



# NEWSABILITY

The official newsletter of Waveney Sailability Ltd—Registered Charity No 1110365

Edition 10 - Spring 2010

Editor: David Collins

## Its time to prepare for the 2010 sailing season

### New membership application forms

IF YOU sailed with us in 2009 and receive this newsletter by mail you will find you have also received the new membership application form.

As indicated in the winter edition of *Newsability* we are asking for even more information than in previous years and all those who sail, members, instructors, carers and sailors will complete the same form. The main change is the need for **all** those who use our boats to provide their current weight. This is to make quite sure that we do not exceed any weight limits set by the boat manufacturers and in order that we can give you the correct life jacket with the appropriate level of buoyancy.

As you will see from the report on page 3 Sawford Marine, who manufacture the Access class dinghies in the UK, fit an engraved plate to the starboard side of the cockpit that shows the boat details including the maximum weight of people. This is your weight plus the weight of any other persons that you are sailing with. Please give your weight in normal clothing as there is also an allowance for sailing gear, slings etc.

Before any members take to the water we must hold a correctly completed application form signed by you, your parent or guardian. In order to meet all our responsibilities we cannot make any exceptions to this rule.

We will keep a record of all the information and if you want to start sailing in 2010 on a specific day we recommend that you complete the form and send it to the office at least 14 days before you want to start sailing. This will give us time to process the form and make sure that we have all the information we need to meet Health and Safety regulations and we can meet the requirements of our insurers.

Please help us to help you to get out onto the water as soon as possible. The first few weeks will be hectic as we have some 140 forms to process before we plan the sailing days.

*Thank you!*

### DON'T FORGET

We need your photographs for the annual competition, get snapping and you could win a prize, send them by Email or on a disc, or memory stick. We will take, print and frame your picture in one of the boats if you are the overall winner.

### How to sail an Access Dinghy Quickly

By Senior Instructor  
Bryan Riley

IN THE FIRST of a new series of guidance points RYA Senior Instructor Bryan Riley shows you how its done.

**Introduction:** As we all know sailing an Access dinghy on Oulton Broad is a lot of fun. However it is very pleasing to note that having mastered the basics of sailing safely, many Waveney Sailability sailors are looking for the next challenge. Over the last eighteen months we have organised an informal race series towards the end of our Tuesday session. Last season's series was keenly contested and you may have noticed that somehow the same people finish at the front whatever the wind conditions or the course that has been set. Sailing quickly is not a mystery and as Arnold Palmer once said 'it is funny that the more I practise, the luckier I get'. With this in mind I thought it would help if I write a few tips on sailing quickly and techniques to practice.

**Sail setting:** A sail works best when wind flows along it from front to back; the wind passing the leeward side (*the down wind side*) has to flow round the curvature of the sail, travelling further than the wind on the windward side (*the side the wind is coming from*). This causes a difference in air pressure and it is this difference which 'sucks' the boat through the water (without curvature in the sail it has no power to push you along). The Access dinghy sails have very little 'built in shaping' in the panels so the sail shape is adjusted by changing the outhaul tension (*sail control on bottom corner*). The amount of sail curvature (*usually called 'fullness'*) must be set for the wind conditions on the day. In medium conditions (Force 2 to Force 3) we want the 'foot' (*bottom*) of the sail to be between 6 & 8 inches away from the boom when sailing to windward (*into wind*). In strong winds the outhaul is pulled on harder to flatten the sail which makes the boats much easier to control. In light airs it is necessary to reduce the outhaul tension to allow the sail to take up a smooth curve.

The photographs can be of any element of our activities. We are always looking for interesting shots to print in *Sailability*.

The same rules apply to the jib; the difference is that the sail curvature is set every time you tack! If you pull the jib sheets (*rope controlling sail*) in too tight, the jib mast bends and this flattens the sail and it will have no curvature and no power. The jib fairlead (*guide for sheet*) / jam cleats (*device for holding rope*) are mounted on a track so they can be adjusted backwards and forwards, they should be set in the fully back position. This reduces the angle of the jib sheet which puts less tension on the sail leach (*back edge*) and more on the foot (*bottom*), allowing the sail to twist, which allows more wind to pass through the 'slot' (*the gap between the jib and the back of the mainsail*). This increases the speed of the wind passing the back of the mainsail, which gives more drive.

