

21<sup>st</sup>

Anniversary



The Shearwater Log  
Autumn 1981

FROM YOUR COMMODORE

As we are now into the autumn series of races it is time for us all to think ahead to our Annual Dinner Dance and Prize-giving to be held at the Senior Common-room of Bath University on Friday, 27th November. This is the same venue as last year so we can once again look forward to a splendid feast in this congenial setting. Full details are given later in this log. I was greatly disappointed with the poor attendance at the Regatta and it was sad for those who put in so much time and effort in preparation. The Regatta will be taken out of next year's programme. The event that was well attended and enjoyed by all was the Bar-B-Que and jazz evening on June 27th. Thanks to George Randall and his expertise with the glowing charcoal.



*Photograph taken at a recent Committee Meeting*

With the coming of autumn is the promise of good sailing winds so it would be encouraging to finish the season as we started, that is with a large number of boats racing on Sundays.

I wish you good sailing and look forward to seeing you all at our Annual Dinner and Dance.

LADIES COMMITTEE

Once again our thanks are due to all those ladies of the Committee who have devoted so much time and effort to the running of the Galley and the various other equally important Social Functions.

Our thanks must go to our willing helpers who have done their turn of duty so readily. We also thank those who, at short notice, stood in for those who failed to arrive to carry out their duty turns.



JUNIOR RACING

This year's Junior Racing Programme has been a rather disappointing one. There have been so few entries that it has been difficult to complete the programme as planned.

We need more support from you young people - remember you will be running the Club soon, so you need to get into the groove.

If any of you have any suggestions which will make junior racing more interesting, please let Martin Crispin know.

It is planned that a series of "Beginners Racing Instruction Days" will be held soon. Anyone interested (seniors, juniors, male or female) please let Martin know as soon as possible.



CLUB ANNUAL DINNER DANCE

Make a note in your diary - SATURDAY, NOVEMBER 27th, 1981, at 7.30 p.m. for 8.00 p.m.

Following the great success of the 1980 event, we are holding the Dinner Dance in The Senior Common Room, at the University of Bath.

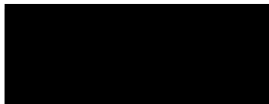
In addition to dancing to the Johnny Poole Dance Band, there is an excellent menu, a veritable cornucopia of prizes and competitions. There will be no long boring speeches. They will be short.



The price is a competitive, all inclusive:  
£11.00 Senior    £9.00 Junior  
and car parking is completely free.

Instalment payments can be made to Les Stockdale whenever you see him. However, all tickets must be fully paid for before your dinner is eaten!

Please come along, we need a good crowd to make an enjoyable evening. Tickets are limited so contact George Randall without delay (19th November, 1981, at the latest):



Or enter your name on the Club Notice Board list.

#### MENU

Prawn Cocktail  
Ham Vol au Vent  
Roast Saddle of Lamb  
Harlequin Bavarois  
Cheese and Biscuits  
Coffee

#### CLUB DUTIES

Volunteers are required for A.O.D. and O.O.D. duty to complete the Sailing Season.

Will anyone, male or female, willing to learn the basic rules of running a race, please contact Ray Collier.

#### 1982 SUBSCRIPTIONS

All subscriptions are due on 1 January 1982. Would members please help us to keep down administrative costs by paying promptly, on or before the due date.

To those members who pay by Standing Order, we make this appeal: Please instruct your Bankers to amend the Standing Order to the revised level. These are:

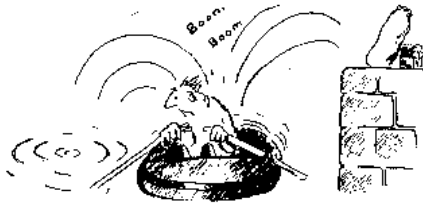
Family Membership	£15.00
Husband & Wife	£12.00
Individual	£10.00
Student	£5.00
Group - One boat	£30.00
Two boats	£36.00
Three boats	£42.00

#### 1981 MIRROR CLASS NATIONAL CHAMPIONSHIP

Llandudno, the holiday sunspot in North Wales, an Edwardian style town surrounded by the Snowdonian mountains and the sea sparkling in a wide expansive bay enclosed between the Little and Great Ormes, provides a wonderful setting for the holiday-maker and dinghy sailor alike.

