

Shotwick Lake Sailing



Newsletter – April 2010

Editorial

We are now a couple of weeks into the new sailing season, the Spring Series is well underway with racing being held over the last 6 week ends and I've just got back from carrying out my Safety Boat Duty in the first of the Wednesday night Port Series. This was the usual mix of conditions we have come to know and love on a Wednesday with the wind gradually dropping off towards the end of the race – oh well it least it made my job easy!!

The Open season has also started and 3 boats from Shotwick recently attended the Scorpion Open at Staunton Harold Sailing Club in the East Midlands.

Two of our younger members, Tom and Anna Piggot have also been on their travels taking part in the RYA Volvo Youth National Championships and Trials in Weymouth. With over 100 other competitors they both did us proud with Tom finishing in 25th and Anna in 44th.

Hopefully I can persuade them to tell us a bit about their experiences at the event in the next issue.

You will also notice an article by Tom Bowden relating to a tragic incident at Kielder Water, this has by no means been included to frighten anyone but purely to bring your attention to a potential hazard and what to do about it. Please do not let this put you off our fantastic sport which after all is enjoyed by thousands of people each week without mishap, but, instead let it be a guide as to what we can all do if such a situation should arise.

Now for the apologies.

You will probably notice that this issue is a bit thinner than usual, but unfortunately, apart from some articles by Tim the contributions were (shall we say) a bit disappointing this month. I have resisted the temptation to bore you with yet another Scorpion based story but unless I do get some alternative contributions I will have no alternative but to make you all suffer for the Scorpion cause in the next issue.

You have been warned!!

CK

Training

During the winter months we have been holding Open training for our junior sailors they have been practicing various boat handling techniques and tactics. Twelve Junior achieved RYA Stage 1 and six achieved RYA stage 2 well done. Now the Sunday racing has started you may have met them on the start line!!!

The club also agreed to purchase a number of Optimist Dinghies to pump prime the junior sailing and together with a number of beginners they will be at the club on Monday evenings during May.

Steve Hopson, Tony Forster and Tim Bowden attended the Welsh Yachting Association Instructor Conference in March. These conferences give an opportunity to update skills and have a briefing on current issues that are being considered or are shortly to be implemented by the RYA.

The Powerboat refresher session in April was poorly supported but we did have the chance to practice the use of a new man (person) overboard device.

Ron & Phil demonstrated the device I also have a video clip available!!!



Courtesy of Tim Bowden

In addition to training juniors we also train adults! A group of mums (of our Junior Sailors) asked if we could arrange something during school hours and they have nearly completed the RYA Level 1 course. We only had short tea breaks as can be seen below! Some of you may recognise Gerry Roberts who was involved in training for many years and came down to assist.



Courtesy of Tim Bowden

The training is provided for club members and potential club members, let us know if there is an area of training not currently covered and we will see if we can arrange it.

See the web site for more details for future training sessions or email training@shotwicksailing.org

TB

Forthcoming Events

**Saturday Work Party at the Club – All Welcome.
8th May
2010**

Open Day

Please support and tell your friends that we have an open day on Saturday 5 June 2010.

An opportunity to sail and use the windsurf simulator, children's quiz, RNLI stand and much more.

*Some pictures of the 2009 event below:
TB*



Courtesy of Tim Bowden



Courtesy of Tim Bowden

Lessons Learned From Kielder Accident

Sailing is a safe enjoyable activity however, unfortunately there are occasionally tragic accidents the most recent one being at Kielder Water see the link below and the RYA advice in the wavelength magazine:

www.maib.gov.uk/publications/completed_preliminary_examinations/completed_preliminary_examinations_2009/laser_stratos_dinghy.cfm

Dinghy

Extract from
RYA
Wavelength
magazine

Lessons learned from Kielder accident

Following the full investigation made by the RYA, the report into the tragic double fatality at Kielder Water in July 2009 is now available on the [website](#).

The fatalities occurred when the crew became trapped in the trapeze wire beneath her capsized Laser Stratos. The helm drowned while struggling to free her.

Both the MAIB and the RYA have commended the club's valiant efforts. The accident happened during a club race and followed a seemingly straightforward capsize to leeward. Having fallen on the rig, the crew somehow became tangled.

Following our investigation, the following recommendations were made.

- Dinghy sailors involved in a capsize should always consider going straight to the

centre board or dagger board to prevent inversion and allow time for any entrapment to be resolved, either by the sailor or by the patrol boat crews.

- Entanglement in trapeze wires or other elastic cordage has featured in several accidents and we should continue to warn sailors about the potential hazards.
- Patrol boat crews should

consider practising how to deal with inversions and the recovery of casualties into their specific patrol boats. In addition, patrol boat crews should consider how they might perform CPR in the confines of their patrol boats.