**Reaching:** (*wind coming over the side of the boat*). This is the fastest point of sailing and the usual mistake is having the sails in too tight. Steer the shortest course in the direction you want to go and then adjust the sails, so the wind is flowing along the sails for maximum drive. Making constant adjustments to the sails to allow for small changes in the wind direction is the key to maximum speed. I watch the main sail about half way up the mast, watching for it 'lifting' (*beginning to flap*) just behind the mast. If it is not flapping I let the sail out until it does and then pull it in until it stops, 'playing' (*pulling the sail in and out*) the sheet six to nine inches. I then check that I am sailing in the right direction, steer to adjust my course and immediate look at the sail again, if it is not flapping I let it out, repeating this process constantly. This ensures that I sail the shortest distance to the next mark, making only minor alterations to my course and the wind is always flowing along the sail for maximum drive and speed. (cont page 2)

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## Sailing an Access Dinghy Quickly continued from page 1

**Beating:** (sailing into wind). The wind on Oulton Broad (and anywhere else) changes direction by a few degrees constantly, if we are going to sail quickly to windward (*into wind*) we need to use these 'wind shifts' to our advantage. To do this we must first be sailing 'accurately' on the wind, I pull the sails in close hauled (*close to the centre line*), but not too tight so they have a nice curved shape for maximum drive. In an Access dinghy it never pays to have the boom on the boat's centre line, let the sheet out so the end of the boom is above the 'quarter' (*the back corner*). Having set the sails correctly for the wind conditions, 'all' we have to do now is sail as close to the wind as possible, whilst maintaining the boat speed (it is very easy to sail too close to wind and stop the boat). This is one of the most difficult skills of sailing and is the reason experienced sailors who have put in many hours of practice sail quickest to windward. To find the quickest angle (direction) to the wind, I sail the boat in a series of little 'wiggles' whilst watching the sails constantly (look at the front of the jib about a third of the way up) to see when the sail starts to lift (*flap*). When it flaps I turn away from the wind until it stops, straighten up for a few yards (knowing the wind is flowing along the sail for maximum drive) before turning into wind again watching to see when the sail flaps. When sailing to windward I watch the sails about 90% of the time (wasting your time spotting ducks and pretty birds of other varieties is not quick!), only occasionally checking my course and looking for other boats to avoid. By steering in this way the boat is always travelling at maximum speed, whilst also sailing 'close' to the wind for the shortest course to the next mark. If you try this you will find that the boat's heading (*the direction you are steering*) changes at the same time as the wind direction changes, one second you will be heading for the houseboats and the next Broadlands. You are now in a position to decide if you are on the best 'tack' for the shortest course to the next mark. If you are on a 'lift' (*favourable wind shift*) steer into wind and take advantage of it, if it is a 'header' (*sails suddenly start flapping and the boat slows down*) it is time to change direction by tacking, taking advantage of a 'lift' on the other tack. If you spend time practising these skills your sailing will improve enormously. Ask me to have a sail with you if you need more help.

**Running:** (*wind coming from behind the boat*). When a boat is running it is pushed along by the wind coming from behind, this is the only point of sailing where the wind is not flowing along the sail. For more speed we need the maximum sail area in front of the wind, to do this we set the sails at right angles to the

wind. It is essential to let the boom out as far as it will go, very often the main sheet (*rope controlling the sail*) has too much friction in the pulleys (we are looking at changing them for ball bearing pulleys) for the sail to go out with wind pressure alone, so release the main sheet from the cleat (*grip for rope*), pull the spare rope out and push the boom out by hand. If the jib is flapping about, 'hiding' behind the mainsail in no wind, release the jib sheet and hold the windward jib sheet in front of the fairlead (*eye to guide rope*) / jam cleat (*grip for rope*) to set the jib on the opposite side to the mainsail, again it needs to be set at right angles to the wind direction, this is called 'goose winging'. This is the fastest way down wind and it will sometimes pay to sail a course which is not directly in the direction you want to go to keep the jib goose winged. Having done this aim for the next mark and set the sails for a reach, which is the fastest point of sailing.