Alas for the 1981 Mirror Class National Championships held 8-14 August, it was to be a frustrating, non-spectator event caused by listless airs and offshore breezes. Long postponements some 2/3 miles out to sea awaiting wind to arrive and settle long enough for a course to be set was the pattern of the week. Couple this with a 2/3 foot tidal stream and the scene is set for some very trying racing conditions for

everyone involved, particularly when each day was a 5-8 hour stretch afloat in a little Mirror!



What is this to do with Shearwater Log you may well ask? Well my son Stuart and I decided to

enter the Mirror Nationals under the Shearwater pennant with Mirror 55592. Our efforts resulted in a reasonably satisfying position having completed every race in consistent placings but more importantly we gained more knowledge and experience in difficult conditions.

An expected fleet of 170 was reduced (by the recession) to 98 entries at the start. With this size fleet and conditions prevailing, the implementing of tactical knowledge, rule knowledge, current strategy (the influence of tidal streams is relatively much greater in light airs) and wind strategy (determining where the greatest wind velocity is on the course) continuously, was the order to attain the objective of being higher up the fleet at the end of the race.

However, when you are converging on a mark with a spinnaker gybe to follow and a mass of sails blocking out any space left (and wind), survival instinct takes over. All the carefully thought out strategy plans (for those clever enough) and tactical moves are suddenly not working out -

despair - then suddenly you're through and off on the next leg of the course, hopefully unscathed. How quickly you learn in these conditions.

Other than the practice race when a heavy swell and little wind caused some 30 boats to retire through seasickness! the championship racing was to be on flat waters (similar to Shearwater - no wind either!), miles out to sea on a triangle and sausage course of 4 miles per leg. Not one race made the scheduled 4/5 laps - all having to be shortened to 1 or 1½ laps in the time laid down.

Gate starts were utilised, except for one race when the line start created general recalls and subsequently many disqualifications for sailing instruction infringements. Even one gate start had to be recalled when a massive wind shift of some 100 degrees completely favoured the 'late' starters who set spinnakers whilst the 'early' starters were still being headed. Those of us in the middle of the 'gate' were in the doldrums, the recall and subsequent re-start, on a new course, was welcomed by big cheers.

The final race was a battle for the championship between only 2 boats who had between them won just about everything on offer. Remarkably it was a father versus son dual, with the son only ½ point ahead. The day was a misty/murky drizzly start which cleared away with a gentle breeze. Hopes of falling in for a grand final race were to be dashed. In fact the race was in danger of being abandoned as the time limit approached with the fleet stretched out over some 2 miles of the course, but the superiority of the two very worthy front runners prevailed and the father literally won by a whisper and a whisker with under 10 minutes to spare.

Overall I cannot over-emphasise that racing amongst the best in the class was an experience of invaluable benefit. No-one should be deterred in their belief that they are not good enough. In every race at whatever level there are the front runners and tail enders - no matter if it is 3 or 103 starters. The race evolves around those boats in your vicinity and your endeavours and enthusiasm to outsail them.

Obviously there are a multitude of details and pre-requisites to any championship and I cannot hope to cover much in these notes. However, any potential competitor or interested member need only contact me for whatever hints, tips or advice I may be able to offer.

I am firmly convinced that 'Shearwater' sailors are both limited and governed by the restrictive nature of the waters available. "Spreading of wings" (or sails) is of great value to everyone, thus improving our knowledge and experience which ultimately benefits both member and club. That, surely, is why we are "Dinghy sailors".

