

WHITEFRIARS SAILING CLUB TROPHIES

Roaring 40's Walking Stick	for helm aged 40+ with most race starts
Joan Phelps's Mem Rose Bowl	for the most improved Lady Crew
Jet Cup	for helm aged Under 18 with most races
Novices Trophy	for most improved novice helm
Under 16 Racing Shield	for helm/crew aged Under 16 with most races
Frostbite Series	
Brass Monkey Pursuit Series	
Icicle Series	
Cold Bath Series	
John Vines Mem General Handicap	
John Vines Mem Laser	
Jumble Pursuit Mug	
Spring Class	Laser
Spring Class	Fast Handicap
Spring Class	Slow Handicap
Wednesday Eve 1	Laser
Wednesday Eve 1	Gen Handicap
Wednesday Eve 1	Assymetric
Wednesday Eve 2	Laser
Wednesday Eve 2	Gen Handicap Silver Salver
Wednesday Eve 2	Assymetric
Port (slow) Handicap	Port Light Trophy
Starboard (fast) Handicap	Starboard Light Trophy
Spring Trophy	
Maypole Pursuit Field Gun	
RNI Trophy	
June Trophy S/H	
June Trophy D/H	
Captains Cup General Hcap	
Captains Cup S/H	
Summer Trophy Shield	
McCreary Trophy	
Finishing Gun Trophy	
Commodores Series	
Summer Class	Laser
Summer Class	Fast Handicap
Summer Class	Slow Handicap
Friars Pan Trophy	
Autumn Trophy	
Moonlight Series Tankard	
Tony Earl Trophy Shield	
Silver Sails Trophy	Gentleman's Points Trophy
Skull and Crossbones Shield	Regatta Shield
Graham Clark Shield	Trustees for contribution to the Club
Ladies Points Rosebowl	
RS 500 Grand Prix	

2008 Winner

Dave Whittle
 Sarah Kemp
 Jamie Watson
 Richard Domoney
 Adam Watson
 Chris Stout
 Fred Merchant
 Chris Stout
 Steve Ashford, Martin Yeomans
 Fred Merchant
 Chris Stout
 Steve Ashford, Martin Yeomans
 Chris Stout
 Dave Whittle, Hannah Radbourne
 Jennie Hutchen, Wolly Merchant
 Steve Marlow
 Steve Ashford
 Rob Lee, Dave Thompson
 Fiona Chamberlain
 Kelvin Garnett
 Chris Leivers, Clare Wakely
 Will Burgess
 Dave Whittle, Hannah Radbourne
 Ed Shiles, Rachel Shiles
 Dave Whittle
 NOT RACED
 NOT RACED
 NOT RACED
 Steve Ashford, Martin Yeomans
 Fred Merchant
 Dave Whittle
 Pat Ward
 Jim Aldis
 Dave Whittle
 Steve Marlow
 Dave Whittle, Hannah Radbourne
 Jennie Hutchen, Wolly Merchant
 Steve Ashford, Martin Yeomans
 Steve Ashford
 Kelvin Garnett
 Dave Whittle
 Dave Whittle
 Under 18's
 Not Awarded
 Jennie Hutchen
 Pete Mallaband

Whitefriars Sailing Club

Newsletter Spring 2009

40th Anniversary Year

Commodore's Report



As your new Commodore I would like to say hello. It's going to be difficult taking over from Rupert but I will do my best with your help. I need not remind you that Whitefriars is your Club and you all make it what it is. Since I joined the club in 2005 I have been impressed by the way that the club has functioned. Members undertaking projects, attending Work Party Days and doing duties saves the club a considerable amount of money and brings the membership together as a cohesive unit (and keeps the membership fees down). However, I was disappointed that so few of you attended the AGM but I hope that the Executive Committee can still rely on your support.

Last year we had difficulty finding a Social Secretary and we were unable to find one at the AGM. But there is good news on the horizon. A new member with some experience of the social secretary role may be able to help us out. I will not name her yet but assuming she does agree to take on the role, your help will still be needed for events in the programme. Colin and Liz Burgess have agreed to continue as Tea Bar stockists, so hopefully we now have the basis of a social committee. Events in the social calendar include Regatta Day which is in the early stages of planning. The Disabled Sailing group have already agreed to help organise the day in their 25th Anniversary Year.

