

Afloat

News, views & information from Weir Wood Sailing Club



Issue 1 Spring/Summer 2009



**Laser 2000 Fleet Profile
Changes to Racing Formats
and a New Look Magazine**



From The Editor

Magazine "Make Over"

John Chisnall

Welcome to the first edition of "AFLOAT", the new format Weir Wood Magazine featuring colour as well as black and white photos and new type face and paper. The previous magazine had been going for 10 years or more and thanks to my predecessor, Ernie Hatton, who evolved a format that served us so well over all that time. But we thought that a change would perhaps breathe new life into one of the Club's institutions which members still want even in this electronic age.

We will continue to cover the same content plus some new features including "Dates at a Glance" to give you plenty of notice of what is coming up, a new "Youf" section, "For Sale" and "Crews Wanted" can be advertised and I might even find room for a few more jokes or cartoons (Groan!).

In order to keep up the quality of the magazine in format and content and to fund the colour we will be publishing 3 issues a year; Winter, Spring/Summer and Autumn.

If you have any further ideas about how to improve the magazine or ideas that would make good subjects or better still write something for the magazine it would be most gratefully received. I will guarantee publishing anything submitted that is relevant and of interest and that passes the "Under 5" censorship standards.

The magazine is set and printed by Embassy Press whose knowledge of the Club and its magazine have helped to ensure a high quality product speedily produced. They also print the enclosures, race card and boat stickers. Embassy also deals with the distribution. The key people at Embassy are Simon Crittenden and Michelle Sibley who assemble the magazine into its final format. Simon has written some guide lines for producing copy which makes his life easier and they can be found later in this edition. So if you are submitting copy or photos for the magazine it would be very helpful if you would follow the guidelines. ▲

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Tony Carter ↓

From the Commodore

Tony Carter

April already, spring is here and it will not be long before we have Wednesday Evening Sailing again. "Yippee!" That means summer has arrived.

I would like to start with a few "thank yous." First is a big thank you to all the members who turned out a few weeks ago and helped start the tidy up of the site. You may have noticed the skips on site slowly filling up with old boats and general accumulated rubbish from around the club. Your help was greatly appreciated by me.

Second I would like to thank Neil Peters. Neil served as our sailing secretary for just over a year. He brought a tremendous amount of energy and enthusiasm to the club and was well known for thinking outside the box for many of his ideas. Some were good but also there were those which would clearly not work at Weir Wood. Neil has now moved on to pastures new and we wish him every success at his new club.

Now that Neil has left the club this means the position of Sailing Secretary has become vacant again. I would therefore like to make a plea for help from the Racers within the club. The club does need a sailing secretary to co-ordinate operations of the sailing committee. I feel that as the sailing secretary's duties are predominantly biased towards the racers within the club and this post would be best filled by one of you racers. Therefore I ask that one of you do the honourable thing step up to the plate.

Dates at a Glance

Sailing Events

- 5th April *Laser 2000 Turbo*
- 2nd May *Laser Open Meeting*
- 20th June *More Mid Summer Madness*
- 12th July *RS 200 Open Meeting*
- 19th July *Enterprise Open Meeting*

19th September *Oppy Open*

Social Events

- 11th April *Easter Egg Hunt*
- 20th June *More Mid Summer Madness*
- 10th October *Curry and Quiz*
- 12th December *Christmas Dinner*

Write them in your diaries NOW

We have begun to make the proposals in the 3 year plan happen. Planning permission is being sought to provide new storage behind the race hut. This will free up the Training Room so it can be turned back into a dedicated teaching facility. I would like to thank John and Dick who have been instrumental in getting this off the ground. We are well on the way to getting the race results computerised. This will enable the race officer to publish the days racing results on the website and in the club room the same day, so you will all kept up to date. This is already being done for the Laser fleet and it is hoped to have the handicap fleets online within a matter of weeks. I would like to thank Pete Young who has been putting many hours hard work to achieve this.

Additional balcony furniture has been ordered and should arrive very soon. In addition to this we will be getting more picnic tables in time for the Open Day. Talking of which this will be on Saturday 9th May between 11:00 and 16:00hrs. Some help would be much appreciated so please help your club and offer a couple of hours to help out on the day. You can contact me about this through the usual channels. You will have also had in this magazine some handouts for the Open Day. Please pass these around your friends at home, school, and local gym/leisure centre. Do your bit to help publicise the day and make it as great a success as last year.

By mid-summer we hope to have an online shop available to our members. Here you will be able to browse and buy various club merchandise, ranging from hats, polo shirts, Sweat shirts, Jackets etc. These can be embroidered with the Weir Wood Club Logo and you can also further personalise any item with your name, your boat name and stuff like that. Club logoed items are restricted to a choice of club colours. However, in addition to club merchandise you will also have access to a wide range of other sailing and leisure gear.

You will find elsewhere in this publication a plea to those members who have left their road trailers amongst the trees next to the race box. They have to be moved form here. We have created a new storage for these in the Mirror Park down by Oppy Bay (Top right-hand side as you look into the park). Some of these trailers have been padlocked to trees and each other. Those members who have a trailer stored here please move it to the new site in the mirror park. If you do not move it we will move it for you and if that means the lock has to be cut off then that is what will happen. You have been warned.

We have plenty of events planned this year and the new social programme has just been published. You can find all of these advertised on the web site and in the magazine. We also have many sailing events this year with something for everyone. These were to kick off with the Club Championships on the 29th March. Unfortunately the wind did not play ball so it is now rescheduled to Sunday 17th May. Please make a note in your diary. On the 5th April we had the now famous and very successful Laser 2000 Turbo. See the article later in this magazine. There are other Opens

throughout the year and we are pleased to be chosen by the Rooster 8.1's to host their Inland Championships later this year.

As a treat for the youth members we are running a 5 day Cobnor this summer from 28th August to 2nd September. If you want further details or book your place please see Sue Wood or download an application from the training pages of the website.

The Photographic Competition is back; this year bigger than ever. You not only get your photos published. They could also be featured in the Weir Wood Calendar for 2010. You will also have a chance to win a memory card for your camera courtesy of Captura Images.

Finally I am in the process of negotiations with the RYA to gain Onboard Status for the club. This will give us an additional accreditation as a Sailing Club plus we hope give us access to additional funding to promote sailing at Weir Wood.

You can see plenty of things happening and plenty more to come. ▲

Sailing Secretary News

We have to say "goodbye" to Neil Peters who has decided for personal reasons that he has to step down as sailing secretary. The Commodore has already thanked Neil for the work that he has put in over the past year. Of the dozens of ideas he has generated a number have been very successful: leading on the Club of the Year award, getting the largest home fleet racing in the Enterprise Open, introducing the "Featured Fleet" on Sunday mornings and notably last year's "Mid Summer Madness". Good luck with your new club, Neil, and we look forward to seeing you when you come back to Weir Wood as a visitor.

Many thanks to Mark Chester who by burning a great deal of midnight oil has managed to produce the Race Card at such short notice.

