

Shotwick Lake Sailing



Newsletter – October 2008

Editorial

Welcome to our October Newsletter.

Yes I know it's a bit late but it was either that or a very thin edition – the contributions had all but dried up without a last minute rush by Geoff and Tim (thanks guys).

Well it's almost the end of the season again with only the "Frostbite Series" left to go, more on this later.

The "Class Spotlight" is on the Optimist, a boat which quite a few of you out there probably learned to sail in. I have never sailed one and probably never will unless I can lose about 12 stone and 2 foot of height (or have one on each foot!!). Optimists featured heavily in the recent CYRC event we held at the club with a number of these being our own juniors. Hopefully we'll get a write up for the next issue from one of these budding Ben Ainslies.

We have a report on the Redesmere Topper Open by Alex Jardine and a couple of Scorpion photo's from the August Regatta at Bala.

The "Club Member in the Spotlight" is Geoff Siddell.

There is also a report by Tim on the training section and of course an embarrassing photo (or two).

Finally for those of you looking at treating yourself for Christmas there are a couple of links and adverts for sailing goodies (and no I'm not being paid for printing them)
CK



Class Spotlight - The Optimist

Why the Optimist?

- **Optimists are designed for kids.**
They can handle them without danger, fear or back-strain
- **Single-handed is best.**
They didn't learn to ride a bike on a tandem
- **Over 150,000 kids in over 100 countries cannot be wrong**
The Optimist is not only the biggest dinghy class in the world, it is the fastest growing
- **The only dinghy recognised by the ISAF* exclusively for under 16s**
**the world organising body for sailing*
- **Former Optimist sailors were over 50% of the dinghy skippers at the last Olympics**
- **Builders on five continents.**
- **Your local sailing club has them - and if it doesn't, it will!**

What is an Optimist?

"a flat-bottomed, hard-chine, pram-bow dinghy with a una spritsail"

(The Observer's Book of Small Craft)

"a bathtub that breeds the best sailors"

(Observant Sailor at the Club Bar)

- **2.31m (7'6.1/2") long, 1.13m (3'8") wide. Weight 35kg (77lbs). Easily transported on top of any car, (where it will drip water over your shiny paintwork!).**
- **Safe and simple enough for an 8-year old**
- **Exciting and technical enough for a 15-year old**
- **Available in GRP, wood or wood/epoxy.**



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Visit the website at www.optimistsailing.org.uk



Some of the club's own Optimists in action at a recent training event – Courtesy of **Tim Bowden**

Embarrassing Photo Time

Guess what this is.



Answers on the last page.

Training

We are approaching the end of the training programme for 2008 so here are some highlights:

In June we achieved RYA Volvo Champion Club status in recognition of the junior training programme we provided. The benefits of this have led to increase junior participation in Sunday racing and a number of our juniors gaining place in various WYA squads.

We have involved two Schools in 'learn to sail' sessions at the club including Eccleston C of E School and Maes Garmon School Mold.



*Pupils from Ysgol Maes Garmon at a recent training event – Courtesy of **Tim Bowden***

In September we had our highest number of adult 'students' on the L1/2 course with twelve participants. A significant number have become club members.

We had four students on the Assistant Instructor course in March and by the end of the year three will have met the training criteria for appointment. Neil Bailey who attended is currently on a Dinghy Instructor course which will be complete at the end of October.

Looking forward our 2009 programme will be on the Web site shortly, in Jan, Feb and Mar we have planned:

Junior Open Training
North Wales Topper Squad training
North Wales Optimist Squad training
Powerboat level 2 course
Safety Boat course
First Aid
Assistant Instructor Training Day

If you have any suggestions for courses you think we should run or wish to become involved in helping let us know at training@shotwicksailing.org or talk to Tim Bowden or Tony Forster.
TB

Shotwick Toppers at Redesmere Sailing Club

On Saturday 30th August Dave Clark, Tom Piggott and I went to Redesmere sailing club in Macclesfield, Cheshire, sailing our toppers in a RYA junior traveller event. It was a force 1-3 north-westerly wind coming up the mere which tested the skills of the 50 + boats (45 in our fleet) that had turned up. So we sailed right down the mere to mark number 3. Even though I had, had a really bad start I found myself mid fleet coming round the windward mark. Unfortunately a boat to leeward then touched me so I was forced to do penalty turns and Tom overtook me. However I was amazed I overtook Tom again on the long beat tacking across the lake where there was more wind and clean air.

