

Editorial

Well here it is – Whitefriars Sailing Club Newsletter No.2 for 2008. I hope you enjoy reading it. It has been compiled with contributions from the members for the members of the club.

I have tried to address comments that I received about Newsletter No.1 when it was published. Although it was about club members activities I realised myself that there was a concentration on big boats. Readers wanted something more topical and up to date. This issue is bang up to date with reports on all the meetings at the club culminating in a report about Regatta Day.

I would like to say a big thank you to everyone who has written articles and to all the photographers you have provided me with photos. I hope it was worth all that badgering from me to get stuff turned in.

Finally please let me know what you like or dislike about this issue. It is the only way to know if I am doing a good job. If you have a burning topic you want to air, an adventure you want to tell everyone about or even photos you want everyone to see get those cameras out, get your fingers on keyboards or pencil to paper and contact me, Pat Green (patrickcgreen@gmail.com). You'll find my contact details in the Club Handbook or you'll see me at the club most Wednesdays and even some Sundays.

Pat Green – Newsletter Editor (The badgering continues!)

Commodore's Report

Summer is here!

And the club is here for all of you to use whenever you want. If you are struggling to think of what to do with the kids with no teachers to mind them all day, go sailing! Even better, bring their friends too (make sure you have enough buoyancy aids to go round) and get them hooked on sailing too. Or call up some other club members and arrange a barbecue (the gas barbecues are there for everyone but please just leave them clean) or even make a night or weekend of it and camp over in the meadow!

It's better with a buddy...

All of us who were at the club one windy Wednesday night recently were reminded that when the wind picks up, sailing can be a dangerous sport. Two members got into trouble, one with a reaction to cold water causing a blackout, and one bashed by the boom. Luckily a quick-thinking helm in the first case and good rescue cover in both cases meant that both members were fine, barring the odd bruise.

However, it did highlight sailing is better in company especially when either in a high performance boat or sailing in weather outside of one's comfort zone. It is more fun, too!

The new Constitution

For those of you who were unable to get to the club in the spring to vote on the changes to the constitution, I can let you know that the changes were accepted after a short debate, allowing the club to bring its rates bill back to a similar level to what it was before Her Majesty's tax man changed the rules.

Regatta Day

A forecast like something from a hurricane region wasn't enough to put almost 100 members and guests off from coming to play at Whitefriars on Saturday 21st June. Daytime games were organized by the "senior juniors", who had spent weeks deciding upon the perfect variety of pastimes to keep adults and children amused for six hours...oddly enough, they all appeared to involve getting very wet indeed. Most games also involved the attempted sinking of Toppers, and the most ambitious game was the challenge of sailing (or at least wading in deep mud) around the island! Yes, for those of you who have never spotted it, our lake has an island, in the shallows beyond mark Number 7.

By evening dozens of hungry people fell upon the delicious barbecue that had been prepared by a dedicated band of helpers in the afternoon hours. While food was scoffed and digestion began, Dave Whittle and his septet of Saxophonists including Hannah Radbourne (Dave's long suffering crew) played sweet music into the evening.

Despite the weather, Regatta day was a great success, though it would be nice if the band could set up and play outside in the sunshine next year! There were many willing helpers over the course of the day, and my apologies if I miss you in this list. Before the day, Clare Knight, Liz Burgess, John Maggs and Carol Johnson were a tower of strength getting things organized in the absence of a Social Secretary. On the day, we can add Pedro Knight, Jo Fawcett and Jane Gedge to the list of invaluable helpers without whom we would have been eating raw meat and unsliced salads. Pedro's team of burger flippers did great work. Kathryn Whelan appointed herself chief washer-upper as the barbecue drew to a close allowing many of the earlier helpers to see their families for a few minutes!

The main organizers of the games (at least as I could see, as preparations had been kept a secret) were Will Burgess, Molly Tresarden, Chris Young, Ellie Dalton and Jamie Watson with Kate MacArthur coming back from University to add her skills at the last. A bright future as Red Coats awaits you all!

Finally, thank you to all the helpers behind the tea bar, who had a much busier time than on an average race day!