And of course as the Commodore has said that has left us with a role to fill. So if anyone out there in the racing Fleet in particular is ready and willing to come and take the job on please contact our Commodore, Tony Carter or any committee member. The job is not as onerous as it may seem. There is an experienced team that have various roles within the Sailing Committee including a technical director of sailing, an assistant sailing secretary who handles the admin and race card and someone with responsibility for the buoys, committee boat and other on the water stuff. In addition we now have a team of members we can call on who are willing and competent at managing major events. ▲

Racing Programme News

Changes In Racing Formats And Revised Start Times

Sunday Racing

A three race Sunday morning format has been trialed throughout the winter series and the feedback from active Sunday morning racers was that it made for too long a morning with the final race frequently not finishing until well after 1 p.m. For the Summer season, therefore, we are reverting to a two races format sailed back to back **with the revised start time for the first race of 10.30.**

From the beginning of April we are reintroducing a Sunday P.M. Series starting at 2.30. Many of you will recall that this was a regular feature which fell out of favour when the water levels dropped significantly a couple of years ago. Folk were just too tired to heave their boats over that huge stretch of foreshore. This will provide a friendly less hectic forum which we hope will appeal particularly to those who are new to racing or want to give it a go as well as our established racers.



Peter Young →

Saturday Afternoon Series

Revised start time of 2.30

Wednesday Evening Racing

Our Wednesday evening racing starts again the first week in May and goes through until the end of August. Starts are at 7.00 pm for the first and last three weeks and 7.30 for the rest. See later in this edition for more details especially about “après sail”

If you are new to racing or want to give it a go come and join in Saturday or Sunday afternoon or Wednesday evening. Start by joining in behind the fleet and follow round. Don't hesitate to ask the more experienced guys for any advice. They are really friendly bunch who will be only too pleased to encourage people to join in. If you get a taste for it we run an introductory RYA course; “Start Racing” ▲

Laser Ramblings

Peter Young

Thirty-five WWSC Laser sailors competed during this winter's marathon Icicle 32 race series. Incorporated in amongst the ice and foggy mornings were two magnificent Fast & Furious race days, invented by our own Tim Hulley to address the average Laser sailor's attention span. Showing themselves well suited to the Fast & Furious, Ian Clark and David Giles took away the silverware (ok, ok – the pat on the back) with consistent starts and some masterful boat-handling. The podium overall was scaled by Clark who delivered steady race results interrupted only by the 'one day wonders', Binding and Giles

Speaking of 'one day wonders' Jon Emmett strolled back into town to deliver the most fantastic training day to 15 of the Club's Laser sailors. As well as learning how little we knew, we found out about the importance of kicker tension in light airs and mainsheet tension whilst moving into a roll tack. If we didn't pick that up we at least now understand that the different strings on the boat are there for a good reason and each should be pulled and released at some stage during each lap. We hope to twist Jon's arm in the Autumn for another session.

Racing Results for Winter 2008/9

| Dates | Series | Avg Starters | First | Second | Third |
|-------------------------|-----------------------|--------------|-------------------------------|---------------------------------------|--|
| General Handicap | | | | | |
| 30th Nov to 22nd Mar | Weir Wood Icicle | 9.5 | Chris Hopkins (Solo) | Ralph Husey (Megabyte) | Verity Hopkins (Optimist) |
| 29th Nov to 21st Mar | Weir Wood Plate (Sat) | 5.9 | Ian Clark (Laser) | Ralph Husey (Megabyte) | Janine Blundell (Laser) |
| Laser | | | | | |
| 30th Nov to 22nd Mar | Weir Wood Icicle | | Ian Clark | Peter Young | Chris Fyans |
| Featured Fleets | | | | | |
| 5th Oct to 22nd Feb | Topper/Optimist | 3.6 | Verity Hopkins (Optimist) | Connor Genders (Topper) | E.Baker (Topper) |
| 12th Oct to 1st Mar | Enterprise | 4.2 | Geoff Bush & G.Williams | Vic Hopkins & Kevin Francis | Dick Lankester & D.Willy |
| 26th Oct to 8th Mar | Laser 2000 | 3.3 | Rob & Kate Burridge | Miles Wade & Jack Wade | John Holroyd & Jane Rusbatch |
| 1st Nov to 15th Mar | RS Fleet | 3.7 | Martin & Julie Pascoe (RS200) | Paul Jenkins & Michael Barnes (RS800) | John Ramshaw & Mark Harrington (RS200) |
| | Weir Wood Cup (Sat) | 7.9 | Ian Clark (Laser) | Ralph Husey (Megabyte) | Nick Jones (Laser) |

Looking to the future, all Laser Sailors are encourage to crayon Saturday 2nd May into their Calendars for the WWSC Laser Open & Grand Prix. Everybody - and we mean everybody - is invited who can get their hands on a Laser. A Fast & Furious warm-up Sunday is being planned between now and then to dust off any remained cobwebs followed closely afterwards by a Curry Night to further investigate links between Laser sailors and wind. Also, all sailors are encouraged to give Wednesday nights a try when they start on 6th May. You'll be amazed how the same bit of water in the same boat can feel so different midweek. If Sunday is Elvis Presley, then Wednesday is much more Cliff Richard.

Damn – nobody is going to turn up now...

Thanks, Pete

Peter Young, our Laser Fleet Captain, also produces a regular e-mail News Letter for the Laser Gang. Here's the latest which may be of interest to a wider audience.

Hello folks,

Here is your desperately exciting, if a little tardy, newsletter with items listed in no particular order:

- ▶ **WWSC Open and Grand Prix, Saturday 2nd May.** If you do nothing else you must come along to this extravaganza of short races and craic. First race at 11am, with a briefing shortly before that. We are trying to arranged a curry at the club afterwards to accompany the cold beer or lemonade.
- ▶ **Grand Prix Series dates.** The first of the South East Grand Prix events has happened but find attached the full program which has now just been finalised. For those of you that have never attended one, they are the next step up from club racing. Usually 4 races in one day with lunch in between. You should stick this poster on your bed to remind you that you should not be doing what you are doing. Rather, you should be racing your Laser.
- ▶ **Training at Bewl Valley.** The South East Laser coordinator is organising some training in Bewl Valley for all different levels of sailors on 18-19 April. Find attached a self-explanatory poster. Looks like a really good opportunity.
- ▶ **Queen Mary Sailing Club invite.** The folks at Queen Mary Sailing Club, although not part of the SE Grand Prix series, are good eggs. They have invited WWSC along to their open meeting on Saturday 18 April. (Queen Mary is the reservoir at 9pm on the M25). Again, nice poster attached.
- ▶ **Fast & Furious Failure.** OK, OK - we have not managed to get another F&F frantic race day in at the club for a while. I am just looking for a weekend when I am free to run. Afraid it looks like May now.
- ▶ **Wednesday Nights.** Stuck between Tuesday and Thursday, Wednesday has never been an easy gig. As part of a new government initiative to improve the profile of Wednesday, WWSC runs evening racing and opens the bar afterwards. Culturally the sailing is very mixed with Irish people and people who wear open toed footwear so please come along and support the community. Again, Chris Fyans has agreed to buy the drinks for any sailor who has not sailed a Wednesday night for at least 12 months. In all respects, Wednesday racing could not be further away from Sunday racing. Starts 1st Wednesday in May at 7pm - be great to see you there!
- ▶ **Safety/Mark Boat Plea for Saturday 2 May.** I am struggling to find a safety boat crew for the big day. Please let me know if you know of anybody who can help out moving marks on the day.

OK - that is all I can think of. See you at the club soon!

Cheers ▲

More Mid-Summer Madness Saturday 20th June

More fun and entertainment is planned for the Summer Solstice with novelty fun team racing during the day and with the traditional picnic and musical entertainment in the evening. We have booked the Reigate Grammar School Swing Band to entertain whilst you are picnicking, followed by a Rhythm & Blues band.