- Dinghy sailors should be encouraged to use centre board / dagger board elastic tie backs or tie downs, or

other effective mechanisms in addition to existing centre board brakes, as a way of preventing board retraction during inversions.

- We should review our training programmes to highlight the prevention of inversion as a priority during capsize drills.
- We should continue to promote appropriate training in powerboat handling, safety boat handling and first aid to help patrol boat crews respond in the event of an incident.
- We should update information available to clubs regarding race management and organisation and promote this on the website and in our training courses.

As a result of the report, a number of manufacturers including RS and Laser have taken steps to improve their centre board retainers and update their advice to owners.



The RYA has made the following recommendations and we are bringing these to the attention of the clubs members:

1.	Always consider going straight to the boats centre board or dagger board to prevent inversion after capsize.
2.	Use centre board dagger board elastic to prevent board retraction during an inversion.
3.	The 'traditional' method of righting an inverted dinghy with crew / helm using the centreboard assisted by the safety boat crew if required is considered to be the most reliable / quickest way of righting the boat.
4.	Entanglement in trapeze wires, sheets / cordage is a feature of accidents.
5.	Safety boat crews need to be prepared to enter the water and assist in righting an inverted dinghy.
6.	The club promotes training in the handling of the safety boat and first aid training to help safety boat crews respond in the event of an incident.

The club organises Power Boat Level 2 courses and PB2 refreshers during the season. We are also providing briefing sessions on some lunchtimes of Sunday racing. May be practice capsize recovery in a controlled environment to understand how your boat responds. If you have any queries or need further advice contact training@shotwicksailing.org or speak to any committee member.

TB

A Few Additional Thoughts

Just to add my own two-penneth to this issue: -

How many of you have a mass of extra rope in the boat that you don't use or even need, are the ropes you have too long for the job and as such lay around loose in the bottom of the boat, is it possible to shorten them (then when it's time to replace one you can buy it a bit shorted and save some money). Is it possible to attach a piece of elastic to the tail of the rope (class rules permitting) and use this to keep things tidy. Not only is this safer but if you can get around the boat with tripping over things and/or getting tangled up then you will sail better/faster as well.

How many of you out there carry a safety knife with you when you're out sailing? I never did until a few years ago when I was speaking to one of the better known sailors in the Scorpion Fleet. The lady in question has been sailing for a good number of years and is an International qualified Sailing Judge. She has probably forgotten more about sailing than I will ever know and if I can get within 10 place of her at a Nationals then I would be happy.

When out sailing her and her crew carries not only a safety knife each but also at least two attached to the boat. I'm not suggesting you go to this length but how many even carry one?

In today's society knives have a bad name but what I'm talking about is not what most people would even consider to be a "knife". There are a number of really good sharp (but safe) ones out there such as these: -

http://www.sailboats.co.uk/Catalogue~Magic_Marine_Safety_Knife~p_63213~c4581.html



This little beauty will cut through any of the fancy "high performance" ropes up to about 6mm diameter like the proverbial hot knife, and best of all I think its impossible to do yourself or anybody else any harm and at under 8 quid it's not going to break the bank.

If anybody wants to have a look at one then please see me down at the club.

And no – I'm not on commission!!

CK

Volunteering

Volunteers are the life blood of the club without their commitment and enthusiasm we would not achieve our goal to develop a sustainable and vibrant club.

The contribution from some volunteers is more visible than others such as organisation of sailing events, race officer, safety boat crew & helm and the galley facility dinghy training and maintenance work parties. Other volunteer contributions are less visible, treasurer, secretary, membership secretary newsletter editor, and webmaster.

No doubt some of you have been volunteers without actually realising it!

We have put together a Volunteer Policy which is on the web site at

<http://www.shotwicksailing.org/VolunteeringPolicyRevA.pdf>

This gives details of volunteer opportunities and the clubs commitment to supporting volunteers.

Maybe think about how you can help the club, the commitment only needs to be small; every little helps. If you have a desire to be involved in a particular area let us know contact Ron King or Tim Bowden or email volunteering@shotwicksailing.org we have access to training and development opportunities in return for your commitment.

One area where everyone can contribute is to maintenance work parties there is one to be held on the 8 May.

TB

Embarrassing Photo Time

There can only really be one photo to go in this section for this issue and you've all seen it already – here's a close up.



The Last Word

Well that's it for now.

Apologies to Phil for the above but I just couldn't resist it.

See you all soon.

Colin

Please send any articles to newsletter@shotwicksailing.org