



Newsletter Summer 2013

Diary Dates

The last Junior Day of this year on 31 August - Paul Dutton will be in touch with our younger members

The Junior Open on Sunday 08 September

The last RYA course this year over the weekend 14/15 September

Class Racing on Sunday 06 October

People

"The 13 ft RIB "All By Water" and Arnold Grayston completed the circumnavigation of Wales after 689 miles and 24 days on the water. There has been a lot of media coverage and the project is still receiving monies for Severn Hospice and Severn Hospice at Home. Fundraising has exceeded £7,000 with Gift Aid added.

The planning and challenge itself was hard for Arnold and, he wants to thank Shropshire Sailing Club for their help and support. In particular, all those who achieved so much in clearing the River Morda. So many have given support, without which the project would never have been such a success. And Karen Ashton would like you all to know that Chris Truman was the winner of the 'Guess the Distance' competition.

On behalf of Severn Hospice, a big thank you from Arnold." For the complete story and lots of photos, please visit <http://www.allbywater.com/>

Club Dinghies



Bye!

We have had to say a sad farewell to the six Arthog Toppers which after 7 years on loan from the Arthog Centre have been called home. Shame - though we have send a 'thank you' letter to John Pinder, head of the Arthod Centre and to Sue Tuerena for managing the relationship for us. Dead in the water too is the very old light blue Topper with what looks to be terminal damage to it's rear end. Still, we still have three of the original six 'Kingswell Toppers' and have managed to secure two replacement Toppers from club members so with five we have just one more to find to complete this part of the dinghy fleet. Only six Toppers? Didn't we always have lots of these? Well yes but the club plan is to diversify

... loss of the Arthog Toppers has somewhat accelerated the club dinghy plan to acquire Picos and there are now three in all and two of these have a race sail to complement the standard item. If you are a junior and want to get on the list to use a race sail on a Pico or on one of those nice new Teras, come along to a Junior Day.

MHB

In a newsletter last year (http://shropshiresailingclub.co.uk/content_files/news/2012/201212.pdf) I spoke about Masthead Buoyancy (MHB), why we have them and how they work. There are three new units available for the new Picos and you can find them on the door of the surf hut - to fit one on a Pico, just insert the cord through the loop at the head of the sail and clip back on the cord. Of course a deflated MHB is about as much use as a chocolate frying-pan so do check that it's inflated before you use one ... and if it seems unwilling to hold air do please tell any committee member - that's particularly true if you have managed to invert your boat with an MHB attached. Of course, use of an MHB is all to do with avoiding entrapment - most unlikely but it can happen ... to see the latest from the RYA on an incident at Draycote, take a look here.

<http://www.rya.org.uk/regions/westmidlands/news/newsletters/aug13/Pages/Entrapment-doyouthinkaboutitEnough.aspx> It's up to you to assess the risk and decide whether to use one.

Power Boats

Many of you will know about the demise of the Blue Rigiflex which suffered splits in the transom and was immediately withdrawn from safety boat service. Though a repair may have been possible, it's days as a safety boat were clearly numbered and it's been retired to a less demanding role on a nearby canal. This means that we urgently needed a replacement safety boat and so decided to swap over all the kit and put the old Dell Quay dory back into service as an interim measure - yes, the one that's been lurking in the long grass pending disposal. Grateful thanks then to all those who helped Bryn with the recommissioning work (Chris Cater, Chris Adlington) and to Chris Truman for developing and supplying new engine mounting plates.

VHF radios are a useful addition to our power boats. However, if they are left on, the end result is a flat battery. We are embarking on a programme to rewire the radios to the ignition side of the control box (bit like your car) so hopefully a flat battery will become a thing of the past?

And whilst we are on the subject of powerboats, I'd like to say a big thank you to Chris Cater, Bryn and Darren Rowley who rallied around to provide an urgently needed fix to the powerboat jetty - looks nicer now don't you think?

Byelaws

When we join or renew, we all agree to abide by the Articles of Association and the Byelaws - so I trust that you have all read them before signing the form? No ...? The 'Articles of Association' is a necessary document now that the club is a Company Limited by Guarantee (did you know that?) ... and the byelaws, well there have always been byelaws and the latest were produced in April this year. Not sure where to find these and other documents for a good read? Look here - http://shropshiresailingclub.co.uk/content_files/docs/clubbylaws.pdf

Cutting the Grass

If you have visited the club in the past weeks, you might have noticed how well mown is the car park and thoroughfares. That's because the club has engaged yet another groundsman and this one looks pretty good. As mentioned in the weekly email, such a nice job does make some berths look particularly overgrown - if this is you, please cut it! Longer term members might recall that grass cutting was once the undertaken each month by the Fleet Monthly Working Party - my copy of the 2008 Programme reminds me that September was the duty month for Larks and Solos ... honestly, you never had it so good!