**Steering:** All boats are slowed when they are steered; this is because to change the boat's heading (*direction*), the rudder (*steering blade*) is turned at an angle to the direction of travel, deflecting the water to one side. This has a 'braking' effect on the water, so speed is 'lost' by excessive steering. However there is a lot to be gained by steering the boat on the best course, which means we have to balance the gains of going in the right direction against the slowing effect of steering, which means it is important to alter course slowly, without overcorrecting. Unless you are tacking, the steering 'joystick' should only be moved about an inch either side of straight ahead. Making small corrections early is much faster than using the full tiller movement and sailing an erratic course.

**Sailing in the strongest wind.** When good sailors are not watching the sails and making small adjustments for more speed, they will be scanning the water looking for disturbances on the surface, which show the direction of the next gust and where the wind is blowing strongest. Gusts of wind show up as darker patches on the water surface. At coffee time try standing on the pontoon facing into wind (feel the wind full on your face) and watch the water for tell tale signs about the wind direction and strength. If you do this whilst other boats are sailing you will notice that the boats sailing in the 'dark patches' are sailing faster. Clearly in a race it will pay to sail where the wind is strongest, unfortunately it is not so easy to spot the right place to be when actually sailing, but it is very easy to win all the races whilst standing on the bank! If you spend a few minutes looking at the water before the race you are likely to know where to go when the race starts. When you have raced on Oulton Broad a lot you get to know where the lifts (*favourable changes in wind direction*) and headers (*unfavourable changes of wind direction*)

will be in certain wind conditions, however these 'tips' would be too difficult to remember, which is why I recommend looking from the bank on the day, ask me at coffee break.

**Trim:** Access dinghies are short stubby little boats with wide transoms (*stern or back of boat*). When heavy crew members lay back in the 'deck chairs' thinking they look cool, the crew weight is concentrated at the back of the boat and the transom is 'dragged' through the water by the sails. If you watch an Access dinghy from the bank, you will notice the water flowing along the sides of the boat and turning in round the transom, with lots of turbulence (*whirlpools*) on the surface, this is slow. If you are able to, sit upright in the boat to lift the stern as clear of the water as you can.

**Balance:** All dinghies are designed to sail their best whilst upright. If they are sailed heeled (*leaning over*) there is more hull in the water on the downwind side and the sails have to push more water out of the way to go forward, which slows you down. Also when heeled the boat wants to turn into wind, to stop this you have to steer in the opposite direction and the rudder (*steering blade*) acts as a brake. If you are sailing by yourself and are able to, you will sail quicker if you move across the boat to sit on the windward side (*the side the wind is coming from*) and balance the force of the wind.

**Crew weight:** Most dinghies have an optimum crew weight; indeed at Olympic level you are refused RYA sponsorship, if you are not the right size for the boat you want to sail. Compared to most racing boats, Access dinghies are very small and because of this they definitely sail quicker with small people aboard. So the message is either diet, choose a small crew or sail single handed if you want to go quickly!

**Not sure, then ask:** There are a lot of tips on sailing quickly in this article, too many to remember when reading it through once only. I recommend that you pick a topic to practise each week, read that section up before you go sailing and practice one skill each week. I will write a second article on racing tips later in the year. Please ask any of the Sailability Instructors for additional help and make the most of the 2010 sailing season.

**Bryan Riley - RYA Senior Instructor.**

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## Our Fleet

WHEN WAVENEY SAILABILITY was being set up we needed to select a dinghy class that was suitable for our potential members and that could be sailed safely at Oulton Broad.

The group of Rotarians that investigated the feasibility of the proposal to mark the Centenary of Rotary International by establishing an RYA Sailability at Oulton Broad visited Rutland Sailability to see the boats that they used. We also wanted to see what equipment was needed to provide safe sailing and shore base facilities for disabled people. At Rutland they have more than one class of boat but the club has a quite different stretch of water and we all agreed to use the Access Class.-(cont page 3

## Our fleet - continued from page 2



The Access 303 pictured above is manufactured by Steve Sawford Marine Ltd of Kettering, Northants. The Access class is the main product of the company and they currently sell around 50 a year.

