

LYMINGTON SAILABILITY

2011

Charity No.
1079050



**Over a decade of providing sailing
for the disabled**

LYMINGTON SAILABILITY



Lymington SailAbility

Registered Charity
No. 1079050

PROVIDING ENJOYMENT FOR DISABLED PEOPLE

Produced and published by

Horizon Publishing Ltd Millstream
Business Centre, 12 Millstream, Ringwood,
Hampshire BH24 3SE

Tel: 01425 470950 Fax: 01425 477078

Email: office@horizon-publishing.co.uk

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Chairman's Welcome 2011

Hello and welcome to the 2011 Lymington Sailability booklet.

Lymington SailAbility is a charity which provides sailing for people who have a disability. Whilst we are not a life saving charity we can be a life changing one. We are able to offer people who often feel trapped by their disability the sense of freedom that sailing can give, within a safe environment.

We are a self funding charity, which relies on the generosity of others. Every penny that is donated to the charity goes towards getting disabled people out on the water. Bums on boats means smiles on faces!

Volunteers are the backbone of our charity, without them we could simply not go afloat. They maintain and rig our boats, launch and retrieve the boats and provide the safety boat cover in the Solent. Please, if you have any spare time on your hands please consider giving us a helping hand. You do not have to have any sailing experience, just a little patience and a good sense of humour!

There were some super sails during 2010. It was wonderful to see new members, both sailors and volunteers.

It was with great pleasure that we saw our Patron get a much deserved MBE from the Queen after his single handed Atlantic crossing.

Several trips were made in to Keyhaven (not the easiest place to navigate), races over to Newtown and the island were a regular feature and following two hard days of training for our volunteers we had a wonderful extended day sail to Bucklers Hard which gave occasion for our helpers to put in to practice their training, rescuing another river user from the water as well as having to tow one of our own boats which had gear failure home.

As well as a winter practice/training programme, 2010 saw 'out of season' sailing introduced. For our volunteer helpers a much deserved Christmas 'Jolly' was arranged.

Tom and I were lucky (I use that word loosely) to have the opportunity to compete against each other in a race around the Isle of Wight. Many hours were spent preparing for this fund raising event and not without hiccup. During practice I nearly managed to sink my boat, media, radio and press interviews; as a woman never stuck for words, show me a microphone and I become dumb struck, prizing sponsor money out of people in difficult times and the day itself (see Tom's article). Congratulations must go to Tom, the first winner of the 'Mogunn trophy' which was crafted and sponsored by 'Stainless Steve'.

The season ended with our 'Laying Up Lunch', after a morning of putting the boats to bed a hearty lunch was enjoyed in the Mayflower.

All in all a great season with, good sailing, some learning and lots of laughter along the way.

May I take this opportunity to thank everyone both past and present who has supported in whatever way Lymington Sailability. We feel very privileged that the extended community support us so generously; thank you!

I would like to draw your attention to our sailing programme at the centre of this booklet. A monthly update will be posted on both our website www.lymingtonsailability.co.uk and on our notice board, located to the side of the slipway.

I look forward to seeing you all in season 2011.

Wishing you all good sailing.



Alison Gunn Chairman Lymington SailAbility

Forward

Whilst it has been a gloomy year economically, Lymington Sailability has provided many rays of sunshine which have touched people's lives locally, regionally and nationally.

At a local level, Lymington Town can be proud to have their very own Sailability group which gives so much to the community. I'm pleased to report that volunteer numbers have increased which is great news and, as any of our volunteers will tell you, it is tremendously rewarding. Our sailors themselves have continued to enjoy sailing in this exceptional part of the world. However, chairman Aly Gunn and Tom Morton decided the constraints of sailing on the River Lym were not enough earlier this year and headed off for a jaunt around the IOW in two of the Clubs boats. For Aly, it was the second time of sailing solo around the IOW (one more time and she beats my record) so she obviously hadn't learned her lesson from her previous experience.



lial Charity

Geoff Holt Patron

Their efforts helped to raise the profile and much needed extra funds for the group. Talking of money, as Patron of Lymington Sailability, I would like to personally thank all of our fund-raisers and our sponsors for their continued support. We are in tough times and the group needs every penny we can to continue providing disabled sailing opportunities to disabled people in and around our area. We are always on the look out for new sponsors and exciting and innovative fund-raising ideas so please do contact us if you would like to help.

