



Shearwater Sailing Club

Log Feb 12

Commodore's Message

Welcome to another year at Shearwater. 2012 is Olympic year and we have planned an Open Regatta special event on Sunday 15th July to celebrate.

Whilst there was a good turnout at the AGM, we are still seeking a Vice Commodore and Secretary for this year. Unfortunately the club does not run by itself and as it is your club, by taking a turn, not only with duties, helps take us into the future in a way that you the members, wish.

Planned maintenance weekends have just completed with club facilities looking clean and tidy and with a redecked pontoon that should last a good few years. Next year we hope to replace / repair the clubhouse windows so we need to recruit some glaziers into our midst! Once the warmer weather arrives we will arrange painting days on a couple of Saturdays to do the toilet facilities and start box.

Longleat Estate has recently written to members to renew licences (at the same price as last year) so please get your paperwork submitted, both to the estate, and membership forms to Ching.

The first events are the Fitting Out Supper on Friday 2nd March and First Thrash on 4th March.

I wish you all a successful season and hope to see all of you on the water (especially on Tuesday evenings which are increasingly popular) at sometime during the year.

John Stuckey
Commodore

Membership Subs

A reminder please all membership fees for the 2011 sailing season are due by end of January – that's past so - as soon as possible please! Many thanks. I know we're not sailing yet but the rent, licences etc. all have to be paid in advance!

Lois Barlow (honorary treasurer)

Update on Average Laps

From the Sailing Committee:

Firstly our thanks to Jack Langley and the previous sailing committee for organising our racing and events so well over the previous years. I'm new to this particular job and am grateful to Colin Newton who has been persuaded to continue for the time being his job of collating race results. Paul Athay has also agreed to get the season going with the 2012 Portsmouth Handicap numbers once they are issued by the RYA on March 5th and then will hand over to Nic Cross. I'm very grateful to Colin and Paul for agreeing to a gradual hand-over of jobs whilst we find our feet.

1 Results

We've been discussing the possibility of using a computer for race results. We feel that it wouldn't be practical to have one set up in the start box and expect the OODs to use it for a number of reasons (eg. None of the available racing programs are very straightforward to learn to use.) During the year we will look further into this and will experiment transferring some results onto the website using either 'Sailwave' or one the RYA has.

2 The category system of handicaps.

We have been looking at this and will continue more or less as before but with a few small changes. All new members will sail at least one race on category 'A' before being rated by the sailing committee for either A, B or C. (only the sailing committee can assign you to a B or C category.) this will last for a maximum of one year before you will be moved up one step in the categories system. So overall a novice racer may spend a total of two years before arriving at the standard Portsmouth yardstick number. (Category 'A': no additional handicap). Our system is aimed to give those new to racing an encouragement to join in and it is hoped that during this period novices will gradually work their way up the results. The sailing committee will reassess all the category racers from time to time and may change them at the end of a series if necessary. Don't forget to check in the book what your category is. NB the RYA are not publishing this years yardstick numbers until the day of our first thrash. Please check your handicaps when the spring series starts.

3 Average lap races.

Again we have spent some time discussing the use of Average Lap Racing (ALR) and looking at the pros and cons of it use. The RYA recommends its use as being the fairest way to run handicap racing. We will continue to use it at the discretion of the OOD on Tuesdays and Sundays. It is a good method especially where there is a wide range from faster boats to slower boats on the water. It may not be necessary if

the fleet is made up of similar boats, but the race can be run in exactly the same manner as described below.

Operating an ALR is a little different to the traditional points race. The number of laps is not advertised in advance but an approximate length of time the race is to be run is notified (eg “ about 1hour”). This means that the OOD does not have to worry about shortening the course. To end the race the OOD judges when the boat that is in front on the water has sailed for nearly one hour and should be coming up for a finish. An ‘About-To-Finish’ signal (two long hoots and the blue flag) is given when the leading boat is rounding the last mark before the finish line. Once this boat has crossed the line and finished all boats are finished when they next cross the line in the correct direction (no half laps). Both their finish time and the number of laps they did are recorded to calculate the actual results. If the fleet is made up of boats of more similar speeds they will probably have all sailed the same number of laps anyway.

