

The Bosun's Lot

Bosun - Derek Butterworth

*With a determined look upon his face
He felt confident that he was on the case.
Head held high he strolled down Whitefriars Lane
Passing sailors who didn't know his name.
Past the club and down to the hut
In through the door and there wasn't a tut.
"ahoy there lads, you should be pleased that I am here
'cause, I'm Derek the Bosun so have no more fear".*
0930

Off to Tesco's for fuel - 3 Jerry cans of fuel cost about £85 and should last about 10 days. So, that sorted, the next job is to check what has been reported in the start hut - things like missing keys, equipment broken or something not working or even lost property. Oh no! A missing rudder from the Comet Trio hire boat. No problem, Simon and I would sniff it out so we checked the Trios, the container and around the grounds. The rudder floats so could it be somewhere out there. A trip round the lake revealed nothing but we were surprised to find little rubbish: maybe be the Carp eating it? We saw some huge ones. No luck that day but Simon eventually found it tucked away in the back of the container. (Note to Dads: children will put stuff back anywhere. Note to children: Dads will put stuff back anywhere. Note to all - please save us time and put it back where it came from)

Next task is to find a mobile mechanic. Dory 3 has had an intermittent fault with the tilt, probably electrical. We'd replaced the relays and fiddled about for hours, but as a temporary measure, we just disconnected it. The day arrived and we hauled Dory 3 out of the water on a trailer, the mechanic arrived with his mate. Guess what? We plugged it back in again and it worked! We just could not get it to fail. Two days later, however, it did. Very annoying!

Some months ago, when I first volunteered to help, we had an arrangement to meet one evening to have a look at one of the Dories. I was to fetch it using the tender. It was blowing a gale and as I'm probably the worlds' worst rower, I was scared witless. I launched it and stared rowing like mad, only to find I was going backwards. Eventually, I got to the cage, much relieved not to have gone in the drink. I pulled out the boat jumped in only to find I'd taken the wrong fuel tank! A lesson learnt - one hopes. Keep on tacking!

Editorial

Work, of course, has a habit of expanding to fill the time available but a weekend is gone in a trice. We are all slaves to time and the older we get the more precious it becomes. Our leisure time has to be measured with care or we feel guilty for frittering it away. Whitefriars has always offered me good value for time spent because I don't have to worry if there are races organised for the weekend or food available at a social event: I just write newsletters and design leaflets. We rely on each other to make the club work for us. I enjoy my sailing *and* the contribution I make on land - I really do - it's something I can do. What can you do? It's fun, I promise!

My thanks to contributors for their time and words: the threats were real.
Alistair Baird **Vice Comm**

Contacting the Editor

Alistair Baird
Tel 01242 862748
al@alstairbaird.co.uk



WSC News

The Newsletter of Whitefriars Sailing Club

Sept 2013

Commodore's Report



As the evenings draw in we can look back at a much better Summer weather-wise for sailing than in 2012. Better weather has seen more members getting involved in sailing activities and more participation in on-shore activities. We have hosted several successful Open Events and the Cotswold Federation Regatta. Our Junior Section has regularly seen 40+ Juniors keen to learn. Our Regatta saw over 140 members and friends

partying into the evening in our new marquee, which has also provided useful additional space over the Summer months.

I am pleased to report that after a few years of slow decline in membership, we are seeing growth in numbers in all areas. Many sailing clubs report declining memberships, so what are we doing that is different? The feedback points to the friendly welcome and help being given to both prospective and new members. Secondly it is the location and facilities offered by the Club, especially for families.

We have also seen updates and upgrades to the Club facilities over the last year, some through necessity and others based on feedback and requests from members. We remain indebted to a growing number of members who have volunteered their time, efforts and skills to make all of this happen. This work will continue through the Autumn and will need more volunteers please: come along to a social evening on the 3rd October at the club house to find out more.

I would like to take this opportunity thank Patrick Ward, who has recently stepped down as Club Steward, for all his time and effort in this role. Much of the maintenance work at the Club over previous years has been due to Patrick's hard work. A stalwart of the Club for many years, Patrick continues as a Trustee and powerboat instructor. He is able to step away from the steward role now more members are getting involved.

