

## Shropshire Sailing Club Newsletter

### October 2009

**HALLOWEEN PARTY:** Live music from Liam Royden's band and traditional games at the clubhouse. Liam has promised to include music that parents will recognise. Open to all, not just those with juniors. Saturday, November 7<sup>th</sup>, starts 7pm. If you want alcohol, bring it yourself.

**VOTES FOR ALL:** The club agm will be at the clubhouse on Friday, November 20<sup>th</sup>, at 7.30pm. Have yourself elected to a position of power.

**KIELDER TRAGEDY:** Most will be aware of the shocking double fatality at Kielder Water SC earlier this year when a father and daughter died following the inversion of a Laser Stratos during a club race. The RYA and Marine Accident Investigation Board inquiries have concluded. Read the club's response and recommendations in the appendix at the very end of this newsletter.

**JUNIOR OPEN:** Was a roaring success with 21 boats competing. Race officer Rob Shelley did exceptionally well to finish five races in light winds. Though visiting boats from Shustoke SC threatened to spoil proceedings at one point, Tom Endacott came first, two points ahead of Ben Lawrence in second. Crystal Truman was fifth, Charlotte Norris sixth, Tom Dutton seventh, Lottie Rapson eighth, Louise Norris ninth and Beth Endacott tenth. Well done to everybody who competed and thanks to all who gave their time to help in one way or another.

**BORDER RAID:** Bala SC's junior open was held the weekend before our own, and was eminently satisfying with Tom Endacott winning, Lottie Rapson third and Beth Endacott coming fourth.

**WINNERS' NIGHT:** The annual club dinner and prize-giving is at Shrewsbury Town FC on Saturday, January 30<sup>th</sup>. Juniors welcome. Details to follow from John James.

**WHISPER IT GENTLY:** The Mere Whisper trophy is given annually for non-racing sailing achievement. It was donated by ex-Commodore Arnold Grayston, who had circumnavigated Wales in his Wanderer and now wanders the Meditterean in something larger.

Previous winners have been for helming in the Aegean, gaining experience on an RYA day skipper course, a sailing/camping expedition in the Lakes and a Scottish sailing marathon for charity.

Nominations to Brian Rapson ([brian@oakcottages.wanadoo.co.uk](mailto:brian@oakcottages.wanadoo.co.uk)) before November 30<sup>th</sup>.

**JUNIOR SUCCESS:** Four Whitemere crews competed in the RS Feva Inland Championship at Northampton SC on the weekend of October 24/25 and all finished in the top half.

Rob and Becca Morris finished 8<sup>th</sup> out of 51, with a best placing of fourth; George and Ed Shelley 20<sup>th</sup>; Tom Endacott and Lottie Rapson 23<sup>rd</sup>; and Hester Brisbane and Francis Baldwin 25<sup>th</sup>.

## APPENDIX 1: KIELDER TRAGEDY

A full description of the accident can be read on the RYA website and on the Marine Accident Investigation Board website.

<http://www.rya.org.uk/newsevents/news/Pages/LessonstobelearntfollowingtragicaccidentatKeilderWater.aspx>

Such accidents are incredibly rare but sailing, like almost all sports, is not without risk and the SSC General Committee have carefully considered the recommendations of the RYA following the Kielder accident as well as existing guidance relating to the provision and use of safety boats.

A capsize followed by the boat inverting is more common with modern sailing dinghies which tend to be more buoyant and float higher than older designs.

At SSC this category would include the Laser 2000, RS Feva, RS Vision and Laser Vago. However most classes of boat can invert and entrapment can occur whether or not you use a trapeze. We would therefore suggest that all members consider the following advice and how it might apply to their situation:

1. **Use masthead floatation whenever you feel there is a high risk of capsize** and especially when you are sailing with someone under the age of 18 or with an inexperienced crew. This can be a simple buoyancy bag or a masthead float (see picture).



2. **Practise capsize drill with your crew.** A good day to do this is a (sunny) Saturday when the rescue boat crew can come and standby and the Saturday Duty officer may be able to give advice and guidance.
3. **Use a strop to prevent the centre board dropping in more than 3/4:** it is unusual to sail modern genniker boats with the board fully up so this should not slow you down! It's just a bit of rope.
4. **Carrying a safety knife & a whistle on your buoyancy aid** and know how to use them (6 short blasts on a whistle to indicate you need urgent help). A plastic whistle from Millets is about £4 while a safety knife from [sailboats.co.uk](http://sailboats.co.uk) (see below) is about £18.



5. **Go straight to the centre board or dagger board to prevent inversion** as that allows time and opportunity for any entrapment to be resolved by those involved or by the safety boat crew.

This newsletter was brought to you by Paul Dutton and is based entirely on SSC members' contributions. If you would like something including in the next newsletter, due some time in February or March, contact me on [duttons.family@gmail.com](mailto:duttons.family@gmail.com)