And finally, I mentioned earlier how Lymington Sailability has provided rays of sunshine that have touched people nationally. I'm proud to say that I was present at the RYA Community Awards in November in London when our chairman Aly Gunn and husband Keith received a joint award from the Royal Yachting Association giving national recognition for their contribution to furthering the sport of sailing. Well done to them both and it was wonderful to see their efforts and Lymington Sailability receive the recognition they deserve.

Lymington Sailability is part of the local community, please do your bit to support us so we may continue to provide these rays of sunshine.

Geoff Holt MBE
Patron

Management of the Group

The group is managed by a management committee, which is elected by members at the Annual General meeting.



Alison Gunn, Chairman, Lyminster SailAbility
(who is visually impaired)



Sue Collingridge
(Vice Chairman)



Derek Hancock
(Sailing Captain)



Leo Yu
(Joint Treasurer)



Sarah Wills
(Joint Treasurer)



Keith Gunn
(Bosun)



Richard Thomerson
(Assistant Bosun)



Sandy Sampson
(Secretary)



Tom Morton
(Committee Member)

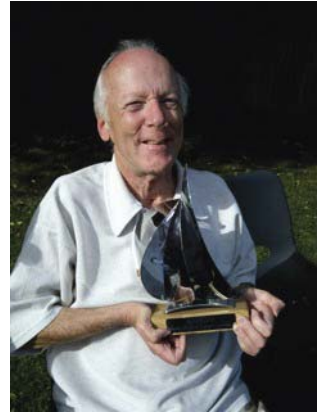
Founder Members BBQ

On a glorious day in September, we all met to say thank you to Brian Palmer, the originator of Lymington Sailability, who was giving up running the group, and becoming an ordinary member.

We had a BBQ, and we were lucky enough to choose one of the last good days.



Everybody had brought something, and the spread looked marvellous! but Keith and Jared were on BBQ duties, we had two BBQ's, and soon we were all hungrily eating!



Aly then made a lovely speech, in which she said all the things that Brian had done since the start of Lymington Sailability and presented him with a yacht in full sail, which had been commissioned from Steve ? and was on a wooden plinth with a plaque to remind him.... Peggy, his wife had a lovely bouquet.

Mission Statement

Lymington SailAbility tries to get anyone with a disability who wants to get on the water, out sailing, or on a wheelchair accessible craft.

In our time we have had various disabilities, including
Alzheimers, and Amputees
Blind and partially sighted (our Chair is one of these)
Deaf, and Downs Syndrome (always with a carer)
Guillem Barre Syndrome
Narcolepsy
Low Esteem and confidence lacking
Multiple Sclerosis and ME
Parkinsons Disease
Stroke and Paralysis (the Vice Chair is one of these)
Spina Bifida

Each one of these people we have helped. In return we have seen the belief in themselves return as they learn to sail by themselves.

To see what boats we have, turn to the section by our Bosun on page 17.

ROUND THE ISLAND CHALLENGE



Friday 18th June 2010 very early in the morning, a light mist floating over the Lymington river as we slipped our lines we sailed down the river and out towards the RLYC starting platform. Thus started the challenge.

Some four weeks earlier a bright spark had suggested that we (Lymington Sailability) should hold our own round the island challenge as rules prevented us entering the official race. The object was to raise funds towards a new safety boat. The challenge was to be, not only the circumnavigation of the isle of Wight, but also between our chair, Ali and myself.

Ali had sailed around the island some years earlier, and therefore held the advantage of experience. Which she used to great effect by trying to put me off!

Ali is registered blind, and I am paraplegic. Ali was to have a spotter, so that she didn't endanger the local shipping, who wasn't allowed to help in any other way. This thankless task was bravely undertaken by Tony (an RYA instructor). The boats are 17foot Windrider trimarans, American built, and very safe and stable.

With some trepidation we approached the start line. It was to be a proper start with countdown hooters. By some extraordinary fluke I found myself on the start line for the last hooter and had a great start. Sadly Ali was little way behind. We had a reasonable northerly breeze F3 or so. This meant we could head straight for the



needles maintaining a good pace. The game was afoot!! Arriving at the needles I had maintained my advantage, but as we came into the lee of the land Ali caught up. We drifted for a while, then as some black clouds loomed over the island the wind filled in. Still a northerly, but it had increased to F4 gusting F5. I took a straight line route to St Catherine's point whilst Ali kept more inshore. We flew across the bay on what felt like a fairground ride with spray flying everywhere. At one point I was in danger of overtaking the safety boat, which was already on the plane. We made great time to St Catherine's point and I was beginning to think we would get round the island in no time at all.