Full details for the OOD’s will be circulated and put up in the start box.

Chris Barlow, Sailing Sec.

Duties

Peter Barnes, would like to remind all members to make use of the opportunity to learn more about club racing by signing up for a few 'Duties'. Each member should be doing a minimum of 2 to evenly spread the burden. Many experienced club members are happy to answer questions and mentor anyone who would like some training so they can take on the role of 'Officer on Duty'. The first step is to sign up for a few 'Assistant Officer on Duty' slots on the website or at the Fitting Out Supper and then to ask us for help.

OOD Training (Social)

In the evening of Fri 23rd March we will provide an OOD refresher in the clubhouse. Please bring a bottle/drink and cheese and biscuits to help the evening along.

Risk Assessments

Jon Rawson has done a significant update to the club risk assessments. All are asked to note the new Fire Action Plan and take time to review the assessments on the website.

Club Key Holders

Important for OOD's & Rescue Boat operators

Jack Langley	Bath	01761 471304
Chris Mulholland	Bishopstow	01985 300434
Richard Loverock	Trowbridge	01225 762838
Colin Singer	Crockerton	01985 213696
Nic Cross	Dilton Marsh	01373 822258
Martin Honor	Dilton Marsh	01373 823031
Margaret Pell	Frome	01373 462549
Paul Athay	Frome	01373 463474
Matt Weale	Longbridge Deverill	01985 841223
Leon Ward	Westbury	01373 824126

Burgees

The Commodore has an example of a 12" burgee available from Ensign Flags for £24. An ideal birthday present!



Finally we have an example of a home made Laser style 'Allen' burgee with Club symbol added. Purchase a blank red one from 'Sailboats', or similar chandlers and ask the Commodore for the template and black and white sailtape etc. Donation of £2 to RNLI lifeboat to cover costs please.



Starcross Steamer



On a cold January weekend, six hardy souls ventured south to Starcross Yacht Club for the annual running of this winter pursuit race. The forecast looked lively and so it proved as we wandered back from the pub on Saturday night with the wind blowing proverbial “dogs off chains”.

Sunday morning brought no respite and decisions were taken early by some of the more sensible team members that the club house was the place to be.

With a solid 25 kts of breeze over a falling tide, the Exe Estuary looked daunting. Just under 100 boats signed on, with SSC represented by Leon Ward (RS 400), Martyn Stubbs, Yvonne Smith (RS Vision) and Chris Mulholland (RS 400). It was slightly ominous that as the 400s launched, some boats were already returning having had enough. Unfortunately, the launching did for the vision of Martyn and Yvonne, whilst the 400 set off 46 minutes after the lead boats. Survival was the watch word, Leon Ward and Pete Muskett flying the flag for the RYA after a couple of early swims decided that a bacon roll and a cup of tea was a better option, which left Chris out there having scrounged a ride in another boat due to a reluctant crew – it was a day for plenty of weight in the boat!

At the end of the two and a half hours 25 boats finished, Chris survived for 15th, although no one was really sure due to the general carnage scattered across the estuary. Top result, two cadets in a Mirror, first to start and a very creditable finish in 22nd place.

Chris Mulholland

Fire Action

Fire Action

Any person discovering a fire

1. Repeatedly shout 'Fire' to warn everyone in the boathouse / race box.
2. Ensure everyone in the boathouse / race box is aware of fire and need to evacuate.
3. Leave premises immediately by safest exit ensuring no one is left behind.
4. When safe to do so dial 999 and ask for fire service – state fire at the lakeside boathouse, north side, Shearwater Lake Crockerton BA12 8AE.
5. Keep everyone including the public at least 50m away from the start box as potential gas cylinder explosion hazard and petrol explosion hazard.

Safe assembly area is outside the Clubhouse.



**Do not stop to collect personal belongings.
Do not re-enter the start box or boathouse until told
that it is safe to do so by the fire service.**