So put the dates in your diaries now in RED UNDERLINED. Those who came last year had a really great day and we have never heard so much laughter coming from the water.

We need volunteers to help run the day both on shore and on the water so if you don't want to join in the sailing antics but want to have fun watching others enjoying crazy racing get in touch with Simon Davis on 01342 822075 or John Chisnall on 020 8688 0869 ▲

Open Day 9th May

The Club will be holding its Annual Open Day on 10th May from 11 am to 4 pm.

Please come along and help encourage visitors to join the Club and start to enjoy sailing. Bring any family, friends and acquaintances you may now and introduce them to the Sport and the Club.

The BBQ will be supplying burgers and sausages, onions, rolls and drinks all day and the bar will be open from mid day.

Enclosed with this edition are some flyers advertising the event. Do give them out to anyone who might be interested and encourage them to come along. ▲

Profile of the Laser 2000 Fleet

Andrew Sloper



The Laser 2000 ↓

Over the next few magazine issues we will be featuring profiles of the main classes at Weir Wood. We begin with the Laser 2000 fleet. The Editor sails this class so it seemed a good choice to begin with, plus we have just had the fourth Laser 2000 Turbo Open event. Classes to follow include the Enterprise, Laser, RS, Toppers and Optimists

Boat Specification and Main Features

The Laser 2000 is a good general-purpose asymmetric boat for racing, cruising and general recreational sailing. It was first manufactured in 1998, since which more than 2,200 boats have been built. It combines a classic GRP hull and deck moulding with a modern asymmetric rig including a furling jib and reefing mainsail.

The boat is equally at home on both inland and coastal waters and is

forgiving in very strong winds. It is particularly docile for novices yet can be an exhilarating sail for more advanced sailors in the stronger stuff

Manufacturer: Laser

Cost: *New* – including combi trailer about £7,000

Second hand – depends on condition but good quality boats can be found for about £3,000

If you want advice about what to look for in a second hand boat you are welcome to contact the fleet captain or any of the leading sailors (see below)

For

- The Laser 2000 is a great boat for racing and cruising. It is suitable for family sailing, being roomy, very forgiving and easy to gybe if you “go for it”! Extra fun for the kids can be had through fitting a trapeze on the later boats – but remember to remove this for racing as it is not class legal.
- What sets it apart from many other boats is the helpful, informal and friendly nature of the fleet at all venues supported by the excellent Class Association. The excellent work of the “class motivator” (see below!) has developed the abilities and interest of all levels of sailors in the club.
- The sailors at the top end of the fleet at WWSC are amongst the best in the country, and have been instrumental in developing the Class Association, instructing others and generally encouraging the development of the fleet. Indeed the fleet at WWSC is the largest in the country, and certainly the most

Specification

Dimensions

| | |
|-------------|------|
| Length | 4.44 |
| Beam | 1.77 |
| Mast Height | 6.27 |

Sail Areas

| | |
|-----------|-------|
| Main | 8.66 |
| Jib | 3.03 |
| Gennicker | 10.12 |

Weights

| | |
|---------|-------|
| Hull | 140kg |
| Trolley | 35kg |
| Trailer | 75kg |

Details

| | |
|-------------|---------------|
| Designed by | Phil Morrison |
| PY Number | 1089 |
| Material | GRP |

consistently active on the circuit.

- The boat is robust, the main sail can be easily reefed for stronger winds, and it drains well after a capsized

Against

- Not ideal for really light wind racing in handicap fleet, as it is a little too heavy to be competitive against some of the other boats
- When it capsizes, there are no half measures (it tends to turn right over) so a mast head float is advisable for the less confident.

The Class Association

2009 marks the 10th anniversary of the Laser 2000 Class Association, a significant milestone which the Class will be celebrating throughout the year. Over the 10 years it has become a very friendly and social association, and

Fleet Profile

Fleet Captain **Andrew Sloper**

WWSC L2K personalities **Dil Sandhu** “Class Motivator” who co-ordinates the Saturday self-help group
Rob Burridge National Champion and Class Association Training Co-ordinator
Tim Hulley Class Association Technical Officer
Amy Hulley Class Association Youth Representative
John and Jean Chisnall Record holders of number of burgees presented for coming last at Open meetings! (But who came 18th out of 26 in the “Turbo”)

one of the main reasons why so many sailors have enjoyed their introduction to racing through the L2k. Association membership continues to increase and at the end of the 2008-09 season was at 400 members. The turnout at events is also increasing, with typically 50-60 boats at the Nationals and Inland events, and around 30 boats at the regular series events.

The Millennium Mutterings class association newsletter is published three times per year and provides news, event reports and tips for setting up and sailing. It has been a great source of knowledge for those interested in fine tuning of the boat, and for those interested more in the casual sailing and social sides of the class.

The 10th Anniversary National Championships will be held at Hayling Island from 26th - 31st July 2009, with a 'sail past' on the Sunday down the length of Chichester Harbour to Dell Quay SC and Chichester YC for a birthday tea. The Inland Championships will take place on 19th - 20th September at Ullswater Yacht Club.

From the Fleet Captain – or “How I ended up in the front of an L2K as WWSC”

Andrew Sloper

I had no idea when I came back from a Mark Warner holiday in 1998 flushed with enthusiasm for sailing, wandered down to my local club at Queen Mary Reservoir and volunteered to crew for an American in an oddly named L2k “Grape Gecko” that I had stumbled into exactly the right boat (if not the right Club!) purely by chance.

I had windsurfed for a few years but decided to do something slightly more inclusive when the family came along. So I had a reasonable idea in which direction I should point a boat, but no idea what anything was called (and still don't) nor how to “tune” it. I only realised later that the L2k was both the perfect introduction to “proper” dinghy sailing and racing, but also allows scope for a modest amount of fiddling, and rewards a good amount of practice.

The next couple of years was about gaining some experience and sailing round the cans at QMSC; getting better, but not really progressing all that quickly. Having joined the class association and been exposed to the best sailors on the circuit I realised how friendly and helpful everyone is, and particularly how prepared they are to pass on their knowledge. As soon as I realised that all the best sailors in the area were at Weir Wood (naturally!) I moved from QMSC and benefited even more from sailing against (well, behind!) the best people more regularly.

The best aspect of the boat for me though has been what it has enabled us to do as a family. As someone who enjoys racing properly but not too seriously it has been a wonderful boat for us. Gradually I have been able to pass over the tiller to Will (or have it “wrenched from my hand” as he might say) and pass on more of the responsibilities in the boat when racing. The process of handling over responsibility has



Andrew Sloper Laser 2000 Fleet Captain

really helped my sailing too. Simply being forced to discuss the different roles in the boat (e.g. who is leading “strategy”, “boat avoidance”, “wind spotting”, “start tactics”, “timing the start”, “wiggling the rudder”) and how they differ upwind and down has helped us a lot.

Even more helpful though, spending time as a crew while leading the “strategy and tactics” bit (but without any direct ability to move the tiller) has encouraged a lot more discussion about what we are doing, and meant that we are operating off a lot more information than when the helm just decides and turns the boat. I would recommend swapping round, even for a short while, just to develop the communications and influencing skills. (I haven't yet had to resort to telling an increasingly independent and capable teenager to “tack now or I'll stop your allowance”). Just make sure everyone knows whose boat it is, so when the time comes for your turn again you can pull rank, even if not laying claim to the tiller on the grounds of ability!

