



# Newsletter Early Summer 2012

## Newsworthy

The club is just brimming over with new instructors! Congratulations to all our new assistant dinghy instructors! Beth Endacott, Becca Morris, Nick Jones, Paul and Tom Dutton, Ed Shelley and your Commodore all turned out for a course run at the club over the weekend 14/15 April. Now your Commodore is an interesting case; it turns out that he was one of the original Bob Bond dinghy instructors back when the scheme was originally conceived, when men were men and sailing dinghies only tacked backwards ... and that was so long ago that the RYA just would not swap his ancient certificate for something more modern ... so tough luck Chris ... back to the beginning again ☺



The Commodore as a young man !

More congratulations to all those who signed up for the Powerboat Instructors course; your Commodore (again), John James, Brian Johnson, Mike Davy, Tim Allan and (pause for fanfare of trumpets) Chris Adlington. It turns out that Chris A is an ace powerboater ... though it seems he should still be told off for using too much jet fuel. Huge thanks to younger club members who were guinea pigs for the course and were awarded their well deserved Powerboat Level 1 certificates as some compensation! ☺



Chris A as an even younger man

## World Beaters?



The RS Feva Worlds take place at Hayling Island from 21-27 July and yes we have our own entrants in India Edwards and Tom Dutton .. do think of them battling the elements and having to slum it at Hayling Island Sailing Club (see left) - looks a bit like SSC from certain angles don't you think ...

## Junior Days and Family Fun Weekend

Chris A (again) and Paul Dutton (again) are the people that manage and run your junior days and are even now planning the Family Fun weekend on 23 and 24 June (camping, hog roast, live band, three RS Teras for the kids to try out). It's a lot of work so please do try to make their life as easy as possible on these days. When asked for numbers, do please respond as soon as possible rather than just turn up and hope that they can find room for you ☺ ☺

**Following a recent incident,** we have reissued our Tips for Safety Boats (see last page)

## Financial Climate



The current financial climate impacts on all our members. Changing financial circumstances could mean the difference between renewing or not renewing membership. The club therefore proposes to establish a fund to help in such cases. It would be capitalised by gift aided voluntary donation rather than from club funds and operated by two trustees. All transactions within the scheme would be held in the strictest confidence. If you would like to comment on this proposal, please do drop a line to the General Committee at [gc@shropshiresailingclub.co.uk](mailto:gc@shropshiresailingclub.co.uk)

## Diary Date

On the **22<sup>nd</sup> September at 7.00pm** we will have a founder member – Dr Frank Newton, OBE – coming to talk about his lifetime involvement in sailing and his time as British Olympic Sailing Team doctor. Frank has been awarded an OBE for his services to sailing and it promises to be an interesting evening. According to the 1951 Programme Frank was sailing the 15 foot Lug Sloop Fai-ti-ah in 1951.

## Open Day

Quality not quantity is what matters – and that was certainly true of the club's Open Day this year. After what we thought was a disappointing morning at Tesco in Ellesmere we had six groups come along having seen the publicity there and two families joined the club. In all 19 groups came to the Open Day, 46 people went for a sail and there were nine new memberships – an excellent outcome and well worth the effort. It's also been good to see so many of the new members making full use of the club's facilities.

## New Members 2012

**Welcome to:** (or rather welcome back) Chris & Peter Knight; Angus Bartaby\*; Steven Beard; Tim, Claire, Eliza & Heath Rosselli Neil, Marian, Gregory & Lauren Turnbull; Andre Nicholls; Richard, Pippa, Georgina & Alexandria Hackett; Graeme Pluves, Lisa Gauden, Oliver & William Pluves; Glenn, Rachael, Louis, Max & Lotta Jackson; Iain, Gill, Jonathan, & Alexandra Campbell; Richard, Louise & Ben Cowley; Richard & Felix Jebb; Janet, Ian & James Kelly; Marc & Esther Nye, Shona, Cameron, Zak & TJ Beddows; Chris Cater; Ian, Harry, Billy & Becky Parkinson; Chris, Ruth & Sam Dudgeon; Nigel, Toria, Emma & Rosie Stevens; Ross & Brooke Morgan-Jones; Claire, Stephen, Tara & Marcus Davies; Darren, Jayne, Sam & Zak Rowley. \*Angus has now joined as a private member because RAF Shawbury is no longer an affiliated organisation.

