

# EYOTT SAILING CLUB

## NEAPS



### Commodores Corner

It's nearly August again and Eyott Week is just around the corner. Running from Monday the 3<sup>rd</sup> to Friday the 7<sup>th</sup> it's a great opportunity to get out on the water and have some fun. Hopefully the weather will be kind for us and we can all enjoy lazy days messing about on the river.

I'm sure you have all seen the duty roster that Idris has sent out. Hopefully by now it's been completely filled in with the names of those of us willing to cover the duties. Also don't forget the social events taking place in the evenings which really nicely round of a day at the club, cumulating in the barbeque and prize giving on the Friday evening. All in all it should be a really good week. I look forward to seeing as many of you as possible during the week.

Happy sailing

Bob

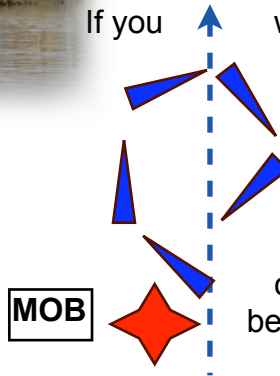
Bob  
(Commodore)



### Boat Handling Under Power - The Williamson Turn and other matters

There may have been some confusion about the Williamson Turn that I tried to describe in last month's Neaps. The sketch is repeated below to show what is being tried to achieve.

If you want to see it in practice, check out some of the water ski boat helms down on their patch at Clements Green Creek. They use an area of water to the East of their 8 knot marker and a pontoon at the other end of the creek. Whilst their bit of water may be four times wider than Fenn Creek, remember they are traveling at about 20kts.



On the last two occasions that I've been safety boat coxn, we've had to do rescues for real. Capsized boat, broken bits, youngsters in the water. We'd been down to Ferry for the 1st, then to East (past Brandy Hole) for the 2nd incident. Add to the drama of the rescue the complication of being amongst the moorings, being set by the wind and tide and being gawped at by numpties on the shore.

The valiant efforts of my number 2's, Mike Burles and Lee Stentiford, ensured the safe recovery of helms and boats. But a few years ago I was not impressed by the suggestion of having to do a safety boat course. Pah, I'd been around motor boats since I was 6 and hold a Day Skipper's qualification. What could they teach me!

How little did I know? And how grateful I am to Idris & Doug MacEwan for the safety boat course. You'll probably never be perfect and are unlikely to get it absolutely right all the time, but I'd recommend our safety training to all.

**Mark Buxton**