

luff slightly to ease the pressure on the sails. But not too far or you risk backing the sails and making an unexpected tack – undignified at best, rather wet if it all goes wrong! Keep your weight forward so the bow is in the water. This will help prevent the bow being blown off and the boat sagging down to leeward.

In very light winds you must get the crew weight as far forward as you can to raise the transom clear of the water and reduce the wetted area of the hull. It can also pay to heel the boat to leeward. This imparts some shape to the sails, which the wind alone isn't strong enough to do. It's also better to sail a little freer - a few degrees off the wind can often give you that little bit more speed.

So, you have the boat moving well but then, this being Whitefriars, the wind shifts (2). If it's a header (ie the wind moves forward and you are now sailing, in effect, above close-hauled) you have two choices (?) – bear away to fill the sails or tack. Hang on for a few seconds to make sure that the shift will last and, if it does, then tack. A boat which tacks on the significant heading shifts will always get up the beat faster than one that simply bears away and then heads back up when the inevitable lifting shift follows (3). But to take best advantage of this you need to be able to tack smoothly and efficiently – practice!

You must also think about other boats and the Racing Rules.

If you are on starboard you are the stand-on boat. There's nothing in the Rules that requires you to tell a port-tack boat that you are there but a quick shout of "Starboard!" leaves no room for misunderstanding. The port-tacker then has two options – tack onto starboard as well (2) or bear away under the stern of the starboard boat (3). Tactically, it is

almost always best to duck the stern. You will also get a small lift as you pass under the stern of the other boat – be ready to take advantage of it. If you tack then the starboard boat has you trapped below him and you can't tack again until he does. The main reason for tacking would be if you were able to tack on to starboard and then lay a mark to be rounded to port. And so to the windward mark. Whichever way you have to go round it it's best by far to approach on starboard tack, especially at the end of the first beat when there is likely to be a lot of boats converging on the mark. In terms of the Rules, at a windward mark the Port/Starboard rule applies so if you are on starboard tack you have the advantage.

Ivor Keates

### Contacting the Editor

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## Commodore's Report



Welcome everybody to the 2013 sailing season, and an especially warm welcome to our new members. It is time to come out of hibernation and dust off your boats and gear, come down to the club and start sailing. The weather is improving and hopefully this year we will see more sailors on the water and more often. We have a full programme of sailing and social events for you to join, kicking off officially with the Starting

Gun Trophy on 10th March, though Sunday racing has already started. The kitchen is complete and has been awarded the maximum 5-points, following its certification by Wiltshire Food Safety. My thanks to those who have lent their time and skills over the winter to finish the kitchen, redecorate many areas and install heating in the Wet room. Less disruptive work will continue over the coming months to make visiting and using the club a more pleasant experience for both members and visitors.

The development plan builds on the achievements of the past and provides a continuity to improvements in the future. As well as our facilities, it will consider every aspect of sailing, training and membership and is an essential qualification in applying for grants. The committee is now focussed on completing that plan and keeping membership informed on its progress this year.

At the AGM it was agreed to reform sub-committees to allow more members to become involved in the day to day running of the club. This is now working well and frees up time for the management committee to concentrate on setting the direction for the Club.

Volunteering embodies the spirit of the club and sub-committees provide the framework for running the club but does not cover the less obvious tasks such as cutting the grass, distributing leaflets or updating membership records for example. If you have expertise you can offer, then do not hesitate to approach someone on the committee: your help is much needed and always appreciated. It is unwise to rely on the efforts of a small number of stalwarts. Volunteering helps us to keep membership fees low, particularly at a time when personal budgets are tight, but the club should remain an affordable luxury we cannot do without!

No more excuses, it is your Club so please come down, use it and join in. That way it will make a lot more fun for everybody with more members out sailing, whether racing or cruising or even just socialising. Enjoy your sailing! I look forward to meeting you at the Club.

Tim Hopes, Commodore

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History Appeal: Pat Green is hoping to build an archive of club history. If you have a good memory then step forward with photos and facts

## Editorial

What could be better than a packed newsletter with nothing for the editor to say other than express his thanks to all the contributors? I hope that all those who have contributed their words will find their actions well supported, because I know how much time and effort has gone into this year's programme. Lets have fun! **Alistair Baird**

## Social

The position of Social Secretary has been open for a couple of years, but it occurred to me what an opportunity it offers to add some meat to the bones of the sailing, which of course we take for granted: we are a sailing club, but we ought to do more for ourselves.