I would also like to give a special mention to Steve James and Nigel Potter for guiding the development of our catering this year. They have been trialling new menus and snacks: from 'bacon butties' to full catering: barbeque for 140, catering for Open Events, Junior and Sailability sessions. Discussions are underway for the catering we should offer in 2014 - let us know your thoughts through catering@whitefriarssc.org. If you have recently joined the Club I would like to welcome you to Whitefriars and hope to meet or even sail with you in the near future.

Enjoy the rest of the sailing season and remember to look out for the forthcoming social events being listed through our e-letters and on our website. **Tim Hopes Commodore**

Contents

- 1 **Commodore's Report**
- 2 **House Report**
Much has happened and more to come
Social Events keeping our free time fun
- 3 **Membership**
We're on the up
Training
Some courses still available
- 4 **Sailability**
a full season review
Ladies Group building on success
- 5 **Juniors**
Bursting with energy and learning fast
- 6 **Ivor Keates** unravels the Windward mark with diagrams!
- 7 **Sailing report**
- 8 **Meet our Bosun** and Laureate
Editorial gets the last word

Our AGM will be held at the club house at 7.30pm on 14th November. Please come along: hear the plans, have your say and cast your vote!

House - Spring Plans

Rear Commodore (House) - Simon Clark

Much has happened since my last report back in March.

The major project undertaken has seen the replacement of flooring in the dry room with safety flooring in a very nautical blue. New furniture, blinds and a TV aerial means the room is now more comfortable for a variety of users.

We have disposed of a number of under used items with the money going to club funds: Yard scraper and old pontoon £366; Laser II £650; Old Dory £350; Donated Miracle dinghy £500.

A large number of minor projects have also been carried out including extending the CCTV system, installing emergency call to the Disabled WC, installing a key safe for all the club keys, and providing an honesty box by the tea point. This has turned out to be very popular and in excess of £250 has been banked from this little box.

The rescue boats and fuel have been kept up together by Derek Butterworth and the engines will have been serviced on site by the time you read this. This will save money and avoid the chore of dragging the boats out in the depths of winter.

The club's new marquee was put up before the regatta by a large band of helpers and has been used throughout the summer. It has now been packed away by a smaller number but equally keen number and is looking for a winter home if anyone has a dry vermin proof area free.

Likewise the insulation throughout the club attic has been upgraded. The space has been cleared of an odd collection of items and hopefully will remain empty.

A 25m section of the north jetty is to be piled and repaired shortly. Improvements and tidying of the berth park and trailer store are in hand.

All the day to day has continued with the help of a small band of helpers. My thanks to everyone who has helped. If you would like to join us keeping the club tidy and shipshape please come along to the Volunteers Evening on the 6th October or contact me direct.

A final reminder to OOD's to fill in the Report forms as this is where we look for problems noted on a race day.



Social **Social Secretary**, Wayne Bull

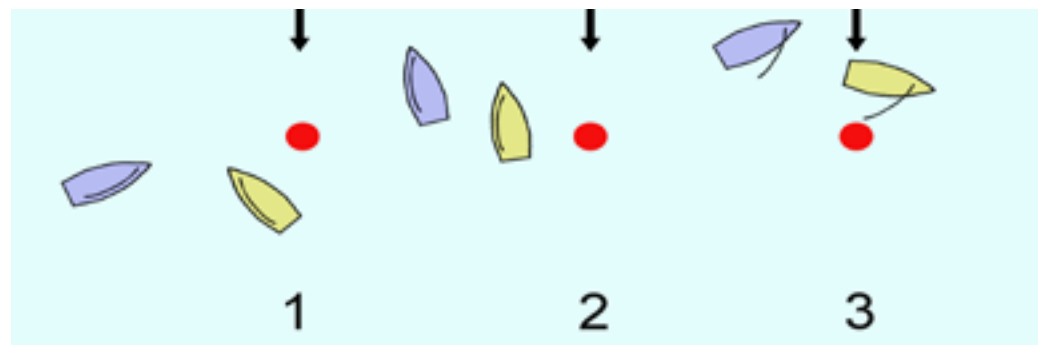
Did you come down for the Regatta on the 27 July? If not, you missed a great day with over 140 members and friends attending. We had all weathers, sunny and no wind to start with, wind building during the afternoon and rain later on. The races were well supported and great fun.