NEW RACING RULES

What do you do when you have an incident on the water during racing? As helm if you realise you are in the wrong you do your turns (one turn = one tack + one gybe). It is one turn for touching a mark, two turns for breaking a rule of Part 2 of the Racing Rules of Sailing. Otherwise you either take one of the following options:

- 1 take your dispute to Formal Protest Hearing which may result in a disqualification
2. retire after finishing (maybe after some discussion)
3. or do nothing; this does mean that the protesting party goes away unhappy (and the helm/boat at fault gets away with it).

From June 22 this is changing as we bring new club racing rules into effect that provide for a simpler rules dispute procedure. You can still do your turns if you realise you are at fault or you can retire or you can do nothing. However instead of going straight to a formal protest hearing we are introducing interim levels of escalation as recommended by the RYA. These interim levels are an Advisory Hearing and Arbitration for which a new "voluntary" exoneration penalty of 20% or the loss of at least 2 places is the expected result. For a formal Protest Hearing the resulting penalty remains the same: disqualification.

ADVISORY HEARINGS: At Whitefriars I would like to see the Advisory Hearings used freely, where any party feels aggrieved by an incident when penalties have not been taken on the water. These Advisory Hearings do not need any paperwork and give a quick resolution. Whitefriars have several trained Rules Advisors: Ivor Keates; Rupert Whelan, Pat Ward, Jim Aldis, John Andrews and Chris Stout. If you want a resolution to an incident on the water (where penalties were not taken) you should log your request with the Race Officer (or with any of the Rules Advisers). The purpose of the Advisory Hearing is to discuss incidents with an adviser and resolve them promptly in an informal but positive way, so that competitors understand the rules better. It is available only where there is no injury, serious damage, related protest or Arbitration. When an Advisory Hearing is requested by all involved parties, an adviser will quickly hear what the parties have to say, decide whether the issues are clear enough without further evidence, and, if so, say whether any boat broke a rule, which one and why. Redress is not available, but a race committee may agree to correct a mistake if it comes to light.

ARBITRATION: Arbitration is midway between an Advisory Hearing and a Formal Protest Hearing, its purpose is to decide protests and requests for redress more simply and quickly. When a protest form is lodged, a boat may request Arbitration, or the protest committee may suggest it. If the boats and a member of the protest committee or race committee agree that RYA Arbitration is suitable a single arbitrator (who may be a member of the protest committee) hears the evidence of the parties and decides whether any boat broke a rule, and, if so, which one and why. The arbitrator will then

invite a boat that appears to have broken a rule to accept an Exoneration Penalty. When a penalty is accepted, this will normally conclude the matter – a boat that takes a penalty shall not be penalised further with respect to the same incident unless she caused injury or serious damage or gained a significant advantage. When it is not accepted, the protest hearing will follow. The arbitrator may decide that in fact the matter should be heard as a full protest, but a boat may still accept an Exoneration Penalty before the hearing, which will avoid the possibility of disqualification. When redress is offered and accepted, the protest committee or race committee may ask for a full hearing. When it is offered and not accepted, or not offered at all, the boat may proceed with her request at a full hearing before a protest committee.

After any Advisory Hearing, Arbitration of Formal Protest Hearing, a summary of the conclusions will be posted on the club website. This will help us all to understand the rules of Racing.

Chris Stout Rear Commodore - Sailing

Whitefriars white-out

Two boats from Cardiff Bay SC made their way in very pretty early morning sunshine and a light dusting of snow to Whitefriars SC on . Elizabeth and Tim Fillmore, who had to cross the Cotswolds, found the travelling more difficult, with more than four inches of snow in places, and were unlucky to miss the first race.

Race officer Steve Ashford set a figure of eight course, including a very tight reach - this tested the experienced crews and heavyweights, but proved too much for the less experienced crews who were unable to carry their gennakers. Pat Green put his striking yellow drysuit to the test with an early swim.

The Fillmores were able to join us for the second and third races which meant for close racing at the front of the fleet. With a bias at the pin end, starting tactics became all important, with boats being closed out at the starts.

With the wind shifting right throughout the day, and the interesting tactical dilemmas presented by the Laser EPS fleet who were sailing the same course, even a clear lead early in the race did not guarantee a win. The weather added some more excitement, with a mini-tornado at the top of the course in race two, and snow flurries in race three, although the worst of the weather held off until the fleet were safely in the clubhouse enjoying tea and excellent home-made cake.