### Specifications:

Length -303m                      Beam -1.35m  
Draft -1m                      Weight 62kg +Keel 30kg  
Sail plan - *Mainsail & free standing, self tacking jib*  
Sail area -*Total 5.8 sq m, Main 4.4sq m, (reefable to 0.5 Jib 1.4 sq m (full roller reefing*  
Seating - *Wide hammock seat.*  
Steering - *Manual joystick*  
Capacity - *160kg combined weight of 1 or 2 sailors.*  
Electronic controls are also available and have been fitted to one of our 303's.

The cost of these excellent little boats when we started our fleet was in the region of £3,825 including launch trolley, boat cover, sail cover and graphics.



We also use the Access 2.3 shown above. When we purchased our most recent 2.3 the cost of the boat, with a launch trolley, boat cover, sail cover and graphics was approximately £2,640.

### Specifications

Length - 2.3m                      Beam - 1.25m  
Draft - 0.75m                      Weight - 52kg +  
20kg for keel.                      Sail plan - *Cat rig*  
Sail area -*3.8 sq m (reefable to 0.5 sq m)*  
Seating - *Single hammock seat*  
Capacity - *100kg for one person.*  
Steering - *Manual joystick but electronic servo assist can be fitted.*

The 303 and the 2.3 hulls have positive buoyancy and are of solid bonded construction.

## Our squib



The squib was donated to Waveney Sailability and is used to take those who cannot sail in the dinghies for a sail with their parent or carer while the boat is under the control of an experienced skipper. Several members, including some of our instructors have sailed Squibs for many years. We have made a few modifications to make the Squib more user friendly and in particular the boom has been raised to reduce the risk of injury when tacking.



Our two safety boats, a rib with special recovery system, and the Rigiflex Dory are always on hand on sailing days. Each boat is manned by volunteers and at least one of the crew will have been trained as a safety boat driver. If you or any one you know would like to be trained to help us with our safety cover please talk to one of the instructors.

### Equipment

Over the last few years we have been able to purchase a large stock of life jackets and sailing suits thanks to the generosity of various supporters.



Life jackets and electronic controls.

## Squibs in BVI

AS REPORTED in the winter edition Geoff Holt completed his Atlantic crossing and arrived safely in Tortola, capital of the British Virgin Islands.

We have sent him an email congratulating him on this outstanding achievement. While he was in the islands Geoff helped to christen a new fleet of keelboats restored to their original condition by the Principal of the BVI Watersports Centre - Alison Knights Bramble, and there is a local connection. Alison lived in Lowestoft with her now husband Colin and sailed both at Oulton Broad and the Royal Norfolk & Suffolk Yacht Club - its a small world!

In 2005 a group of special needs students started training at the BVI centre under a programme known as *Sailability BVI*. Alison told us "I owned a squib in the UK for some years and I do have soft a spot for them otherwise I wouldn't be crazy enough to be killing myself trying to get ours to work again"

The three squibs named *Faith, Hope and Charity*, have each been adopted by a BVI Rotary Club and at the christening they were sprinkled with Pol Roger Champagne.



Its good to see another Sailability getting support and Rotary taking an interest as it does with Waveney Sailability. We wish them well and hope to get a copy of this newsletter to Sailability BVI or one of the local Rotary clubs.

Congratulations to Alison and Colin who moved to the British Virgin Islands eleven years ago. Alison rescued the three Squibs that formed an early fleet in the islands proving that Squibs never die. Some of the squibs were in poor condition and had to be lifted off the sea bottom before a couple of inches of pure black carbon from growth and rot over the years could be removed.

Although the hulls were able to be restored, virtually none of the original equipment had remained with the boats. A surprise rescue was offered by members of the UK National Squib Association. During 2009 members travelled Britain collecting donations of equipment specifically for the Sailability BVI's Squibs - an amazing gesture considering that they have never once visited the territory!

In a special touch to the ceremony, Captain Chris of the famous schooner "White Squall" fired a cannon to round off proceedings. We hope the new Sailability BVI fleet will soon be in use by disabled sailors.

## Time to get the fleet out

### Helpers needed

THE 2010 sailing season is about to start and the fleet must be made ready for **Tuesday 20th April**.

