

Whitefriars Sailing Club Newsletter 3 –2010

Editorial

Well here it is – Whitefriars Sailing Club Newsletter No. 3 for 2010. This issue has plenty of news of members exploits but there have still been events at Whitefriars that haven't been reported. But a big thank you from me to all those members who have written articles and to all the photographers you have provided me with photos. I am sure you'll say thanks to them as well.

I'll continue searching out more articles, potential authors and photographers and I might even find a new newsletter editor. In the meantime contact me on my email patrickcgreen@gmail.com with your contributions and your feedback. You'll find my other contact details in the Club Handbook or you'll see me at the club most Wednesdays and even some Sundays.

Lastly a reminders for your diary:

18th November	Club AGM; Have your say in how your club is run
26th November	Club Dinner Dance and Annual Prizegiving

Pat Green – Newsletter Editor

Commodores Review Summer 2010

I am just coming up to the end of my second year as your Commodore and must now stand down and let somebody else take up the role. I would like to stay on the committee, if you let me, and help the new Commodore and to help tidy up some of the outstanding issues. The AGM is coming up: Thursday, 18th November at 7.30 at the Club. As always, we are looking for new 'blood' and the energy that younger members might be able to offer the committee to take the Club forwards. Please come along to the AGM and give your support. The committee has managed most of the year without a Social Secretary but this is a key role that need not be too onerous to a good organiser that can make the Club more successful. There are lots of members happy to support the Social Secretary with event but this does need coordination. Now might be a good time to resurrect the Social Committee. Richard Domoney would like to stand down as Bosun because of his work commitments. Consequently we are also looking for someone to take on the role. Richard does not plan to disappear from the scene completely and will be happy to help the new Bosun as much as he can. If you think you can do the job, or want to know more, please contact Richard or myself.

The Dinner Dance too is coming up on Friday 26th November and is a major event in the Club's calendar. Tickets are significantly subsidised to encourage members to come. If more people come we can reduce the price in the future. Please come along for a good night out and support your Club.

One downside in recent months has been that the Committee and Trustees have become very unhappy about the affiliated group Whitefriars Sailing For Disabled (WSD) which had lost its Charity Status and had not been operating in accordance with its Constitution. This group, WSD has been wound up but a new group Sailing 4 Disabled(S4D) has been formed and has taken over the assets of WSD. At the time of writing this, the new club, S4D has not approached the Committee with its plans.

CHRIS STOUT, Commodore

Membership Reminders

Whitefriars Sailing Club 42nd Club Annual General Meeting To be held at the Clubhouse on THURSDAY 18th NOVEMBER 2010 19.30

1. Agenda
2. Minutes of the 41st AGM (See your Members Handbook)
3. Hon Treasurer's Report
4. Change to Constitution
5. Election of Management Committee
6. Election of Club Officials
7. Nomination of Fleet Captains
8. Commodore's Report
9. Reports
10. Recommended Fees for 2011

Open Forum

Cotswold Outdoor Membership Affiliation Scheme

I'd just like to remind you all about the Members Affiliation Scheme that Whitefriars Sailing Club has negotiated with Cotswold Outdoors Ltd. By quoting the affiliation code given to WSC members can obtain 15% off the full retail value of current stock items either in any of their 47 stores nationwide, online or by mail order. Or just scan the barcode on the reverse of your membership card. We have to use this scheme for it to continue into next year. It could be a useful place to do your Christmas shopping

Duty Rota 2010 – 2011

The club published a revised duty rota in the last newsletter that took it right up to the end of April next year to give members advance notice of duties in the first third of the year before the 2011 Handbook is published.

Please read the revised duty rota carefully and note in your diaries when your duty occurs. If you are unable to do your duty on the allocated date then please get in touch with other members and swap your duty around. I'd just like to remind you that it is your responsibility to find a replacement if you cannot do the duty allocated to you. Please note also that some members have been allocated two duties in the rota. This occurs mainly with Officer of the Day and Rescue Officers.