The fancy BBQ went down very well, as did the Uley beer and Pimms. Local band, Funktional, were great in the new marquee where over fifty members partied and danced until midnight: one member sang (badly), another on drums (very well) with three kids joining in percussion. A special thank you to all volunteers for helping with its smooth running.

Friday evening sailing has also been well attended with members coming down to enjoy a bit of sailing and a BBQ, perhaps the good weather has helped this year?

Looking to the future, we have a number of events to mention. We continue our Friday evenings with a Lay-up supper on the 29 November. An opportunity to meet fellow members for a drink and a bite to eat before the fair weather sailors hibernate for the winter.

Finally the Annual Dinner Dance and Prize giving will be on Saturday 25 January. Venue to be decided, but we hope to get the band Funktional back for a second performance, so if you would miss them at the Regatta, make sure you come along to this event.



Rounding to Starboard

As you will almost certainly be tacking round the mark this is potentially more complicated. If there is another boat close behind and to windward of you, you cannot tack directly in front of her. From the moment you pass head-to-wind you will be the give-way boat. Even if you have room to complete the tack you will now be on port and, therefore, still the give-way boat. One option for this situation is to slow down as you enter the zone. This should force the boat behind to go outside you at which time you will be able to complete your tack.

You do, of course, have right of way over any boat approaching the mark on port tack. You are under no obligation to tack immediately to round the mark so don't let the port tacker force you to tack more quickly than you would otherwise do. If you want to you can sail on and force the other boat to tack away, then tack yourself to round the mark. But be aware that this may allow boats behind you to slip through. If the port tack boat is close remember that you can't tack in his water. If you do choose to tack in front of him, you must be confident that you can complete your tack (i.e. you are on a close-hauled course on the new tack) before he has to change course to avoid you. If you don't you will have broken a rule and must do your two-turns penalty.

There is one situation where the port/starboard rule appears not to apply. If a port tack boat is keeping clear of a starboard boat by passing ahead, the latter cannot luff to tack round the mark if this would force the port boat to change course.

Sailing **Rear Comm Sailing**, Liz Burgess

Well that wasn't a bad summer! It seems a long time ago that we hosted our first open of the season with the Feva OTW training meeting in April, then the Access Open and on to the Federation Regatta. Indeed the beginning of the season was heavy with Open meetings and next year we hope to spread them more evenly through the season.

More importantly we have seen our own events well supported and joined by less experienced racers happy to give it a go - and why not? After all racing is simply an expression of good sailing and there is much to be learnt in measuring your own skills against others on the water.

We have been keeping our ears open to the format of racing at the club and though there will always be room for race series we've been looking at options for new styles.

The AGM is approaching and a Sailing Sec will be needed as Mike Cardew is stepping down after two years. He has done a fantastic job in the role ensuring, amongst other things, race results are posted promptly and on behalf of the club, I'd like to thank him for his contribution.



The Windward Mark

Ivor Keates continues his sailing tips

The windward mark is defined as one at the end of a beat – that is, you have had to tack to reach the mark. If you have laid the mark in one go then it's not a windward mark. That might sound a bit simple but it matters as the rules are different when rounding a windward mark rather than any other.

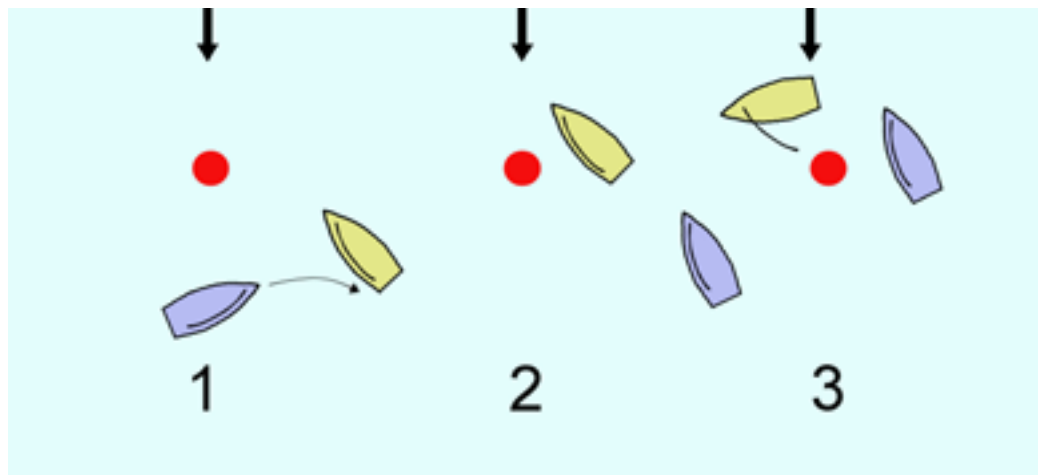
Windward marks may be rounded to port or starboard, depending on the course. Which ever it is, it will pay to approach the mark on starboard tack – unless, of course, you are the only boat around – as that gives you right of way over any boat approaching on port tack. Go in wide and exit close to the mark to prevent another boat squeezing into the gap. Take care not to hit the mark! If you do, you must sail clear and as soon as possible make a one-turn penalty ie a tack and a gybe in either order.