Providing the weather is OK we will start sailing at 12.30 but there is some work to do if the boats are to be ready on time. As usual we need a large working party to clean and rig the dinghies, prepare the safety boats and check over all the gear and equipment. Accordingly if you can help us please meet at the Rotary Boat-house at **9.30 am on Friday 9th April 2010**. Coffee, biscuits and cakes will be available and if the day is cold we may will make sure the coffee is fortified!!!!

We usually get a good turnout but extra hands are always needed, since last spring we have added to our fleet and the truck for moving the gear needs to be re-assembled.

## New Mugs on sale

DURING THE WINTER we have been looking for some new merchandise and the first item is now available. Lowestoft Porcelain have designed some mugs and the photographs show the front and back.



The new mugs will be available on sailing days and at social events for £7 individually boxed - an ideal gift. We hope to increase the range and if you have any suggestions please be sure to tell us.

## Financial review

OUR ANNUAL financial statements and the Trustees Report are with our accountants for examination and should be available shortly. If you would like a copy we will be making them available as a PDF download by the end of March.

A review of the draft results shows that in 2009 we spent just over £25,000 on running costs and capital additions including the completion of the Boathouse, and the new dory. The running costs, excluding depreciation, were £14,595 but only 35% or £5,119 came from subscriptions. The extra income needed to finance the Charity came from donations and grants.

Since we started in 2005 we have been able to secure donations and grants from numerous individuals, companies, organisations and grant making trusts.

In 2005 we were new, different, and seeking capital funding. Our period of growth and spending on boats, equipment, and the boat-house is at an end and for at least the next few years we expect to have a period of consolidation. However we will still need to raise income in addition to the subscriptions.

Our fund raising director has been extremely successful in obtaining grants and donations for our restricted funds that are subsequently used for specific items such as boats, gear and the boathouse. However as he said to the trustees recently it is easier to get support for capital projects than it is for running costs - supporters are more likely to pay for boats than boat repairs or envelopes!

The finance committee have discussed ways of "filling the gap" between subscription income and running costs and they have looked at the methods used at other Sailability centres. Drawing on the experiences and best practice of others a new *Helping Waveney Sailability* leaflet has been produced and copies will be sent to potential sponsors. The leaflet gives details of costs that can be sponsored from £15 for a life jacket service to £89 for the insurance of the fleet for one month.

If you know of any potential sponsors please take a leaflet, or show them page 6 of this edition of *Newsability*.

## Website update

OUR WEBSITE has been updated and in future it will be more useful to members.

As well as giving details of the Charity we plan to make it a notice board of our activities, with racing results, news items and advice on sailing and sailing days. We hope to include a link to copies of *Newsability* that will be available as a PDF download.

Sonja Taylor has very kindly agreed to take on the role of website administrator and has visited Red Hot Media to learn the necessary skills and will be on hand to make any changes or additions to the new site. If you have not viewed the new website you may have missed your photograph as we have tried to show just how active we are.

Try - [www.waveneyailability.co.uk](http://www.waveneyailability.co.uk) and tell us what you think.

## The Disabled Sailors Association

The Disabled Sailors Association has a good website at [www.disabledsailing.org](http://www.disabledsailing.org)

Various services are available and the Association offers "Warm Weather Sailing and Racing on the first Sunday of each month at C.A.R. Los Alcazares (Murcia) Spain.

To find out more about the Association check out their website.

If you want to keep in touch you can sign up to receive their regular news letters.

**We are still waiting for your contributions, we have committees where you can get involved and you can have your say in *Newsability*.**

## Programme for 2010

- 6th & 7th March - Dinghy Show at Alexandra Palace.
- 13th March - 1st Aid Course at WOBYC (Details from Jackie Soards)
- 22nd March - Annual General Meeting, St Marks Church Hall at 7.00pm
- 30th March - Sailing films at Lowestoft Cine Club, Sparrows Nest Park at 2.30
- 9th April - Prepare the fleet for sailing meet at the Boathouse at 9.30
- 20th April - Sailing starts WOBYC at 1.00
- 16th May - Sponsored walk Gt Yarmouth Rotary - supporting Waveney Sailability.
- 1st June - No sailing - Junior Sail Training
- 4th - 11th June - Access World Championships at Rutland Water
- 7th August - Annual Summer Barbeque at WOBYC from 4.30, by ticket purchased in advance
- 22nd to 27th August - Oulton Week Regatta (no sailing other than in the WOBYC races)
- 4th & 5th September - Gt Yarmouth Maritime Festival - South Quay
- 26th October - Our last sailing day for 2010.
- 29th October - Prepare our fleet for winter Working party meet at the Boathouse at 10.00 am
- 18th December - Annual Christmas Party at St Marks Church Hall, Bridge Road, Oulton Broad with presentation of sailing trophies - by ticket purchased in advance - numbers limited.