It was all going to well as I went well on the downwind legs. Then rounding the leeward mark to go back on the long beat my clew strap came undone (the things which holds the sail down to the boom) but I had to carry on. At the windward mark I made a bad mistake I tried to put my clew strap back on, failed and let Tom slip past me and I never recovered and finished 21st 3 places behind Tom and Dave finished just behind.

In the second race after lunch I had a decent start and better coming 14th but I didn't see Tom as he finished 1st Topper (3rd overall), well out in front, or Dave who was in amongst a crowded group.

After a short break we headed back out for the final race. After two general recalls the black flag was raised. With massive line sag I decided to go for the pin start, starboard end and take advantage! But with 5 seconds to the gun a little lad in his Taz tacked in front of me and got stuck in irons so I ended up giving everyone a 10 second head start as he was blocking my path.

Somehow I managed to get to the windward mark mid fleet again. I did a lot of catching up but Dave got in front of me on the beat. By now Tom was well ahead but I heard he went for a swim after a very aggressive roll gybe but he recovered and eventually finished in the front of the fleet. Meanwhile a little way further down the fleet, I sailed out in the centre of the mere and found a little gust of wind and overtook again.

On the penultimate leg I overtook another boat, and then on the last leg one boat capsized very kindly for me on the just before the finishing line and another got caught in Irons letting me through to finish mid fleet, and Dave also finished with me.

All of us had a great day out, with some close competition (between me and Dave, Tom was too far ahead to count him as competition). Overall Tom finished an impressive 5th winning a Redesmere mug then me with a 19th and Dave with a 27th.

From Alex Jardine

P.S Thanks Holly for my Redesmere pen.

Scorpions at Bala Sailing Club

When the fleet arrived at Bala Sailing Club on the Saturday morning they were greeted with a very thick mist and no wind, but as they rigged their boats the forecasted SW wind started to funnel its way up the valley and built to a nice force 3 gusting to 4.

Race 1 saw some very close racing with the lead changing frequently from Terry Flannagan and Sue Barnes (1934) to Carl and Shellie Jones (1974). Terry & Sue eventually won over to finish 1st followed by Carl & Shellie. John Whitfield and Roger Finbow (1911) came in a very close 3rd.

Race 2 saw a new face take the lead in the shape of Richard Jones and Ed Barnes (1971) followed by Carl and Shellie in 2nd and Terry and Sue reduced to third.

At the end of day 1 the scene was set for some excellent close racing.



*Carl & Shellie – Courtesy of **Daniel Bell**(and Carl's Camera)*

Day 2

Race 3 saw a complete change of fortunes. On lap 2 the leading 3 boats were enjoying the beat so much that they were going up the lake to the next buoy along after the Windward buoy. By the time they had realised their mistake the following pack had rounded and were well on their way to the finish. John and Roger (1911) took the race win followed by Paul Barnes and John Wells (2011) and Colin Keogh and Daniel Bell (1977) in 3rd.

Race 4 saw a return to normal order with Terry and Sue winning Carl and Shellie close behind and Richard and Ed in 3rd.

With the wind building to a force 4 -5 with some nasty gusts Race 5 saw Richard and Ed take their second win of the series followed by Terry and Sue and John and Roger taking the 3rd slot.



*Terry & Sue in 1934 – Courtesy of **Daniel Bell**(and Carl's Camera)*

Day 3

Race 6 almost did not happen but fortunately the wind dropped off a little to a force 4 and the race officer gave the go ahead. First Richard and Ed were in the lead but lost it to Terry and Sue after capsizing on one of the spinnaker reaches as the strong force 6 wind kicked back in. Then Terry and Sue lost the lead to Carl and Shellie when they capsized as they tacked onto the lay line at the windward mark. The finishing order was Carl & Shellie 1st, Richard and Ed 2nd Terry and Sue 3rd.