Thanks to White friars SC for another enjoyable event, and for members' courtesy on the water~ giving way to the open meeting fleets when they met at the same mark. *Overall results (three races, one discard):* 1. Helen & Andrew Phillips, Cardiff Bay, 2pts, 2. Elizabeth & Tim Fillmore, Draycote, 3pts, 3. David & Jenny Cann, Cardiff Bay, 5pts, 4. Pat Green & Brian Davidson, Whitefriars, 8pts.

Report courtesy of Helen Phillips Cardiff Bay SC

Laser EPS Open Meeting: 6 April 2008

Building on the success of last year's events at Burton and Llangorse, the largest EPS fleet for some time gathered at Whitefriars SC on Sunday 6 April for the first of this season's Open meetings. We had 4 visitors from Llangorse (out of their fleet of 6 EPSs), 1 from Dee, 1 from Sutton-in -Ashfield and 2 from Southport. For the last 2, Paul and Andy, it was their first ever Open meeting. Having initially planned to camp at Whitefriars, a late – but very wise decision – saw them spend the night at a local Travelodge after their 3-and-a-bit hour drive to the Club.

After brushing the overnight snow off the boats, the 11 hardy helmspeople (well, there was a lady amongst us) braved a cold and blustery northerly to enjoy some fine racing. John Codner showed the way in the first race which saw a number of capsizes in the gusty conditions, leading to 3 retirements. Peter Card (Llangorse) and a second Whitefriars boat – Steve Merchant - were 2nd and 3rd.

Race 2 was won by Rob Dangerfield (Llangorse). John kept up the pressure with a 2nd place, with Steve again coming home 3rd. Peter slipped out of the top 3 but was still in contention with his 4th spot.

In Race 3, Ivor Keates led the fleet off the line as far as the second mark but a poor rounding allowed boats through and he never recovered. Steve Merchant opted not to sail the last race (today's youth – no stamina!) so it became a 3-horse (well, boat, really) race for the prize. Alas for John, a capsize late in the race ruined his chances of overall victory. Peter took the race and the event on tiebreak. Simon Bates (Dee, 135) put in a strong performance to take 2nd place in the final race, while Rob clinched 3rd spot overall with his 3rd place.

All in all it was an excellent day's racing, thoroughly enjoyed by all. On behalf of the EPS Fleet I'd like to thank Steve and his team in the race hut, the safety boat crews, Liz Burgess for providing the food and the Junior Mums who actually put the food on the plates. The hot soup was very welcome.

Dear Sailing Committee – please can we have a 2-day event next year?

Final results were: 1. Pete Card, Llangorse SC, 3pts, 2. John Codner, Whitefriars SC, 3pts, 3. Rob Dangerfield, Llangorse SC, 4pts, 4. Stephen Merchant, Whitefriars SC, 6pts, 5. Simon Bates, Dee SC, 7pts, 6. Ivor Keates, Whitefriars SC, 9pts, 7. Andy Leeson, Southport SC, 13pts, 8. Paul Swanson, Southport SC, 15pts, 9. Phil Biggin, Sutton in Ashfield SC, Claire Ellis, Llangorse SC, Graham Trutt, Llangorse SC.

British Moth Open at Whitefriars Sailing Club - 21/05/2008

After an evening spent both partying and essential boat repairs at Frampton-on-Severn following their Open, 11 slightly hungover British Moth helms travelled the short distance to Whitefriars for the second half of the weekend double-header. Perfect conditions with a chilly fresh breeze prevailed thro the day and resulted in good close racing throughout the fleet. PRO Ivor Keates set tricky and testing courses through Whitefriars notorious Gap which further kept the fleet on their toes.

The first race was won by Roger Witts sailing Panic – 839 (Scruff recovering from surgery!) and using a new development sail from P&B. Newcomer to Moths, Keith Bond sailing well finished 2nd just in front of David Taylor who headed Frampton winner Andrew Parker-Mowbray.

Witts was caught napping at the start of the 2nd race and it was Keith Bond and Andrew P-M who battled it out through the entire race with Bond taking the "bullet" ahead of Parker-Mowbray. Witts worked through the fleet for a last lap challenge to finish 3rd. Less than 5 seconds covering all 3 boats at the finish.