John Regnard

#### FOR SAIL

The Club has a 1.5KVA 4 stroke petrol Villiers powered generator for sale.

Ideal for running emergency home lighting in a power cut. Would be invaluable for those studying Brain Surgery for beginners or Indoor Power Boat Racing.

Offers please to our Treasurer, Les Stockdale, Trowbridge

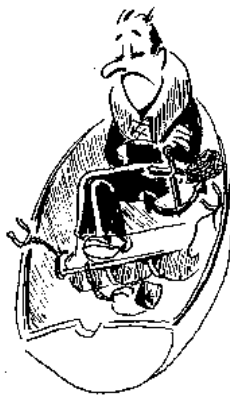
#### WORKING PARTIES

It is imperative that we complete our programme of maintenance before the end of the year.

In order to do this we need volunteers to help paint the O.O.D.'s box and repair some fencing.

Would those willing to help please phone Terry Lyon, Trowbridge 62458 and be at the Clubhouse on Sunday, 18th October and Sunday, 1st November at 10.00 a.m. Please bring your own paint brushes.

Coffee and biscuits will be "On the house".



## THE REGATTA RAFFLE

The raffle drawn at the Regatta Party raised £35-£60 for the "Jubilee Sailing Trust" to provide sailing facilities for the disabled.

Some small prizes have still to be claimed:

Mr. J. Starling - a tea towel  
Mr. R. Miles - a tea towel  
Mrs. Westcott - a tea towel.

We have received a very nice personal note from Clare Francis of the Jubilee Trust, acknowledging the efforts of Shearwater Club members.

First Prize in the raffle was a Teddy Bear, kindly donated by one of our members. This Teddy Bear now takes up the story:

"It was a lovely day as I set off to take my owners to spend the afternoon at Longleat for the Bears Bank Holiday. When I got there I found hundreds and hundreds of other teddy bears, all ages, shapes and sizes, some so big it was like Goldilocks' land. It was wonderful and I was especially proud to be there as I came from Shearwater Sailing Club where my "Dad" won me as a prize. It was just like going back home.

I announced myself as Rupert of Shearwater but I still did not get listed on the numbered Very Important Bears list.

The whole weekend was highlighting the work of The Royal Association for Disability and Rehabilitation which received part of the proceeds.

Many personalities were present including Teddy bear fanatic Peter Bull who also led a Bear Anthology in the Great Hall at Longleat.

I was most fascinated watching teddy bears free falling from the helicopter - they were only humans in bears' costumes really - members of the Barratt parachutists team. I had never seen flying teddys before.

Others were enjoying teddy bears' picnics with their families and there were ever so many adults carrying their bears around the grounds.

There was a Celebrateddy Exhibition in the saloon in Longleat House of V.I.B.'s including one from the Queen Mother, also from Princess Margaret, Master Peter Philips, Mrs Margaret Thatcher, Ian Botham, Kenneth Kendall, Peter Bull and taking pride of place Clarence Lord Bath's very own chair bear. His friend was outside chauffeuring Lord Bath's coupe car which used to belong to King George V.

Of course there was the hospital bed full of bears which had been pushed from Warminster to the show by the Warminster Venture Scouts (Ravens) on the Sunday and were pushed all the way home on the Monday.

Inside a marquee the Wiltshire Scouts and Cubs had space bears, picnicking bears, the wedding day street party, bears at the seaside and playing up in the snow, bears in camp and then to top it all the Cub Scouts had arranged a special competition for the best dressed bear - in Club Scout uniform of course.

There was even a Teddy Bear's hospital where they were able to obtain treatment.

Lord Bath in the programme said that bears by doing nothing do much to achieve happiness. It certainly was a happy two days - 40,000 people visited the show.

FROM SEXTANT

The following request for help have been received:

"Dear Ed, I am shortly going to sail with my wife in the Junior nationals. My wife has a 40" bust - will I be disqualified for having movable ballast?"

