



Mainsheet

WRSC Newsletter

Winter 2008

"The Pessimist complains about the wind. The Optimist expects it to change. The Realist adjusts the sail"
William Arthur Ward

Commodore's Ramblings

It only seems like two minutes since the last time I sat down to write my last article for Mainsheet. There have been a fair few things to talk about but the first thing I'd like to tell you about is the club's ongoing development.

Training Volunteers

You may recall I told you about the RYA's "Onboard Scheme". The Onboard scheme is run by the RYA with the aim of getting more youngsters into sailing. The RYA is supporting clubs with financial and non-financial help to get more young people sailing. In order to become part of the Onboard scheme we need to become an RYA training establishment so we can provide training for people new to the sport.

We are currently training some volunteers to help become Dinghy Instructors. David Cole, David Pontin, Charles Butler and Alex Wilkinson are the four people who have generously donated their time to become instructors and help run learn to sail courses next year. Dan Trowsdale has also stepped up to become the Principal for the sailing club. My thanks go to those 5 people who will help the club takes a step forward towards becoming a bigger better sailing club. We're still looking out for people who want to help so please let me know if you want to become an instructor or even just help out.

Won a Trophy

On the sailing side we've won a trophy that should have been ours three times running. The team at the Southport 24 hour race won the best club in Yorkshire to follow Dovestone, who are in Lancashire, and Hallamshire, who don't have a water to sail on or even a clubhouse. We managed to finish 17th overall to match our position from 2007. Congratulations to the whole team.

Hamish Gledhill did well in the Laser Northerns and finished 2nd overall. In the Solos Mark Weston finished 6th overall with John Gledhill back in 10th. A little bird told me that Tim Keighley finished 2nd in the Wessex series but I couldn't find anything on the Internet. Congratulations to all of them, it proves what strength we have in those 2 fleets.

Sail More in Doublehanders

This leads me on to the strength of the fleets at the club. We've a very strong Solo fleet and after a few quiet years the Laser fleet is back again and providing some great class racing. After losing out on class status the RS200s didn't fight back and attendances have dropped a little this year. The Swordfish fleet has been quiet this year and has sailed with the handicap fleet for a number of series. The question is what boats are good for class racing? What will entice more of you to sail more in double handers? Roy Goodison has bought a Laser

2000 to join Nigel and Marilyn Wright, and I know the Southport team came back having decided the GP14 is the way to go. What do you all think? We need a strong double-hander to complement the Laser and Solo fleets. Why don't you go out and sing the virtues of your double-handed boat and try and build that strong fleet we need.

The weather has started to get cold now, but we've got racing all year round and we don't stop just for a bit of chilly weather. Come down on Sundays and enjoy the racing. It's what we live for. Don't forget there is one more social event to go on the 21st December so I look forward to seeing you at the Christmas Fuddle.

Matt Cook – Commodore

A Cracking Club

A newcomer's perspective of WRSC

I joined WRSC almost exactly one year ago having been attracted to competitive winter sailing. I had started sailing, after a 15-year lay-off, at the start of the previous summer. I joined Filey SC and bought an RS Vaneo. I loved sailing the Vaneo at Filey, but the travelling between York and Filey on summer Sundays was a drag and there were no other Vaneos racing so the competition tended to be Musto Skiffs and a Hobie 18. Not the tight, competitive racing I was after.

Re-assess my perception

Almost as soon as I started racing at WRSC last winter I realised I would have to re-assess my own perception of my sailing ability, and this is the point of this little article. I'm a regular reader of the forum posts and have read through all the back issues of Mainsheet. One of the recurring themes is that the quality of sailing at WRSC is not what it used to be. The cause is often attributed to the demise of fleet racing at the club. I'm not qualified to comment on whether the quality of racing has deteriorated over the years, but I can give a newcomer's view of the quality today.

Depth of quality

Very soon after joining WRSC I decided that I needed to buy a Laser (competitive Solos being a little out my price range) and start testing myself in a fleet racing environment. Wow ... I was not expecting the sheer depth of quality in the fleet. We have four or five helms who are capable of winning good quality opens (I tend not to trouble them too much on the course) and another seven or eight who are extremely competent club helms. Every week it seemed some new face would rock up to the club, extract a Laser from the compound and then show me the way around the course. Frustrating yes, but what a testimony to the quality of sailing at the club. Watching the Solo fleet, anyone can see it is similarly talented. Quite often you could throw a blanket over the first four or five Solos on the water.