## New Affiliate Group 😊

We also welcome Adcote School for Girls which has joined the club as an Affiliate organisation. Groups of up to six girls will be sailing on Wednesday afternoons and some weekends throughout term time. They are under the supervision of David Cooper who is also a family member of the club.

## But ... 😞

The loss of RAF Shawbury as an Affiliate due to “cutbacks” is a great disappointment as it was amongst the founder members of the club and sailed Firefly F899 in the first year. It joined as “Service Mess Member”... not a category we have any more!

Got something for the next newsletter? Send an email to [editor@shropshiresailingclub.co.uk](mailto:editor@shropshiresailingclub.co.uk)

## History Books & History Man

The club recently received a small package in the post. It was from Mr Francis Whitley and it contained Club Programmes and Rule Books from 1951 (the first year of sailing) to 1972. They are a treasure of interesting information about the early days of the club. The sailing season was April to September with races for Fireflies, Handicap and Cadet Dinghies – the first Sunday race started at 3.00 pm – and a one shilling (5 pence) sweepstake added spice to the day's racing!

The minimum age for a Junior was 12 although within a year that had dropped to 10 (and it kept slipping until it disappeared altogether). The joining fee was two Guineas (£2.10) which according to the Bank of England is £47.14 today – not far off our £50.

Membership however was much cheaper... only one Guinea a year, while Juniors paid ten shillings and sixpence (half a guinea - 52.5 pence). More to come as we plan to scan some of the booklets and put them on the website...

## Site Lease, Car Parking & Trees

The club is continuing to negotiate with the Grosvenor Estate for a long term lease on the land we currently occupy and the adjacent field. This will allow us to bid for grant funding for a new clubhouse and move both dinghy parking and car parking out from under the trees behind the clubhouse. The trees are regularly inspected by the Estate's forester (the last time was in 2011) but unfortunately branches can fall from trees at any time.

After the recent incident in which two member's cars were struck by a large branch falling off a healthy beech (in still air) we are keen to progress the move of parking more quickly but even after we obtain the lease we will still need to go through a planning process to change the use of the field. We have roped off the area under the beech and hope to open up some other areas to relieve the parking pressure; meanwhile we're appealing to members to park as tidily as possible!

## Cruising Fleet Captain

A large group attended the excellent evening talk on cruising led by our own adventurer Arnold Grayston whose circumnavigation of Wales in a Wanderer can be read about by following this link: [Whisper round Wales](#). The club post of Cruising Fleet Captain is currently vacant and it would be great if the interest shown could develop into an active Cruising Fleet with trips away to the sea (Shell Island) and the lakes (Bala) for camping/glamping/cruising weekends! If you'd be interested in taking on the role which involves attending five or six Sailing Committees a year (Monday evenings) and maybe organising an away weekend please let the Commodore or Sailing Secretary know.

## Training

To be an RYA approved training centre, we have to prepare for and host an annual inspection. The RYA inspector spent most of May 19<sup>th</sup> at the club and we have rather a glowing report though as is usually the case, we have been asked to make some procedural changes. This year's inspection marks the change of Principal from Brian Johnson to John James. John would like to pass on the club's grateful thanks for Brian's six years in post and to all the instructors who give of their time and without whom training could not be delivered.

Over the weekend 19/20 May, Phil Simpson et al ran an Adult Level 1/Junior Stage 1 course in light wind which was something of a challenge for the 5 adults and 16 (yes a record 16!!) juniors. Brian Johnson ran a Start Racing course for juniors over the weekend 21/22 April and in parallel, Chris Adlington (him again) ran a Level 2 course for adults. Back to juniors again and to drive up the number of regular racers up to a dozen keen young sailors have been put through their racing paces by Adam Savage, a professional coach sponsored by the High Performance side of the RYA. Look out for them and look to your laurels too on various Sundays until 22 July.

Got something for the next newsletter? Send an email to [editor@shropshiresailingclub.co.uk](mailto:editor@shropshiresailingclub.co.uk)

We are currently arranging Safety Boat Familiarisation courses so if you need training please let John James know by e-mail ([training@shropshiresailingclub.co.uk](mailto:training@shropshiresailingclub.co.uk)). These are familiarisation rather than formal RYA courses and are thus free. They will take place on Saturdays and will last about 3 hours. The aim is to give you an introduction into boat handling skills and basic rescue, enabling you to be included on the safety officer duty roster and to use a safety boat whenever necessary.