I have looked at our regular activities and sought to build on them: a weekend of sailing - lets make use of the camping field. The Boat Show - why not organise a bus? We all enjoy a party and sometimes all it takes is for someone to send out the invitations!

Have a look at the website and the handbook and I hope you'll be surprised what we're organising over the coming twelve months. This isn't anything new - it's what sailing clubs do and it should ensure everyone feels included, whether you sail actively or not. If you'd like to help then please get in touch - it should be fun after all!! **Wayne Bull, Social Secretary**



## House - Spring Plans

**Rear Commodore (House)** - Simon Clark

Firstly I would like to introduce myself as the new Rear Commodore (House). Please feel free to contact me directly with any matters regarding the repair, maintenance and development of the club - details in the handbook or find me in my Phantom or N12.

Secondly but more importantly, I would like to thank the previous Rear Com House John Fellows, and the committee, for their sterling work over the previous years. I would also like to thank Pat Ward for his ongoing work and assistance.

Since the newsletter is distributed during the Spring Work Party I would like to thank everyone for their help. There is always plenty to do, but the spirit of the day is unfailingly sociable and if the weather has been kind, then it feels like we are brushing away more than cobwebs to start the season properly: here comes summer! The kitchen is now fully functioning and the heating system will be extended into the changing rooms over the next few months. This, and improved loft insulation, will greatly reduce the chances of pipes freezing over the winter, which has plagued us in the past.

Finally if any member has a speciality they can offer with regard to the repair and care of the club and the safety/training boats please contact me as space can be found on the committee.



Particular thanks go to Nigel Potter who spent many hours of his time redecorating the Wetroom and lobby over the winter: you'll see all the walls & ceilings have now been filled and painted.



Recovering a capsized dinghy.

Now line yourself up to the dinghy, working at some 90 degrees (Right angles) the wind direction, so you are on the Hull Side NOT the mast side and have the ASO take the dinghy painter or if does not have one use the Dory bow line, by some means attach the dinghy to the Dory leaving at least 2 meters of free line, then gently reverse into the wind. The ASO can now get at the centre board / dagger board to use as a lever and right the dinghy. Alternatively, go to the mast and progressively lift until the dinghy is upright. If the Crew are still with the boat and only need assistance, still attach the bow line, gently pull into the wind, so the dinghy lays head to wind, the crew will then do all the work for you. In this case let them sort themselves out, then sail on. If the boat is upright but with no crew get the sails down as quickly as possible and tow it back to shore.

Trapped crew

The one great fear with modern open transom skiffs, is they can invert very quickly and in the process trap someone underneath, with little or no breathing space, so it can be seen that talking to and counting heads is absolutely necessary. If this happens, work quickly and positively. If another Safety boat is in operation, radio them to the scene too.

Action at the capsize

The most effective method is to push down on one corner at the back of the dinghy and so lift the opposite side. Do what ever you can to get that side up and held, to get the casualty out. Cut lines or whatever is needed to release the trapped person. If absolutely necessary put someone in the water, but remember, you are more use to lift or pull a rope if you are on a dory deck.

It is hoped this situation never occurs. Please come on one of our courses, these techniques are explained and put into working practise. Next course April 6th. Others will be arranged.

**Patrick Ward** Senior Powerboat Instructor

## The Beat

Ivor Keates continues his sailing tips

Once you've crossed the start line the next challenge is to sail up the first beat as efficiently as possible. But there are a number of obstacles in your way - other boats, the need to tack, the bank - to name but three!

First of all, you need to seek out clear air. If you are surrounded by other boats, it will pay to escape from the pack. So don't just sit there on starboard with all of the others. Tack off as soon as you can to get away from the other boats, even slowing down a little if necessary to let a boat to windward pass you to make room for the tack.

Unless there is very little wind, keep the boat FLAT! Dinghies are designed to sail upright, not on their ears. Every time the boat heels it will want to turn into the wind. Applying rudder to stop this is a bit like dragging a small bucket behind - it slows you down! So sit out as far as necessary to keep the boat flat. If that's not enough then ease the mainsail a little. You gain more by being flat than you lose through easing the sheet. If a gust hits before you have chance to sit out then let the main out as the gust strikes, sit out and then sheet back in fast. You should be looking upwind to spot the gusts on the water - those dark patches you can see? They are gusts. As the gust approaches, sit out, even if that heels the boat to windward. Then, as the gust hits, it has to pull you up before it can make the boat heel. Because the amount of leeward heel will be reduced the result is acceleration - just what you need. If the gust is so strong that sitting out and easing the main doesn't do the trick, then let the boat



## Safety Boat use and training pt.2

In the last newsletter, I covered the basis of how we at WSC see the importance of understanding and training people who are allotted a duty, either Safety Officer (SO) or Assistant (ASO).