Friendly, fiercely competitive

I watched the start of one of the winter handicap races the other day. The line was set perfectly with no perceptible bias and every boat was across the line, at pace, within 5 seconds of the gun going. It was a truly impressive sight. I guess the point I'm trying to make is that while we should always look at ways of improving things, we have a cracking club which is active, friendly and very importantly for me, fiercely competitive.

Stable, manageable two-hander

I do think the club needs to adopt a stable, manageable two-hander with the aim of achieving fleet status, something in which the Oppi kids can progress to competitive racing with Mum or Dad. That aside, if you are a serious sailor who wants to improve your skills, WRSC is the club for you. Perhaps that is the message we should be getting out there. I certainly wouldn't want to sail anywhere else (...well OK, Antigua might be nice!).

Adrian Thear Laser 173168

(Thanks to Adrian, who has assisted greatly in putting together this edition of Mainsheet. Adrian is off sailing for 6 months undergoing treatment. We wish him well, and a speedy return to competitive racing!)

Welcome Aboard to New Members!

The end of the season is upon us, but we still have some newcomers to swell our ranks.

Ian Passey has joined as a single member. He has bought Gerald Smith's Solo 3644 to keep the numbers up. You're very welcome, Ian.

And it's welcome back to **Trevor Astley**, after several misspent years away from the sailing scene. Many of you will remember Trevor as a highly successful Solo class captain, and he is now taking over Fred Fox's Solo for a bit of TLC, hopefully in time for the 2009 season. Welcome back Trevor!

A Winter Wonderland

I'm currently sitting by a roaring log fire and watching the snow drift gently down onto the winter wonderland I see before me. The chestnuts are busily roasting and all the Christmas presents are wrapped. I think I can hear some carol singers in the street and I just sent an urchin to buy me a 15 kilo turkey.

Unfortunately none of the things I have said are true, and in actual fact it's raining and I'm staring at a computer screen; but don't despair too much because there is going to be some great sailing at WRSC to get you through the dark days of winter ahead.

Northern Brass Monkey

The Frostbite Series is in full swing and is proving very popular with loads of boats doing battle every Sunday, with a rising contingent of Saturday sailors keeping the place warm all weekend. After Christmas, the soon to become legendary Northern Brass Monkey series will be kicking off. The lake heating is being fitted, with a minimum sailing water temperature of 0

Owyn Wallace

Sailing Sec reports

degrees being guaranteed. Last year there was some great racing to be had with brilliant wind being ordered every weekend, plenty to keep you warm in your boat!

New Rules Evening

Other events that will be happening in the New Year with a watery bent will be a New Rules Evening where all the new ISAF rules will be covered in an easy to understand format and applied to some sailing examples. Shouting will be allowed with all further disagreements to be settled on the front lawn using pistols. The Greco Roman wrestling was considered to favour the Finn, Phantom and RS400 sailors with barely any protests being won by Optimist sailors, so was left out of the new rules.

With all this happening at WRSC I don't see how on earth you could spend another second watching your chestnuts roasting on your open fire. Get down to the club; I'll see you there, bring your skates.

RACING RULES 2009 – 2012

Catch up on the New Rules and brush up on the ones you think you knew. Learn about "The Zone" and whether it is 2, 3, or 4 boat lengths.

RULES EVENING Friday 23rd January

Bar Open

7.00 for 7.30

A Matter of Class

We Need Your Answers

The Management Committee is concerned about the demise of a one design racing at WRSC, the only racing which hones your sailing skills more than any other training method and the only racing which gives a true indication of which crew is best on the day, with no excuses and no hiding places. In particular, the lack of at least one double-handed class is a deterrent to many potential new members and also detracts from our aim to bring beginners in to the sport.

Emotive subject

Class choice is always an emotive subject, which comes up with monotonous regularity over the years. The problem is everyone thinks they are sailing the only ideal class in the world, without thought to the big picture, their fellow club members, or even how it might affect the value of other boats in the compound.

