

EYOTT SAILING CLUB

concerned. The second event on the 17th is currently still going ahead. This event held in conjunction with South Woodham Ferrers Yacht Club are when the club invites a local junior school to come along and enjoy an evening of sailing, rowing and land based activities. Your support as ever in supporting this event on the night is crucial to its success.

On July 18th it's the club annual Open House. Always a big event in the club's year it's a very good social event always held on a barmy summers evening. Great barbeque and buffet, a small glass of wine and witty conversation with members and guests alike. What could be more perfect? Only I suspect a larger glass of wine. A really good evening, if it's not in your diary, well now's the time to add it.



That's it from me for now. I can't wait and till I get Lonesome Dove on the water again after a break of over a month. Hopefully I shall see you all at the club very soon.

Bob
(Commodore)

Boat Handling Under Power - Man Overboard

By Mark (yes I lost the engine) Buxton

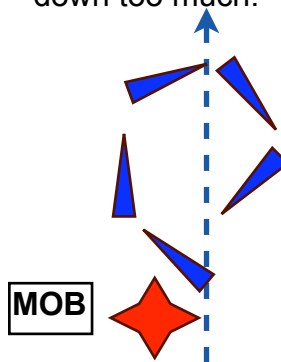
This short snippet is not meant to surpass any doctrine or training given by the RYA or any approved seamanship training establishment.

I think the new safety boat is excellent and combined with the old Mariner outboard is great fun to drive. She was also put through her paces on the recent Safety Boat training refresher day, which was very valuable. Many thanks to Idris for organising that session.

Something we did that seems to be a must for most boating training scenarios is the Man Overboard drill. On the refresher day I used the expression "Williamson Turn" which I know as a method for turning a powered vessel around in order to get you back to where you started. This is ideal for getting the boat back to the patch of water where your man overboard went in. This shouldn't be much of a problem in our waters, where you are more likely to need to go back for a lost baseball cap than for a man overboard.

However at sea, man overboard situations are usually fatal. With a 2 metre swell, a confused sea, spindrift (white water blowing off the crests of the wavetops,) poor visibility and real life panic, the skipper or watch leader must know his boat handling drills instinctively.

The principle of the Williamson Turn is a bit like driving your car into a tight parking space or manoeuvring your shopping trolley around Asda. You might sweep left a bit before turning to the right. So, man overboard Port Side and you have the helm. Alter course to port, keeping the propellor/screws away from the casualty. Alter course by about 70deg using about 15 degrees of helm. If you throw the rudder hard over, the effect of drag may slow the vessel down too much.



Then use the same amount of helm in the opposite direction, altering around until you get back to your initial track. Then straighten up on the reciprocal of the course that you started on. Approach the casualty from upwind, and keep the propellers well away from him.

Of course the beauty of the new boat is that she will turn in her own length. So no more lost hats!!

**Quiz Night - 6th June, 19:30
start, bring your own drink &
nibbles, £2 per head**