I still had a lead over Ali, but she was still within striking distance. However progress was slowing and it became a bit of a slog, and by the time we got to Ventnor it was becoming hard work. The wind had become unreliable and as we reached Ryde it had died completely. By some sort of magic yet to be explained Ali caught up to me, then ever so slowly overtook. I was gutted!! Over the next three hours we drifted with the tide, very slowly approaching Cowes. Ali had decided to drift across the Solent towards Southampton water. We both had our eyes glued to the smoke emanating from the chimney of Calshot power station willing it to change from the vertical. Finally it filled in, and started to build into a good F4 from the south west. Not the best angle for sailing up the Solent to Lymington.

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I had lost sight of Ali amongst the throng of yachts that were racing off Cowes. But she was far better placed to tack up the Solent than I was. I had to tack into Osbourne bay then across the shipping lane into Southampton, then tack back across to Gurnard, before I could consider making progress up the Solent. I was devastated; I had lost the race on the last lap. Anyway in true Sailability form I ploughed ahead trying to minimize the distance by which I was going to lose. Some time later, as I was getting to within sight of the finish line, I overheard a conversation on the VHF radio between the safety boats to the effect that Ali was off Lepe beach. How had this happened? To this day I don't know. I was jubilant. The finish line didn't seem so far away now. I crossed the line 11 hours 58 minutes after I had crossed it the first time. Ali crossed 20 minutes later. It was her turn to be gutted.

Finally we made our way back up the Lymington river in the increasing gloom of the evening light to be confronted by a welcoming committee that were lining the slipway and the balcony of the RLYC, made up of volunteers, club members, and well wishers. It was a lovely surprise and gave us a boost of energy. Much needed as a splendid reception had been laid on for us in the RLYC. The lady mayor of Lymington was there to present the trophies and a donation to Lymington Sailability.

It had been a great day and a very good challenge. Within minutes of finishing Ali was challenging me to a rematch the following year. So in 2011 we hope to repeat the challenge which we intend to throw open to all Sailability groups. I don't want to give back the trophy so I will be defending my title to the last.

To conclude this article needs to recognize the hard work put in by the volunteers who ran the shore base and manned the safety boats, without whom none of the above would have been possible. Also the assistance offered by the RLYC, by letting us use their premises for our shore base and for lending us one of their safety boats.

Looking forward to next years challenge?
Definitely.



If you want to see Lymington Sailability in action, click on the following



SAILING PROGRAM

Date	High tide	Sailing time
April Mon 4th Thurs 7th Mon 11th Thurs 14th Mon 18th Thurs 21st Tue 26th Thurs 28th	12.06 13.39 17.21 8.19 11.19 13.49 6.22 8.41	9.30am 9.30am 13.30pm 9.30am 9.30am 13.30pm
May Tue 3rd Thurs 5th Mon 9th Thurs 12th Mon 16th Thurs 19th Mon 23rd Thurs 26th Tue 31st	11.46 12.50pm 15.55 6.36 10.23 12.46 16.29 6.36 10.53	9.30am 9.30am 13.30pm 9.30am 9.30am 13.30pm 9.30am
June Thurs 2nd Mon 6th Thurs 9th Mon 13th Thurs 16th Mon 20th Thurs 23rd Mon 27th Thurs 30th	12.03 14.46 17.53 9.27 11.50am 15.03 17.31 8.56 11.12	9.30am 13.30pm 13.30pm 9.30am 9.30am 13.30pm 13.30pm 9.30am 9.30am
July Mon 4th Thurs 7th Mon 11th	13.42 16.18 8.19	13.30pm 13.30pm