A full club programme is once again planned for 2009 with Whitefriars taking its turn running the Cotswold Federation Regatta on Saturday 4th April. Racing takes place on almost every Sunday during the year but even on those days cruisers are always welcome. Some sort of safety boat facilities are normally available on any day when the Whitefriars lake is being used by affiliated groups including WSD, Junior Group, Ladies Group and Training. So anyone should be able to sail safely at any of these times. For those that don't want to sail and want to do something different, I would encourage you to look at the wonderful fauna and flora that abounds both on and surrounding the lake. It is a lovely walk with much to watch around the lake (all on WSC property) at all times of the year. For those that want to learn a little more how about trying Bat Walks that

we programmed for May and/or September. If these prove successful we will run more of this type of event.

I hope that members continue to enjoy the club facilities a safely. If there is anything that causes you concern, please don't suffer in silence but speak to me or any of the Executive Committee team. I cannot promise to resolve all issues, but I will do my best.

CHRIS STOUT, Commodore

Rear Commodore House Report

The year has started with a lot of activity such as the completion of the new tarmac path in the far dinghy park. This necessitated a degree of excavation in order to achieve a sound foundation and then the tarmac finish. This was all completed just before Christmas.

On the Far East bank there has been tree trimming going on for some time in order to keep the estate up together. This process has now been extended further along the bank to pollard some of the large willows. The size of the willows has been presenting a problem as they have very heavy and possibly dangerous limbs which could fall in high wind. They also undermine that bank in heavy swells. We can overcome these problems by cutting out the tops and also open up that area from the dreaded turbulent East wind. This whole operation will go on in stages for the next year or two.

The original pontoon on the Southern side has now been redecked. The old one was slippery, rotten and dangerous. However there are some finishing touches that need to be done before we can call it completed but this will not take long.

January has opened up with an unusual spell of hard frosts which has given us water pipe problems with some joints freezing. This has resulted in wet ceilings and flooded floors. All repairs were completed for start of racing on January 17th. We had one minor problem when Jim, trying to prove the strength of the ceiling joists, put his foot through the plaster board.

A new room divider is to be installed in the dry room so that an area can be easily closed off for committee, protest meetings, training activities or even just for the old folks to sit.

Work Parties are arranged for 2009 but I have decided not to hold the June one but, instead, look for volunteers to take on specific projects. That way they can then organise their own helpers and the project in question can be done at times to suit the volunteers. In anticipation thank you for volunteering, please contact me and then we can discuss your preferences for a project to undertake and arrange any tools or materials required.

PATRICK WARD Rear Commodore House



A Marsh Helleborine in flower

Maurice, Ben, Lloyd and Helen who arrived by boat from across the lake. Thanks to some great efforts by all, we successfully achieved all we set out to do and much more. Not only was scrub removed from the area supporting the March Helleborines but additional clearings were created in the nearby scrub as well. This diversified the habitats found here, encouraging ground flora to flourish, and providing new nesting sites for song birds and new foraging areas for bats. But discretion about this site is important.

Bat Walks are being arranged for Sunday 31st May and Sunday 6th September from WSC car park starting at 19-30 till late.