To give some idea how the club has wrestled with the problem over the years, the following classes have enjoyed fleet status since the club was founded in 1937.

National 12, Swordfish, Firefly, Enterprise, OK, Cadet, Fireball, Mirror, Laser, Streaker, Sailboard, Solo.

Dinghy boom years

During the dinghy boom years of the 70's, the club ran class starts for 12's, Swordfish, Enterprises, Fireballs, Lasers, Streakers, and Mirrors. There was no handicap fleet to bring on new classes. A class was adopted only if a minimum of six members committed to it, and an existing class had to be eliminated to allow room; which demonstrates the strength and discipline in the club at the time. Enterprise and Mirror fleets were limited to 40 each, and in the early 80's when Sailboards were adopted they were limited to 110!

Handicap racing was introduced in the late 70's and the following classes have appeared in that context since then:

Albacore, Byte, Cadet, Contender, Embassy, Enterprise, Finn, Fireball, Firefly, GP14, Graduate, Heron, International 14, Iso, Lark, Laser, Laser Radial, Laser 4.7, Laser 2, Laser 2000, Laser 4000, Laser Bahia, Laser Pico, Laser Vago, National 12, Merlin Rocket, Minisail, Mirror, Osprey, Otter, Pacer, RS200, RS400, Solo, Solution, Streaker, Tideway, Topaz, Topper, Wanderer, Wayfarer, 420, 470, and 505, to name but 44 – there may have been more!

Only one new class

The Handicap fleet was set up to generate new classes and act as somewhere to put failing classes out to grass. It has been a success for the latter and a disaster for the former! In 30 years only one new class has been generated, the Solo, and seven class starts have shrunk to effectively just two.

More worrying, overall turnouts have shrunk, so handicap racing has failed to generate numbers. We think we are doing well if we get over 20 boats sailing on a Sunday. 50 years ago the National 12 and Swordfish fleets regularly put nearer 30 boats on the water week in, week out from a membership half the size of what it is today, never mind the halcyon days of 30 years ago. Saddest of all, we no longer have a strong class of double-handed boat, with an obvious downside when it comes to getting new people into sailing via a crewing role

We need an answer

So what's gone wrong? What should we do? Perhaps we all ought to be sailing F-SOD's, united in our eccentricity, bonded by a common cause, and having lots of fun! Answers on a postcard, the Forum, or talk amongst yourselves. WE NEED AN ANSWER while we still have a club!

John Gledhill

(For the uninitiated, the F-SOD, Fishing-Smack One Design, was a fictitious craft dreamed up in these columns in the Winter 2006 edition)

DOWNWIND SPEED

Tips from an Olympic Sailor

Whenever you can catch a wave without pumping the sail, you automatically give yourself more options as to what you can do with the wave. Because the sail is out and pulling all the time you don't have to "reload" it. You are powered up the whole time, so this allows you to keep control of the "windward rock", which makes the boat more stable, makes it easier to steer the course that you want to and you also always have "reserve" if you need it. Here is the technique that works for me.

Downwind speed is function of three things:

1. The direction and amount you steer.
2. The range you play your sail in
3. Controlling the rock to windward

You can't control how much you steer if you can't control the rock to windward. You can't control the rock to windward unless you're playing the sail in the right range and you can't play your sail in the right range if you're steering all over the place. They are all related.

The ideal course to steer is just a couple degrees either side of directly down wind. The boat is always more "lively" when you're close to being square to the wind. You have to take advantage of this. When everything is balanced you should be able to feel added pressure on the main sheet when you let the boat rock up to windward. If not, then your sail is too far out. The amount you let the boat heel to windward depends on how far you want to bear away.

In order to control the windward rock you need to be playing the sail in the right range. The right range is when you let your main sheet out of the length of your arm so that the boat starts to roll over on top of you. When you reach the desired angle you then pull in the sheet to flatten the boat. If you rock too far and consequently bear off too much then you will steer out of the effective trimming range of the length of your arm. It is very important not to steer too far away from dead down wind. This way, when you get in the groove it will be easier to keep it there.