As for Weir Wood, the advantages for an L2k sailor are too numerous to mention. The ones that stand out for me are: how helpful Rob Burrige and the Hulleys have been in developing the class and helping my sailing development, Dil and all the effort he puts into encouraging the less experienced sailors, and the friendly nature of the club. ▲

Risk Assessment

The Club undertakes an annual update of its risk assessment in order to identify and manage all risks associated with all club activities. The object is to assess how likely a hazard is to occur and the severity of the consequences if it does occur. Control measures are put in place for those hazards likely to have severe consequences. The assessment covers the Club House, general outside areas including the slipways as well as support boat and sailing activities. Full details of the Risk Assessment can be made available through any committee member. ▲

Wednesday Evening Are Back

The first Wednesday evening sailing starts on 6th May with a 7 pm start. The format remains as has been with one handicap race.

In order to entice you out on Wednesday evenings we are introducing a new Supper Service from the Galley. You may not know this but some of our Wednesday night sailors are fantastic chefs and they have volunteered to titillate your palates with a variety of scintillating dishes designed to encourage more folk to come and enjoy the evening with that special Weir Wood "après sail" ambience. And following

last year's success we will be running the BBQ when weather permits with sizzling sausages, burgers, onions and anything else anyone wants to have a go at. The bar will be open of course. Prices will be realistically modest essentially covering costs with a small profit for the club. Did I hear you say "What about Fish and Chips"? Well that could be on the menu too.

Thanks to the Social Committee and especially Lynn Sandhu for getting the ideas together and persuading folk to join in the cooking rota. If anyone else wants to brag about their "signature dish" then get in touch with Lynn or Jean. 🚢

Welcome to New Members

Who's who in the club and what they do

A warm welcome to all new members. Do make yourselves known to other club members and hear from them how you can get the best out of the club to suit your expectations and needs. In particular say "Hello" with the committee members. Here's a summary of who we are and what we do



Tony Carter, Commodore



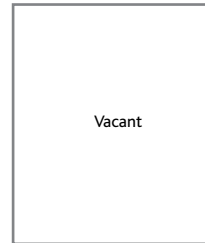
John Norris, Secretary



Chris Wilson, Treasurer



Chris Fyans,
Vice Commodore



Vacant



Lynn Sandhu,
Membership Secretary



David Whensley,
Marketing & Publicity



Dirk Lankestrer,
Duty Rota



Peter Hargreaves,
Training Committee Chairman



Stephen Carr,
House & Grounds



Chris Moir, Boat Park
Marshal



John Chisnall,
Magazine Editor



Jean Chisnall,
Social Secretary

Cornish Connections

John Wood

Weir Wood has a few members with strong connections with Cornwall and in particular with the river port of Fowey. Some of you will know that Jean, the Ed's wife was born there and each year we make an annual pilgrimage to the dear old county staying in Fowey and often visit Mevagissey by ferry. Chatting to John Wood, the owner and operator of the Fowey Mevagissey Ferry last year we learnt that he and his family were members of Weir Wood many years ago. I contacted John and asked him about memories of WWSC 30 years ago. He writes;

“The most surprising thing to have happened to me so far in 2009 was the arrival of an email asking whether I would write a short article for the WWSC magazine. My surprise owed less to the shock that I was finally to become a published author than to the fact that I last set sail on Weir Wood at the tender age of nine and that my very patchy memories of the experience are exclusively awful.

It all started at the Boat Show in the early sixties where my parents, encouraged by our enthusiasm for Arthur Ransome, decided to buy an Otter (it never caught on!). A few weeks later we proudly towed “Midge” from her birth place in Exmouth to our very landlocked house near East Grinstead. As luck (I think ‘fate’ would be more accurate) would have it, my father was friends with a local farmer called Gerald Pendry who had recently helped to found a sailing club on the reservoir. What he may have omitted to mention early on was that the local angling club had exclusive use (of all 200 odd acres, it seems) during the summer and that sailing therefore took place between September and March. I don’t know if wet suits had been invented but I definitely remember that we didn’t have any!

Your editor had the good fortune last summer to travel on the small ferry I now run between Mevagissey and Fowey in Cornwall and, having discovered during our 35 minute chat that we once shared a sailing experience, must have (I suppose) fondly imagined that my formative sailing years had led me inexorably to a long and distinguished career at sea. Had it not been for WWSC, I might well have followed this family tradition (my grandfather was a submarine commander). Undoubtedly the occasions at Weir Wood that stick in my mind were the most miserable and involved de-rigging the boat with wet, numb fingers in arctic conditions after (probably) overlong and (definitely) ill-tempered family outings. I do remember the disgrace of being towed back by the safety boat after my very first solo sail having failed to achieve sufficient way to tack in the light wind and eventually running out of sea room.

I’m quite sure that it wasn’t all bad – but my life changed on my 10th birthday when I had my first flight in a glider from Firle Beacon. Now there is a worthwhile hobby! I went on to become a helicopter pilot, did a bit of farming and even worked for the railways. Nine years ago – quite accidentally – I bought a ferry. Sir Joseph Porter was right, it seems, but that is another story. ▲



↑ The Fowey Mevagissey Ferry



← Ferry Owner John Wood

Congratulations to Jeremy Wykes

Congratulations to Laser 2000 sailor Jeremy Wykes who completed the Bath half marathon in the very creditable time of 1 hour 48 minutes and 44 seconds averaging just over 8 minute miles. This was Jeremy’s first half marathon and his achievement was even more remarkable as he had flown in that morning from Singapore and had driven directly to Bath for the run. Jeremy was raising money for Dreamflight, which is a registered UK charity (1117303) whose purpose is to send seriously ill and disabled children on their 'Holiday of a Lifetime', to the Theme Parks in central Florida. The charity brings some fun and joy to the children whose illnesses cause pain, distress and disruption to their lives.

Below you will see the link to the DreamFlight Just Giving website, so if you would like to make a donation however large or small in recognition of Jeremy’s achievement it would be very greatly appreciated. Donating through Justgiving is quick, easy and totally secure. It’s also the most efficient way to contribute. Dreamflight gets your money faster and, if you’re a UK taxpayer, Justgiving makes sure 25% in Gift Aid, plus a 3% supplement, are added to your donation.

<http://www.justgiving.com/dreamflight-half-marathon>. ▲



↓ Turbo winners Rob & Kate Burbridge

The Weir Wood Turbo 2009 Sunday 5th April

Andrew Sloper

The 2009 “Turbo” event followed the traditional format (many short races – 8 on this occasion) but with a record turnout of 26 boats. This was especially pleasing as the forecast for light winds had deterred one or two boats from making the journey. There were 8 visitors from as far away as Coventry, and who were spread evenly throughout the results table at the end of the day.

With the wind moving through around 120 degrees during the day, and the course needing resetting almost every race, the Race Officer (Martin Pascoe) and his team did an amazing job of getting four races in each side of lunch.

The one-lap format places a lot of emphasis on getting a clean start and avoiding any mistakes; with so many races in one day it is an excellent way of limbering up for the new season. It also rewards consistency, so it was no surprise that WWSC’s “Mr Consistent”, Rob Burridge with daughter Katy won the first race from Jon Holroyd and Jane Rusbatch (new members to WWSC and the L2k), and Thorpe Bay’s Graham Sexton and Kristina Harbourne. Martin and Harry Wilson of Datchet Water SC won the second, before Rob and Katy returned to form in the third and fourth races, beating Amy Hulley and Sophie Payne into second place on each occasion.