Now is the time to look at the approach by powerboat to either a person in the water, maybe just fallen out of a dinghy, or the capsized dinghy that is proving difficult for the crew to right.

As time, dare I say speed, is of the essence, the important thing is to get to the problem and assess the situation. The driver who goes roaring up to the side of a capsized dinghy will probably make the situation worse, first of all by frightening people in the water, and



creating a serious bow wave that will throw everybody into panic. The approach should as quickly as is reasonable possible for the circumstances, slow down when 30 to 40 meters away and go in at a steady pace, speak to the person or persons, establish quickly that all crew are above water and accounted for.

### Casualty recovery

In the case of a person fallen out of a boat, approach them by driving into wind, slowly and have the ASO talk to them all the way, manoeuvre the power boat to get the casualty just ahead of midships on the port side. Why Port? That side of the dory is clear of driving consul and easier to lift someone in. If they can help themselves use the 'seal method': tell them what you are going to do, grip the shoulders of buoyancy jacket and help lift out. The other way is to get casualty laying in the water alongside the Dory, driver then stops the engine and the pair of you then grip an arm and a leg, on same side of the body, and roll the casualty into the Dory. If you need to grab the person by the seat of the pants, tell them first.

Once the casualty is aboard assess their status: are they cold, frightened or simply had enough? In any event the best course of action is to get them to dry land and warmth, then look for the next capsize problem: if there is none then return to the capsized dinghy.

## Sailing

Welcome to a very full sailing programme in 2013, which accommodates all of the varied sailing activities which take place at our club. The racing programme follows much the same pattern as last year with a mixture of day series and series which are run over several weeks. To make sure that we get off to a good start there will be a Rules and Tactics evening on March 27th when Ivor Keates explains the latest version of the Racing Rules which come into force this year.

We will be welcoming visiting sailors on several weekends (and a Wednesday) for Open meetings, which will run alongside the racing programme. The Federation Regatta, which we host on the 20th April, is an event for all the local clubs to compete. It is open all but even if you're not competing it will be a good spectating day.

If you haven't raced before then why not give it a go and join in with the Novice series. Consider joining in the Training Section's Start Racing courses (contact the Training Section for more information).

Recognising that some folk prefer to be able to sail freely around the lake without the worry of getting in the way of racers, there are plenty of dates in the calendar when safety cover will be available on non-racing days. Last year's successful Friday evening supervised sailing sessions continue – an opportunity to wind down at the end of the week with a couple of hours of pottering around the lake in a supportive non-competitive environment.

The club management structure includes a Sailing Committee. I would like to invite representation from all sailing onto this group: in particular "Fleet Captains" from the asymmetric, fast and slow handicap, laser, laser2K, Cruising (non-racing) and other fleets if they would like to be represented. Drop me an e-mail if you are interested. I wish you all an enjoyable and successful sailing season, **Liz Burgess, Rear Commodore Sailing**



## The Kitchen

If you have not been down the Club since last Autumn you will be in for a surprise when you see the new kitchen! The Club now has the ability to serve hot meals and snacks to members and their guests. We plan to offer a regular catering service each Sunday from the work-party day in early March until mid-October. Club events such as the Regatta, Junior Training and also Open events will be catered for.

On those days a cook-to-order snack service will be offered together with more substantial meals which need to be ordered at the beginning of the day.

A new catering committee has been formed, with myself as Catering Manager chairing it, reporting to Rear Commodore House. Please note that pricing policy is set by the management committee and not by the catering committee! The tea-bar is now self-service, with cups, tea, coffee, sugar and milk outside the kitchen though members are still required to pay for these drinks. Tea-bar duty has become 'kitchen duty' and, not surprisingly, involves working in the kitchen.

Complete instructions will be given but the expectation is that, with written instructions, those on kitchen duty will be able to reheat meals and make simple snacks during the duty day. On days when there is more elaborate catering being provided there will be a member of the catering committee to lead the food service, although additional volunteers are still required to help provide all this catering.