AMME 2011 BST

Thurs 14th	11.01	9.30am
Mon 18th	13.49	9.30am
Thurs 21st	15.43	13.30pm
Mon 25th	6.58	
Thurs 28th	10.10am	9.30am
August		
Mon 1st	12.39	9.30am
Thurs 4th	14.52	13.30pm
Mon 8th	6.46	
Thurs 11th	10.14	9.30am
Mon 15th	12.43	9.30am
Thurs 18th	14.16	9.30am
Mon 22nd	17.26	13.30pm
Thurs 25th	8.52	9.30am
Tue 30th	12.08	9.30am
September		
Thurs 1st	13.30pm	9.30am
Mon 5th	17.39	13.30pm
Thurs 8th	9.14	9.30am
Mon 12th	11.43	9.30am
Thurs 15th	13.05	9.30am
Mon 19th	15.33	13.30pm
Thurs 22nd	6.56	
Mon 26th	10.28	9.30am
Thurs 29th	12.17	9.30am
October		
Mon 3rd	15.57	13.30pm
Thurs 6th	7.43	
Mon 10th	10.45	9.30am
Thurs 13th	12.05	9.30am
Mon 17th	14.11	9.30am
Thurs 20th	17.06	13.30pm
Mon 24th	9.20am	9.30am
Thurs 27th	11.11	9.30am
Mon 31st	14.29	13.30pm
Dates in red to be arranged nearer the time		

Lymington Sailability goes to the Royal Lymington Yacht Club

Aly and I had this great idea. We would sell tickets for a luncheon with Geoff Holt as the speaker.

We fixed it, the menu, the wine, the tickets, the raffle prizes, and a marvellous venue in the RLYC, by kind permission of the Commodore. Geoff Holt was to give us the low-down on his Atlantic voyage after the meal.



A week to go and we hadn't sold enough tickets, but we were told that the members of the RLYC always left it till the last minute, and so it proved. We breathed a sigh of relief!

Councillor Paul Hickman had just given us a cheque for £500, and we were keen to have it presented publicly, so I had the privilege of sitting next to him throughout lunch.

After a wonderful lunch, we sat down to Geoff's talk. It made me realise how small we are compared to the might of the sea....

We finished with Paul Hickman passing over the cheque, which has gone towards much needed lifejackets, before everyone went home, still talking about Geoff's inspirational voyage.

A sailors tale...

I joined Lymington Sailability six months ago and have thoroughly enjoyed the experience. I initially thought that sailing would be beyond my physical capability. However, with expert tuition on the specially designed yachts, I was sailing single handed within 6 months. Being on the open water is a distraction from my chronic pain and I love feeling the power of the wind pushing the yacht across the water.



I also enjoy the chance to socialise and meet new people. Belonging to Sailability gives me something to look forward to and a huge sense of achievement in learning a new skill. This wouldn't be possible without the wonderful sailors and volunteers at the club who have taught me to sail. I would recommend this sport to any disabled person.

A Day Out to Beaulieu River

We set off on Sunday morning, armed with refreshed skills, for a relaxing and enjoyable trip down the Beaulieu River. Three of our 17ft sailing boats, two of our powerboats and a guest powerboat . . . we made a sizable fleet!

Leaving Lymington, we had an uneventful trip to the mouth of the Beaulieu River, but then with the wind against us and considering the sailing time available, the sailing boats gladly accepted a tow alongside. A little later than planned, but with an enjoyable sail behind us, we had our lunch in a beautiful spot on the banks of the Beaulieu River at Bucklers Hard.

Knowing that we had a falling tide and a limited window in which to recover the boats upon our return, the return trip started with the powerboats towing the sailing boats alongside again to try to accelerate the journey up the river (never intentionally exceeding 4 knots of course!!).

One of the 17's was then released and headed off for home, or so we thought. The message came through on the radio that they had had a spot of bother and whilst manoeuvring through the many yachts moored in the river they got their sponson stuck. But all was ok and after a little assistance from one of our safety boats, they had been unstuck and were on their way again. Mean while slightly further up the river the other 2 powerboats were putting their training into practice. Pebble Beach performed a rescue of two young children who were sitting in their sinking dinghy waist deep in water a textbook rescue recognised fully by the 'complaints' from the parents, who really should have been much more grateful! Further on from them Odyssey, our guest powerboat, was performing a rescue of their own . . . hanging on to a mooring buoy in the middle of the river was a man who was trying to swim across the river, through significant river traffic, to his wife and

daughter who had beached themselves on the opposite side. He was pulled aboard in true MOB rescue style and taken over to the other side where he promptly dived off, head first into the shallows (yes! there really are some people who try to do this without suffering serious injury) to lend a hand. I don't know how (or in fact if) the organisers did it, but a great day out to put some of the skills learnt on our training day into practice!