Lunch was fortunately taking during a lull in the wind. The break didn’t dull



← Turbo start

Rob’s concentration, but did allow a return to form for Dave Adams (sailing with Richard Thomas) who posted two firsts, a second and a third in the afternoon. Having not sailed over the winter, the four races in the morning clearly are enough of a warm up for the sailor from Broadstairs. (Or was it something he drank at lunchtime?!) Graham and Kristina won the last race, making it bullets from four different sailors over the course of the day.

Notable also was Tim Hulley, who turned up with a variety of nephews from a family birthday party the night before, missed the first two races,

contributed fully to the first general recall of the day, and still came eighth. Will Sloper came ninth and was first youth helm.

A big thanks to every one who helped run the day including Martin Pascoe as race officer ably assisted by Julie and Gemma; Chris and Pete in the support boat with boat drivers Ellie and Sarah and Clare Turnbull who generously took photos (You can see them on the Club Web Site and on the Fotoboat Web Site) and Ellie who also snapped away from the support boat. Thanks also to the galley team for the refreshments.

Results

| | | |
|-----|--------------------------------------|------------------------|
| 1st | Rob and Katy Burridge | WWSC (14pts) |
| 2nd | Dave Adams and Richard Thomas | Broadstairs SC(25 pts) |
| 3rd | Jon Holroyd and Jane Rusbatch | WWSC (25pts) |
| 4th | Amy Hulley and Sophie Payne | WWSC (26pts) |
| 5th | Graham Sexton and Kristina Harbourne | Thorpe Bay YC (37pts) |



← Light wind at the Leeward mark

Katie Burridge Looks back from the Front Of The Fleet.

Katie Burridge – Winning Crew
 New season = new determination!! The turbo is a great way to start the year as the pace of it gets you thinking and the ever shifting conditions at Weir Wood challenges everyone. This year the Turbo was genuinely really good fun, in my eyes. The competition has stepped up a level too as the 2000's are a fast growing fleet. Even for us it wasn't plain sailing – as you could say! In every race we had to be on our toes and ready for anything. The weather was nice on Sunday, sunny with wind – unlike the Club Championships which are being held at a later date due to no wind at all. It was tricky guessing



↓ Rob & Kate relax

where the gusts were going to come from – or in some cases which side the wind was going to fill in from. In the morning it was generally filling in from the East but in the afternoon it was anyone's game! When me and Dad won, he thanked everyone – as they rightly deserved – but he never took any credit for himself. He is such a fantastic sailor and the best Dad in the

→ Cool Amy



world to me . Thank you to everyone for a great days racing and I hope to see you at Draycote or Bough beech later in the racing season!

But Will Sloper found the light winds challenging.

Will Sloper – First Junior Helm
 You know you're keen when the lack of wind means you can look over the side of your boat and see a perfect reflection of yourself looking back!

Having been carted to WWSC in the back of the family car, with the distinct smell of pondy wetsuit wafting forward from the boot, I must say that sailing was rather low on my "things-that-I-really-fancy-doing-at-seven-thirty-with-no-wind" list. We arrived at the reservoir and I was optimistically sent to go and rig the L2K. My hopes didn't increase when I realised that it didn't matter which way I pointed the nose to hoist the jib. I finished rigging and went to get changed, further increasing my optimism by wearing hiking-shorts and splash vest.

However, when briefing-time came, a whisper of wind was tickling the lake and the water in the middle began to ripple. We launched, relying on the momentum of the push-off to carry us across the water towards the committee boat. Hoist, flap, stop. This wasn't looking hopeful, but then the genniker lifted in a moment of triumph and began to pull us toward the start line.

First race brought in a nifty fourth place which was unfortunately not

↑ Will Sloper; first youth helm





↓ Laser turbo down wind

repeated, but it was good while it lasted. However then the wind died again and I became increasingly frustrated with the lack of cooperation from the burgee and tale-tale departments. This continued, with small gusts that lightened my mood, for the next couple of races. I had decided that I did not “do” light winds, and claimed I wasn’t helming again in anything less than a force 2.

But this view was drastically altered after the next few races, and after lunch my attitude toward the ‘gentle airs’ began to improve. Spotting patches of wind whilst sailing downwind and noticing the shifts upwind began to shine through and gain us places, showing me what I was able to do with such conditions.

Occasional horrendous decisions to go right to the left upwind, combined with lazy mainsail handling downwind meant these little moments of sparkle were somewhat dulled, but they had happened nonetheless and I felt my performance improved over the day as I learned what worked (keeping the momentum) and more importantly what didn’t! (e.g. chasing the wind)

Wandering into the clubhouse having packed away, I was feeling very pleased that I had seen the odd gust coming downwind. Over-hearing what Rob had been spotting showed me that I still had a lot to learn, but I was definitely on the way.

I left both tired and confident, knowing that I could sail OK in light airs overcame my previous frustration, and determined to concentrate on the small things that make such a difference when the occasional puffs are the speed of an arthritic turtle. It still doesn’t beat a force four with the gennicker, but there you go, it beats homework.

And we couldn’t have run the event without all the helpers especially on the Support Boat. Sarah Burridge now qualifies as a well experienced Support Boat driver. (We start them young at Weir Wood)

Sarah Burridge (aged 9)

I was supposed to be on the committee boat but I got away with being on the rescue boat all day! I went on with Chris, Peter, Ellie and myself. I got changed, went on the RIB and my hectic day started. First, before any races we had to move buoys because the wind kept shifting. Ellie was driving and I had to pull the rope attached to the buoys. When the racing started, on the first race, we had to do the course so the people could see it. We couldn’t go too fast because the waves from the RIB would hit the Lasers and it would be bumpy. After the first race, we just hung back and if anybody needed anything we did it. The wind kept shifting and so in the morning we moved about 12

buoys. After the four races, we went in to lunch. When we went out again, I drove and Chris and Peter gave me marks for pulling up alongside the buoys, the committee boat and the pontoon. My lowest score was a two and my highest was a nine. When everyone went out, we moved buoys and then just sat and enjoyed the races. Ellie had to go in, so she took the results and went inside. We went to the committee boat so Chris could take pictures. I suddenly looked at our fuel meter and it was almost empty. We contacted the other rescue boat and they looked for fuel, but could not find any. We had to go from the 2nd race after lunch until the end of the day with no fuel. At the end of the day, I drove my mum called Gemma to the pontoon. I then went round the whole lake at full speed. I went to the pontoon and went in. I got changed then helped Ellie and Anne Sloper in the kitchen serving cake and tea. Then the prize giving began. I got a box of Hero’s for helping and I shared them with everyone I knew. I got ready and we went home!

Don’t get too worried. There were a couple of moderately experienced guys in the boat with Sarah and Ellie. Thanks Pete and Chris. And also thanks to Ellie who armed with my camera took some great shots of the racing. Ed ▲



⌂ Ok the wind’s all my fault

In Modern Times

In the year 2009 the Lord came unto Noah, who was now living in East Sussex, and said:

“Once again the earth has become overpopulated and wicked and I see the end of all flesh before me. Build another Ark and save two of every living thing along with a few good humans.”

