear autumn Sunday - courtesy of Dave Trill. Albacores, Lasers, Phantoms, an Aero, an Enterprise and a Merlin Rocket.





Above : Craig Lesslie in his RS300 - probably the most challenging boat on the water.

Below: A fabulous bright winters day at BSC.





Aeros in harmony above and a gaggle of Laser sailors below...



Rules Corner by Peter Joseph

“When boats meet on opposite tacks on a beat approaching a port hand windward mark”

Following several “discussions” during and after racing I have been asked to review the rules that apply when two boats meet on opposite tacks on a beat approaching a port-hand windward mark. Quotes and terms included in the Racing Rules of Sailing are *highlighted* for clarity and I will refer to the boat that was initially the *port-tack* boat as “P” and the *starboard-tack* boat as “S”. Boats are referred to using female pronouns as is the convention in the rules.

First let’s review the situation when the boats meet outside the three boat-length *zone* surrounding a mark. Rules 10 and 13 are the most relevant.

10 ON OPPOSITE TACKS

When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat.

13 WHILE TACKING

After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other’s port side or the one astern shall keep clear.

Based on these rules, if P wants to tack to lay the mark, she must *keep clear* of S until *close-hauled* on the new tack. Should S need to take action to avoid P either before or during P’s tack, then P will have broken rule 10 or 13 respectively and be disqualified unless she takes a two-turn penalty *as soon after the incident as possible*. According to Bryan Williams in his book “The Rules in Practice”, if there is any doubt in a protest hearing about the room given, then the decision is likely to go against P. No hail of “starboard” is required, but it may avoid a problem developing. Once P has completed her tack, she can either be *clear ahead* of S, in which case Rule 12 applies, or *overlapped*, in which case Rule 11 applies.

11 ON THE SAME TACK, OVERLAPPED

When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat.

12 ON THE SAME TACK, NOT OVERLAPPED

When boats are on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead.

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat room to keep clear, unless she acquires right of way because of the other boat’s actions.

So, if S is approaching fast and catches up with P after P has completed her tack then S must **keep clear**.

If there is an overlap at the moment P completes her tack, then whichever is the leeward boat has luffing rights above close hauled, so long as she allows the other boat **room to keep clear**. However, if S establishes an overlap to leeward of P from clear astern after P has completed her tack, then S does not have luffing rights.

Now let's look at the situation when the same boats meet on opposite tacks within the **zone.**

Rule 18 including subsection 18.2 deals with **mark-room**. However, **Rule 18.1 (a)** says that it **does not apply to boats on opposite tacks on a beat to windward**.

So, P must keep clear of S in the same way she should if the mark was not there.

There is, however, one difference. Should P tack onto starboard within the **zone** and become clear ahead or leeward of S after S has entered the zone, then P must continue to keep clear of S because of Rule 18.3

18.3 Passing Head to Wind in the Zone

If a boat in the zone of a mark to be left to port passes head to wind from port to starboard tack and is then fetching the mark, she shall not cause a boat that has been on starboard tack since entering the zone to sail above close-hauled to avoid contact and she shall give mark-room if that boat becomes overlapped inside her. When this rule applies between boats, rule 18.2 does not apply between them.

Under these circumstances, S is entitled to luff above close-hauled to round the mark, but should she pass head to wind she loses these rights. If she luffs higher than necessary to round the mark then she must give P room to keep clear.

To complement this article Graham Thomas found an interesting piece in Yachting World. (see link below)



https://www.yachtingworld.com/5-tips/how-to-deal-with-a-tight-windward-mark-rounding-149819?utm_term=7FA31FAA-2AF9-4633-A969-E682CB90EC57&lrh=25dd2f738d032770ad47ba90e6f60c4c61671b15ad9c79e8625680adbfe700d1&utm_campaign=F0BD7058-F52D-447F-B2FD-A269004F0791&utm_medium=email&utm_content=19BF76BA-432D-45D4-94D8-840449509DC3&utm_source=SmartBrief

Temperature and Depth Monitoring for a Carbon Neutral Future

As we all inch towards a carbon neutral future, the plans for Broadwater Sailing Club's proposed new home at the southern end of the lake are being developed with this in mind. The main areas for attention are heat and light in the clubhouse and fuel for our motorised support vessels.