Rounding to Port

The Port/Starboard rule applies to boats on opposite tacks, so the boat on starboard has right of way. Aim to be on the lay-line or just above it. Don't be below the lay-line or you will have to tack to get round the mark and any starboard tack boat behind you will be in the way! Ease the sheets as you bear away round the mark and heel the boat slightly to windward. This will help the turn and, as less rudder will be required, you won't lose as much speed.

For boats approaching on the same tack the 3-length rules apply. If you have an inside overlap when the leading boat reaches the zone (3 lengths of the leading boat) then you have the right to mark-room – ie enough room to allow you to make a "seamanlike" rounding.

If you are on port tack and there are starboard tack boats approaching you will almost certainly have to duck their sterns and find a gap in which to tack on to starboard. You can take a risk and tack within the zone but if you do you must not force any starboard tack boat to sail above close-hauled. Worse still, if a starboard boat manages to gain an inside overlap then you must give him room to round the mark.



Membership

At the end of 2012 we saw the results of an advertising/recruitment campaign we had started in 2011. We ended 2012 with more members than at the end of 2011: something we have repeated this year with still some months to go.



Much of this has been the result of an advertising effort led by Alistair Baird and Jane Slaughter. Al has produced club flyers, which have been distributed to strategic locations and we have more if you would like to place some at work or a sports centre. Jane has been making the presence of the Club known to the local press in our catchment area: we have appeared in local parish newsletters and the Swindon Advertiser.

The results of this advertising has fed into a good response to our two Open Days we held this year. We changed the name from Try The Sport to Open day to reflect the inclusive nature of sailing. We wanted to show new members the social side of sailing as well as the sailing. On both days the weather was kind to us with enough wind to make pleasant sailing. In total over the two days we had over 50 visitors with 10 new members signed up. We did many more trips around the lake as some members seized the chance for a sail accompanied by an instructor and introduced children and grandchildren to sailing. A big thank you to all members who registered visitors, fitted buoyancy aids, helped in the kitchen, sailed boats or just talked to visitors. It all went to make the days successful and promote our reputation as "The Friendly Club"

Pat Green Membership Secretary

Training

Hopefully the lovely summer weather has tempted lots of you to get out and play on our lovely Whitefriars Sailing Club lake. If you could now do with a bit of informal help in honing your sailing skills for the more challenging autumn and winter sailing conditions, look no further than the Improver Sailing sessions we have arranged for you on September 28th and October 26th. Feedback from previous sessions has been excellent: "Thank you ... for your expertise and wise advice" and "I really learnt a lot and improved my confidence" were some comments received.

Our RYA Level 1 and 2 course on Sept 21st/ 22nd was well subscribed and many thanks to instrctrs for giving their time.

We have a WSC club safety boat course running on October 12th for members who would like to help with rescue duties at the club. We also hope to run the RYA Safety Boat course at some point this autumn. This is a 2-day course and you must already have the RYA Powerboat Level 2 qualification. If there is sufficient interest, we will run the RYA Powerboat Level 2 course on November 9th and 16th.

Feedback on the training we provide is always appreciated, so if you've been to one of the sessions already this year, please let me know what went well for you and what could be improved. If you have any requests for particular types of training or courses, let me know and we will try to help.

Costs for the 2-day RYA courses are £95 for members and £110 for non-members. Improvers sessions are just £10.