GARETH HARRIS (CWP) & PATRICK WARD

Start Racing

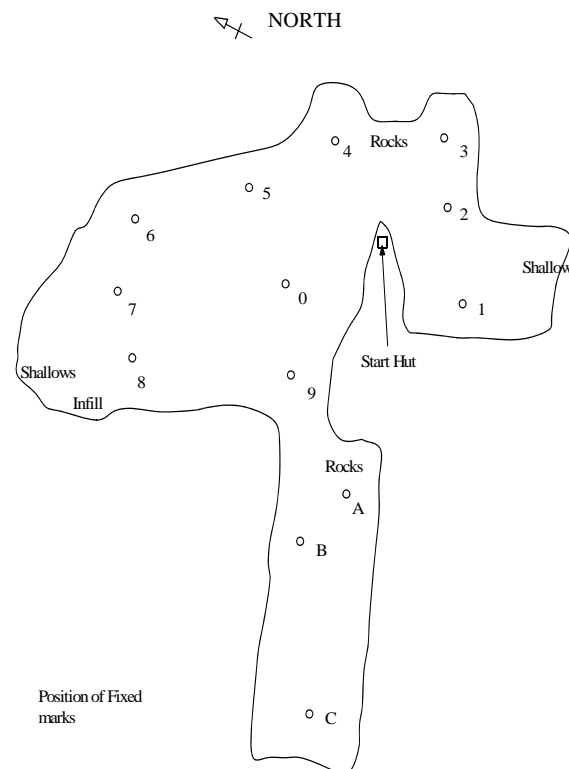
For those of you who are either fairly new to the pass time of sailing, or who have cruised or pottered in dinghies for a long time, but never raced, "breaking into" the racing scene can look, at first, quite daunting. However, a few tips can make it all seem much easier.

1) Talk to someone about it! In the handbook are the names and numbers of committee members who can explain what will happen, and when. Try the Rear Commodore sailing or Sailing sec - they won't bite!

2) Take a quick look at the map opposite. Though the race looks like boats sailing in random directions, in fact they are sailing round the yellow buoys shown here. A map of the racecourse is shown in the clubhouse.

3) Talk to other racers. Unless they are late for the race, they will be happy to spend as long as you like chatting!

4) There will almost always be other novice racers out there. They will be happy to give you help and support, too.



My strategy this year will be to focus on building a partnership with a crew that I have recently started sailing with. She and all the SKUDs are based at Rutland water, as is the GB transitional squad training that I am involved with. There will be plenty of opportunity for racing up there as they have several keen shore crew, and expertise with the boats. I am also keen to get as much race experience as possible and I plan to race Martin 16s at Whitefriars regularly and to enter most of the Access dinghy events around the country. Good results should keep GB interested in me. I may also try to attend the IFDS Worlds but I may have to purchase a boat for that.

To succeed I will need a lot of support, funding, and race practice. Would anybody be interested in sharing their knowledge with me by crewing a Martin 16 with me in club races?

DAVE DURSTON

Whitefriars Watch

From our Wildlife correspondent, Patrick Ward

Whitefriars Sailing Club and Cotswold Water Park Volunteer Rangers join forces to Safeguard Rare Orchids.

The rare Marsh Helleborine is a beautiful orchid, usually found in lime rich marshes and wet meadows but surprisingly this species has colonised in mature gravel pits. The oldest population in the Cotswold Water Park is found at Whitefriars amongst dense scrub.



The amphibious section of the Team survey their handiwork

Following advice, we decided to undertake some scrub management; this would also have benefits for other wildlife using the site, including song birds, such as Blackcap and Bullfinch and, also hopefully, Nightingales to nest.

During late January the CWP Rangers were drafted in to undertake these works and were supported by an amphibious attack from Sailing Club members, Patrick, Jim,

Notes from a Laser Sailor - How to go faster downwind

Getting a Laser to go downwind fast is very straightforward providing your boat is set up properly and you remember a few basics.