Solar panels on the roof of the new building, supported by a battery storage system, should be capable of supplying enough power for lighting and possibly for an element of electric vessel and vehicle charging. However, they wouldn't provide the total energy needed for heating and hot water.

Heat pumps are the preferred technology to remedy this. They work like the pipes at the back of a fridge, transferring heat from one location to another, but unlike a fridge they bring heat into an enclosed building rather than pumping it out of a cupboard-sized box. In a refrigerator, unwanted heat is pumped out of the back or bottom of the appliance and dissipated into the room where it has little impact. In a heat-source heating system the environment outside the building is cooled down to pump heat inside. Some systems can also be run in reverse to provide cooling in the summer.

For this to work, there needs to be something outside with a large heat capacity, that the system can cool down, but where the cooling effort will have little impact. There are usually two options for domestic systems, the air around the building or the ground adjacent to it. However, at Broadwater the lake itself can be used. It has an enormous heat capacity, so its overall temperature is unlikely to be changed by the system and using a water source heat pump offers some installation and operational benefits over the alternatives.

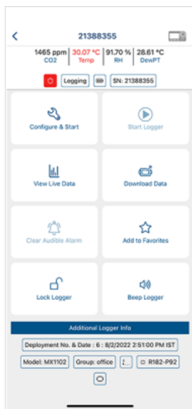
The specification, including the capacity of the pipes and pumps depends on the heat requirement for the building and the temperature of the lake. While there is extensive weather data for air temperature, wind chill etc., to calculate how much heat is needed, there is little data on the fluctuations in the temperature of the lake throughout the year.

Hillingdon Council have asked Broadwater Sailing Club, as tenants on the lake, if we can carry out an extended water temperature and depth survey for use in the calculations. As we are keen to assist with the development of the new facility wherever we can and as the data may be of interest to members, we agreed.

The data to be collected comprises hourly temperatures for a full year at the bottom of the lake and near the surface at two locations, one close to the current club house and one near the proposed new site, along with hourly water depth. This data is to be submitted to Hillingdon Council each month in return for a payment which covers the necessary equipment and the installation and operational costs.

Many temperature and depth logging solutions with associated telemetry were considered before MX dataloggers from Onset in the USA were chosen for their high specification, ease of use, comparatively low cost, data app and cloud infrastructure and convenient UK distributor. These collect data at user-chosen intervals for a period of up to a year. The data can be downloaded whenever required over Bluetooth using a smartphone app which transfers it to an internet data storage facility. This approach saved the cost and complexity of dedicated telemetry and also eliminated the need to take a laptop onto the lake to read the sensors, which was the case with some competing systems.

App screenshot



We selected two different types: three submersible MX2201 temperature loggers and one, more sophisticated, MX2001 water temperature and depth logger

MX2201

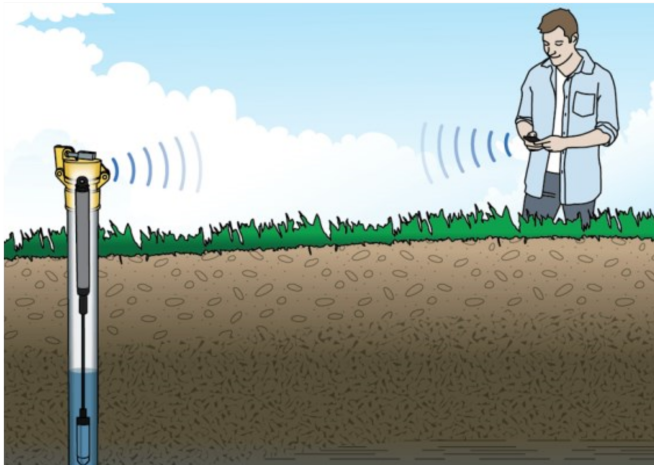
Two of the MX2201s were deployed at the south end of the lake, near the new site. One was suspended near the surface at a depth of about 300mm and one set on the bottom at close to 4m down using a pick-up buoy, rope, chain and mud anchor arrangement, tethered to the well-secured white boundary buoy close to racing mark five.