He gave Noah the design saying “You have six months to build the Ark before I will start unending rain for 40 days and 40 nights.”

And behold six months came to pass and the Lord looked down and saw Noah weeping in his yard.

“Noah!” roared the Lord, “I am about to start the rain. Where is the Ark?”

“Forgive me Lord” begged Noah “But things have changed. I needed a building permit. I have been arguing with the Building Inspector about the need for a sprinkler system.”

“I have had to produce a Health and Safety Plan outlining mitigation measures which address working in confined spaces, dealing with wild animals, the spread of bubonic plague and Weil’s disease as well as flood risks,.”

“I have had to submit Your designs to the Department of Marine Safety who will issue a Certificate of Seaworthiness.”

“More than that my neighbours claim that I have violated the Planning Laws by building the Ark in my back garden and exceeding the height limitations. We have had to go to the Department of the Environment for a decision. Then the Dept of Transport demanded a bond be posted for the future costs of moving power lines and other overhead obstructions to clear the passage for the Ark’s move to the sea. I argued that the sea would be coming to us but they would hear nothing of it.”

“Getting wood was another problem. There is a ban on cutting local trees in order to save the Long Eared Owl. I tried to convince the environmentalists that I needed the wood to save the owls but no go.”

“When I started gathering the animals I was sued by an animal rights group. They insisted that I was confining wild animals against their will. They argued that the accommodation was too restrictive and was cruel and inhumane to put so many animals in a confined space.”

“Then the Environmental Protection Agency ruled that I couldn’t build the Ark until they had conducted an Environmental Impact Study on your proposed flood”

“I am still trying to resolve a complaint with the Human Rights Commission on how many immigrants I am required to hire for my building crew. Also the Trades Unions say I can’t use my sons. They insist I only use Union Workers with Ark building experience.”

“To make matters worse the Inland Revenue have seized all my assets claiming I am trying to leave the country illegally with endangered species”

“So forgive me Lord but it will take at least ten years for me to finish this Ark”

Suddenly the skies cleared and the sun began to shine and a rainbow stretched across the sky. Noah looked up in wonder and asked,

“You mean that you are not going to destroy the world?”

And the Lord said “No. The Government has beaten me to it.” ▲

JOKES

Medical Insurance

A man suffered a serious heart attack and had open heart bypass surgery. He awakened from the surgery to find himself in the care of nuns at a Catholic Hospital. As he was recovering, a nun asked him questions regarding how he was going to pay for his treatment.

She asked if he had health insurance. He replied, in a raspy voice, ‘No health insurance.’ The nun asked if he had money in the bank. He replied, ‘No money in the bank.’

The nun asked, ‘Do you have a relative who could help you?’ He said, ‘I only have a spinster sister, who is a nun.’ The nun became agitated and announced loudly, ‘Nuns are not spinsters! Nuns are married to God.’

The patient replied, ‘Send the bill to my brother-in-law’

Army Issue

Fifty-One Years Ago, Herman James, A North Carolina mountain man, was drafted by the Army.

On his first day in basic training, the Army issued him a comb. That afternoon the Army barber sheared off all his hair. On his second day, the Army issued Herman a toothbrush. That afternoon the Army dentist yanked seven of his teeth. On the third day, the Army issued him a jock strap. The Army has been looking for Herman for 51 years

Eye Check

A Polish immigrant went to the DMV to apply for a driver’s license. First, of course, he had to take an eye sight test. The optician showed him a card with the letters ‘C Z W I X N O S T A C Z.’ ‘Can you read this?’ the optician asked. ‘Read it?’ the Polish guy replied, ‘I know the guy.’



Youf

The "Youf" Scene

Alexei Nicholas

Just a quick youf scene update!
Welcome Back!! To everyone home from Uni for their Easter holidays. Five weeks for Easter, jealous!! Anyway, we had a good turnout for the club champs, but we needn't have set our alarms early and pulled ourselves out of bed, because once we'd worked out what the flags meant, we discovered racing to be abandoned for the day, leaving some of us stranded at Weir Wood while our parents were frolicking about on their yacht on the coast! But at least the weather was nice in the end, blue skies, sun shining). More than can be said for the recent Topper series! The Topper series is attracting a lot of attention, and despite the weather, many youths are coming every other Saturday (myself included) and having a brilliant time! Everybody is looking forward to Summer Cobnor, back by popular demand! And having even more fun sailing, a lot like these guys here

Sunday Afternoon Youth Group

Allan Jones

After the winter rest our Sunday afternoon youth group recommenced on 5th April. We had a big turnout for our first session with 27 taking part. This is very encouraging and I hope we can maintain the enthusiasm for the coming season. Every one enjoyed the sunshine and light breezes down at the far end of the lake so that we didn't get mixed up with the Laser 2000 Turbo that was taking place. We sailed Toppers and Laser 2000's. Participants were of mixed ability with some real novices. This gave those who were more experienced a chance to help out the beginners used to team working.



Everyone who comes on Sunday afternoon automatically takes part in the RYA Youth Scheme Stages 1-4 and many will learn the basics of being an assistant instructor in a fun way which gives them a good foundation for the formal A I course. We hope we get a good number pursuing this as this is one of our main source of Instructors.

Apart from Sunday afternoons we run weekend courses at Cobnor where our young sailors learn about coastal sailing as well as having a great social time. And this year we are running a week's course as well. Look out for more information on the web site and in the magazine.

Topper Youth Racing Update

Stuart Nicholas

So far it's been quite eventful! Not enough wind, too much wind, lake frozen. However, the regular turnout of 6 to 10 sailors have made the best of the conditions and had some good sailing. So far the coaching sessions have focused on starts, (we've had some fun with the shortest start line ever), rules of the road in tight circumstances and a session on weather. It's been a great socialising time for the youths too, and they have managed to practise their singing skills in lighter winds. The races have produced various winners, but the one to look out for is Esteira, who's had a consistent high placing. The entertainment has been great; one funny moment was when Jonny forgot to put his bung in and his boat ended up sinking deeper and deeper into the water! Thanks to Alexei and Amy for helping out. And thanks to all the youths for their enthusiastic efforts, despite the cold weather. ▲

JOKES

Clean can be funny.

One day, a man came home and was greeted by his wife dressed in a very Sexy nightie. Tie me up,' she purred, 'and you can do anything you want.'

So he tied her up and went sailing.

Give it a go

A woman came home, screeching her car into the driveway, and ran into the house. She slammed the door and shouted at the top of her lungs, 'Honey, pack your bags. I won the lottery!'

The husband said, 'Oh my God! What should I pack, beach stuff or mountain stuff?'

Doesn't matter,' she said. 'Just get out.'

Back seat cook

A wife was making a breakfast of fried eggs for her husband.

Suddenly, her husband burst into the kitchen. 'Careful,' he said, 'careful! Put in some more butter! Oh my gosh! You're cooking too many at once. Too many! Turn them! Turn them now! We need more butter. Oh my gosh! Where are we going to get more butter? They're going to stick! Careful. Careful! I said be careful! You never listen to me when you're cooking! Never! Turn them! Hurry up! Are you crazy? Have you lost your mind? Don't forget to salt them. You know you always forget to salt them. Use the! Salt. Use the salt! The salt!'

The wife stared at him. 'What in the world is wrong with you? You think I don't know how to fry a couple of eggs?' The husband calmly replied, 'I just wanted to show you what it feels like when I'm driving.' ▲

↻ *Forthcoming Dates*

11th April

25th April

I can't make dates in May- any volunteers?