Pete Bone Training Principal



Sailability Group

Whitefriars Sailability Group has had a very good season so far. We started our programme with an Open Access event which is part of the national Traveller Trophy series that brought in racing dinghies from Clubs and Groups from the South of England. It was a pity that the cold spring meant some potential visitors stayed away, but those that did come were impressed by our organisation and facilities. We have been promised better attendance next year (and better weather?).

Our regular Wednesday Sailability sessions have been well supported right through the season by disabled sailors and volunteers without whose efforts we would not have been as successful as we are. As the spring moved into a warmer summer, we have gained a few extra members and our Wednesday sessions now regularly host between 8 and 10 disabled sailors.

We have supported a few group visits during the year, of children and young adults. This has not always been easy, but with the extra help of Whitefriars Club members, it has worked very well in giving our visitors a good experience.



Our season carries officially until 30th October but continues with boat maintenance and fund raising to keep the group going and for at least three more boats for 2014. We try to keep the cost of sailing for the disabled to a very nominal level but at present we are not quite earning enough.

Thank you WSC: you are providing a facility to those that need your help.

Sailability Group Chairman: Chris Stout
tel 01242820356 mob 07951 468934



Ladies

The Ladies' Group continues to grow and we now have a sizeable fleet, 4 Versas, 4 Gulls, a Comet and a Laser, which is sometimes supplemented by a club Trio. We have been a little unlucky with the weather but have still had some useful and constructive coaching sessions this year (many thanks to Jen and Rosemary), improving our skills for man overboard and coming up to a buoy, as well as practising rudderless sailing and rounding a buoy in the most efficient way. The more blustery sessions have even included capsized drill – not necessarily intentionally!

The cupcake series still has a couple more races to go, and we will announce the winner in due course. After our final Ladies group sailing day we will finish off the season with an evening of good food and drink so that we can talk over our group and individual achievements and enjoy each other's company before we pack up for the winter.

We are already looking forward to next year when we hope to arrange a day sail. Our initial thoughts are that this will be at Chichester Harbour in September, and we will be opening up invitations to join us to the rest of the club. So watch this space as well as the website for more information. Please contact Hazel Parks 01225 329598 ladies@whitefriarssc.org or Celia Moule 01285770134 celia.moule@gmail.com for further information.

Hazel Parks, Ladies Group Membership Secretary



Juniors

What a busy season so far! As I write, we are looking forward to the resumption of Juniors after the summer holiday break, with one session at Whitefriars followed by our annual trip to the sea, this year a repeat of the popular trip to Portland and SailLaser.

However, looking back to the spring, my memory is of sunshine and big breezes. Our older, more experienced sailors in the group had a whale of a time. Jen, our outside coach, came in for 3 sessions with the Youth Development Squad (YDS), and continued their racing education in 2000s and in Lasers. Some of this group now take part regularly in main club racing, and it is good to see them climbing up the rankings, though I'm beginning to get worried about my place in the pecking order!

Younger and less experienced sailors did struggle at times on the windiest days, but by giving them experience out as a group in a Trio, or by having them sail in more sheltered parts of the lake, I hope we have given everyone a good time at the sessions. Both they and the instructors will have slept well after some of the busy days we have had.

Our groups have almost always been full, and it has been a shame that occasionally we have had to let people know that there isn't room for them at a session when they have contacted us. The reason for the limit of numbers is threefold. Firstly, and most importantly, we don't have enough instructors to teach any more children, as the RYA set a limit on the numbers that any one instructor can teach. We really need more people to help with the coaching, so if you feel that you have something to offer, please get in touch! Secondly, we run out of boats! Our new fleet of RS boats has helped enormously with this, as have the kind loaning of private boats for sessions, and use of the main club training fleet.

Thirdly, we are very aware that the club is for all members, so we don't want the group to grow too large. We try and minimise the chaos caused by having so many young people around, and the children themselves are almost always very courteous towards older members, but sometimes over excitement can cause the odd lapse on the land, and inexperience on the water can make their boats go in unexpected directions on the water: apologies if there have been any incidents; they are trying their best!

Our sessions this year are, weather allowing, going well on into the autumn. With the interest shown in the group at the Open Day in early September, where Junior teams took part in the 4 hour race, we are looking forward to welcoming some new members, and to some more exciting sailing for all the Juniors.

Rupert Whelan - Juniors Group