Last year's victor Ian Hanson from Rollesby S.C. led in the 3rd race but was overhauled by Witts, Parker-Mowbray and Taylor in an epic battle. After being baulked at the start Bond was unable to make progress through the fleet. Witts extending his lead in the freshening conditions took the gun, with Parker-Mowbray 2nd and Taylor close behind. Hanson the "Norfolk Raider's" valiant attempt to retain the "Gyro Cup" ended with a 5th overall position.

The event provided superb racing on a lake ideal for British Moths. Despite not having a Moth Fleet we impressed Whitefriars with the class's close racing characteristics and the standard of racing currently within the class. As for the Moths a great venue and one they would like to re-visit next Season on their annual foray out West.

Overall Results: 1st Roger Witts (Frampton-on-Severn SC), 2nd Keith Bond (Upton Warren SC), 3rd Andrew Parker-Mowbray (Frampton-on-Severn SC)

RS500 Grand Prix on 23/04/2008 and 20/05/08

In a good but cool North Easterly breeze, 4 RS500s from Whitefriars held their first Grand Prix of the year. Rather than sail around the cans with the rest of the fleet, they set up their own windward/leeward course and used their own gate start system to run a series of 4 races. Each race was designed to be about 30-40 minutes in sets of 2 back to back. The break in between was really useful to discuss boat handling and rig setting.

The outcome was a win for Pete Mallaband and Lesley Bolton in 519, but not before Claire Knight and Carol Johnson in 510 had stolen the first race from them by catching a glorious windshift close to the shore that lifted them almost to the windward mark on the last lap, much to the amazement and disgust of Pete and Lesley, who tried valiantly to catch them on the last downwind leg!

There was a great deal of really competitive racing with all 4 boats looking great on the downwind legs with their 'Black Death' kites flying. The format worked brilliantly and all 4 crews really enjoyed the day.

The plan is to hold a series of Grand Prix through the year, the next in May.

Overall Results: 1st 519, Pete Mallaband/Lesley Bolton, 2nd 510, Claire Knight/Carol Johnson, 3rd= 518, Ivor Keates/Dai Williams, 3rd= 522, Dave Young/Jennie Horton

The demand from the fleet for another event was overwhelming and the second grand prix was held on 20th May. In yet another good but cool North Easterly breeze, the 4 RS500s from Whitefriars held their second Grand Prix. The series is so popular that to make sure all boats were out, Claire Knight (mid house move) lent her boat to Stephen Merchant who promptly sailed off into the distance – never to be challenged in any of the 4 races.

The other 3 boats had exceptionally close racing with places changing many times and all 3 boats crossing the finish line within seconds of each other. With 3 races to count there was one point each between the 'runners up'.

The format worked brilliantly and all 4 crews really enjoyed the day. The plan is to hold a series of Grand Prix through the year.

Overall Results: 1st 510, Stephen Merchant/Carol Johnson, 2nd 522, Dave Young/Jennie Horton, 3rd 519, Pete Mallaband/Lesley Bolton, 4th 518, Dai Williams/Rosie Dalton

Trio and Versa Open Meeting

The Comet Trio and Versa Open Meeting was held on 27th April. We were blessed with a light South Westerly which progressively blew even less throughout the first race.

Rupert, the PRO (Principle Race Officer), set a long beat up the cut. Steve and Martin took an early lead sailing Pete Bone's Trio. They were overtaken to leeward by Steve and Helen Whittle from that intrepid nautical family who apart from Dave, sail in the Trio Fleet at Cotswold. Steve and Martin held second place followed by Ian and Ellie. The Versa fleet finished with Rodney in first position followed by Janet and Jo. Unfortunately Rupert had to shorten to one lap when the wind dropped.

Lunch followed and the competitors enjoyed a lavish spread of soup, rolls and crisps followed by fresh fruit.

Race 2 followed in a bit more wind. Once again Steve and Helen led from start to finish followed by David Talbot then Ian and Ellie.