"Dear Ed, When we are racing my husband often yells at me "Drop everything". Please what am I supposed to do? I am naturally a very shy person."

Would any Club members having a suitable, printable, reply please send it to the Editor before the Annual Dinner Dance.

The most amusing replies and suggestions will be read and then the winner will receive a bottle of champagne.

## A CRICKET MATCH

The wind whistled across the bleak moorland causing the long grass to bend and sway in the gusts. Shutters in the pavilion were set banging in the bitter eddies. Black clouds scudded across the greying skies.

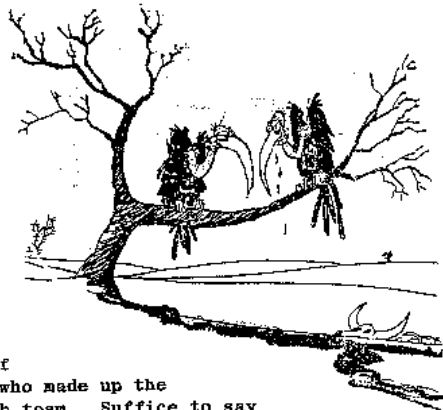
It was 6.30 p.m. on a freezing summers evening in July and we were at Mere. Eleven sailors, stout men and true, from Shearwater Sailing Club were there to do battle with the Shearwater Fishermen - but this time - on dry land!

Inspired by the destruction of the Australians on the previous day, our brave team chose to bat first. Jack Langley drew the short straw and with Richard Wiseman strode out to face whatever was to come. Lack of space prohibits a detailed ball by ball account of individual performers who made up the Shearwater Sailing Club team. Suffice to say that they brilliantly extracted 53 runs from bowling that was, at times, so inaccurate it couldn't even hit the batmen's bat! After the Sailors came the Anglers and as darkness fell their score stood at a well earned 96. In spite of the difference between these two figures, the sailors came second, whilst the Anglers managed next to last!

Our thanks go to all those who took part, on and off the field, and to the Angling Ladies for a superb feast after the game.

It is worthy of note that, inspired by this match, Somerset went on to win the cup in their match!

David Hodgson (who is trying to do a better job than his father) (and some say he does) (easily) (this is a lie) (it is also very silly) (this is a mother having the last word again) (Ed - I won) (rubbish)



## 1982 MIRROR CLASS WESTERN AREA CHAMPIONSHIPS

The 1982 M.C.W.A.C. will be held on Saturday and Sunday, 22nd and 23rd May and will be hosted by Bristol Corinthian YC at Axbridge.

We hope that there will be a strong Shearwater presence. After all, we have 35 Mirrors registered in the Club!

## OCEAN YOUTH CLUB

### A CRUISE 5th - 15th AUGUST 1981

The fifth of August was the start of what was, for me, one of the most interesting and enjoyable holidays I have ever had.

I left Bath around midday for Brightlingsea in Essex from where my 10 day O.Y.C. Cruise was to begin.

The Ocean Youth Club is a Club for teenagers all over the U.K. which owns several yachts based at various area ports. Most of these yachts are one-design 72ft. ketchers which, although basically low-cost built, are very pleasant and comfortable. I was going on this cruise somewhat reluctantly - I confess I did not relish the thought of being permanently damp for ten days! As it turned out, however, the weather was almost perfect throughout the holiday.

The first day was spent "going over the ropes" and establishing everybody's roles on board. We, the crew, which consisted of six boys and five girls, were divided into two watches, with 4 hours on and off, under a mate. Within each watch were various jobs such as purser and navigator who were in charge of respective bits of the boat. We soon found that, in order to enjoy the holiday and remain popular with the rest of the crew, it was a good idea to work hard and muck in and do one's fair share of the tasks - however undesirable cleaning out the 'heads' may sound! I believe this is an essential

part of any situation where people are living together at such such close quarters.