## New committees bring new opportunities Volunteers needed to help run the Charity

AS WE PLAN for the future of Waveney Sailability the Trustees feel it is also time to review the structure of the Charity.

Since we started in 2004 the day-to-day operations have been under the control of the director/trustees, mainly Rotarians, who had the idea of setting up an RYA Sailability centre in Lowestoft. The structure has worked well and Waveney Sailability has grown into a successful charity with an ever-increasing membership.

However the size and number of our activities and the need to plan for succession make it essential that we involve more members in the work of the Charity. We are a Club for disabled people who want to sail; it is also possible for them to take an active part in all areas of our activities.

[Continued on page 5](#)

## New Committees continued

We have therefore agreed a new committee structure that will "spread the load", give members the opportunity to shape the future of the Charity and contribute to the sailing and social activities. The current Trustees do not intend to reduce their involvement but they cannot increase their contribution beyond the time they currently spend on Waveney Sailability matters. They need your support in various areas, please join in and help shape your sailing club.

The new committees are:

**Sailing:** bookings, sailing programme, racing, records, regattas and sailing rules etc.

**Social:** barbeque, Christmas party, social events, Rutland visits, boat show, dinghy show, film show.

**Maintenance and Logistics:** fleet preparation, improvements, boathouse, away sails etc.

**Finance:** fund raising, statutory compliance, planning, budgeting and financial controls.

We have received some offers of help and disabled members have already taken on important work. To make sure we provide the best service to all our members we need additional volunteers. Jackie Soards (01493 445520, mobile 07510048425 or Email [Jackie-soards@tiscali.co.uk](mailto:Jackie-soards@tiscali.co.uk)) is coordinating the offers of assistance, please tell her how you can help Waveney Sailability to become even more successful.

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## RYA Sailability Conference Success

THE ANNUAL RYA Sailability Conference was held at Wyboston Lake over the weekend of 20-21 February and Trustees Jackie Soards and Chris Addison represented Waveney Sailability.

The RYA Press Release dated 23rd February makes interesting reading but I have received a first hand report from Jackie who writes:

When I agreed to go to the RYA Sailability Conference on behalf of Waveney Sailability I did so with some trepidation, not knowing what I was letting myself in for. As it turned out I thoroughly enjoyed it and would willingly go back next year.

It was the first time the RYA had used the Wyboston Lakes Conference Centre. The facilities are excellent. Mike and I travelled there on Friday afternoon, booked in and went for a wander round, it is a huge site. We had lunch in the Waterfront Brasserie and wandered round the golf course, it was a bit waterlogged in places. I took advantage of the gym, swimming pool, sauna, steam room and Jacuzzi before going back to the Brasserie for dinner. There we met up with Geoff Holt and had a long chat with Peter Hibberd, the RYA Regional Organiser.

Chris Addison faced an early start and icy roads Saturday morning but arrived in good time to join the 130 participants booking into the conference.

The morning just whizzed by. The opening address was by Rod Carr, The Chief Executive Officer of RYA. He is leaving to take up a post directing the 2012 Olympic Sailing.

Talks from

Debbie Blatchford, Sailability Manager  
James Stevens, Head of RYA Training  
Matt Grier, Race Training Coach  
Alan Woolford on Inland Waterways  
John Crosbie, Sailability Trustee  
Lucie Hodges on Opportunities for Blind and Visually Impaired Sailors.

Lunch was very good. Huge choice of hot food or salads, desserts were tempting, I ate far too much.

The afternoon was split into 4 workshops: Finding the Funds; Maximise your PR; Competitive Sailing; and Child Protection & Vetting & Barring System. All were good. The first two made us realise just how lucky we are to have David and Colin in our team and the Rotary Clubs supporting us. Chris asked Matt to come and visit us and he promised he would. We will have to get tell-tales on our sails before he does because he is adamant that it is not possible to sail an Access dinghy competitively without them. Chris took a photo of the ones on the sails of the demo boat at the conference.