A request from the Rear Com - House and Social mess deck.

We have an ongoing problem with removal of normal rubbish from the Club, following the usual weekend and other functions.

Guidelines for duty crew to follow:-

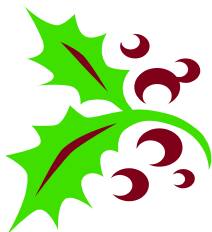
- Separate out plastic milk cartons and the like and also drinks cans. These should be recycled into their respective bins. I and others will volunteer to get these moved.
- Please take away all remaining rubbish for inclusion in your own waste collection.

PLEASE DO NOT put bags outside club house or deposit them to the end of the lane. Outside the clubhouse attracts all the local wild life to come rummage leaving contents scattered everywhere. Tom Banks at the white house has an arrangement that only two of his bags are taken from end of lane and any others are left. On Saturday 30th October we cleared ten rotting bags from the first passing place.

To ease the situation a contract is in place for a large Wheelie Bin to be sited at the club starting on February 1st 2011 for all rubbish except Cans and Plastics.

Your co-operation in this matter will be appreciated,

Pat Ward



Whitefriars Sailing Club
Dinner and Dance
Booking Form
 Friday 26th November 2010
At
Cotswold Hoburne



Reception 7.00 pm, and Dinner 7.30pm

Cost £25 member and £26 non-member

Name 1 (print clearly)	Starter : Main : Dessert :
Name 2	Starter : Main : Dessert :
Name 3	Starter : Main : Dessert :
Name 4	Starter : Main : Dessert :

STARTERS

- Salmon and Sweet Potato Fishcake (Served with Salad Garnish and Lemon Dressing)
- Home Made Winter Green and Stilton Soup (Served with Crusty Roll and Butter)

MAINS

- Roast Topside of Local Beef (With Yorkshire pudding and Horseradish sauce)
- Roast Norfolk Turkey Crown (With Traditional Trimmings and Cranberry sauce)
- Roasted Root Vegetable Tatin
- All served with Roast Potatoes, New Potatoes and Seasonal Vegetables

DESSERTS

- Christmas Pudding With Brandy Sauce
- Sticky Toffee Pudding
- White Chocolate and Raspberry Cheesecake

Please note that other dietary needs can be catered for if requested.

Booking: Please return form and payment ASAP to **Sue Steel**, 8 Crabtree Close, Malmesbury, SN16 0AF

Payment: Cheques (£25 pp and £26 non members) made out to 'Whitefriars Sailing Club' please

Seating: To help us sort the seating plan, if you would like to be with certain others, please indicate below. Tables will seat a maximum of 10 people.

NOTES FROM A LASER SAILOR 4

Race Tactics

The Start

The aim is to be on the start line, in the perfect (preferred) place as the gun goes (not 5 seconds after!); this requires practice and commitment. Occasionally you can do it using a timed run, but most of the time it is better to use the Laser's attribute of accelerating from a standstill. Firstly you have to work out the perfect place to start and on which tack. Then you have to position your boat so that you 'idle' about two boat lengths from the line. With practice you should be able to hold that position for up to 2 minutes, but normally less than one minute is enough.

To assume the idle position, first set your boat up for the beat (the first leg should always be a beat), then ease the boom vang to half the tension and lift the centreboard to half. Now move to your position and stop the boat at two lengths on a beating angle from the point that you want to start with the boom out about halfway and your sail flapping. The boat angle will change a little but you can correct this by using the rudder vigorously. Any forwards movement can be checked by holding the boom out momentarily and allowing it to back. If you think that you are drifting away from the line, use a little more centreboard. Remember that you are in the idle position and other boats should treat you as an obstruction and avoid you. But as soon as you bring in your sail, all the rules of racing apply.

The Beat

Now you would like to have made the perfect start and would like to have been in clear air but that does not always happen.

Keep your boat flat, and moving fast at all times. Check your trim and sail adjustment all the time.

