



And People Kept Coming...

Peter Craggs

A year ago we held Bart's Bash the day after our GP14 Open. There was a three-line whip for the GP event and sailors having endured a windless, damp, drizzly day on the Saturday, the turn out on Sunday was a bit disappointing. So this year we moved the GP Open to April and combined our Annual Regatta with Bart's Bash.

This also meant that the Regatta was moved back two weeks to accommodate the rest of the world. It was slightly frustrating to see a big turnout and good wind appearing on our traditional Regatta weekend but time would tell what the new date would bring.

A hive of activity

Sunday 20th September duly arrived and dawned foggy and utterly windless but the forecast gave some hope. The late September sun was strong enough to deal with the fog. By 1015 the dinghy park was basking in sunshine and a hive of activity and the people kept coming...

Whilst Phil and I were laying the course



The Race Officers' view of some of the Bart's Bash fleet

the YOSC rescue boat appeared and casually asked how many boats we had. Looking slightly stunned at the response they disappeared off to collect their two Enterprises!

'I clearly overdid this...'

Whilst we'd been afloat even more people had arrived and I began to wonder if it was ever going to stop! Clearly I wasn't the only one concerned as I overheard a conversation about the number of burgers available.

With the course set and a fitful breeze making an occasional appearance, the two visiting Enterprises were hauled over the horizon and the briefing began with a lecture on General Recalls. I clearly overdid this as no one was anywhere near the line!

Race one (Bart's Bash) got away bang on (revised) time and was the largest mass start on the river for a very long time.

Those that got clear wind were always going to have a better day. The Enterprises and GPs battled their way around at the front but had to keep one eye on the Toppers. In the end Steve P & Phil G took both line honours and established enough of a lead to take the race on handicap. Keith & Matthew Cooper (Ent, YOSC) were second with Jens proving it wasn't a fast boat's race by taking third place in his Topper.

With the wind shutting off completely at the end of race one, lunch was taken with a fear in my mind that things could get impossible for the afternoon series. We were following the traditional Regatta system with racing on a personal handicap basis.

A splendid braai

Lunch was our traditional barbecue (or should that be braai as Colin was cooking?) which was prepared by the Skelton household. (Kate 'crewed' an



Kate's Bart's Bash buns



The second race in the Regatta as seen from the bridge (Photo: Colin Skelton)

Oppie for Megan in Barts Bash too!)

They had the added stress of people arriving ashore at random times as the race ended with the fleet well spread.

Lunch was digested as we crunched the numbers. Slowly the flags showed signs of lifting and things looked just a bit better. Briefing number two took place in a packed clubhouse (at least one more person had turned up!) and the first start got going soon after. A few of the early starters didn't get away quickly

and the first beat was very congested.

The total number of boats made it hard for the late starters to get through the traffic. However Mike & Angela managed to find room and did a horizon job with Hugh and Steve H following.

Something special

The fleet went ashore (to massive jetty congestion!) and much tea and cake was consumed whilst the numbers were crunched and handicaps amended.

With two races both to count anything

could happen but consistency generally pays. It quickly became clear that the early starters had worked things out this time and this piled the pressure on the later boats who were having real difficulties making inroads into the fleet. The battle for the overall win was tucked away mid fleet.

As the clock ticked down, and whilst they didn't know it, first place hinged on who had the most off wind speed between Terry & Julie and an Enterprise. Theory should favour the Ent, but the GP pulled away. This gave Terry and Julie their second third place and with six points overall, Regatta victory. Keith & Matthew Cooper came second (again) beating Hugh and Steve on a tiebreak.

So our tiny club took its place on the world stage, and excelled itself with two events in one day and a huge turnout. I am not sure how many other clubs will beat us on percentage of members involved. The handful of you that weren't there missed something special – and lots of cake!

Sports England Grant

Steve Hogg

At last we have secured a grant to enlarge our changing rooms and refurbish the kitchen. It was four years ago that a sub-committee was formed to address the issue of a stagnating membership and to get more of the membership to participate in sailing.

After consulting with our National Governing Body (The RYA), we were advised to survey the membership on their views and create a development plan to address the issues raised. It was found that 91% of you expressed the view that the changing rooms are inadequate. So a scheme was prepared to address the issue of the changing rooms and also refit the kitchen. After three unsuccessful funding applications to Sport England we were at the stage of giving up when Sport England actually encouraged us to reapply as the our third application was just below the funding cut off line. So we reapplied in the next round, and as you know we were successful.

In financial terms this is an £80,000 project with £75,000 coming from Sport England. The remaining £5,000 coming from club resources, mainly as a contribution in-kind from Steve Parry who through York based Architects PPIY Ltd has prepared drawings, specifications and will provide ongoing support throughout the building works. In YRISC terms this is a major project and we are grateful for Steve's professional support.

The building work started on the 19th October and will continue for 12 weeks, there is a risk this timescale may be extended if issues are found or flooding occurs. **We will be able to continue to sail** but be prepared for limited changing, toilet and kitchen facilities, and over the project timescale expect some mud in the compound and dust in the club house. The committee will keep you informed via the regular email news updates on what to expect and when. **So bear with us, and look forward to the 2016 season with new changing rooms and kitchen.**



To Brixham and beyond

Steve Parry

Phase two of the rebuilding of the Old Yellow Boat

Well, we made it to Brixham and although our performance did not exactly match the glorious sunshine of the week, we thoroughly enjoyed ourselves and did manage our best ever result in a National Championships in one of the races, crossing the line in 16th place!