To put this all together here is the sequence of movements. While sailing just a couple degree from dead downwind you first let the sail out slightly which causes the boat to rock to windward. When the boat reaches the desired angle you "catch it" by pulling the sail back in enough to stop the rock and maintain the desired angle. The desired angle is determined by how much you want to bear away as a result of the rock.

Now the boat is on the wave, sailing slightly by the lee, heeled to windward. Because you haven't pumped in the sail to catch the wave it is still out and pulling as the boat bears away to sailing by the lee. This is very important because now the boat is going to rock back the other way, and because you're slightly by the lee, the flow across the sail is reversed and you get a second push from the sail as the boom comes down. As the boat flattens out it rounds up slightly putting you back to where you started from, ready for the whole routine to begin again,.

When all three components of this technique are done properly then none of them need to be extreme. The rock doesn't have to be a big one, the boat doesn't have to bear away very far and the sail trimming range is only the length of your arm. When done correctly, this technique is like the difference between paddling a canoe or a kayak. In a canoe you only use one end of the paddle. This is like giving the sail one big pump. In a kayak you use both ends of the paddle. This is the same as what I've described.

When you're set up correctly, you can not only get a push from the sail when the boat rolls over to windward but also when it rolls back. All the movements of the boat can therefore propel you forwards when you are set up properly.

*Thanks to **Mike Woodhead** for obtaining the permission of **Larry Lemieux**, Canadian Olympic Finn sailor at the Seoul Olympics, 5 times World Masters Champion and now coach to the Canadian Olympic Team to reproduce this from FINNatics – the History & Techniques of Finn Sailing*

2008 Lasering

Laser Class Captain's Report

It's been a great year for the Laser fleet at WRSC. Club sailing has been well attended throughout, with lots of new faces joining the fleet. We now have the most competitive fleet racing in the club. Here is my view of the 2008 season.

WRSC Laser Open

21 Lasers turned up to sail in a force 3 gusting 4 wind, easing later. Hamish was the best home boat in 3rd place, with Owyn 4th and myself 6th.

Laser Southport 12 Hours Race

WRSC took a team to Southport for the Laser 12 hour race in late April. The team comprised Owyn, my brother Peter and me. 22 teams competed. Peter started the race and led for the first two laps. In the end we finished 2nd, after Team Rooster and West Lancashire YC (the home team) decided to sail an extra lap in no wind, thus increasing considerably their average lap time on which the results are calculated. WRSC, showing guile and cunning, held back and drifted across the finish line just after the finish gun.

Spring Bank Regatta

The Spring Bank Regatta was a great event, with 9 Lasers and a strong breeze all 3 days, becoming truly horrid on the Monday. Hamish came out of retirement to show us how to sail in strong winds. Hamish won, closely followed by myself with Owyn in 3rd

Abersoch Dinghy Week

Well done Hamish for winning Abersoch Dinghy Week Laser fleet, beating my Ironman / Triathlete brother into 2nd.

Travellers

Hamish and I have been travelling to many Laser open meetings this year. Hamish finished 2nd overall in the Northern Travellers' series. I finished 2nd overall in the Wessex Travellers series, missing out on victory on the last beat of the last race of the last event, 50 metres from the finish. Maybe next year will be my year to win but only if it is not organised by the Laser Association Vice Chairman! Perversely I was presented with the winner's Laser Cube for the Wessex Travellers. Maybe he felt a bit guilty!

Hamish and Matt Velamail also attended the Laser Nationals in Abersoch, enjoying strong winds and ultra-competitive action.

Tip of the Year

For those of you who have ever sailed the wrong course, maybe Father Christmas could bring you one of these. <http://www.micsltd.com/marinecard/>. If not from Santa, then a great investment at £7.99.

Finally, I would like to thank all the WRSC Laser sailors who have made it a great year for racing at WRSC.

Tim Keighley – Laser Class Captain

RULES EVENING

FRIDAY 23RD JANUARY 7.00 FOR 7.30

Bar Open – Light bites for early birds

Solo Class Report

As I sit down laden with guilt following the prompts, cajoling and threats from our editor, I appear to be somewhat of a fraud. Solo class captain? Hardly, when I've spent most of the season scaring myself in an over-canvassed 400 or an equally meaty Phantom. However following the success of Mr Porter, my hero, I thought I would lament the story of the lightweight.