But it wasn't going to end there, out in the Solent on the return journey, the injured 17 was taking on water and in danger of capsizing.

Closely monitored by one of our safety boats the 17's crew made a brave attempt to return to Lymington. Another tow alongside assisted them towards the mouth of the harbour and we are sure the conclusion of their journey and recovery would have been fine, but a voluntary intervention was made by the Lymington Lifeboat who had been listening in to our radio transmissions. Anyway, all boats made it successfully back to the harbour and all (apart from the one 17 which has since been repaired), ship shape and Bristol fashion!

The day was rounded off with an exquisite BBQ, hosted by one of our members (ok, the author of this article), where sausages and chicken was served alfresco style accompanied by the odd glass or two of something a little stronger.

All conversations were around the success and excitement of the day and valuable experience gained and everyone clearly stated that they were looking forward to the excitement of the next trip.

Sandy Sampson

Bosun

This year we hope to have a Tractor to help us to launch and recover the boats from the slipway.

We have 3 power boats. Two Rigid Inflatable Boats (RIBS) for Safety boats, and the Pioneer, which we use for sailors in wheelchairs.

We have 7 sailing dinghys – 2 are for single sailors, 2 challengers for two people, and 3 Windriders which can take 3.

So come and give us a try!



Our very own TV star

After moving to Lymington in March '10, volunteering with Sailability seemed like a great way to get out there, meet new friends and to combine my love of sailing with helping out in any which way I could. Although I probably couldn't have envisioned how the "any which way I could" would transpire.

My first contact with Sailability was with Aly. Any nerves about meeting new people and settling into a new club were immediately dispelled. And Aly was just the tip of the iceberg of the many wonderful people who I have now met during the last 7 months. Sailability has encouraged me to get involved in as many aspects the club as I can, and a few that I didn't know existed. I have undertaken a Powerboat Level II course and obtained my radio licence whilst learning the ropes of safety boat handling under Keith's diligent gaze. I have towed, rowed and pumped out the boats, hauled and cleaned and had a fabulous time of it. It's all too much fun. Until the day that Aly had a small request.....



"Would I consider being a movie star for the day?" she asked with a big grin on her face. Offers like that don't come along too often (well not in my life). It was definitely not the sort of thing that I had imagined would be part of my volunteering duties. But I signed up with Sailability to help out and help I would! Such bravado obviously hid the inner "don't do it" voice shouting at me. So what exactly would this involve? Something to do with rigging and de-rigging a couple of the dinghies was the response. I would be demonstrating the rigging of 2 of the clubs dinghies; a W17 and the lovely Pigs Trotter. Apart from the fact I had never rigged Piggs Trotter before and the newly gleaned piece of information that it would be filmed by a professional film crew, it all sounded very straight forward.

After much ribbing by the other club members, the day finally came for the big shoot. Thankfully after the strong winds of the day before, the weather was kind. The nerves of driving my partner's brand new A5 to the club far outweighed any worries I had about the filming. I was introduced to the director who bore a strong resemblance to Alan Rickman which helped. And then to the young dishy cameraman, which helped even more. Of course as per any big budget movie there was the runner to fetch the tea which was gratefully received – anything to delay the actual reality of having to speak into the camera. And move and not fall over, and not make an idiot of myself.



I was miked up and left feeling like maybe this is the new career for me. Until I needed to pop to the ladies and realised I still had the mike on. The embarrassment if I couldn't get the thing unplugged, or more embarrassingly if I broke the thing and we hadn't even started filming yet. But after the tea, then the ladies there was no other excuses left and it was time to face the music and get filming. So the day began and it was actually great fun. The crew who were filming were fantastic and all the way through I was encouraged by some of the other volunteers who had turned up to support (should that say laugh at) me. But most importantly I had Tom, our resident Piggs Trotters Expert and Garrard at hand to assist me

with the more tricky aspects of the rigging which allowed me to try and look cool, calm and collected in front of the camera.

After a couple of hours it was in the can as they say and sadly all over. Bar the small incident when the W17 was caught by a gust of wind and nearly rammmed a nearby car, the filming seemed to go very well. And I say seemed because I still haven't managed to pluck up the courage to watch the video! Still waiting for my next movie contract.....