At the clubhouse end, another MX2201 is attached to a mud weight at a depth of about 3m below a pick-up buoy tethered to the south west end of the plastic pontoon.

The final logger, the MX2001, is located on the shore side of the Committee Boat pontoon. This has two components - one contains both a temperature and pressure transducer that is on the bottom of the lake in a relatively shallow, but non-drying location. The other is connected by a cable mounted in a pipe secured above the water containing the electronics and an air pressure transducer. This logger records water temperature and also calculates water depth using the pressure difference between the bottom and the surface adjusted for temperature, once it has been calibrated for water density (salt or fresh) and the initial depth against a datum.

MX2001

Unlike the three submerged MX2201 loggers, which have to be lifted out of the water for the Bluetooth to connect, the MX2001 logger can be accessed from the shoreline allowing easy retrieval of live temperature and depth for club use.



Bluetooth access

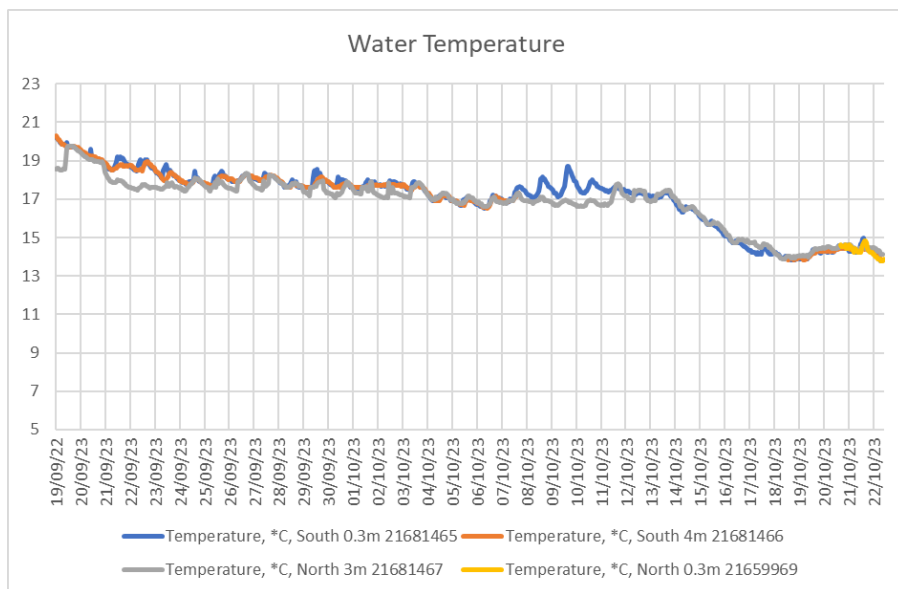
Although the price of the individual sensors is relatively small compared with the overall costs, I was rather paranoid about losing one on the murky bottom of the lake. So, all ropes were spliced rather than knotted and the sensors were attached to the chains and weights with multiple fixings.



MX2201 on its anchor

Early observations

In the first few weeks we saw that the temperature of the lake trended towards the average daily air temperature, but unsurprisingly, changed quite slowly. The temperature was remarkably similar at all the depths measured, suggesting a degree of mixing or flow. When the sun shone strongly there was some surface heating, but this was generally only a few degrees and didn't last for very long. After heavy rain, colder water from the river Colne flowing through the bank into the north end of the lake lowered the temperature there, but again this dissipated fairly quickly once the rain stopped. The lake is generally warmer than the river because it is fed predominantly from the underground water sources of the London aquifer rather than surface rainwater.