How was it that, when sailing on a Wednesday night following meagre meals and small drinks to keep the body mass down during the week, JP drifts by fully hiked with body movement to equalise the puffs of wind? In contrast, I perch twitching or moving my head away from the centre line to achieve the same. Is my boat heavy? Am I too heavy for a Solo?

When the wind gets up and I trundle along up wind, hopefully with a lead and one cheek half over the side, there they are again; JP, HF and JG, bendy masts to the fore and spilling. Turn down hill and planing speed pulls back and surpasses any weight advantage on the upwind leg.

Drastic action required:

Phantom it is, now I can be a JP

Mark Weston – Phantom Solo Class Captain

From the Phantom Class Captain

1. Can I get down to 10 stone? Not without amputation of the heaviest parts of my anatomy, and then I wouldn't be able to think!
2. Lighten the boat? Tanks filled with helium? (Might be a bit tricky with the boat held on a peg and chain on the front lawn!)
3. Get a bigger sail? (Class rules won't allow that)
4. Sail in stronger winds? Wind Gods aren't that predictable.
5. Win the start and keep in front? Difficult to counter when passed with ease to leeward!
6. Swordfish tactic if you can't beat 'em, sink 'em? (Got to catch 'em first!)
7. Get a boat where I'm a lightweight? Nice one!

Shortlist:

1. Finn (Too expensive)
2. Musto Skiff (Yeah right!)
3. RS600 (Possible, but drops to bits)
4. Vario (Yes, but a kite as well?)
5. Phantom (Lightweight at 13.5st / 85 kg)

Answer Back

from a wounded Solo class!

So the rest of the world doesn't get the wrong idea about the weight carrying abilities of the Solo:

National Championships 2008 Torbay.

83 entries. 12 races. 8 races sailed in force 2 or less, 2 in 3-4, and 2 in 4-5.

- | | |
|--|--|
| 1. Charlie Cumbley (Finn sailor) 84 kg | 2. Andy Davis (2 nd Phantom 08 Nationals) 83 kg |
| 3. Chris Goldhawk 73 kg | 4. Alistair Morley 75 kg |
| 5. Steve Cockerill (Streaker, Laser Radial Champ.) 77 kg | 6. Paul Ellis 77 kg |
| 7. Steve Ede 82 kg | 8. Simon Potts 83 kg |
| 9. Geoff Henstridge 85 kg | 10. Steve Broom 68 kg |

Dave "Fat is Fast" McGregor admits to be 90 kg plus and won the two force 1-2 races. James Porter wouldn't have stood a chance!

No other single handed class could give such equal racing for stars from Finn, Phantom, Streaker and Laser Radial classes, or for James Porter and Mark Weston. That's why there are over 1000 members of the Solo Class Association and over 100 new boats built every year.

Ghosting About

No wake, weird

Having taken the plunge and made the long journey to Devon to pick up the boat from a converted caravan in the corner of an industrial estate, common sense passed me by.

The Phantom is put together by Jeff Vanderbrought (a good solid English name!). Ovington build them in Newcastle and Jeff fetches them once a fortnight. He fitted out mine to my specification and then yours truly went and fetched it. In short, the boat has done a 1000 mile round trip before it sees water. If logic ruled, we wouldn't sail!

First Sail

Saturday early October. Wind Force 1-2. Opposition is Trapeze Junky. Where the hell do you sit? Difficult to tack and not do 360 degrees. No wake. Weird!

Second Sail

Sunday early October. Wind 0-1. Lost outhaul before the start, late by 30 seconds! Still first to windward mark, hiked out, everyone else looking bored! No wake? Still weird!

Third Sail

Sunday late October. Wind 2-3. De-powering, I can't hold this. What's all this string for raking the mast? That's better, but still no wake!

Fourth Sail

Top Dog. What a blast and fast!

Seriously, for the slightly heavier among us and not for novices this is some boat. At 61kg and 10.5 m² it flies. The rig does rake back to de-power in a breeze and is exhilarating to put it mildly. The Association are really helpful and welcoming. If anyone fancies a serious go, ask me.