We hope members enjoy the new facilities and look forward to feedback. There are a number of FAQs posted on the website which will hopefully answer any questions you may have. If they do not or you would like to get involved beyond just undertaking kitchen duties, please contact me on [catering@whitefriarscc.org](mailto:catering@whitefriarscc.org) or talk to me down the Club **Steve James, Catering Manager**



## Sailability Group

The Sailability Group is about to embark on its second season with a good assortment of boat for its disabled and less able club members to use. We have an open Access Traveller meeting at the Club on Wednesday 10th April but normal dedicated Sailability sessions will resume on Wednesday 17th and run on every Wednesday through to 30th October. Remember on those days we run a Safety Boat so if other club



members want to sail, it can be done safely under our watchful eyes. Our Group members also sail at other times, not just cruising, but racing and training. The Group tries to encourage disabled and less able members to integrate into club activities but do sometimes need a little help (and patience) on occasions. Please help us when you can. The Group always needs volunteers who can give some of their time to help, and we also need more members too. We have a volunteers training day on Wednesday 3rd April. Want to find out more? Please come along.

Our boats are much more stable and safer to sail. We have a reduced rig Wayfarer, and reduced rig Flying Fifteen as well as specialised Access dinghies. I have collected a Challenger which has been gifted to us. They will be sailed, raced and used to help our members develop their sailing skills.

**Sailability Group Chairman: Chris Stout** tel 01242820356 or mob 07951 468934



## Training

Whitefriars continues to offer a range of RYA dinghy sailing and powerboat courses. Whether you are a beginner or a more experienced sailor wanting to get into racing, there is a course for you.

This year, for the first time, we are running some Improver days for people who know the basics and are competent sailing their own boats in good weather, but would like a few tips to help them sail when the conditions are more challenging or just to get the best out of their boat. John Andrews is also running the very popular week of sailing workshops in July, and supervised sailing sessions will run again on Friday evenings through the late spring and summer months.

We are extremely grateful to all the instructors who give up their time to come and teach on the courses and at the other sessions. We would really like to train more members to instruct so we are hoping to run some free sessions for potential assistant instructors. Please let us know if you would be interested in this.

So, there is no excuse for you not to get out on the water! Just ask Pete or Rosie if there is anything about your sailing that you want to work on and we'll do our best to help. Good winds and safe sailing.

**Pete Bone Training Principal**



## Ladies

We are fortunate to have Jen Miller from Exe Sailing Club with us for 4 sessions again this year so expect to build on our achievements last year and maintain some continuity. We have not yet arranged coaching for the other 4 sessions but hope that we may find a volunteer to take all 4 and work with Jen to give us a cohesive structure for the year. We will again be practising some of the techniques in seamanship and racing from the level 3 syllabus, our opportunities having been rather limited by the weather last year! However, we have all become much more confident in less than ideal conditions, and have learned a lot about using weight distribution to work with sails and rudder, as well as improving race starts. We are working on a development plan to set out our aims and objectives for the future, so if anyone has any views on what the Ladies Group should be doing, or what it's not doing right, then please let us know. We would like to increase membership and feel that we are offering a valuable extra for women club members.

The Cup Cake race series will continue to be run on Ladies days this year. Thanks to Jen's (and others') coaching, it was a much more closely fought contest last year and has given some of our members confidence to participate in club races. We hope that the spirit of mild competitiveness within a friendly group will continue to help us find our racing feet (keels?) as well as generally improving our sailing techniques.

Ladies Group days will be 23rd March, 27th April, 25th May, 15th June, 20th July, 17th August, 21st September and 12th October (note change to May date from date shown on application form). Membership costs £15 for the year.

Please contact Hazel Parks 01225 329598 hazelinbath@gmail.com or Lorraine Ratcliffe 01242 513392 lcratcliffe@btinternet.com for further information.

**Hazel Parks, Ladies Group Membership Secretary**



## Juniors

The Juniors group continues to be one of the big successes at WSC due in no small part to the involvement of parents as much as the enthusiasm of the children themselves. We will again this year encourage children from age 7yrs through the stages of the RYA syllabus before they are old enough to transfer to the Youth Development Squad.

This year we will have a top RYA coach for 4 days of training and the Class Association will provide coaching during our RS Feva Inlands Racing 22nd/ 23rd June. We are planning to visit other clubs for events organised by the YDS.

The object of the coaching and training is not just to race but to the master boat handling skills needed to ensure their sailing is safe and fun.

We had a fantastic weekend away at Weymouth in the Autumn, which proved very popular. We are looking into doing something similar with the Juniors again this year.