Cas Scutt



RYA VOLUNTEER AWARDS 2010

Thank goodness for Sat Navs everyone says, but once we hit central London the signal went and we were on our own in unknown territory, with no map. Suddenly Sue cried “I know where we are!” and hey presto with her knowledge of the big city we arrived at our destination. With a bit of manouevring Keith managed to squeeze the car into the very narrow space allowed in the expensive Car Park opposite the Houses of Parliament and it was just a short walk through the City of Westminster College to the venue.



The first person we met was Geoff Holt who is a good friend of Lymington Sailability (our Patron). Once inside and after gazing round at the very oppulent surroundings the pre-lunch drinks reception commenced where we met our fellow Awardees and where Alison & Keith were singled out for a TV interview. Everyone was very excited and before long Princess Anne arrived and made her way round the room talking to virtually all who were to be presented with Awards. Keith was adamant that he was going to leave the talking to Alison, but he didn't anticipate the charisma of Princess Anne who soon got him chatting and laughing.



Following a very pleasant 3 course lunch everyone made their way across the hall to where the official awards were to be presented. Awards are broken down into 3 main categories (1) Young Peoples Award (2) Lifetime Commitment 15-30 years and (3) Volunteers of 15 years or under, which is the Category our Alison and Keith came into.

Princess Anne made a speech where she explained that the process to decide who was to receive awards was a long and difficult one. They receive many many applications and they go through many processes until the final short list of the deserving recipients is arrived at. So to be declared as an Award person is a very high achievement. Sue and Steph felt very proud when Alison and Keith made their way up to the rostrum to be presented with theirs and posed for the official photos.

In Keith's own words to Princess Anne “When Aly said she wanted to join Sailability I only ever meant to drop her off that first day and pick her up again after her sail – but I stayed to help and have never left ! “

Steph Nash

The Beaufort Wind Scale

Force	Description	State of Sea	Land Features	Knots	Speed mph
0	Calm	Water mirror like	Smoke rises vertically	<1	<1
1	Light air	Ripples like scales are formed	Wind direction shown by smoke drift but not by weather vane	1-3	1-3
2	Light breeze	Small wavelets, still, short, not breaking	Wind felt on face, leaves rustle, weather vane moves	4-6	4-7
3	Gentle breeze	Large wavelets, crests begin to break, a few white horses	Leaves and small twigs in constant motion, flag extends	7-10	8-12
4	Moderate breeze	Small waves growing longer, frequent white horses	Dust and loose paper shift, small branches move	11-16	13-18
5	Fresh breeze	Moderate waves, pronounced form, many white horses, perhaps some spray	Small trees sway, crested wavelets on inland water	17-21	19-24
6	Strong breeze	Large waves forming; white foam crests more extensive; probable spray	Large branches move, telegraph wires whistle, umbrella hard to use	22-27	25-31
7	Near gale	Sea heaps white foam from breaking waves blows in streaks	Whole trees move, hard to walk against wind	28-33	32-38
8	Gale	Moderately high waves with greater length, crests break into spindrift, foam blown in well marked streaks	Twigs break from trees, hard to walk	34-40	39-46
9	Severe gale	High waves, tumbling crests, dense foam, spray affecting visibility	Chimney pots and slates are moved	41-47	47-54
10	Storm	Very high waves, long over hanging crests foam makes sea white. Heavy tumbling sea visibility affected	Trees uprooted, structural damage occurs	48-55	55-63
11	Violent storm	Exceptionally high waves; sea completely covered with long white patches of foam, crests blown into a froth, visibility affected	Widespread damage	56-63	64-73
12	Hurricane	Air filled with foam and spray; sea completely white with driving spray visibility seriously affected	Widespread damage	>64	>73



4.30am much needed cuppa



Geoff receiving MBE



Laying up lunch



Front cover artist



Katie enjoys a ride



Double trouble-the chair and vice being launched



Loading up the Pioner



Unloading the Pioner



Back ashore



3 men and their essential boat gear



Tom at the helm



Donation



Training



Pootling about the Solent



Women drivers!



Radioheads!



The vice icing the cake



Round island operation centre



Tracking the island challenge

POINTS OF SAILING

WIND

Windward/Weather Shore



STARBOARD TACK

PORT TACK

BEATING TO WINDWARD
SAILS IN TIGHT

REACHING
SAILS HALF OUT

REACHING
SAILS HALF OUT

RUNNING
SAILS FULLY OUT



LEE SHORE • AVOID
ONCE AGROUND • HARD TO GET OFF

Here in lies DANGER! sticky mud and many tears.