Our next RYA dinghy training course will be held over the weekend 16/17 June and will be an Adult Level 1 and Junior Stage 2 level. If you have completed Stage 1 for juniors then this is the next course for you – do let John James know in good time if you are interested [training@shropshiresailingclub.co.uk](mailto:training@shropshiresailingclub.co.uk)

## **Laser 2000 owner or sailor?**

The club could do with someone to organize a couple of 'Laser 2000' coaching days with the support of an RYA coach. Just needs some time to organize with the coach and interested club members. Could this be you (please ?). Call Chris Endacott for more info.

## **Entrapment**

Following a recent entrapment incident at the club we are reviewing the effectiveness of our current masthead buoyancy provision and we are also replacing the bolts on the Feva Rudders, the failure of which caused the high speed capsize. Consideration is also being given to entrapment training and the RYA is also keen that anyone who sails a modern dinghy (which tend to float high on capsize and can invert quickly) is familiar with the experience of being under an upturned boat. The club's **Entrapment Advisory** can be found on the website – follow this link: [Entrapment Advisory Document](#)

## **Safety Boats and Charity**

On the power boat front, Bryn would like to say that the club now has four tested and fully functioning safety boats. The Orkney dory and blue Rigiflex Cap 400 will usually be kept afloat in the boathouse for every day use and the RIB and orange Rigiflex Newmatic 360 will usually be second string boats kept in the Nissen hut. For more info on using each boat, there are comprehensive operating instructions in the boat house. The Orkney dory has a small but persistent leak so a manual bilge pump has been installed – do give it an occasional pump to keep it clear.

The club now has so much kit (☺) that we will introduce occasional technical bulletins to keep you up to speed on updates, tips and observations. We have included one on the next page:

## Technical Bulletin 2012/1 – Use of Safety Boat VHF Radios

To improve on safety and communications, all our powered boats including the committee boat and the clubhouse are being equipped with fixed-mount VHF radios (except the Orange Rigiflex 360 which will get a hand held unit – so please don't drop this one in the drink.).

The fixed units are simple to use and Call Signs are shown below.



Knob to the far right is ON/OFF/Volume.

Check the unit is set to channel 72 (up/down button).

Knob to the left is Squelch - turn it down until you get a crackle and turn it back up until you can't hear a crackle.

Check that power is set to 'Low'.

Don't transmit whilst anyone else is transmitting.

Please turn off the radio when leaving the boat.

### Charity



### Blue



To transmit, hold in the transmit button on the microphone – say who you want, who you are and what you want, then release the button, eg:

### Orkney



### RIB



**“RIB, this is Clubhouse, dinghy capsized behind you, over.”**

Release the transmit button and they respond:

**“Clubhouse, this is RIB, thanks, will attend, over.”**

### Orange



**and ...Club House!**

## Top Tips for Safety Boat Use

1	If you are the driver wear the kill cord on your leg when the engine is running; do not enter or exit the boat with the engine running.
2	The first thing to do at a capsize is to count heads – can you see everyone that was in the boat?
3	If a dinghy has inverted and there is any concern that someone may be underneath, get the boat upright as quickly as possible by getting onto the centre or dagger board using normal capsize recovery methods.
4	Propellers and people are not a good mix. If there are people in the water, turn off the engine. Consider turning off the engine when dealing with a capsized dinghy.
5	People come first. Take people on board by all means but do not attempt to recover a dinghy if you are not happy to do so. This is particularly important if the dinghy is in the trees.
6	Power gives way to sail so watch where you are going. Sailing boats can make unexpected changes of direction. If you are covering a race, keep clear of buoys as that's where such changes are most likely to take place.
7	Most people do not want to be rescued if they capsize. They will usually tell you. The drill is to be there but to stand off downwind. You may insist that people come into the safety boat if you believe that they are in danger.
8	Try not to “point” the engine at a person in the water. Always approach them to the front or to the side.
9	If you have agreed to be the “rescue person”, even if temporarily, do not abandon the role until or unless you have handed over to someone else. The rule is, no safety boat, no sailing.
10	You should get no closer to the beach than the end of the jetties. Keep away from the banks if you are not rescuing – watch out for fishermen and their lines.
11	Do make sure that you have sufficient fuel. Our safety boats all use unleaded petrol and supplies can be found in the fuel store to the rear of the Nissen Hut.
12	Keep a look out. Whilst rescuing one boat, another could be in greater difficulty – if the people in the first boat are safe, check out the other.
13	Do not joy ride around the mere – it annoys the fishermen and wastes fuel.