This left the race office with a bit of calculating to do as the front 3 boats all finished the series on 7 points and two of them had the same results when not counting the discards. Eventually Richard Jones and Ed Barnes were declared the Welsh Area Champions with Terry and Sue 2nd and Carl and Shellie 3rd.



Rich & Ed on their way to winning the Bala Scorpion Open – Photo © Gwil James

Overall Results:

1st Richard JONES & Ed BARNES, 1971, 7pts
2nd Terry FLANAGAN & Sue BARNES, 1934, 7pts
3rd Carl JONES & Shellie JONES, 1974, 7pts
4th John WHITFIELD & Roger FINBOW, 1911, 12pts
5th Paul BARNES & John WELLS, 2011, 14pts
6th Colin KEOGH & Daniel BELL, 1977, 21pts

Carl Jones

Bala – A Different Perspective

This was a really enjoyable event held over the August Bank Holiday Weekend and although the Scorp. sailed in their own fleet as part of their “Silver Scorpion” travellers series, the event was in fact a general open meeting.

Other classes in attendance included GP’s, Enterprises, Lasers, Merlins, Toppers, Oppis and a host of Solos and assymetrics. The Shotwick contingent camped on an excellent site within 5 minutes walk (15 minutes stagger) of the clubhouse were they met up with ex-Shotwick members Barry and Kath who were sailing there Laser2000 at what is now there home club.

Despite the heavy rain on the Saturday night Carl somehow managed to keep the BBQ lit and we were soon sitting down to a hearty feast and plenty to drink. Once the food ran out (thanks to Daniel “Oliver –can I have some more please” Bell) and the drink (thanks to Richard – G&T Jones)we adjourned to the club house were we met up with fellow sailors and were entertained by a comedy/vocal act.

With an entrance fee of only £25 for three days racing (half for junior helms), good courses on a large water, excellent camping and club facilities this is an event to be recommended. Let’s try and get some more of us there for next year. CK

www.balasc.org.uk

www.penybont-bala.co.uk/html/gallery

Fast Lap Trophy

*With time running out and no more takers it looks like Richard is a dead cert. for the trophy at the forthcoming Presentation Night – not long to go so why not try to knock him of his perch – or are Scorpions just **TOO** fast?*

Rules

The rules are simple – sail around the 4 corner buoys in either a clockwise or anti-clockwise direction starting and finishing at the same buoy, which direction and which buoy is down to you. Get an independent witness to time you and then calculate your corrected time based on the handicap figures for your boat.

POSITION	DATE	BOAT	HELM	CREW	TIME	HANDICAP	CORRECTED TIME
1	22.06.08	Scorpion	Richard Jones		8m-55s	1056	8m-27s

Following the last Newsletter Jerzy was kind enough to send me a few photo's of Richards lap, although these were taken from some distance away the quality is still great – much better than with my “Box Brownie” – younger readers ask your Mum and Dad, or even Grandparents.



Richard and 'Pinky' (Adam Parry) – Courtesy of **Jerzy Lelusz**

Club member in the spotlight – Geoff Siddell

Hello, I have been asked by our excellent Newsletter editor to write you an autobiography/CV of my sailing career. I find it difficult to believe that this will be of much interest to anyone but nevertheless here goes:

I was born in Liverpool in 1947, please be aware that I am not a “scouser” but a Liverpudlian (big difference, see me in person for an explanation; and I'm not referring to football). I was educated at the Liverpool Institute for Boys and the Liverpool College of Art. Well known schoolmates included Paul McCartney, George Harrison, Peter Sissons and several others. However in my work life I never achieved anything like the success of my more illustrious contemporaries, so I won't bore you with any of that.

I was not raised in a sailing family (football was Dad's sport, he was an Everton player in the Dixie Dean era; but I was not very interested). I only came into sailing in my mid-thirties after taking up windsurfing whilst on Mediterranean holidays. I bought a windsurfer and wetsuit and taught myself to windsurf at Sale Water Park near Manchester.