Having spent the first night at Harwich, we sailed the next day to Ramsgate. There was virtually no wind and the short journey was very slow. However the wind behind meant that we could host the cruising shoot - a large, very colourful, spinnaker-like sail.

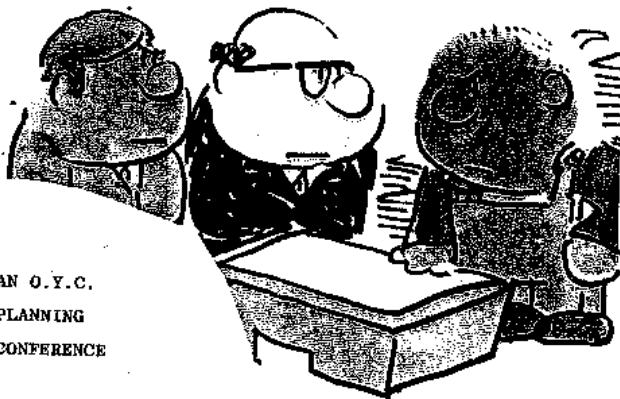
Throughout the cruise, the ketch I was on "The Sir T.S.", sailed in convoy with her sister ship "Samuel W". This resulted in much friendly rivalry between the crews. The numerous water fights and rude awaking with fog horns each morning showed this! On the third day we set off to sail across the Channel to the Normandy coast. We sailed past the White Cliffs of Dover in a misty haze and made our way across "La Manche". The English Channel is reputedly the busiest sea route in the World so it was essential to keep a continuous watch for the ferries which bore down on us perpetually from every direction!

Thirty-six hours later we finally arrived in the tiny fishing port of Fécamp. We, as a crew, had voted that we should not sail all the time in order to leave days for exploring our ports-of-call. We spent most of our time in Fécamp (where they make Benedictine, incidentally) patronising the 'Bistro' of a friendly frenchman! After Fécamp, we made several stops at small ports on the way to Cherbourg, sailing in the calm sea and hot sunshine at a very leisurely pace. When not on watch, the favourite pastimes were sunbathing, playing silly word-games and working out solutions to the dastardly Rubriks cube!

Our particular crew were highly commended at the end for our excellent cuisine. Cooking for a total crew of 15 hungry sailors is no mean task but more than once we did have complete three course meals while under sail and we made numerous loaves of bread and several cheesecakes!

On our final day in France, we left Cherbourg at lunchtime in order to visit Alderley on the way home. Unfortunately there was very little wind so, instead of motor-sailing we decided to find a nice beach, anchor and swim. We spent a very pleasant afternoon snoozing lazily in the heat!

It was with much sadness that, on the last day, our crew split up to go back to our respective homes. We had discovered an entirely new type of holiday and made many new friends. We sailed 470 miles in 10 days - a very impressive distance!



AN O.Y.C.  
PLANNING  
CONFERENCE

The Ocean Youth Club prides itself in having more holiday-like cruises than perhaps the S.T.A. which I feel is more fun. So, come on all you sailors, get out your yellow wellies and come aboard! Ask me for details of O.Y.C.! This is for the attention of older sailors too. Our worthy editor himself is a qualified 2nd mate for the O.Y.C., a most respected post and we all know how old he is!

Jennifer Hodgson  
(who is also trying to be better than her father and her brother)



Elsewhere in this Log is a very complete and professional report of a class event.

I will therefore deal only briefly with the Enterprise week.

Steven Bryant and I both agreed that a Championship can't be won by everyone. In the event, this fact was proved by our boat being represented in the top 150!

We both thoroughly enjoyed the experience and would recommend without hesitation participation in such an event for anyone who wants to really discover sea sailing against experts.

Notelets:

Day 1. Arrived, unpacked, discovered Proctor D mast was underweight and that Steve had forgotten tin opener.

Day 2. Worse still. I forgot bottle opener.

