



The End of an Era at YRISC

Steve Parry

It is all change in 2018 for the training team as our new Principal prepares to take the reins (or, more accurately, the helm).

For as long as anyone can remember, Mike Craggs has been our Training Principal at the club but at last the succession plan has fallen into place and we can grant Mike his well-earned retirement. Having passed all my exams and gained all the certificates required by the RYA I am now your new Training Principal.

Firstly, I want to say a huge thank-you to Mike for all he has done over so many years to make YRISC into such a well-established RYA Recognised Training Centre. A great many people must have started their sailing lives under the watchful eye of Mike and his team, I hope I can match his record (though perhaps I have already left it too late for that!).

Dates for this year

This year we shall be running the RYA Level One Course again, and we have decided to return to the usual formula of placing it as soon after the Open Day as we reasonably can, using two Tuesday evenings and two Friday evenings plus the full middle Saturday. On this basis the dates are:

Tuesday and Friday 15 and 18 May

Saturday 19 May

Tuesday and Friday 22 and 25 May

As you will know, we benefit greatly in having two qualified Dinghy Instructors in our team, (Kate Skelton and Pete Craggs) and I am sure Mike will continue to take



Mike and his band of instructors and helpers demonstrate capsize drill.

Above: The wet version for Level 2. (Top photo circa late 1970s)

Over page: The dry version for Level 1 and part of the press cutting about the Club becoming an RYA Recognised Teaching Establishment (also from the late 1970s)



Yacht club can now teach, says RYA

THE British Transport Yacht Club has recently been recognised by the Royal Yachting Association as a teaching establishment. This means that members can be trained to certificate standard at elementary, intermediate and advanced day-boat levels. Pupils are taught to 'The Method' which is a scheme of instruction that has been worked out by the RYA to provide uniformity of instruction wherever trained instructors are working.



part where he can, but we shall need **YOUR** help too in order to deliver our course to our usual high standard. We want happy customers that then become keen members of the club!

Please put the dates in your diary and drop me an email if you are available to help on any or all of them.

Besides our qualified team we shall need a couple of skilled helms plus general help to supervise the rigging of boats and going afloat, the return to shore and putting away afterwards, as well as the

crewing of two rescue boats. AND there is always tea to make!

Under the RYA rules there is now the opportunity for you to gain *Assistant Instructor status*. It is not difficult as it is all based on hands-on experience gained at your own club and signed off by the Principal. If you are interested, let me know.

See you on the water!

Contact slparry@gmail.com

Please note:

*Two course dates are **incorrect** on the Sailing Programme. Please amend your copy to show the Tuesday dates as 15th & 22nd of May and not as shown. Thanks*

Cold water shock

Did you know that over 50% of the annual open water drownings in the UK happen within three metres of a safe refuge, about 40% happen within just two metres of safe refuge and over 65% of those who die were regarded as good swimmer?

These figures suggest that an adverse reaction to falling into cold water (cold water shock) prevents people from swimming *even three metres to save their lives*.

The RNLI has produced a video about cold water shock. It last 8 minutes and is well worth watching.

It is called **RNLI Cold Water Shock Yacht Cruising** and can be seen at

https://www.youtube.com/watch?v=X6_FF_BVOxM.

If you don't have 8 minutes to spare then watch this which lasts less than a minute:

Professor Mike Tipton Talks About the Science Behind Floating. It shows how to behave should you find yourself suddenly immersed in cold water

<https://www.youtube.com/watch?v=0gd6QC2Emrc>

The best way to help yourself is to take note of the effects of cold shock and how to manage it. Always wear personal buoyancy (Club policy) Wear clothing that is suitable for the conditions. And remember the river is at its coldest in winter and spring and after any fresh water from flooding.

It could save your life.

Loch Lomond - a brief guide

Phil Nelson

At the AGM I rather foolishly agreed to write about Loch Lomond. It is not the start of a series of articles about Scottish lochs (although if anyone wants to write about another I'm sure it will be welcome) but rather because there is a new event in the Sailing Programme in.

There was a consensus that another weekend away would be a good idea and so it was a question of finding a venue. Loch Lomond came up. The sailing club there is hosting the GP14 Scottish Nationals and a cruising event in September so Steve P thought we could tag along.

Largest loch

So to Loch Lomond. It is the largest loch/lake in the country by surface area (Loch Ness has more water) and so is probably worth a look from a sailing point of view. It has a lot of small, and not so small, islands too, a couple of which are inhabited.

"Stay in the middle lane... and you cannot go wrong!"

It is just north of Glasgow, probably around a 5 hour drive from York. Glasgow now has a new motorway going through (well mostly over) it, which makes the journey easier but



Map of Loch Lomond & the sailing club
(courtesy of Google Maps)

takes away the fun of finding your way out of the city centre! Stay in the middle lane up to the Erskine bridge and you cannot go wrong!

