



Newsletter Late Summer 2012

Diary Dates

22 September (this Saturday) – 7 for 7. 30 founder member Dr Frank Newton is travelling all the way from the south coast to talk to us about early days at the club and Olympic sailing over the years. Do try to be there! Free Curry and Rice!! (please [Call Chris](#) as we need to know how many to cater for . . .)

13/14 October Adult “Introduction to Racing” (Call [John](#))

17 October 7 for 7. 30 “Shipbuilding, Shipwrecks and Suffragettes” (info from [Mike Royden](#))

Junior Open

19 youngsters in 16 boats fought it out on Sunday 09 September. From fairly light airs (just one lap) for the morning races to fairly hairy conditions and lots of capsizes in the afternoon. In Race 1, Toms Dutton and Beever duelled around the course in Lasers with Tom Dutton first through the line ... but as all racers know, it's not just first through the line that necessarily wins ... India Edwards came through on handicap to win by 20 seconds. The same sort of thing happened in race two but this time, Charlotte Norris in her Topper was just 12 seconds ahead of Tom Dutton.



In Race 3 with the wind building and Tom Beever retiring with gear problems, Tom Dutton thunders around the course but he is closely followed by Charlotte Norris who in the end pips him by just over two minutes on handicap and India Edwards is not that far behind in the Optimist. Race 4 and the wind really is getting stronger and some of the younger people are struggling a bit but gamely carrying on. Kieran Ross and John Bolas in their Feva are looking stronger. Tom Dutton capsizes and it is Charlotte Norris, Kieran/John and Duncan Parry who lead the points in this race. Race 5 and there are still 14 boats trying to get to the start line though only 10 make it! Tom Beever is back out with a radial sail but its Tom Dutton, Charlotte Norris and Carmen Murphy who take the honours (I'm exhausted just writing this!).

At the end of the day, Charlotte Norris takes the Spunhill Cup with 5 points, Tom Dutton with 7 and India Edwards with 14. In the Under 15 group, India takes the (new) Fullwood Trophy with Kieran and John second with 16 points and Carmen third with 22. Well done all ... thank you to the OOD team and all those out rescuing and coaching. A particular 'thank you' to whoever supplied the cup cakes (though I will just say that when I turned round to get one, the junior gannets had eaten them all 😊)

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Lots more photos on the club website ... select Galleries, 2012 and Junior Open from the Index page



Your Club Needs You

Bit hackneyed perhaps but it is true all the same. The Olympics and Paralympics held this year have proved, rather unexpectedly in the eyes of some doubters, to have been the most successful held in modern times. What has been most astonishing, has been the praise directed toward the 70, 000 **Volunteers**, later called the “Games Makers”, who gave of their time and energy without thought of personal reward, to support the Olympic ethos. This is where SSC is right now: As members of a long established (Diamond Jubilee!) sailing club, we have a legacy of the good work of those members of the club, in the past, who have given of their time, to help others enjoy the many aspects of sailing – cruising, racing, training, pottering, BBQ’ing – you can be sure that some one or some group within the club is behind it. Some (usually larger) clubs employ dedicated staff but mostly, sailing clubs depend on volunteers to decide how the club should be run, how to spend the monies raised through subscriptions, to organise and run social events, to administer and run training (in our case, to the high standards of the RYA) and otherwise to plan ahead so that, in turn, the club can be enjoyed by future generations. You know who they are – they are on notice boards, in e-mails, newsletters but mostly they are the ones that always seem to ‘be there’. And it’s true that volunteering does bring personal satisfaction to those that undertake such work. We endeavour to run club activities throughout the year, but this needs enthusiasm, innovation, pragmatism, and time. Those who do volunteer are, surprisingly, not always keen sailors, nor do they profess any particular skill, but once they have seen the results of their time invested on behalf of the Members, they keep volunteering! How about you?

Even if you do not wish to stand for election as a Club Officer (Hon Sec, Vice Commodore, etc), there are plenty of things that can be done - helping with the clearing of dishes and cutlery when we have a social event, offering to complete maintenance on club boats using chandlery bought by the club, pressure washing the jetties periodically, sorting out the club wet suits and buoyancy aids from time to time. In short, your club needs you, (and lots of people like you), to continue to make your club, a success. All we ask is that you make yourself known to a member of the Social Committee, General Committee, or Sailing Committee, and either offer something specific that you feel able to do, or confirm you would be happy to be approached at a later date to assist in a particular event, such as the forthcoming Commodores Evening on 22 September, or the Fireworks Party on 10 November.