Mark Weston

Dates for your Diary

Northern Brass Monkey Series – 4th Jan to 22nd Feb inclusive. 2 races every Sunday, first race 12 noon. This one's going to be even bigger than the last one! Don't let the visitors win the prizes – be there!

Rules Evening – Friday 23rd January. 7.00 for 7.30. Bar open and light bites for early birds. Brush up on the rules you knew and learn about the new 2009-2012 rules with our "expert" panel.
Anyone crossing a start line in 2009 should be there.

Early Spring Frostbite Series – 1st March to 12th April inclusive. 3 races every Sunday, 1st race 11.00 am. Club handicap, mass starts, masses of fun!

Laser & Solo Open – 6th April, 1st race 11 am. There were 50 entries last year. If all our Laserites and Soloists enter, we will top 60! Lots of help required by those not sailing.

Handicap Fleet Report

So constant reader, as the golden leaves of autumn have descended in to the snowy depths of winter, the handicap class again fulfils its role as the primary class of WRSC!

Frasier & Ali

Our successful Autumn Series, closely fought until the last day, came to a conclusion and then once more the rest of the club classes were allowed to join the HC class to enjoy competitive racing where the club heavy weights meet toe to toe in a manner than can only be compared to Frasier and Ali at Madison Gardens!

Unfortunately, this has been taken rather too literally and the Frostbite Series has been littered with protests, collisions, grief and aggravation! This has, in the main, been due to close racing and the heat of battle but it is unfortunate that a number of repairs have been necessary as a result.

I would remind people involved in any such incident that a witness, preferably independent and not related, is your best asset in any protest. While it is hardly OJ Simpson, there are often two interpretations to the same

Mike Woodhead – Handicap Fleet Captain

In the snowy depths of winter

incident. I would also remind myself that having barged Abi's boat out of the way on the start line, the 720 turn should be done as soon as feasibly and politely possible, without hindrance to others!

Awesome

Like the Autumn Series, the Frostbite Series has been closely fought; the addition of Mark Weston's Phantom has been a revelation. The speed and acceleration of this lightweight, large sail area craft can only be described as awesome! The hull shape is interesting and closely resembles the old International Moth Lucky Sixpence design and reminds me of happy days in my youth!

The weather generally for the time of year has been kind and so far losses have not been too great, although the weather has been surprisingly cold when compared to other years. Let's hope that this continues through to the spring when the green shoots burst from the cold and bitter land and the Solos and Lasers must once again depart for strange and foreign competition!

Winter well and enjoy the holidays.

Meanwhile, Back at the Camp

Autumn Results

Laser

1st Chris Greenwood 186947
2nd David Hunter 163825
3rd Geoffrey Burrows 166587

Solo

1st Howard Frear 4615
2nd James Porter 4752
3rd Mike Wallace 4754

Handicap

1st Mike Woodhead Finn GBR16
2nd Dave Baxter Vago 358
3rd Tony & Ellie Short RS200

Congratulations to all! These sailors are the lifeblood of the club without whom we would cease to function. Class racing starts again with the Spring Series on 19th April 2009, 1st race 11.00 am. And it's a Trophy Day!

Travellers Tales

News away from home

Our Lasers, in the form of Tim Keighley and Hamish Gledhill, have had a stunning year out on the travellers' circuit.

There seems to have been an embargo on news from the faraway South West, where Tim has been doing battle in the Laser Wessex Travellers series. By late summer it appeared as though he had the series sewn up. However, when the smoke screen eventually drifted away, some retrospective shenanigans as to which and how many events were to count produced a set of results placing Tim second overall. Still a cracking good result, and, in the words of Bruce Forsyth, "Tim, you're our favourite"!

Wildest Winds

Hamish knew what he was up against all season, and was the nearest to offering the legendary Ian Jones a challenge on the Laser Northern Grand Prix circuit. A win at Wigan SC in light conditions and a third in the final event at Dovestone SC, when grown men sailing with 4.7 rigs were the default combination in the wildest winds of the year, were sufficient to give him a second place in the series. Not bad for an old campaigner returning to the class after a break of some years.

Not a Vintage Year

The Solos have not had a vintage year amongst the Northern Travellers. Mark Weston had a great first half and was holding 3rd spot in the summer. However, selling one's Solo does little to help the cause and Mark slid down the rankings to finish 6th overall.

