

# York Sailing Club



## News



Spring 2022

Welcome to the first edition of *York Sailing Club News*, previously known as *YRISC News* and originally as *BTYC News*.

*Kevin Stebbing* starts us off with an article about his sail training experience in Scotland in 2021.

## Sail Training on Scotland's West Coast

**A**fter missing out on sailing in 2020, I jumped at the chance to join Scarborough Yacht Club sailors for two training courses with *Go West Sailing* in Largs Scotland.

The first course was a weekend of Close Quarters Manoeuvring (pontoon bashing) in a 42' Jeanneau, *Jon Boy*. Our instructor Archie was young but knowledgeable and very calm. It was an intensive two days of docking and leaving pontoons in different ways. I found this valuable experience and it really improved my confidence.

*"Thinking this was a trick question ... I told the crew that it wasn't worth the risk."*

Next we switched yachts to a 44' Bavaria, *North Star*, with Chief Instructor Ales. I was completing the Day Skipper practical while my companions were doing their Coastal Skipper qualifications.

### Passage planning

We had to return to Largs each evening due to COVID restrictions, so we stayed quite local, visiting



*Kevin & companions on North Star*

Millport, Inverkip and Dunoon. On the first day we had some wind and reached 9.6 knots while I was at the helm. Another highlight was sailing beside *Waverley*, the last sea-going paddle steamer in the world.

For my passage I planned the route to Port Bannatyne but Ales asked whether we could call in to Rothesay for fish and chips. I checked the pilotage notes which say the harbour has very little room and is not suitable for boats over 40'. Thinking this was a trick question as part of the

Day Skipper assessment, I told the crew that it wasn't worth the risk and they could not have fish and chips. After a lot of consternation Ales agreed to take us in there.

*"...the highlight was manoeuvring out of the harbour."*

Rothesay seems quite run down. The outer harbour no longer has a pontoon so we had to wait for the bridge to open to enter the inner harbour. The fish and chips were OK but the highlight was manoeuvring out of the harbour.

### Tricky manoeuvre

Using a sprong (or Dutch spring) is the most complicated procedure we learnt. A slip is set from the offside stern quarter outside everything to the pontoon. The engine is put in low revs forward and the steering set in to the pontoon. The flow of water pushes the stern out. When the rope tightens it stops the forward motion and the bow swings out. With a sprong you can turn a boat through a large angle or even 180°. It is also useful for casting off against the wind. We set the long end of the slip on a winch. As the boat swung round

we shortened the rope to turn the boat around in the smallest possible space.

Thursday was a long day. First we went to Lochranza on the Isle of Arran and visited the Distillery. Then we cruised up the beautiful Kyles of Bute. We picked up a mooring in a small bay which turned out to be home to an otter.

The night passage back to Largs was good experience for me. Looking out for a light with particular characteristics amongst the many along the coast was challenging.

**It was a fabulous week with great company and glorious weather. The instructors and yachts were really good and I recommend *Go West Sailing*.**



*The wonderful paddle steamer, Waverley, off the west coast of Scotland*



*The 42' Jeanneau, Jon Boy.*



*The 44' Bavaria, North Star*

## Frostbite series

*Angela Craggs*

**T**here was no racing on the first day of the series due to too few sailors and too much wind. Peter & Phil put the RS200 through its paces for their first sail of the season.

The following Sunday suffered from the opposite problem – very little wind. However, Jens, Oliver and Peter went sailing to check their boats.

The forecast for the third Sunday seemed even worse with very light winds again. Steve P and Sam rigged their boats as they were taking two boys out for a sail. We also went out as we wanted to test our GP (and its crew) after the winter.

### Racing

Sam in his Enterprise with his crew, also Sam, and Steve with Ben in the GP set off down river with the current. We followed a little later. We discovered that a short

(very short) course had been laid round the corner and Steve H was ready to start the racing, assisted by the boys' parents. We decided to join in.

The first race was three laps. I did wonder whether we would complete it as it was flat calm. The current was quite strong, and all three boats were on the wrong side of the line at the start. A little wind did spring up and we all managed to complete the race in about 15 minutes.

*"...which made the very short course very tight."*

Pete and Phil appeared in the RS200 and joined in after we had started the second race. This race didn't go according to plan as what little wind there was died and the current pushed us onto the mark. It took a while to extricate ourselves and complete the penalties.

After lunch there were six boats (3 GPs and 3 singlehanders) wanting to race, which made the very short course very tight. Sam had to go home so Joe took young Sam out in the Club GP. Peter C sailed his Aero, Oliver his Streaker and Peter H was in his newly acquired Byte.

We sailed three races back-to-back and they have all blurred into one! The light, intermittent breeze gradually dropped off during the afternoon, so the races got progressively longer. However the racing was competitive and enjoyable.