6th June

20th June

July dates to follow

Oppy Oppy Oppy



↓ What's the Oppy Club Leader up to now?

Oppy Report Spring 2009

Chris Hopkins

Spring is sprung, the grass is ris, Oppies have been seen at Weir Wood. Yes Oppy Club is now back in full swing. We started early in March but still some 14 boats came out to play on the first session even though the beginners' courses don't start for a few weeks.

The turnover at the end of last year does not appear to have been as marked as in previous years. This is partly because we are encouraging the children to keep sailing them for longer. It is very noticeable that those enjoying most success at National level tend to be 13 or 14. Clearly this is where the children really start to learn to race them effectively and can think about things like strategy and tactics. If they think that they are too large remember that Ben Ainslie weighed in at 10.5 stones when he won the Nationals. The other issue is street cred. All I can say is you will have more fun sailing your Oppy than staying ashore because it's too windy for a Laser.

In terms of leavers we wave a sad farewell to Ed and George Haynes and Jeremy and Alex who have reasonably concluded that, as they live next to Bewl, they should sail there. Jeremy and Alex's willingness to help over the last couple of years has been fantastic but now we need a new trolley dolly! (Sorry Alex). None the less I am sure that we will meet them at various

Open events throughout the year. In the meantime all you parents please come prepared to get your feet wet.

On the subject of parents I have to emphasise that if your children are sailing as part of Oppy Club then either a parent or a designated adult must be on site. The children must remain in the care of that person throughout. We take Child Protection very seriously and this is a key element of our policy.

Of those boats that have been sold over the winter it is very pleasing to see that most of them have stayed within the club. Add this to an influx of new boats at the end of this year I think that we can look forward to an interesting season.

We have just completed our winter programme with training events at Weir Wood, Chipstead and Bewl. Something like 10 of our children took part and it was great to be able to work together with the other clubs to put on training at a higher level. We also had our monthly starts on a Sunday morning which were reasonably supported although participation tailed off towards the end. If the club will let me next year I would like to revive the old winter open series by making these races open to visitors.

We also hosted the RYA Zone youth squad for a weekend. It was great to see 20 Oppies out on a Sunday even if they did cause chaos on the slipway.

We have a few plans to improve things this year based on lessons learned last year and discussions over the winter. We will use the opportunity granted by

having more experienced sailors in the fleet to raise the standard of racing and race training. We will introduce some lower key racing into the Intermediate fleet and in both fleets be prepared to work around shorter structured exercises / games with briefing / debriefing even if this means coming ashore mid-session and then going out again. Also we will bring the fleets together for joint session from time to time to give experience of sailing in bigger fleets. Of course we must not lose sight of the key aim to make it fun for everyone involved.

This summer's programme is available on the club website. Next major event is Oppy Cobnor. It's a great weekend and an opportunity to sail on the sea in bigger boats (bosuns) live and work with other people and generally have a good time. Once children have attended one Cobnor they always come back (I'm still going 30 years after I first went...) This year it takes place on 15th – 17th May. An application form is enclosed. Please get it back to me with your deposit to reserve your place. If you want to know more please talk to Allan, me or any of the regular sailors.

After Oppy Cobnor we have camp. Unfortunately it clashes with the Laser 2000 nationals but it can't be helped. Again I enclose an application form. Please let me know if you want to come as soon as possible so that I can get on with the planning.

The eagle eyed will have noted that we have acquired a replacement engine for the big Oppy RIB. The old one has been causing problems for a while and was beyond economic repair. My thanks to the committee for the funding and particularly to Ken Stone and John Gibbs for locating a suitable engine and then doing all the running around to collect it and have it fitted. The boat now goes well and will be put to good use.

Finally my perennial moan; please don't bring your cars into Oppy bay. It's very quickly crowded and currently extremely churned up. We all have sails, foils etc to carry so that's not an acceptable reason.

RYA Optimist South and South East Zone Squad Training

WWSC hosted the above event in March. It was a bright sunny weekend with a light breeze and was well received by all attending. We received the following letter from the RYA Organisers (Spot the deliberate mistake!):. ▲

RYA,
RYA House,
Ensign Way,
Hamble,
Southampton

18 March 20

Tony Carter
Commodore
Weir Wood Sailing Club

Dear Tony

I am writing to you now that we have completed the winter RYA Zone Squad training programme involving Weir Wood SC.

On behalf of Paul Wren (RYA South and South East Zone High Performance Manager), the RYA Zone Squad sailors and their coaches, I would like to thank everyone at Chipstead Sailing Club for hosting RYA Zone training.

In particular we would like to thank Christopher Hopkins for his help in the organisation of the training, but there were others who helped as well, please can you pass on our thanks to them.

I hope our presence did not inconvenience the club and its members too much. We really appreciate being able to use your facilities and I hope very much that we can come back to you again next year.

If you do intend to invoice us for the training I would be most grateful if you could do it as soon as possible so we could get it into this year's accounts.

Yours sincerely

*Jenny Campbell-James
RYA HMP Administration*

New Range Of Personalised Casual Clothing

A number of members have been asking for some time whether the Club can supply casual clothing with the Club Logo on the garments. In response WWSC has teamed up with Ravenspring to offer a full range of casual clothing that can incorporate the Weir Wood logo as well as other personalised features. WWSC members will probably know Ravenspring for their range of sailing clothing in particular dry suits. In addition to this they have an extensive catalogue of casual clothing which includes many well known brands such as Fruit of the Loom, Hanes and Adidas. Clothing includes fleeces, sweat shirts, jackets, trousers and hats as well as many other articles.

Ravenspring can embroider the WWSC logo onto products as well as other personal requirements such as boat names. Here's how the system works:

- ▶ Access the Ravenspring catalogue via the WWSC web site link or directly at www.ravenspring.co.uk
- ▶ Select the items you wish to purchase and complete the enquiry form and send to Ravenspring or phone 01803 867092 or e-mail sales@ravenspring.co.uk

- ▶ Ravenspring will contact you direct to confirm details and record any personalised logos, etc

- ▶ Items are sent to the purchaser direct

The cost of the WWSC logo is about £5.00 per article. In addition boat names for example will cost about £5.00 each (plus VAT).

The only restriction on items with the club logo is that we would like members to limit themselves to Club Colours i.e. white, bottle (dark green), red and navy blue in order to maintain a general corporate image.

The advantages to the club in supplying members in this way is that the club does not have to hold large stocks of clothing with the consequent capital outlay and the Club receives from Ravenspring directly 5% of the value of all purchases made. In addition Ravenspring can supply the club with embroidered goods for promotional events or prizes for Open meetings at a preferential rate. They can also embroider waterproof clothing which is then heat sealed to retain its waterproof qualities. ▲

Coldest Winter for Years

We have had the odd thin film of ice over part of the lake occasionally over the past few years but it has been a long while since it has been completely frozen as it was in January. Sailing was cancelled for a couple of weeks and wise men kept off the ice. Others were more foolhardy and visitors were seen walking across the frozen water; one man on the shore with his son on a rope on the ice! Others saw an opportunity for more gratuitous vandalism and some of the picnic tables were thrown onto the ice. Our thanks to the Friends of Weir Wood who risked life and limb to rescue them.

It all melted very quickly and sailing was back to normal but with water temperatures significantly lowered.