Nice hat Geoff !!) – Courtesy of **Geoff Siddell**

This period (mid-eighties) was probably the heyday of windsurfing and longboard racing took place at Sale Water Park. So after a few months of self-tuition I entered a regatta there, I think I finished next to last and was perplexed as to how the leaders were so much faster (I knew nothing of wind shifts and suchlike then). But I found the challenge interesting and so the following spring signed on for the Budworth SC Tuesday Evening Sailboard Series. I found racing enjoyable and later that year (1985) joined Budworth SC as I then lived in Warrington and that was the nearest club with a Sailboard fleet.

For the next ten years windsurfing was my passion, I became Sailboard Captain at Budworth and sat on the committee for several years. I started to do the UKBSA Sailboard Division One National Series travelling all over the UK and winning the Lightweight Senior class in 1987. I competed in the IYRU Division One World Championship that year also (39th. I think?).

But by the mid-nineties interest in longboard racing began to wane and so I tried dinghy sailing. I persuaded my wife to join me in racing a Laser Two and then a Snipe, but she soon grew tired of my shouting and impatience; leaving me to search for a singlehanded dinghy. This led me to build my Solo, 4268; which you can see me blundering about in to this day. By the time I built 4268 we had moved to North Wales and I was looking for a club where I could race her (Budworth only has class racing and the Solo is not an adopted class).

Someone I met at Bala told me about the then Corus Colors SC and so I joined in 2001.

A particular interest of mine these days is in The Racing Rules of Sailing and to explain why, I would like to finish with a quote from the legendary Paul Elvström.

“Our rules are probably the most complicated in any sport, so the best way to avoid problems is to sail against others in the same way we wish to be sailed against. This unwritten rule is the best way to preserve friendships and promote the desire to participate in yacht racing.

The rules exist to prevent collisions, therefore it is unavoidable that one sailor must be favoured at the expense of the other. The privileged one should take this into consideration, for instance a starboard tack yacht upwind should give sign to a port tack yacht whether he can proceed in front or not. It is great to win in yacht racing, but only if the other competitors join in the joy. This is only possible if you sail in a fair and gentlemanly way.”

Paul Elvström

Good Sailing, Geoff Siddell.



Geoff sailing his Solo at Shotwick earlier this year – is it the same hat? – Courtesy of **Colin Keogh**

Virtual Sailing

Following Geoff's kind words regarding my editorial talents I thought it was only fair to repay the compliments and thank him for introducing me to the delights of the world of virtual sailing.

Unfortunately however I can't, in fact I'm sorry I ever listened to him when he first mentioned it!! Most of my waking hours are now spent on the computer checking wind angles, courses, VMG and sail choice. My eyes are bloodshot, my electric bill is through the roof, the kids' homework is not getting done and my wife is threatening divorce.

Last week I had to be at Liverpool Airport for 5am and I even checked on my boat before I left home at 4am!!

For those of you who don't know what I'm on about check out these two websites.

www.volvoceanracegame.org

www.sailonline.org

The first of these is a virtual version of the Volvo Round the World Race and the other is a general virtual race site which has a variety of races, the current one just happens to be The Volvo.

End of Season Dinner Dance

As recent visitors to the club will now the tickets are now on sale for the "Annual Awards Shindig". This year we have decided to try something a little different by combining a four course meal with the awards ceremony. The event will be held at "The Armoury" in Flint and the ticket price of only £15 (£10 for Juniors) also includes Music & Dancing.

The event will be held on the 22nd November 2008 at 19.00hrs – midnight, numbers are limited so get your tickets ASAP.

The venue is about 10-15 minutes from the lake just off the A548 in Flint, directions are available with the tickets.

Thunder Birds Are Go



Courtesy of JerzyLelusz

Thunderbird 3 – (well it's the right colour) with Captain "Stevie H" and crewman "CK Tango" power across the lake in a rescue bid for.

?



*Yes its Darryl with his beaut of a shiner following the pitchpole of the "Albasub" – Courtesy of **Jonathan Edwards***

The Last Word

Once more I hope you have all enjoyed this latest edition of the Newsletter.

I would like to thank everybody who has contributed either in words or pictures (or both) to this latest issue and look forward to receiving a lot more in time for the next instalment in (hopefully) January.

Please send any articles to newsletter@shotwicksailing.org

Colin