- Rule 1. Never raise your centreboard too high nor take it out, as it will cause eddies in the centreboard slot and slow you down; it can also foul on the boom if you gybe. You need to know when the rear part of your centreboard is level with the bottom of the hull (if necessary mark the centreboard). In light airs the centreboard should be in this position when running. As the breeze increases you will need a little more centreboard down to give the rudder something to work with. Never have the centreboard more than half down when running or broad reaching.
- Rule 2. Set up the Boom Vang (kicking strap) so that when 'full off' the boom is between horizontal and 10 degrees above. This is where it needs to be for broad reaching and running.
- Rule 3. Set up the Cunningham (downhaul) so that when 'full off' the sail is just creased. This is where it needs to be for running. As you come further round to the reach, you will need to adjust the Cunningham so that the creases are just taken out, and the sail is drawing efficiently.
- Rule 4. Set up the Outhaul so that when 'full off', there is 6-7" between the centre of the boom and the loose foot of the sail. This is where it needs to be for broad reaching and running.
- Rule 5. As your boat will run faster with the boom out at 90 degrees (or even 10-20 degrees further in light airs) from the centre line, you should mark your mainsheet (a couple of stitches of coloured thread works very well) so that you know when the boom is at right angles.
- Rule 6. Keep the fore and aft balance of your boat, never letting the transom dig in. This means that in light air your weight should be right by the mast. As the wind increases you can start to move your weight further back. It has to be quite blowy for most Laser sailors to sit at the back of the cockpit on the lake. If it is blowy, keep your centre of gravity as low as possible and near the boat's centre line.
- Rule 7. Avoid violent movements of the rudder, even in blustery conditions. If necessary pull the mainsheet in a little to keep control.
- Rule 8. Run by the lee rather than gybing too early. Sailing by the lee is faster in all conditions.



Here Jamie is doing most things correctly but he has yet to ease the outhaul

- Rule 9. When there is sufficient wind to fill your sail well, you can improve your boats performance by leaning the boat to windward. This not only lowers the centre of effort to a broader part of the sail but neutralises the drag from the rudder.
- Rule 10. To avoid the capsize to windward in gusty weather, follow rule 5 above as far as you feel safe, but bring in the sail a few inches (as per rule 7) to maintain the control in gusts.

CHRIS STOUT

Catamaran Sailing in the Ionian Islands

Two years ago, after seeing the Hobie cats at the Boat Show I was persuaded by my friend and fellow club member Terry Beynon to try a Catamaran sailing holiday. Neither of us had any experience of cat sailing, indeed not much experience of sailing generally, and none at all of sea sailing, but ignorance is bliss, and off we duly went.

We chose to go with the Hobie Cat specialists, Wildwind located at Vassiliki on the Ionian Island of Lefkas, going at the end of September, when prices can be cheaper but the sea is still warm. Wildwind have their base at Vassiliki for the same reason as Neilson have a windsurfing centre there i.e. the huge bay surrounded by mountains gives strong and reliable catabatic (I don't know what it means either) winds. These kick in at about 10 every day and go on until 5 or 6 in the evening, Although they may reverse direction in the course of the day, the nature of the bay is such that it is generally possible to reach off the beach all day. You do launch from the beach, or at least from a mooring just off it, which means that even for me you can be clambering aboard from chest high water as you unhook.

Going, as we did, at the end of the season meant that the ratio of instructors to boats was almost one to one. Given that some of the other sailors were more experienced we could have had an Instructor with us all day every day if we had so wanted. As well as the full range of Hobie cats there is also a variety of mono hulls ranging from Tears up to 29er and 49er but we had come for catamarans. Mostly we stuck to the 16ft Hobie with single trapeze because of our lack of experience.

We were shown how to rig and, following a short accompanied sail, off we went on our own managing to pitch pole almost immediately. Apparently this is quite common if you are new to cats and doubly so if you also lack sea sailing experience. The cats accelerate so fast that before you realise it, and can shift your weight toward the stern, the bow digs in to a wave and over you go. Righting a cat is not as always as easy as righting a monohull but they compensate for that by giving you lots more occasions for practice. By the end of the week we were occasionally able to have crew out on the trapeze for short periods and this was nearly as exciting as finding ourselves amidst a small group of dolphins for half an hour or so.

The Paralympic Roller Coaster

Having been involved with paralympic sailing over the last two years, I have observed that to succeed you need to be a talented sailor, have a lot of good fortune, have pots of money, and you must demonstrate commitment.

The talented sailor bit is obvious, but in the SKUD18 class, this is complicated by the need to find competent, experienced crew, with the right disability. Paralympic sailors are all classified according to their functional ability; as a tetraplegic, I am a one-point sailor. My crew can be anything up to 7-points, which could be a single leg amputee, or someone who is visually impaired, for example; and they must be female. Finding the right crew, that is close enough to train regularly, who can commit the time, who are strong enough to hoist the spinnaker, and who are prepared to spend lots of money, is not very easy. That's where the good fortune comes in.