This episode reminded one of our committee members of his youth when during another very cold winter his Club lake froze and his enterprising father made an ice yacht so that his sailing education could continue. Guess who it is. The clue is in this paragraph.▲



← Guess who?



↑ They were here



← Then they were here!

FOR SALE

Optimist Dinghy "Red Hot"

Wooden hull, robust well maintained boat which would suit a beginner well. Well tried and tested by several competent WWSC young sailors.

£250.00 ONO

Contact:

John Chisnall 020 8668 0869

or e-mail chisnall@globalnet.co.uk



A new nautical expression

The Foye Belle Crew

Starting the afternoon session of the Laser 2000 Turbo we were feeling quite pleased with ourselves. For once we were not last and this set our mood for the rest of the racing. We were determined to do better. Sadly the last race let us down. Every race so far had been one lap and so after going through the finish line for the first time we retired quietly out of everyone's way to enjoy the sunshine. That we hadn't heard the shorten course signal and hadn't had a hoot didn't register.

"Looks like everyone's going in," Jean said.

"If they are they are taking a strange course," I replied

"Oh God! There's a second lap!"

Lesson: Pay attention to the course signals.

It happened on this race that the wind picked up on the first downwind leg and we suddenly took off and the boat began to sing as it does when it's happy. We chose a course that took us to the downwind mark straight across the finishing line. Now the problem with asymmetric boats is there is

a blind spot when you're flying the gennicker. We were enjoying the ride when suddenly I heard loud and clear:

"F***** H*** Windward boat get out of the b***** way."

A quick tweak of the tiller and we skirted the upset helm's stern much to the amusement of those on the Committee boat.

"Did you say something?" Jean asked. Her hearing tends to deteriorate when she is concentrating. "And why did you do that funny twist?"

"Well you see that boat on our starboard side....."

Now I looked up the expression used in all my rules books, course books and even on Wikipedia and to my surprise could find no reference to the call made.

Lesson: Keep a good lookout way ahead and anticipate problems and if in doubt shout very loud. But no expletives at Weir Wood please.▲

The Five Year Plan

The Commodore announced at the last AGM the 5 year plan the committee has developed with a view to improving the Club facilities and to attract new members. We are aiming to keep members up to date with progress and the latest summary of the plan follows:

Personalized Clothing: Catalogue in place: See separate article in this issue

New Store behind Race Hut: The committee has approved plans and set a budget for a new store behind the race hut. The purpose of the store is to provide facilities for the Hire Fleet and Training. The new training storage will enable us to clear the current training room so that it can be used more efficiently as a proper Training Room. The Hire Fleet store will house fleet equipment and provide maintenance facilities. Plans are now with the Planning Authority for approval and we hope that the project will be completed during the summer.

Race Hut: A programme of refurbishment has been agreed by the committee which includes basic maintenance of the structure, new floor covering, attention to the door and a general clear up. The flags are currently being overhauled and replaced where necessary (Thank you Tim and Linda). We hope that this work will also be completed over the summer.

New Signing On Area: We are going to provide a covered signing on area between the race hut and new store.

Site Maintenance: We have spent two weekends having a major clean up of our site and what an improvement. Thanks to everyone who came and joined in. There is always more to do and regular "gardening" around individual boats is always welcome. For the next blitz the Social Committee have undertaken to provide lunches and drinks to make your labours more bearable.

Boat Trailers next the Race Hut: As part of this concerted drive to improve the overall appearance of the Club's premises we need to clear the boat trailers which are stored, chained, padlocked and otherwise immobilized in the trees adjacent the race hut. We will be providing alternative parking for these. If you own a trailer in this location can you please identify it by putting your name and a contact phone number on the trailer so that we can contact you when an alternative location has been identified. You have until the end of May to mark them up. When the time comes we will remove unidentified trailers by any means necessary.

Any views or constructive comments welcome. Please contact the appropriate committee member. We also want hands on help with a number of these actions. Please again contact a committee member if you feel that you can contribute. In particular we need help in preparing the base for the new storage facility. This will involve digging, getting out tree roots and laying paving. Contact Dick Lankester or John Chisnall for more details.▲

Magazine Guidelines from Embassy Press

Pictures

In a perfect world we like to receive halftones (photographs and illustrations with tints) at 300 dpi at the size they will be reproduced. There is a fair bit of latitude in this but as a rule halftones below 100 dpi will not reproduce well, especially if enlarged.

As a guide for digital cameras, anything above 3 megapixels will be fine, 1 or 2 megapixel may be alright, depending on the reproduced size.

As important as resolution is the quality of the lens. Many mobile phones are boasting 2, 3 even up to 10 megapixel cameras, however, if a cheap lens is fitted you will not get the full benefit of this extreme resolution. In general photographs from mobile phones are unlikely to reproduce well.

Photographs should be taken and supplied as tiff or jpeg files, uncompressed or, if compressed, use 'Best Quality'. Do not use high compression, this may make the files easier to handle, but you will lose quality.

As colour is now being used on certain pages, leave your pictures as RGB and we will convert to the correct colour space when we know what page it reproduce on.

Copy

Supplying copy in an unformatted text file is preferable. This can be generated from Word or any other word processor by using Save As and selecting Text or RTF as the output format.

If you want to use bold or italic, please keep to a minimum and use for emphasis. Do not put whole paragraphs in bold. Another heartfelt plea is not to use CAPITALS anywhere, except where they are required (postcodes etc). We will attempt to keep your formatting but may have to modify your style to conform to the style of the magazine.



Simon & Michelle hard at work producing Afloat (honestly)

The biggest thing to avoid is embedding pictures in Word files. This will normally result in a loss of quality in the picture and is sometimes very difficult to extract the picture.

If you have pictures with your article supply them as separate files with a descriptive file name (not too long) and in your article put '*Insert Picture [Title]*'. This can be on a line of its own or if in the text colour it Red to draw our attention to it.

Do not write your article in an email, this will embed codes in the copy that may cause unexpected formatting problems. Always send copy as an attachment.

These notes cover the main issues with receiving copy and photographs but if anyone has any questions please email me on simon@embassypress.co.uk and I will do my best to answer you.

For the technical minded we use Apple Mac computers running InDesign (preferred) and Quark for page make up. The main fonts used in the magazine are Warnock Pro for the body copy and Bliss for headings. ▲

Miles and Anderly enjoy the fun



More Dates At A Glance

Training Events

| | |
|----------------------|---------------------------|
| 2nd & 4th May | <i>Safety Boat Course</i> |
| 16th, 23rd, 30th May | <i>RYA Start Racing</i> |
| 23rd, 30th May | <i>RYA Start Racing</i> |
| 6th, 13th, 20th June | <i>RYA Basic Skills</i> |

Other Events

| | |
|---------------------|--------------------------|
| 9th May | <i>Open Day</i> |
| 16th & 17th May | <i>Oppy Cobnor</i> |
| 26th - 30th July | <i>Oppy Camp</i> |
| 28th August | <i>Cobnor Youth Week</i> |
| 24th & 25th October | <i>Adult Cobnor</i> |
| 30th & 1st November | <i>Youth Cobnor</i> |

Write them in your diaries NOW



Club Championships 29th March

The shortest Club Champs report ever!
A complete dead calm, a minor ripple
that got everyone excited and then
calm again. Racing cancelled.

*The event has been rescheduled for
17th May.*



Copy date for next issue 30th August

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