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Race Training

It's always been a club ambition to have lots of people out racing. And that's a good thing because if you ask racers in any sport, they will confirm that racing improves the breed and there's no doubt that the best way to improve your sailing is to get into racing. But isn't it very difficult with lots of people tearing around at high speed and shouting at each other? Well it's not difficult – to start with, it's not much more than the 5 essentials you might have learned on a sailing course and remembering the rules of the road. Tearing around – well yes it is good to go as fast as possible though often the wind just doesn't allow us to go as fast as we would like. Shouting – yes too though it's usually no more than reinforcing the rules – port/starboard, windward boat, mark room when rounding buoys.

Earlier in the year, some of our younger people – in fact 15 of them have been involved in coaching from Adam Savage, a professional RYA coach and the club plans to continue race coaching for young people into the Autumn on alternate Sunday mornings. If you are a young person who can sail to RYA Stage 2 and want to get involved in racing, call [Brian Johnson](#) for more info.

Too old to be considered a younger person? The good news is that the club plans to run a 'Start Racing' event on Saturday 20 October. A gentle introduction with no tearing about or even shouting. If you want to be part of this whether as a helm **or as a crew**, call [John James](#).

Club Boats

One thing that differentiates us from other clubs is our wide range of club boats and our policy for their use. We have four two person adult boats, a Laser, Solo, three RS Fevas and up to ten Toppers and when not being used for training courses, they are available for club members to hire at very modest prices (from £5 to £12). It's a big investment and it's currently undergoing a sea change. Following a £10,000 RYA grant, the club has brought in three Laser 2000 dinghies to form the new core of our adult training fleet. This in turn has allowed us to sell off three of our current boats and will help us realize some flexibility in our junior training fleet by introducing Pico, Tera and Optimist dinghies – so there should be something for everyone. **But** ... they do need looking after and that brings me to two things:-



Club boats need to be put away properly. That means covers on and tie straps clipped or tied into place and boats roped to the ground ties. Sails neatly rolled, bagged and put back into the surf hut where (we hope) you found them. Topper mainsheets wrapped lengthways along the boom and sails neatly furled along the mast. We can't expect the club to invest in nice new kit if we don't look after what we have now.

All club boats need regular maintenance and occasional repair and there are few club members willing to do the job. Huge thanks then to **Chris Cater**, a new member who has volunteered to support the club's Laser 2000 fleet. On the **Laser 2000** front, there's a correct way to put it away to avoid damaging the foresail (jib) halyard. The foresail needs to be unfurled – like this:-

1. keep the rig tension on until ...
2. the foresail is completely unfurled and then ...
3. slacken the rig tension and disconnect from the foresail halyard



Want to know more about L2K rigging? There a book by the race table or you could look here http://shropshiresailingclub.co.uk/content_files/docs/laser2000rigging.pdf

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What Performance!

The club would like to say a big “Thank You” to Laser Performance who repaired one of the “new” but previously loved club Laser 2000s under “warranty” despite it being built in 2003! The problem with the rudder fitting (which came off) was deemed to be a manufacturing fault which has only just shown up and so a new strengthener was fitted, the gel coat restored and the gudgeon reattached – for free. The boat was also polished so it looked like new when it came back! Great support.

Jetties

If you had photographed our jetties some 10 years ago and compared them with what we have now, you would probably not notice much difference but some of those volunteers mentioned earlier have been beavering away maintaining the jetties but there comes a time when maintenance is not enough. Such is the case for the Flying 15 jetty which has stood the ravages of time for at least 25 years and it's next on the list for replacement. Not an easy task and certainly not cheap. We are looking at various designs though the fundamental components aren't likely to change – lots of wood and plastic barrels will be the order of the day. The new jetty will probably be constructed in sections and floated out for attachment – it's at that point that we will need lots of club members to come along to help – we will let you know.

Technical Bulletin 2 – Safety Boats

We aim to have our safety boats as available as possible so please, when you put away your boat in the boathouse:-

- don't remove keys or kill cords
- do check that the following is in place – safety knife, first aid kit, heaving line, anchor
- do turn off the radio
- do check fuel level and fill up if low

... and do please check, whenever you start an engine, that water is coming out of the cooling tell tale.

If you think that something is wrong, [Bryn Morton](#) would like to know. If you ever get an audible alarm and a red light from a Tohatsu engine, do let us know with more urgency!

Site Lease

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.

Mere Whisper Trophy

The great majority of club trophies are for racing. There are two other rather special trophies. One is the Endeavour Trophy awarded for outstanding contribution to the club and the other is the Mere Whisper award, a very handsome trophy awarded for 'non racing' sailing achievement. The Mere Whisper has not been awarded for some time and it's about time it was. Do you know of someone who deserves it?

Need a junior wetsuit to stretch the sailing season?

Thanks to Tesco plc, we have a number of brand new shortie wetsuits for disposal. 3 Size 2 (for ages 5/6) and 5 off Size 3 for ages 7/8

We thought £10 each straight into club funds?