Following the workshops was a Questions to the Panel session. Chris asked about the maximum weight of 160kilos in the 303s. We were told it is a matter for the Class Association and the RYA would follow it up.

A short time to adjourn to the bar and 'network' with other clubs and then dinner was served. Another good meal, this time 3 courses with wine. Time was getting away and many people had a long drive home, Chris included, so they had to leave before Geoff Holt made his presentation. This was a great shame because it was fascinating; an account, with video footage, of his single handed voyage across the Atlantic. This was the first public airing of his talk and it was very much appreciated by all. It finished off an enjoyable, fruitful day.

It was, by now, 10 o'clock, (13 hours since I had last seen my husband). We were all invited into the bar to 'network' again but I was much too tired and made my way back to my room to see if Mike had made it back from his walking adventure. He had; he was watching the Winter Olympics on TV.

**Jackie Soards**

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## TALKING TURKEY!

SUE AND I were invited to Great Yarmouth Round Table's Annual Turkey Ball at the Ocean Rooms in Gorleston on Saturday 20<sup>th</sup> February and I was asked to say a few words about Waveney Sailability which was one of the two chosen charities to benefit from the event.

I'm glad to say that the evening was a great success. We were made very welcome and the two bands which provided the entertainment were excellent. When it was time to serve the main course at dinner, a group of senior Tablers collected a turkey each and then trotted at high speed round the dance floor. This memorable event, called the "Turkey Trot" was accompanied

by some lively music from the band and cheers of encouragement from the audience. Nobody seemed to mind the delay and we were quite happy to go "cold turkey"!

I was a little nervous about talking to an audience of 300 or so people, as Parkinson's is beginning to play havoc with my speech.

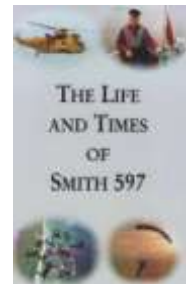
In the event, I need not have worried. Several people came up afterwards to show their appreciation, including some who planned to talk to their own branch of the Round Table about raising some funds for us. A number of people also commented on the excellent quality of David Collins' photos of Sailability activities, which were on display near the entrance.

I needed to hire a dinner suit for the occasion and we asked for trousers with a generous waist size. Standing by the car when setting off my trousers suddenly slipped down to my ankles. As we tightened everything up I silently thanked my guardian angel that they shot down when they did. Had it happened a little later, I could have delivered the most memorable speech of my life!

**John Goodwin**

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Learn more about one  
of our members



HAVE YOU EVER wondered about the lives of our members that you meet on a Tuesday afternoon? Here is your chance to find out about one of our regulars - Ernie Smith.

Without giving away too many of his secrets, he has canoed across the Channel, participated in a 4 day walk and parachuted into the Arctic Circle as a member of the SAS!

To find out more about his action-packed life, you can purchase a copy of his biography- price £7, with profits going towards Sailability.

Please contact:

**Ernie Smith**

**Tel 01502 580188**

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# Some new ways to help Waveney Sailability

An extract from our new leaflet “**HELPING**”

## A guide to the ways you can help us to keep over 100 disabled people sailing.

We need regular income to keep the Charity operating and with a small or large donation you can help us to help disabled people enjoy a sport that many thought was beyond their capabilities.

### Sponsor one of our expenses:



Four times a year we publish a newsletter and send copies to all our sailors. For £65 you can sponsor one edition and if you give us your email address we will send you copies of *Newsability* as a PDF download.

**This is the first edition of *Newsability* to be sponsored and we are very grateful to Gentry Services for their generous support**



£90 will cover one “boat” membership to the Waveney & Oulton Broad Yacht Club where our members are able to enjoy the membership, and use the clubs facilities

£20 will pay the Broads Tolls on one of our boats.



For £42 you can sponsor the rent of our boathouse for one month or £18 will pay the insurance for one month.

£35 will fill the fuel tank of our safety dory.



**If you pay UK Income Tax the cost is even lower as we can recover the Income Tax that you are deemed to have deducted from the donation - just ask for a Gift Aid Declaration.**