Race 3 was held in a moderate to fresh gusty breeze. Rupert set a compact course using the centre of the lake, and very soon there was a tense battle as Steve and Helen did their usual disappearing act, it was Colin and Liz's turn to take second spot and they held onto it by using the Home handicap fleet as a blanket. There were some interesting calls for overlaps at the marks but the Trios got the better of the 500's.

Race 3 ended with Steve and Helen 1st Colin and Liz second, Ian and Ellie 3rd. A late challenge from David Talbot, the class Chairman/secretary/bottle washer who could have actually qualified for second overall.

Rodney took first Versa place followed by Janet and Jo. A very disappointing turnout from the Versas considering we have 5 or 6 Versas within the club. The five Whitefriars Trios were supplemented by our 2 visitors, Steve and Helen and David Talbot and crew.

Final positions:-

Trios: 1st Steve and Helen Whittle, 2nd Steve Ashford and Martin Yeomans, 3rd Ian Moss and Ellie Dalton

Versas: 1st Rodney Bottomley, 2nd Janet Stone and Jo.

Thanks go to our two visitors, Rupert and his team of Race Officers, John Fellowes and his Rescue team, the Tea bar team and John Andrews for the loan of the Training Trios.

Steve Ashford (Stephen with a PH not a PHD)

TALL SHIP AHOY AND WFSC LADIES GROUP TO THE RESCUE

The Whitefriars Ladies Group decided to step in when a call for help came from the National Star College at Cheltenham seeking a sponsor for a student named Joe. Joe actually comes and sails at WFSC on occasion but had a desire to set sail on larger stretches of water.

The National Star College is a specialist residential college for students aged 16-25 with disabilities, which has joined up with The Jubilee Sailing Trust JST. JST combines able bodied and physically disabled crew of all ages from 16 years old to work together to sail a tall ship. The Lord Nelson has been at sea for 22 years and Tenacious was launched in 2001. They are the only 2 vessels in the world which have been designed and purpose built to enable people of all physical abilities to sail side by side on equal terms. They sail the UK coastline, the Channel and Scilly Isles, Ireland, Europe to the Canaries and at times cross the Atlantic to the Caribbean and the American coast.

The ships are crewed by eight permanent crew, including a medical purser and up to 40 voyage crew; 50% who have sensory or physical difficulties and can include up to 8 wheelchair users. Amongst the voyage crew there will be 4 watch leaders and usually a doctor. Everyone is part of the watch system which runs on a 24 hour rota with each watch on duty every 12 hours for 2-4 hours.

So what's it like to sail a tall ship? Joe says "fantastic, amazing, brilliant" Joe is 21, has Cerebral Palsy, and is a wheelchair user and is about to complete his sports and recreation course at college. His place on the tall ship Tenacious was in jeopardy due to the sudden discovery of a shortfall in sponsorship funds. Then the Whitefriars Ladies saved the day by sponsoring Joe from their funds.

Joe sailed from Plymouth to Jersey and describes the voyage as a great adventure; from bracing the sails, hauling on ropes, helming, doing an assisted climb up the mast to watching the dawn arrive and being on mess duty, not forgetting happy hour... which involved cleaning the loos and to top it all experiencing rough weather which was "interesting" in a wheelchair. It was "a challenge like no other" say Joe and "one not to be missed"

From Joe and college a huge thank you for the generous support from Whitefriars Ladies Group. To find out more about Tall Ship voyages visit www.jst.org.uk and the National Star College www.natstar.ac.uk or contact Sue Steel 01666 824098