Arriving is always a bit of a shock, one minute you're in industrial Clydeside, crossing the sea and the next you come across a huge loch.

Go east!

The road north heads up the western side. That seems to be where the tourists head, mainly confused-looking

coach passengers wondering where they are!

The sailing club is on the eastern side which is quieter. My one visit there involved staying at the youth hostel up the road from the club and climbing Ben Lomond (well worth doing). The West Highland way also passes by. If you fancy a trip to Fort William and back after sailing (10 hours one way is the record). If not I seem to remember a very good pub just up the road...

"...there are proper mountains on three sides."

Sailing wise I'm not sure anyone from the club has been, I'm guessing that given the size of the water, there will be good conditions all round, obviously bearing in mind there are proper mountains on three sides. There is even an RNLI style rescue boat (not being pessimistic).

As it is part of the GP racing and cruising weekend it will be a chance to meet other sailors from different clubs. Some of us may even fancy racing in the Scottish Nationals. If the club is half as friendly as other Scottish clubs then it will be an enjoyable place to visit.

More details will follow nearer the time, no doubt, but put the weekend of 2nd September in your diary and come along to enjoy discovering a new part of the world and new sailing venue.

Would you know what to do...?

Mike Craggs is planning to run an **RYA Small Craft First Aid Course** on the **5th May 2018**.

It will be held at the Club from 0900 — 16.30hrs. The cost will be £35 for club members and £60 for non-members, including a First Aid book and certificate. The course will include **hypothermia, CPR, bleeding, major illness and the use of a defibrillator**. This is a mainly hands-on course and will be based round water activities.

If interested please contact Mike at mike_craggs@hotmail.com

Mike will require a £10 deposit by 22nd April and full payment by 29th April. Please pay directly into the Club account and let Mike know when you have paid.

Pimpernel: The renovation begins...

Steve Parry

For those who may not know, Hugh Brazier and I have, perhaps rashly (!), taken on the task of saving the oldest GP14, still in captivity, for the Nation. We are doing this on behalf on the Class Association and I thought YRISC members might be interested to read my first report.

Number 2, *Pimpernel*, was safely transported from Wolverhampton to York and into Hugh Brazier's garage shortly after Christmas. I am pleased to be able to report that her condition appears to be remarkably good. Having been in the Tildesly family since 1950 she was apparently sailed quite hard until around 1967 when she was retired in favour of a newer model and placed into dry storage, coming out only for 'special' occasions. Unfortunately the wooden mast is long gone and at some point she underwent full deck renewal but she comes with a wooden boom and, among other things, a full suite of original cotton sails.

So what needs to be done?

We need to strip all the paint from the hull to be sure but selective removal of paint and varnish in the well known trouble spots reveals nothing more than some localised rot in the centre board case at its junction with frame 2, all other areas look pretty good. John Tildesly tells me that she leaked very badly when last used in a vintage event and though the seal on the centre board bolt was almost certainly part of the problem, I think water must have been getting in at the front end of the case too. The case itself is no longer very secure in this region and water has obviously been seeping into the timber

for many years. My own boat was suffering in exactly the same way and experience tells me that the only long-term answer is to take the case out. Indent repairs can then be made on the bench properly and the hog can be thoroughly examined and subjected to scarfed repairs if needed. Frame 2 may need minor attention also. Liberating the case necessitates the removal of seats and thwart, the latter can be tricky unless decks are removed.

The decks are sound and though not a very exciting veneer, they have been securely fitted in the style of the day using neat rows of copper nails as well as adhesive. The coamings no longer have the raised edge profile that the original almost certainly had, but they are the right 'super slim' jobs and fixed with a mass of carefully spaced and staggered screws (they are not going anywhere!).

Any old (cotton) sails?

Work has begun to remove the seats and to judge from the severely decayed state of the brass screws I suspect that we shall be making a close inspection of the screws in the hull skin once the paint is off! When the seats and thwart are out we can turn the hull over and get to work in earnest. The decks will be staying in situ so I fear that the thwart will have to be cut into two below one of



Above: Pimpernel arrives

Below: Work begins...



the seat rails. We did this on my boat, creating a scarfed joint and once it was all put back together with epoxy glue and hidden by the seat rail, you would never know!

Various members have already offered to help with supplying period fittings but if you have any items under the bench that you would be willing to donate, do let me know. So far I have the offer of at least one timber mast and a rudder assembly. I think the cotton main and spinnaker are capable of repair but the jib has been ruined by rusting in the luff wire, I am working on Liz to make us a new one but if by any chance you have a good cotton jib just looking for a home she would love to hear from you!