Think about your path to the first mark. If the wind is shifting you should consider tacking on the headers (that means on the other tack you will be getting a lift) but remember, too much tacking will slow you down. Each tack probably loses you around one to two boat lengths, so to make it worthwhile, you must gain more than that by tacking. Don't go off on long tacks just to reduce the number of tack you want to make, unless you are sure that the wind is shifting to give you a significant advantage.

Keep yourself out of dirty air for most of the beat, but to stay in a good position you may have to accept some dirty air as you approach the (first) windward mark.

Approaching and rounding marks

Aim to approach the windward marks on starboard tack. Don't overstep the mark, this will just lose you ground as going to windward is slow, but try to get there accurately.

Aim to be on the inside of all boats as you enter the zone (i.e. 3 boat lengths from the mark), but don't overstep the windward mark. If you are on the inside with an overlap, let the outside boat(s) know you are there and call for water if appropriate. Don't let the outside boats rush you, but round the mark in your normal way; they must give you room. If a boat is catching you near the 'zone' look for any legitimate ploy (i.e. going well to windward before bearing away) to avoid it getting an overlap on the inside. If it does get an overlap, don't just sit there and give it water but plan how you can gain an advantage immediately after the mark rounding. Sometimes it pays to slow your boat down, set up your boat properly for the next leg and follow the other boat around the mark very closely. You can then try to overtake or tack away sharply if it is a windward leg.

When you round the mark aim to be very close to the mark on the exit, but don't hit it.

The Reach

Plan your reach very carefully, consider your preferred route to the next mark, it is unlikely to be the 'Rhumb line' (straight line between the two marks). Set your boat up and adjust your trim so as the transom does not dig in and the boat rides through the water easily. If there is sufficient wind for planing, slid your weight back as the bow comes up; now keep it there. Don't let any boat overtake you to windward by driving it up to wind firmly and positively whilst keeping the boat planing if possible. Bear away slowly once you are happy that potential overtaking boats have got the message.

The Run

The key thing to remember is that a Laser goes very well by the lee. With this in mind you should find it easy to protect your wind from other boats (except other Lasers). If the boat in front of you is on port tack, can you come up on starboard, so that it has to get out of your way? Remember to trim the boat well and keep a close watch on what is happening behind you, as that is where the wind is coming from, and where all the other boats are. Plan your mark rounding, with options, don't wait and see.

Finishing

Look at the finishing line and ensure that you cross it at the most advantageous end. If you are finishing on a windward leg you can get a slight advantage by going head to wind to get your bow over the line a second or two sooner than if you just carried on.

Know the rules

Make sure that you know the basics rules. You can use them to your advantage, but if you are in the wrong admit it and accept the consequences. If you have an incident on the water and don't know who was in the wrong, look it up in the rule book or seek the advice of an experienced rules advisor who will settle any dispute with you.

Incidents and Penalty Turns

If you hit a mark of the course take your 360 turn penalty quickly without interfering with the other racers. If you have an incident and you know you are in the wrong, admit it and take your 720 turns promptly. Apologise after the race..... If you are unsure who was correct, take your turns and check afterwards. If you were in the right don't be afraid to talk to the other party and let them know. If they didn't do turns, they should do the right thing and retire. If not see a rules advisor.

After the Race

Check the results.....OODs are not infallible.

Review what went well and what you did wrong. That way you will continue to improve.



CHRIS STOUT, Commodore

Miracles at Draycote Water

23 Miracles took part in this year's Inland Championships at Draycote Water. A good F4-5 breeze provided challenging sailing conditions on the Saturday and in both races father and son team Martyn and Daniel Lewis took first place, after leading throughout. Paul Huett and his daughter Caitlin beat Neal Gibson and Keith Macey to second place in the first race, but their places were swapped in the second.