Unlike GB's success at the Olympics, our paralympic sailors fell short, coming 5th in



the SKUD class. This has meant that no money is available at present for paralympic sailing. We have to fund ourselves entirely to prove ourselves as competitors at an International level. Since there are only 5 SKUDs in Britain at present, qualifying international regattas will be abroad. In 2009 the IFDS worlds will either be in Egypt or Dubai. Other events are in the US and Canada. This is where the pots of money and commitment come in

2. If you have a "combi" trailer you can leave it in your berth and use it as a cradle for your boat on its launching trolley. Your combi trailer should still be marked with your name & boat details AND disabled even though it's in your berth.
3. There is no third option – leaving your road trailer elsewhere in the dinghy park will result in it being moved into the corner of the car park and disabled. Wheels and tow hitch will be kept safely and released to you on payment of £10 to club funds.

Summary

WFSC try to make your equipment secure by providing locked compounds. The club also includes the rule about marking and disabling road trailers if they are left on site (this is often an insurance company requirement as well).

We also try to reduce the number of hazards within the club premises to make it a safe place - hence the rule about safe storage of road trailers and also the rule about returning launching trolleys to berths and not leaving them on the lawns or pathways while you are out sailing.

Please help us to help you!

JIM ALDIS Berth Park Co-ordinator

Editorial

Welcome to a new season of sailing at Whitefriars Sailing Club.

Over the winter months I have been harassing members and gathering lots of articles for the first newsletter of 2009. I have tried to keep to our aim of publishing articles that are topical but of course winter is also a time to reflect on those sunny, summer sailing holidays. But I have also tried to continue with our regular features like Whitefriars Watch.

I am sure you will join me in thanking those members who have written articles and to all the photographers you have provided me with photos. I am sure you'll let me know what you like or dislike about the newsletter and those comments will help me improve the newsletter. Searching out members' articles and photographs is a never-ending task and as soon as this issue has gone out I'll start compiling the next one. Contact me on my email patrickcgreen@gmail.com. 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.

PAT GREEN – Newsletter Editor

On returning from this holiday, full of enthusiasm, I communicated this to my brother in law who duly swapped his GP14 for a Dart 15. I went out with him later that summer when he took his boat down to Dawlish. We had fun there, when I was able to become more competent on the trapeze. This was where I learned that the most constant activity of the crew in sea sailing seems to be that of spitting, as you try to rid yourself of the constant barrage of salt spray from which you are protecting the helm, who is the cause of it. I also quickly learned only to spit to leeward. We both enjoyed this sailing so much that we decided to go to Wildwind that autumn and so again at the end of September I found myself there once more. On this occasion, one week later in the season, the ratio of instructors to sailors was even higher.

On arrival at the airport we were told that there would be no sailing that day as the wind was force 8. However, by the time we arrived at Vassiliki, it had abated somewhat and we were given permission to go out. "Don't go too far out", the Beach manager said, "It may return". Having looked at the available boats (all of them!) my brother in law Mike said, "Let's take a Tiger out". "OK", said I, in my ignorance not realising that this is the highest powered racer. I don't think that he realised either. Off we went and before we knew it we were way out in the bay, the wind came up, we couldn't turn about and over we went. As I fell inboard I hit my head on the boom, not knowing until later that I had bent it. The main sail is loose footed so the boom is not so substantial but you still realise that you have hit it.



As we tried desperately and unsuccessfully to right the boat the wind grew stronger. Although we could get the boat up, we could not stop it immediately capsizing again to leeward before we could get aboard. There is a technique for dealing with this that we were later taught! We did not notice that during the initial capsize one of the mainsheet cleats had also broken. The single mainsheet performs both main sheet and traveller functions on a cat. Eventually one of the rescue crew managed to get aboard, help us to right it and, with the 3 of us aboard, sail it back to shore. "I have never seen waves this big here before", the Instructor who had rescued us said, making us feel not quite so incompetent. This was when I noticed the bent boom and the sore head, but the damage was greeted with calm and within an hour the boat was repaired.