Day 3. Welcomed by Mayor. Sherry glasses too small to take fizzy beer. Discovered sea water tastes funny.

Day 4. Discovered antidote to sea water taste was fizzy beer.

Day 5. Discovered waves don't help to alleviate side effects of fizzy beer.

Day 6. Discovered Southport sailors were better than us, but enjoyed meeting so many people and making so many friends.

Would we do it again? Yes - if father will pay the £25 entrance fee again.

David Hodgson (still trying!)

Dear John

I noticed your appeal in the Summer Log and enclose some information relating to another Club which you may be able to extract some snippets from.

Nan and I enjoyed the experience of visiting Canada for the first time this year and whilst there were invited to visit the Dalhousie Yacht Club which is located on the southern side of Lake Ontario and on the outskirts of St Catherines, pop. 124,000. The Club, of course, is predominantly motor sailers and motor cruisers, with of course vast waters to sail. Eight locks take them up onto Lake Erie and link with the other great lakes, or via seven locks down the St Lawrence sea-way. Other waters will take them well down into the U.S.A.

Port Dalhousie marks the entrance to the first Welland Canal built by one William Hamilton Merritt in 1829. The second and third canals also joined Lake Ontario at this point. It was not until the fourth and present Welland Canal was built in 1932 that Port Dalhousie no longer was used, the entrance is now some 3 miles east at Port Weller, an artificially created harbour.

The overall length of the present Welland Canal is 26 miles with a total lift of 326 feet via 8 locks, average lift 46 feet. Size of locks breast wall to gate fender 27ft.

This engineering achievement lifts ocean going shipping over the Niagara escarpment. Since it was opened various improvements such as sky-ways, tunnels, have replaced some of the many lifting road bridges, also some re-alignment at Welland.

Trusting some of this may be of interest to members of Shearwater Sailing Club, although sent by two not very active members. We were both proud to record our visit to Dalhousie Yacht Club in their visitors book as being members of Shearwater Sailing Club, Warminster, England.

Yours sincerely

Norman and Nan Godfrey

A copy of "The Breeze", the Dalhousie Yacht Club Log, is on the Shearwater Club Notice Board. Our thanks to Nan and Norman for their entry.



### WHY DO THEY SAY THAT?

The colourful language of the sea has given us many colloquial words and phrases.

A loggerhead was a tool used for caulking (making joints waterproof) and also as a weapon in fights between sailors, giving rise to the expression "at loggerheads."

Devil was the caulker's name for the seam in the upper deck planking next to the ship's waterways. There was very little space to get at this seam with a caulking iron, and this is the origin of the saying "between the devil and the deep blue sea."

Groggum is a coarse fabric of silk, mohair and wool, and Admiral Vernon was nicknamed "Old Grog" because he wore a cloak of that material. Vernon was the first to serve the sailors with a mixture of rum and water instead of neat rum which is how that mixture became known as grog and why we say a tottering drunk is groggy.

A clean slate was originally a log-slate, on which the course and the distance run during a watch were entered. This information was entered in the deck-log and the slate wiped clean ready for the next watch.

"By and large" was an order to the helmsman to sail slightly off the wind, making it easier to steer and less likely for the vessel to be taken aback. And "knows the ropes", indicating a man is an expert, was a phrase used by sailors as early as the mid-nineteenth century.

Has any member any other examples of the language of the sea?  
Please send details to John Hodgson

### FROM THE EDITOR



My thanks to those of you who have taken the time and trouble to write for this edition. I hope you will feel we have done justice to your efforts. There is no doubt that this edition makes better reading!

May I apologise to our Commodore's wife. In a recent article I wrote she was quoted as enjoying "smoking and drug taking". This should have read "Smoking and Rug Making..." I'm sorry Diana, but I understand you have met some very interesting people as a result of this error.

In our next edition we hope to feature an article from one of our Senior (and much travelled) members, entitled "Waters I have passed".