By the beginning of December, the average temperature of the lake had fallen to a chilly 7 degrees centigrade and we know the surface temperature falls much further, dropping below zero sometimes in the winter as the lake occasionally freezes. I will be very interested to learn what happens to the temperature on the bottom when the lake freezes and have already benefitted from adjusting my sailing clothing in accordance with the water temperature, which I have taken to posting on the racing course board when I read the sensors.

This project is one of several where Broadwater Sailing Club is working closely with Hillingdon Council to improve the sailing facilities and ecology on the lake and thereby secure the future of sailing there for Broadwater Sailing Club.

What's in Store for '24 ? - Helen Macvean

Looking at the Broadwater Calendar, we have a lot to look forward to in 2024! Not only are we back to the full complement of racing and Opens, but there are some new events too. I would like to highlight and guide you through the year. If you are already familiar with the 2024 calendar, look away now!

Sat 24th and Sun 25th February is the Dinghy Show at Farnham. Could be worth a browse? There's always something a dinghy sailor needs. Maybe you're dreaming of your next water-based holiday adventure? There will be plenty of exhibitors to help and you might even find a bargain!

Sun 3rd March: Spring Series begins. 10am Pursuit. 11.45am Handicap.

Tue 12th March: Club AGM at the Clubhouse at 8pm. All welcome. Come and hear all the latest news, ask questions and have your say.

Sat 16th March: Party time! 9.30am Spring Work Party. Come and help. Stop for lunch and a natter. A great way to get some fresh air and exercise and very sociable too! Coffee and biscuits/cake and light lunch provided.

Sat 23rd March: Solo & Enterprise Opens (Organisers: Alex Beard & Hilgard Muller)

Sat 6th April: First of our Club Regattas. The Laser Super Cup Regatta. A fun event for Lasers. Several short races, so you'll have a chance to practice your starts. If you don't have a Laser and you fancy giving it a go, you may be able to borrow one! There is a beautiful trophy for the winner! (Organiser: Graham Thomas)

Sat 13th April: The Merlin Open. This is the first Merlin Open to be held at the Club for at least 30 years! It is the first of a couple of new double hander events to be held at Broadwater. (Organiser: Jeremy Deacon)

Sun 28th April: The Spring Handicap Open Regatta. This is an all day event with three races. There will be a stop for lunch and the winners will be announced and prizes given out at the end. (Organised by the Race Committee)

Tue 30th April: Fitting Out Supper, 19.30. This is a traditional sailing club event for the "start of the season." However, we tend to sail all year round! This is no reason not to have a Supper. So from year to year we have enjoyed a variety of venues, depending on the organiser. Last year, organised by Colin Elliot, was excellent at the Old Orchard. Colin has kindly agreed to organise it again this year. Put this date in your diary and let Colin Elliot know, so that he will have an idea of numbers to book for. (Venue TBC).

Wed 1st May:

5pm: First Afternoon Informal Race.

7pm: First of the Wednesday Evening Series. NOTE: this series is going to be handicap races rather than the usual pursuit. This is so that if the wind dies, the Race Officer can shorten the course if required.

Sat 4th May : Junior sailing starts. ("may the forth be with you....")

Sat 11th May

Double Hander Day: (Start 11am). This is a fun, new event for the Club. Come and learn how to rig the Club Wanderer, Laser 2000 and/or RS Vision. Members who already have double handers can come down and enjoy a sail while encouraging any members new to double handed sailing.

Sun 2nd June: Start of Summer Series. Pursuit 10am and 11.45 Handicap.

Sat 29th June

Double Hander Regatta (Start 10am). Organiser: Race Committee

This is another of our new events. It will be good to see as many of our double handers out as possible for this event!

Sat 6 July: Party time again! Summer Work Party 9.30am. Come for a morning till coffee and cake or stay till lunch and beyond! A great way to socialise while having a work out and keeping the club in tip top condition!