The wind on Sunday was a notch lower, with considerable wind shifts coming through with the gusts. In the first two back-to-back races, Paul and Caitlin came first and Martyn and Daniel second. So with three races to count, everything hung on the final race. After a great start, Richard and Harrison Pye held the lead to take first place, with Eamon and Lauren Cuthbert coming second. Paul and Caitlin were unable to sail and Martyn and Daniel's third place was enough to win them the championship.

After some close silver fleet battles, Pete Burfield and Barbara Green (Draycote) came in first. Paul and Andrew Robinson (Whitefriars) had a great fifth race, helping them to first place in the bronze fleet

Paul & Andrew Robinson

Miracle 3101

Champion of champions is crowned



Access Liberty sailor David Durston was crowned 2010 Multiclass Champions of Champions as the curtain came down on the fourth annual RYA Sailability Multiclass Regatta at Rutland Sailing Club today (Sunday 15 August).

After 10 individual class prizes were determined on the opening day yesterday, day two was all about the race for the prestigious Ken Ellis Trophy as almost 80 sailors in some 60 boats contested the two-race Trophy general handicap series.

Each sailor's score was determined using the Average Lap method and corrected for the Portsmouth Yardstick (PY) number for the class.

And it was David, a member of host club Rutland Sailability who also sails with Swindon-based Whitefriars Sailing for the Disabled, who was revealed as the overall multiclass champion and the winner of the Ken Ellis Trophy at the official prizegiving.

David, who also finished at the front of the Access Liberty fleet on Sunday having settled for second spot behind Rutland rival Clare Andrew on Saturday, admitted he was flattered to land the biggest prize of the weekend.

He said: "It is a real honour to have won the Ken Ellis Trophy, there is a lot of history behind the trophy and so I am delighted to receive it, it will go right in the middle of the mantelpiece!

"I had an inkling before prizegiving that I could have won it because I knew I'd won the Liberty fleet for the day and with the PY score for the boat I thought there would be a chance but it was still a very nice surprise when my name was announced."

Sailability is the RYA's charitable arm enabling people with a disability to experience sailing and sail regularly and the Multiclass Regatta brings together sailors across the whole spectrum of abilities in a range of different boat classes for a festival of competitive Sailability action. It is now the biggest event of its kind in the world.

From Yachts & Yachting

The Champion Mindset



This September I was lucky enough to get to the 505 Nationals at Lyme Regis. I could write pages about the 4 best sailing days of my life with 12- 14 kts wind, waves and sunshine on the first day finishing off with 25kts+ and mega waves on the final day. I could write about 46 boats at a gate start or about surfing down waves with the kite pulling, crew wiring flat out and going so fast it was on the borders of exciting and terrifying!! However, I thought my fellow 'Club Level' sailors might appreciate some of the insights I picked up during the first Coaching Session after the first days racing.

As the Coaching Rep for the UK 505 Class I had arranged for Ian Pinnell to give a coaching session after day 1. Ian was one of 4 World Champion sailors and many National Champion sailors attending. Any thoughts of a top ten place – hmm – forget it! I had asked Ian to hold a coaching forum in the dinghy park after racing for those of us new to the fleet and significantly further back in the fleet!

A group of about 25-30 helms/crews gathered around to listen to words of wisdom from the great man. However, instead of launching off into a presentation on rig settings and shroud tensions etc. he promptly turned around and asked us "what compass settings did you note down on your way out to the start?" This was followed by an embarrassed silence and many of those at the front shuffling their way to the back of the crowd. I had to confess I'd actually taken my compass off, just one more object for rope to wrap around and doesn't really help at Whitefriars! Actually most of my time going out to the start was spent trying to keep the boat the right way up. Most of us all looked at each other and clearly no one could actually answer the question! (We'd all spent the time trying desperately to stay the right way up!) "So how do you know where to start in the gate and when to tack" Clearly an answer such as "I try to follow one of the good guys and go where they go" wasn't quite in order!! The front of Ian's cockpit had china graph scribbles all over it. He notes down the lifts and headers for both tacks on the way out and also gets an idea of the wind oscillation. Although we had a predominantly SE breeze, the wind still oscillates and he uses that to gauge where to start. If the gate boat on port tack is in a heading phase then start early on Starboard and tack when the wind starts to head the starboard boats. Ian's comment was 'I'm confident enough in my boat speed to be able to get across the fleet after I've tacked, and anyway, if I have to duck a boat, then they are probably on the wrong tack and heading further away from the windward mark than I am!!