If you would like to try before you buy, they are in the training store – ask someone on the GC or SC for access (or just ask the Editor)



Further Afield



In recent years Shropshire SC has developed a tradition of sending boats to the major RS Feva championships. Hester Allan competed at the 2009 Europeans at Lake Garda and the Shelleys (George and Ed) and Morris's (Rob and Becca) finished in the top 50 at the 2010 Worlds at Carnac.

In 2011 Becca Morris, Ed Shelley and Tom Dutton tackled the Worlds at Bruinisse, near Rotterdam, all partnering non-club members. In 2012 a new ruling required British helms to qualify to be part of the GBR entry.

With 120 helms pursuing 68 places, **Tom** got there the hard way; racing at two-day qualifying events at Hayling Island, Queen Mary and Chew Valley last autumn, before clinching qualification at Grafham Water in April. But for 2012, Tom needed a new crew and in stepped 10 year old SSC oppi sailor **India** Edwards. Her first competitive event was Grafham, when qualification was still in doubt; there were 94 boats on the start line and vicious squalls blowing through. **They made it!** Throw in horrendous weather at the Nationals at Torquay over the Jubilee Bank Holiday weekend and by the time the pair arrived on the South Coast in July, ably supported by boat technician Rollo Edwards (see over leaf), they felt ready for anything. Except for extremely light airs.....

Having battled 25mph+ winds and driving rain at Torquay, the sun beat down at HISC and the strongest wind recorded in seven days was 12mph. Throw in a strong tide and many of the heavier crews struggled to keep in touch with the leaders.

Tom and India finished creditably in the middle of the bronze fleet, while for the first time in Feva history the winning boat wasn't British. In fact the top four places went to boats from four different nations: in order; Italy, Britain, Ireland and Spain.

Paul Dutton says *"I'm not a cheerleader for the class, but there's no doubt in recent years the Feva has become a hugely popular racing boat for teenagers. They can be a bit of a slug in light winds, but they fly once the asymmetric spinnaker is up. Have a look on YouTube. At Hayling there were 180 entries from 14 countries and I'd bet that the geographic spread will be greater next summer"*.

“What’s next? Well their combined weight still makes them competitive in all but light winds, so at the end of September Tom and India will be taking their Feva to the RYA zonal championships, hopefully as a prelude to selection for winter training at Rutland Water, followed by next summer’s competition, including the Nationals at Thorpe Bay and the Worlds somewhere on the Italian Mediterranean coast. ”

“After that, who will represent Shropshire SC? Tom was encouraged by Rob Morris to try the Feva circuit, so maybe someone at SSC will look at what Tom and India are doing now and fancy a go. I hope so. And then there’s always Rollo, biding his time



To see how well a Feva can go, look here ... <http://www.youtube.com/watch?v=w-H201g4nq4>

Duties – What’s the Job?

OOD – Officer of the Day. Usually a Sunday job but also Wednesday racing throughout the summer. As well as being the responsible officer for safety the OOD runs the racing. The job starts with putting out the signing-on form, inputting the competitors names into the computer and then printing off the pursuit start times and the handicap time recording sheets. Then the OOD decides the course and, with the help of the Assistant Officer of the Day (AOD) sets forth in Charity II to run the races. Finally the times are all input into the computer and the winners announced. Of course this might change! If it’s a bit windy then the AOD may have to help on safety. If it’s very windy the OOD might start a race then leave the AOD to record times and helm a second safety boat. It’s about being flexible and making sure the races are run and run safely.

SDO – Saturday Duty Officer. A Saturday job! The responsible officer for overall safety on a Saturday, the main part of the SDO’s job is to help members get on the water; especially new members who may not be familiar with rigging the club boats. The job also includes meeting and greeting potential new members. If there’s not a lot of work to do on land then there is also coaching on the water or even going over rigging of the club boats with the Saturday AOD.

Safety Officer: Competent power boat helm who is comfortable supporting dinghies and is aware of how to recover capsized boats. May be helped by the AOD, especially if it is windy. In an emergency the Safety Officer may need to enter the water to recover an inverted boat or trapped crew. This is the only duty that should come prepared to get wet.... or go home wet!

Which brings us to the role of the AOD.

Assistant Officer of the Day (AOD). Perhaps a better name would be Apprentice Officer of the Day! We often get asked why we have AODs on Saturdays and Sundays and the answer is simple: it’s because we have few members who can do the duties of OOD, SDO and Safety Officer but lots and lots of members who can be AOD. So if you are down as AOD a key part of the job is to learn from the OOD, SDO and Safety Officer. And if you are one of these officers part of the job is to train up the AOD so they can take on your job and then you will only have to do it once a year!