Sat 20 July: Chichester Cruise. This is a day cruise but often there are people who make a weekend of it and either stay at Itchenor Sailing Club or other accommodation in the area. It is a beautiful area and we usually launch from Itchenor hard, sail to West Wittering beach for a picnic lunch and then on to Hayling Island for an ice cream before heading back. It is weather dependent, so will be confirmed nearer the time. (Organisers: Dave Banger and Andy Chaplin)

Wed 24th – Sat 27th July – Junior Fun Days (Organiser Tim Davies. Limited spaces, please pre-book)

Sat 31st August and Sun 1st September: Round the Isle of Sheppey Race. Some Broadwater sailors have competed in this race in the past. The Isle of Sheppey Round the Island Race is a long-established, long-distance event designed to test sailing skills and endurance over a 40-mile course. Sailed clockwise around Sheppey, starting and finishing at the Isle of Sheppey Sailing Club. The race includes tidal sea, river & estuary sailing. The 66th IOS Race takes place on Sunday, registration from 8am.

Sail Faster Week (Mid August—dates TBC)

Still pending is the very popular "Sail Faster Week" run by Dave Cherrill and Andy Cooney. Rumour has it that they will be holding something similar again this year, probably sometime in August. Let them know if you are interested!

Sun 1st September: Start of the Autumn Series. 10am & 11.45.

Wed 4th September: Back to Wednesday morning racing and lunch!

Tue 3rd September: Laying up Supper(19.30). Venue to be confirmed. This is often a meal out in a local restaurant. It is a chance to relax, enjoy a tasty meal and swap stories with other members and their partners.

Sun 15th September: Autumn Series No 3 (10am and 11.45am) including Barts Bash Handicap Race (Organiser: Alistair Fischbacher)

Sat 28th September: Junior "Chocolate" Regatta. (Organiser: Andy Chaplin)

Sat 5th October: Phantom Open. An all day event. (Organiser: Dave Patrick).

Sat 12th October: Autumn Work Party. If you haven't managed one yet, now is your chance. Or come again! There will be coffee cake/biscuits and a light lunch.

Sat 19th and Sun 20th October: Miracle Open. This event hasn't been held for years but is making a comeback this year! (Organiser: Richard Smith)

Sun 10th November: Nelson Day Regatta. 9.30am start so that we can be off the water in time to hold a 2-minute silence for Remembrance Sunday. 2 pursuit races. Entry fees/donations to Jubilee Sailing Club or similar.

Sunday 1st December: Winter Series starts. 10am Pursuit, 11.45 Handicap.

Sunday 15th December: Christmas Lunch in the Clubhouse after sailing.

Tue 26th December: Boxing Day Pursuit Race. Followed by mulled wine and mince pies. 11am.

Whitstable Week, Kent

Fancy something different? How about Whitstable Week in Kent? It runs from a Wednesday to Sunday inclusive. It takes place at the end of July/start of August. They have two races back to back every day from 2pm (8 to count). There are social events every evening, like quizzes, music, BBQs. It is open to non-members. There is a lot of accommodation in Whitstable from hotels, camping, AirBnBs and Converted Fisherman's huts. Whitstable Sailing Club will be updating their website, confirming dates after the 15th January.

Summer Social BBQ

We're also hoping to have a summer BBQ for members, friends and family. We are going to be guided by the weather, so when a weather window appears, details will be advertised. Probably after Sunday sailing. So put some of these dates in your diary! They're all in the Club Calendar which is now available to view on the Broadwater SC website.



Juniors continue to excel at BSC

Crews—Emily and Grace are helping Brian and Andy to some better results in the Lark and Albacore!

Lucas (pictured below) was the winner of the Cadet Cup for the most improved junior sailor at the annual Chocolate Regatta.



Joss Davies is seen below doing her stuff in a laser for her GCSE filming on a breezy Sunday morning,

Sebastian Zerman-Parr (left) looking pretty solid in a laser

Harry Langford and his dad Steve continue to enjoy their new blue Miracle and should be all ready for the open meeting later in the year.