20.06.08. Sue Steel Whitefriars Ladies

Whitefriars Watch Late June 2008

From our Wildlife correspondent, Patrick Ward

During the latter Spring and early Summer, we have been the hosts to some nesting waterfowl. This is a usual feature of the environment of Lake 26, some have quietly gone about their business setting up home on the lakes edge, not to be interrupted by anyone, except perhaps, some other species that disagree with the site selected. Some others have put on a brave face and chosen to build a nest right up inside one of the rescue boat cages, perched on one of the windsurfer floats used to support the cage itself. This was the area used by a coot which managed to lay 5 eggs and happily sit on them until unkindly interrupted by the activities of the rescue crews wanting to use that rescue boat. Whereupon the mother would take off at great haste, squawking loudly, in a flurry of water but leaving us to get on with our affairs. Another visitor decided to take up residence on top of the middle of three cages and use a hollow which had formed in the roof to build a nest. The birds this time were not placid coots or moorhens, nor even our dominant Canada Geese. They were two vicious terns. Not content with dominating the roof top, they guarded their nest and the territory around by targeting anyone who dared to get near. The thought of being rescue officer was beginning to cause concern amongst our members. The swooping and loud screeching escalated to actually aiming directly at any individual who dared to get near. If you were lucky, a discharge of previously eaten fish was the worst that happened but others got direct hits with a very sharp beak which definitely hurt and even drew blood when contact was made usually on the skull. The two chicks which have hatched and survived, are expected to fledge in the next week to the relief of all concerned. Meanwhile anyone approaching that area should wear good head gear, preferably a hard hat. Take your TERN at fending off the birds and hope that they do not reTERN next year.

The Black Swan has been seen again, is very friendly but is not tolerated by the White ones

Update on Friday 27th: I had cause to go to the club early this morning, collecting flags which had recently blown out in the high winds for repairs and take dimensions of the Black Pig bow so I could start making an anchor carrier to reduce any damage to the port side gunwhale. Upon my return I shut the bottom gate which had been left open by fishermen, I saw a family of rabbits running about. Then, out of the grass verge just up the tarmac drive, a stoat emerged with what appeared to be a young rabbit in its mouth. The rabbit was not moving so I presumed it was dead. The stoat struggled along a matter of 20 to 30 yards then collapsed, took breath and carried on again. In all Mr Stoat dragged the rabbit up past the field gate when two Crows appeared on the scene thinking they had easy pickings. Mr. Stoat took to the grass again, only to hop out and run a bit further, closely followed by

the crows. By now almost out of site, I am confident that Mr. Stoat finally got his breakfast.

Mont Blanc for LINC

On July 10th 2008 at approximately 10am (French Summer Time) I hope to be flying the flag for Whitefriars from the top of the highest mountain in Western Europe.

Why? Well, when the waters of Wiltshire are just a bit too cold from December to April, I need to get an adrenaline fix elsewhere and frequently end up in Chamonix skiing the slopes below Mont Blanc. The scenery is stunning and I've often contemplated a visit in summer. Then somehow the idea of a summer walking holiday across alpine pastures developed into a plan to spend 6 days being instructed in the use of ice-axes and crampons with the summit of Mont Blanc at the end of it!

I'll be spending 3 days acclimatising to the altitude by doing shorter climbs up to 3500m. Then on the 4th day, weather permitting, I'll be ascending to a mountain hut below Mont Blanc ready for an early (2-3am) start. This takes advantage of the hard overnight snow which is easier to walk on and gives sufficient time to get to the top and down again before nightfall.

It's the sort of adventure Bob, my husband, would have loved but I would never have considered myself capable of without his encouragement and determination to succeed. So, I thought it only appropriate to try to raise some money by doing it for the charity he established. It is 10 years since Bob and his colleagues at Cheltenham General Hospital started fundraising, initially for equipment to reduce patient waiting times. The **Leukaemia and Intensive Chemotherapy Fund** took off and after a few years had raised enough money to build a dedicated outpatient suite. Since Bob died, I've continued to try to support the charity as it has become more ambitious in its aims but I'm pleased that it continues to support patients and their families as Bob originally planned.

You can find out more about LINC through their website, www.lincfund.co.uk My climb is being organised by www.montblancguides.com but I am funding it myself and all the money I raise will go to LINC. You can donate at www.justgiving.com/montblancforlinc or see me at the club.

Rosie Dalton

*****STOP PRESS*****

I did it! On July 10th 2008 at 12.15pm I stood on the summit of Mont Blanc enjoying a fantastic panorama of the Alps. Having started at 4.30am from the Tete Rousse hut at 3167m, it was a gruelling climb up a steep rock face to the Aiguille du Gouter then an exhausting trek across snow to the Dome de Gouter at 4304m. At this point I nearly gave up through exhaustion and it was a real effort for all the party to continue. But we couldn't let our sponsors down and this spurred us on to complete the final assault on Mont Blanc summit at 4808m.

I am very grateful for the money you have all donated to LINC. Thank you for all your support, it meant a lot to me.

Rosie