Gentle hints were forthcoming, suggesting we might like to try one of the smaller cats at first. The general attitude at Wildwind seems to be that if the boat is there and you

think that you can sail it, conditions being right, then have a go. So we went out next day in a 16 foot single trapeze cat with much more success with the crew (me) regularly trapezing. For me the most exciting day was sailing the Pacific 22 which has an asymmetric spinnaker. It also has a different hull shape to the more racy ones making it more stable. On this one we were able to confidently reach with all three sails out and to both be out on the trapezes together. This was really exciting stuff even though the wind was less strong. During the week we had one day with little wind but, in cruising around the bay on this day, we found ourselves amongst a small pod of dolphins, including a baby, and we stayed with them for a while as they hunted.

The venue is excellent, accommodation basic but comfortable, you are right on the beach with a pool and two bars, and the instructors even put on a Cabaret and disco on Thursday evening. The clientele is varied and included Dutch, German and Danes amongst the 20 people there. During our evening strolls around the Harbour I was much taken by the Flotillas visiting Vassiliki and got to speak to the flotilla leaders who encouraged me to give Flotilla a go. But that is another story.

BRIAN DAVIDSON

News from Lynall Boats

Our current shop manager and partner of Lynall Boats Steve Merchant, is looking to move on after 2 successful years playing a key role in developing our business. Steve is looking to pursue a career more inclined towards climbing, an interest and hobby he has had for several years.

This leaves 3 partners – Dave Lynall, Antony Lynall and Alastair Keck (Buzz) who are all keen to remain in partnership and continue to grow the business, creating an opportunity to join our dynamic, loyal and supportive team.

We are looking for someone to take on the role as Shop Manager / partner in Lynall Boats. This is an exciting role as well as investment opportunity, for a sailing enthusiast with the drive to promote sailing and offer their skills to the local sailing community.

We can be flexible in the partnership share being offered and would treat all enquiries with the strictest confidence. If you are interested in finding out more, call Antony on 07789 955111.

Stephen Merchant
Lynall Boats,
353, High Street,
Cheltenham, GL50 3HS
Tel/Fax - 01242 245305
Visit our website www.lynallboats.co.uk

Road Trailers

Road trailers - these are a pain aren't they? Most of us use them once to collect our newly purchased boat, and then don't know what to do with them until we want to move or sell it!

No room at home; no space at work. So abandon it up at the club and let someone else worry about it? Unfortunately no! But we can help if you really have nowhere else to leave it.

Security

First important thing to mention is that any trailer left on the club site **MUST** be disabled. There are several ways:-

- An effective and cheap way is to remove both wheels and tow hitch.
- More expensive (but less messy) is to install a tow hitch lock or wheel clamps that cover the wheel nuts.
- The club rules (rule 4 which should be regarded as the minimum) requires that you either remove or clamp the wheels or remove or lock the tow hitch.

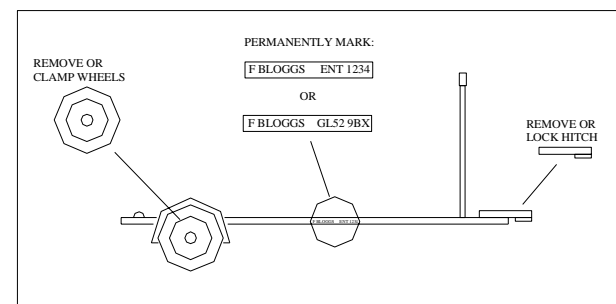


Fig 1: Trailer Security

Identification

Please mark your trailer clearly with either your name & post code or name & boat number/class - see rule 4 in the Club handbook.

Name & details should be painted on (felt tip pen fades in a few months). Choose an area which is visible and make letters at least 30mm high.

Where to leave it

There are several options if you have to leave your trailer on the club premises:

1. We now have a special lockable compound by the new side gate (1st car park on the left). The compound gate will use a lock with a combination given on receipt of £20 trailer fee to the Membership Secretary.