I think the real learning from this was that the guys right at the front actually don't think too much about sailing the boat, that is a given. They spend their time looking how to get to the mark a couple of feet in front of their competition who can probably sail their boat at exactly the same speed.

It all sounds fairly obvious and simple on dry land and of course the next day we all went off to try out our new found knowledge. However Day 2 breeze was another 3 kts stronger, so what had been a fairly simple battle to stay upright on Day 1 was that much harder. This meant even more thought went into staying upright leaving less brain power to think about wind headings. By Day 4 it was all about survival anyway.

The message I'm trying to get over is that the guys at the top in any sport, have the ability to not only do the primary bit – swim, run, bat, bowl, sail or whatever, but also have the extra ability to think about the strategy and tactics whilst they are performing at 100% in their chosen sport. Happy Sailing!!

Pete Mallaband

505 Carpe Diem GBR8419

The Lightning Nationals

On the weekend of 21/22 August, half the Whitefriars Lightning fleet (OK, me...) packed up and went off to Northampton SC for the Lightning Nationals.

Having only bought the boat last year, this was my first Nationals with this fleet, so I didn't really know what to expect. I arrived early, lunchtime on the Friday, cracked a tinnie while putting the tent up, and then watched the windsurfers screaming across the lake in the 25 mph gusts. Hmmm, I thought – too windy for a play? Of course not! 2 of us went out while the others watched and laughed, but somehow I stayed upright and had a great time.

Saturday dawned grey and windy, with a steady light rain...delightful! However the sky cleared, and 3 very exciting (too exciting, really) races were held. My results were mixed, ranging from a 4th (from 25) in the 1st race, a huge wipe out in the 2nd, and a "retired scared" in the 3rd! Saturday night saw a good party, but I made it back to my tent in almost one piece.

Sunday was a complete contrast. Sunshine and light breezes! Could have been at Whitefriars...as a result, my placings picked up, and I was able to claw my way to 5th overall, which I was very pleased with.

The Lightnings have proved themselves to be an amazingly friendly fleet, both off and on the water – I've never known so little shouting at the marks and so many rounds bought at the bar!

If you would like a go in my Lightning (Percy, No74), I'm down at the club most Sundays – just come and ask.



Classic and Vintage Nationals

The next week (August bank holiday) it was time to take Saskia the Firefly out for a spin with the Classic and Vintage Racing Dinghy Association (cvrda) at Llyn Clywedog in west Wales. With the Andrews family also in attendance (Matt crewing for me, John and Jane with the

Skua and Tom and Meg in a borrowed Enterprise) Whitefriars was well represented. Other classic boats out racing included Flying 15's, Finns and Merlin Rockets, with 24 boats in total. When Kathryn and I arrived on the Saturday, the party weekend was well under way, with people having been arriving since the Thursday. We were just in time for the practice race, so Matt and I headed out into conditions that made the weekend before seem mild. Half way round the course, we became one of the many boats to be blown absolutely flat, and were happy to be towed back to shore.

The lake on Sunday was covered in white horses, with the wind coming down over the mountains and whistling through the trees. Gulp... But, with a keen young crew, I couldn't wimp out, so off we went. Things actually went better than expected, in that we stayed the right way up, and had some good upwind speed. Looking back, it was kinda fun, though at the time I was somewhat worried!

Monday's racing was as different as it is possible to get. The day was bright and sunny; the wind was almost non-existent. Reflections from the mountains all around were beautiful, but it made for a frustrating game of snakes and ladders. Matt was amazingly patient with me micromanaging every little movement and jib sheet position as we sat unmoving in the middle of the lake, but I think he was happy in the end when we managed to win the event!