2014 Programme - Survey

It's about now that the committees start to discuss the contents of next year's annual programme. The club is always interested in your views and it's been a while since the last online membership survey so watch out for another in the near future. There will be lots of questions assembled by the various club committees ... some things for you to think about in the run up to the survey could be:-

your aspirations as club members
how well the club meets your needs
what things are more or less important to you
whether you think things in general are better, worse or about the same
how well (or otherwise) the club communicate with you
what keeps you coming back to renew your membership
what would cause you to reconsider or not renew your membership

Inflatable

During a recent clearout we came across a Calibri Corvette 55 inflatable. Could it be yours?

Duties

We may be a Company Limited by Guarantee but more importantly, we are a club limited by members turning up to do their duties. Brian Rapson, Vice Commodore and for his sins, manager of the Dutyman System wonders if we understand how the system works. Here's all the unvarnished detail

What, my turn again?

As we all know Shropshire Sailing Club is run by members for members. Everybody, 14 and over, is asked to pitch in to help out. Members are asked to help out by performing a couple of duties during the sailing season and attending a working party during the year.

How are the duties scheduled?

Once the programme for the year is finalised this is fed into Medusa, the membership software we use, this helps allocate duties to individuals based on the skills and availability given in their membership record. Duties are allocated to give the maximum time between duties and to spread them as widely over the membership as possible. This means that the number of duties an individual may have will vary year on year; this year most members have two duties.

Once the roster is complete this is then fed into the Dutyman system which manages the notifications, reminders and the system for members to confirm their availability or to arrange a swap. Once the duties are published on Dutyman it is the responsibility of each member to manage their contact details and to confirm and perform the duty or arrange a swap as soon as possible; this significantly reduces the amount of time and effort spent by others to ensure that club members have the support they are expecting on the day.

To speed up the login process to confirm or arrange a swap follow the link from the initial allocation email or reminder email to your account and then use the 'bookmark this page' option to add it to your favourites and you can then log straight in.

To swap a duty:-

- don't leave it to the last minute.
- use the Dutyman website; select as many duties as possible that you can do to get the best possible chance of arranging a swap.
- Try phoning those with duties in the near future (phone number on Dutyman), as they may well accommodate your swap if approached personally.
- Only when every other avenue has been exhausted should you contact the Monthly Duty Officer and do let them know who you have already approached.

Got something for the next newsletter? Send an email to editor@shropshiresailingclub.co.uk

If there are any problems using Dutyman contact: dutyman@shropshiresailingclub.co.uk

All sailing duty officers are required to be at the club at least one hour before the sailing is timetabled to begin.

What are the duties?

Monthly Duty Officer (MDO)

Overview

The primary role of the MDO is to act as the coordinating officer for those who cannot do their allocated duty during that month and are struggling to find members with which to swap.

Duty Preparation

The MDO contacts all of the SDO and OODs to ensure they have confirmed their duty or arranged a swap and have contacted their AOD and SO.

If confirmation cannot be obtained from an OOD or SDO, contact the Dutyman administrator as early as possible to identify any possible replacements, and seek to confirm one of them. Failing this then notify the Sailing Secretary at least one week in advance if you anticipate no OOD coverage.

Officer of the Day (OOD) or Saturday Duty Officer (SDO)

OOD are timetabled for Sundays and some Wednesday evenings. SDO for Saturdays.

Overview

The OOD or SDO is responsible for the safe running of the club during the advertised sailing times. Normally the OOD or SDO will be assisted by an AOD and a Safety Officer. The role of this team is to facilitate members' and guests' sailing. The OOD or SDO can impose restrictions on activities or stop all sailing if conditions are such that it is deemed to be unsafe for members to be on the water. In the event of an accident, emergency or major incident the OOD or SDO will ensure that the club procedures are followed. These can be found in the club house.

Duty Preparation

A month or more in advance of the duty date check Dutyman and contact the AOD and SO if they have not confirmed on Dutyman to remind them to do so or to arrange a swap. If the AOD or SO cannot be contacted let the MDO know.

OOD

The role is to organise the racing programme for the day with the help of the AOD and introduce the AOD to the procedures and practices of running racing. The Wednesday duty will not be supported by an AOD but the SO will be available to assist. For full details of the role please see the full club OOD guidelines.

SDO

The role is to enable members to get on the water; helping less experienced members to use the club and less experienced sailors to rig club boats or their own and introduce the AOD to the role. The SDO should be prepared to spend some time on the water if needed for safety cover.

Assistant Officer of the Day (AOD)

AOD are timetabled for Saturday and Sunday sailing.

Overview

To assist the OOD or SDO in the running of the club.

Saturday - the role is to assist the SDO helping members on the shore and to assist the Safety Officer in the rescue boat depending on conditions.

Sunday - The role is to assist the OOD to run the racing and to assist the Safety Officer in the rescue boat depending on conditions.

Safety Officer (SO)

Safety Officers are timetabled for Saturday, Sunday and Wednesday sailing.

Overview

The SO is responsible for providing safety cover for sailors on the water. For details please see the full club SO guidelines. Where there is no OOD or SDO on duty, the SO can impose restrictions on activities or stop all sailing if conditions are such that it is deemed to be unsafe for members to be on the water.