Phase 1 complete - ready for Brixham

We also managed our first ever capsizing in a championship event and apparently caused a life-boat alert; the race officer was highly amused, he said it must have been the sight of so much manic bailing that alarmed an on-looker on the beach! The outcome of phase one of the project is that we now have a boat that has shed more than 50lbs in weight (correctors have had to be fitted!); we have a beautiful new transom and centreboard



Look no decks!

case, and a new and much lighter board (the old plywood jobs are extraordinarily heavy compared to the mahogany units). The thwart has also been renewed and the old slatted floor boards are no more. Instead we have a pair of much lighter floor panels that are painted a fetching shade of blue. As you saw in my last article, the hull skin and hog have undergone major surgery and all are now very sound and fully capable of accepting a rig tension of 390—400lbs. Copious layers of Eposeal topped off with two-pack Epifanes paints have produced a result to be proud of. And yes, 4615 is still yellow!

Well underway

Phase two of the project is now well underway. The boat returned to the workshop directly after Brixham and within days the decks had gone. This was achieved with remarkable ease with the use of a router: simply set to 4mm and remove the deck ply on the line of each supporting beam or rail and the bits in between fall inside the hull. It makes a vast amount of dust and needs a careful hand but if done correctly, it leaves the top surface of the supporting structure in a nice clean condition and more or less ready to receive the new decking. One more tip if you are contemplating doing something similar: take care to remove the splash-boards intact and undamaged, they are extremely challenging things to make from scratch!

Badly assembled

Once the decks were off we could see just how badly a Bell Boats kit can be assembled and yet still give half a century of service. The deck frames only seemed to fit where they touched and relied heavily on Cascamite glue and the



Starting to fit the new deck

occasional brass screw for strength; nothing was properly jointed. As a result the deck plywood had to act as a stressed skin diaphragm in order to keep things in shape when the rig was tensioned, and this caused unending problems of cracking and lifting at the cross-joints and gunwale junctions. Needless to say, we have now reinforced the joints in the structure, not to mention repairing several items that were broken or split.

'...a boat that has shed more than 50lbs in weight...'

We also discovered archaeological evidence in the aft deck-framing to suggest that an outboard motor well had been incorporated at some time, confirming that my decks will be at least the second set in the boat's life and implying that she probably saw more service as a family cruising boat than a racer.

We are going for through-deck sheeting this time round and the mounts for the blocks and cleats have been built and installed, following much careful checking of rope alignment for Phil

when hiking his heart out at Barbados. At the time of writing, the new decks have been cut out and fitting has just begun up front. By the time you read this I very much hope that all will be safely in place and we shall be busy fitting gunwales and combings.

Our deadline is 1st February as we must be ready for loading into the container for Barbados. So far all is going well and I am extremely indebted to my good friend and mentor, Hugh Brazier for his guidance and help throughout the project, not to mention the use of his excellent workshop.

Thanks to all the contributors this time. Articles not yet published will appear in subsequent issues. Angela

Commodore's Corner



Much has happened at the club since my waffling in July and I am happy to say that nearly all of it has been good. As predicted, York RI finally decided that the only way forward was to remain as one body, to form a Charitable Trust and conduct a review as to how the organisation is governed.

It is hoped that YRI will submit an application to the Charities Commission by the end of this month, receive approval by 31st December and complete the transfer of assets to the trust by the beginning of April. I have to say that I think this time scale is ambitious but am very happy that they are moving in the right direction.

As I am sure most of you are now aware that we have been awarded a grant of £75,000 by Sport England in order to expand our changing rooms and to create a new kitchen. This will enable us to increase the club membership going forward and we must now encourage more people to take up the sport of Sailing. Steve Hogg has said more about the grant elsewhere in this newsletter so I will now shut up on this topic.

Bart's Bash

It was our turn to host the regatta with Yorkshire Ouse this year and I have to say that I found it to be a really enjoyable event. We combined the event with Bart's Bash in order to make it a full day of racing. YRISC had ten boats on the water which was absolutely fantastic. Terry and Julie Ward also happened to win the regatta, which meant that the club retained the trophy for the third year in a row. A big thanks must go to Pete and Phil for their brilliant race organisation (there were a scary number of boats gathered on the river at times) and Kate and Colin did a superb job with the food. A big thank you also to those who brought cake – we are a proper sailing club!

Goodbye

On a sadder note, we are saying goodbye to Terry and Julie as they are retiring to the Isle of Mull. I shall miss their company and humour but wish them a long and happy retirement. Terry is our Treasurer, which is an important role within the club at the moment following the grant award. It was agreed at the last Committee meeting that I should take over the role of treasurer on



a temporary basis due to the fact that I have almost mastered my times tables and Hugh will become our Commodore because he is a jolly good egg.

You will also notice that Angela has agreed to become our Newsletter editor again. Sadly, Andrew has decided to leave the club due to time constraints at the moment but hopefully he will return to the club in the near future. Andrew, Terry and Julie have all played parts in the development of our club and we will miss them.

Annual Dinner & EOSM

The 2015 season is drawing to a close but there are still several weeks of sailing left before we hang up our wetsuits for the year – usually well away from the house! We do have the Annual Dinner to look forward to at the Marcia, Bishopthorpe and we will be sending out menus in the near future. Please come if only to hear me make a dodgy speech. The End of Season Meeting will be held at our house in deepest East Yorkshire. Please bring your passports with you.

Future Commodore's Corners will be presented to you by our well known author, Hugh Brazier. A chance for us all to enjoy a professional at work before the amateurs return.

Don't forget!

Working Party – Saturday 7th November

Annual Dinner – Friday 27th November

EOSM – Thursday 10th December