This was better than John Gledhill who had a subdued year and, despite finishing on a high with 3rd in the last event of the series at Leigh & Lowton, could only end up in a lowly 10th place overall. With Mark cavorting in more glamorous craft and the years catching up with John, we need some new faces to fly the WRSC flag next year.

It's the taking part

Overheard in the ladies changing rooms (you get all the exclusive news here), Sue Fogg was telling about the great time she had with Mike sailing in the RS200 inlands at Rutland in a fleet of 78 boats. Their result was immaterial; they experienced the thrill of big fleet racing and the chance to rub shoulders with the great and the good. It's the taking part that matters.

Dave Baxter was at Rutland a little later for a Laser multi fleet bonanza with 2 days of racing for Laser 2000's, 4000's, 5000's and of course Vagos. There were 76 boats on the water, and Dave finished a solid 4th out of 13 Vagos after two days of heavy weather racing. He was the only Vago sailing single handed, although whether this was part of the plan is unknown.

West Lancs 24-Hour Race

Whoops! Almost forgot, it seems so long ago. An even more minimalist team than ever continued their good form at Southport, finishing 17th (again), but at last took the coveted Yorkshire Cup for the first Yorkshire club after being "diddled" out of it for the last 2 years by aliens from other counties

Tim and Peter Keighley, Abi Morgan, Owyn Wallace, debutant James Porter and Hamish, Rachel and Jonathan Gledhill endured some horrid light conditions. Highlights were Hamish & Rachel's 4th place after the first 90 minutes, and Tim & Owyn's record slow 73 minute lap just before a windless midnight.

To hear about the after effects of Cains bitter, the stalker from Abersoch and tales from the back passage, a full and hilarious report of the goings on, complete with photograph, can be found on the club website www.wrsc.org under club news, bottom of the page.

Well done team, and all our travellers who keep WRSC's name alive in the world of sailing!

SPRING BANK REGATTA 23/24/24 MAY 2009



- To come and have a good time at West Riding Sailing Club's premier event of the year!

There's more to it than just sailing
Bar will be open from Friday evening
Social events on Saturday and Sunday evening
Free Camping
Food available all weekend
Bring your Friends and Family
Start thinking about your teams for Games Night
on Saturday evening
It's for everyone

Oh and don't forget the sailing.
Put it in you diary NOW!

Spring Bank Regatta 2009

Plans are being put in place for a Spring Bank Regatta 2009 over the Spring Bank Holiday weekend 23 – 25 May 2009. Before you think *“I’m not interested in racing - this is not for me!”* please read on.

All Members

Our aim is to have a big event involving as many club members as possible, either sailing on the water, helping out with one of the many small jobs, or just being there and to relax and enjoy yourself.

We want to include **all** members of the club no matter what age or sailing ability. There will be a big social event on Saturday night (great fun for all ages), which we hope you will support even if you can’t make it down for the rest of the weekend. Please feel free to bring along your friends and family.

Junior Members

We hope to get our junior members involved in promoting the event, helping out over the weekend or hopefully sailing on the water. Likewise we would like to get other members involved who don’t think they will be sailing. There is satisfaction and enjoyment to be had from being involved in a great event.

Good Number of Visitors

On the water we will be hosting the Solo Northern Area Championships and a leg of the Streaker Northern Paddle circuit, so we are confident of attracting a good number of visitors. Let’s all work together to show them what a great place West Riding Sailing Club is to visit.

Don’t let the sound of these events put you off sailing. The respective class representatives know exactly what the Spring Bank Regatta is all about. They know it is all about having a good time with great social events and racing for **all** abilities and standards. That is why so many visitors keep coming back year after year.

Volunteer

If you would like to volunteer to help out please contact Hamish Gledhill (01484 646771 or gleds1@btinternet.com). He will also be in touch with people asking them for support. There are a number of ways to help and get involved over the weekend - running the BBQ, helping behind the bar, car park supervisor, rescue assistant, helping in the galley, taking entry fees, running a junior race... to name but a few. But it can be fun.

All we ask is that you make the effort to come along and have a good time. Watch out for more details in the next edition of mainsheet or on the website, or in the meantime give Hamish a call.