Rupert Whelan

Lightning 74 and many others

TORBAY REGATTA, PAIGNTON SC 25th & 26th September 2010

We arrived in Paignton Harbour on Saturday morning to find a 15 knot Northerly blowing across the bay, accompanied by brilliant sunshine. Having registered and paid the entry fee (a whopping £5!) we got on with rigging the boat. With the first race not until 1.30, we had time for a spot of lunch before launching. This provided much needed energy as launching at low tide meant pulling the boat across the sand to the harbour mouth.

As we sailed out to the race area, the wind was extremely shifty and almost died, leaving some boats virtually becalmed a long way from the starting area. However, it picked up to, and remained at a more consistent 15 to 20 knots for the rest of the day. Racing was on an Olympic style course within Torbay.

Race 1 was won by PSC members Karl Lloyd and Trish Walker in Albacore 7192 followed by one of their newest members, Steve Ashford in his Comet Trio, *Scarlet Lady*. Although he lay behind us on the water, a lucky gust during a three sail reach ensured he was close enough to beat us on handicap. Race 2 was very much a rerun of race 1 on the same triangle-sausage-triangle course.

Sunday dawned chilly but sunny and breezy. We were more determined than ever to improve our two third positions. At this stage, the regatta became a 'three horse race' with Karl and Trish with two firsts, Steve and Mike with two seconds and us with two thirds. The breeze was generally a little lighter than the day before but had its peaks at around 18 knots. Race 3 started with AL7508 in the lead, reaching mark 1 on starboard and keeping AL7192 below us and unable to 'pinch' the mark. Karl gallantly tried to get water but had positioned themselves too low to round the mark and unfortunately tacked into the path of an oncoming Blaze. Evasive action caused them to hit the mark, so after completing a 180(!) they were left chasing the leaders to mark 2. This leg became a dead run and unfortunately the wind picked up from behind helping AL7192 to catch 7508 on the next beat. These positions remained, with 7192 finishing first, closely followed by 7508. It came to light that AL7192 had been OCS and was therefore disqualified, giving 7508 1st position with 2nd going to the Comet Trio. With our 1st and two thirds and Steve's 3 2nds it was all to play for in the fourth and final race. With AL7192 having retired, 7508 was able to get into clear air and reach mark 1 first, having almost caught the tail end of the fast fleet, who started 5 minutes earlier! They maintained their lead for the remainder of the race despite touching a mark and doing a 360. This made for a very tight finish with 7508 edging out the Trio by 7 seconds on handicap.

So, Whitefriars 1st (Dave and Hannah) and 2nd (Steve and Mike) at the Torbay Autumn Regatta. We're looking forward to the Spring event and defending the Whitefriars titles.

Dave Whittle and Hannah Radbourne
Albacore7508

THE OTHER CLUB

As Maureen and I spend most of the summer at Blue Anchor, near Minehead, and wanted to carry on sailing, I joined the Wimbleball Sailing Club as a full member. The club rules are not unlike Whitefriars the committee is quite conventional but with more members who have clearly defined duties.

The lake is, in fact, a reservoir with a sailable area of about 350 acres fed from the river Haddeo. Set in the Brent Hills at about 350m it is in a beautiful area of the Exmoor National Park and shares the water with a commercial sailing centre and anglers.

The day that I joined, having been made most welcome, I soon found myself on the water. Despite pouring rain and high winds I entered my first race. In those conditions the race marks were hard to see, so it was just a case following around after the faster boats, survival sailing.

I have found the club members to be friendly and helpful at all times, particularly when launching off the rather muddy beach or putting the boat on its berth.

The racing program consists mainly of "one day events" with results & prizes given on the day. I am now in my second year of club racing and I know the marks and club racing instructions so I am really enjoying myself.

Day sailing is available, camping nearby also. For more info see www.wimbleballsc.org.uk

Ian Hewer
Comet Zero 114