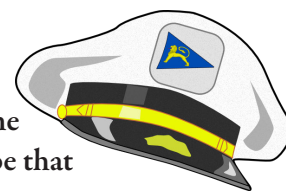
It was almost 4pm by the time we got back to the Club, making it a very long day, especially for the first proper day of the season.

*It was an enjoyable, if unconventional, start to the season. It was a pity no-one had a camera handy. It was great to see so many people down. The Club was buzzing.*



# Commodore's Corner

**T**his is the first Commodore's Corner to appear from the new commodore of the new sailing club that is York SC! And what an honour and a privilege it is to be that person.



The new sailing season is upon us, the sun is shining, and a fresh breeze is blowing so if you have not already done so, now is the time to check over your boat and get it down to the club, ready for action. And if you do not have your own boat, give your sailing gear the once over and head down to the club to join the gang.

I am pleased to say that the floods subsided in time to allow the cleaning day to go ahead, and an enthusiastic team made short work of the mud with brooms and shovels. Special thanks to Sophia for doing sterling work with the hosepipe and to Hugh for laying on coffee and chocolate(!) biscuits.

At the time of writing this, Liz and I are confined to barracks in Scotland, helping out with the grandchildren while our Katherine recovers from broken bones sustained in a horse-riding tumble. Sailing is a much safer sport; you might capsize and get soaking wet, but you are highly unlikely to break your elbow and your scapula! By the time you are reading this, we should be back in York and back on the water in *Sea Willow*.

Looking forward, we have our annual **Open Day on 24th April**. I hope we attract a large number of visitors and give them a short, completely free, taster sail on our beautiful river. Please put the date in your diary and try to come down for all (or even part) of the day. We shall be open to visitors from 11am till 3.30pm and we shall need sailors, galley support, rescue boat crew and just some good old friendly 'meet and greet' volunteers. If we are blessed with good weather these events are always fun and popular, and we always plan for that! So please publicise this among all your friends and help us make it a success.

See you on the water!

*Steve*



## Cleaning day

The very high floods in late February (which were high enough to submerge the field gate, apart from the barbed wire above it) lingered for several days so there was plenty of time for the mud to settle out onto the hard. This meant that those members who turned up on Cleaning Day faced a very muddy job. Before they could start on the hard, several of the singlehanded dinghies had to be untangled, emptied and turned the right way up. The boats under the clubhouse also had to be sorted out and rearranged. Boats already on the hard were moved to allow the main hard to be cleared.

Fortunately, as Steve mentioned, we were ably assisted by seven-year-old Sophia, who was in charge of the hosepipe. This allowed the rest of us to shift the mud with shovels and brushes. The main slip had already been cleared as far as possible but the mud on the upstream slip has not yet been removed.



*We have been fortunate recently to have had a spell of sunny, mild weather. This is just a reminder that the river is at its coldest at this time of year. Sailing on a narrow river does not mean we are immune to cold water shock. Take note of the advice below so that you don't become a statistic.*

## Drownproof yourself!

### 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 two metres** of safe refuge
- over 65% of those who die **were regarded as good swimmers**

These figures suggest that an adverse reaction to falling into cold water prevents people from swimming three metres to save their lives. A sobering thought.

When a person enters cold water a series of responses occur in the first few minutes. This initial response is known as **Cold Water Shock (or Cold Shock)**

- The person breathes rapidly. This can cause **dizziness and confusion**.
- In water below 15°C the initial involuntary gasp for air can result in **water inhalation and near drowning**.
- The person's ability to hold their breath **is reduced to as little as 10 seconds**.
- The **blood vessels constrict** to prevent heat loss resulting in increased blood pressure. Any exertion at this point can **increase the risk of heart attack or stroke**.

These responses can cause panic in someone who has just fallen into cold water. If you are aware of these responses you are in a better position to manage them.

### What can you do for yourself?

- When you are gasping for air and breathing rapidly **protect your airways from waves and spray**.
- Your heart will be working harder so **don't try to swim. Try and relax** until you feel your responses stabilising.

The effects will be worst in the first 30 seconds and will be gone within three minutes. People unaccustomed to cold



*...sudden immersion in cold water*

water can experience the effects of cold shock in water temperatures up to 25°C. Following the cold shock the person can experience more problems caused by further cooling of the body.

### Short-term response

Cooling of the muscles and nerves near the surface of the body (especially the arms and legs) makes it difficult to swim or use the hands. Drowning can result, especially if the person is not wearing personal buoyancy.

### Long term response

Cooling of the organs of the core resulting in unconsciousness and possible drowning even if the person is wearing a life jacket.

### Post-immersion response

During and after rescue the person may suffer a fall in blood pressure resulting in fainting or cardiac problems.

### Who is most at risk?

Rather surprisingly, proportionally more heavily-built people die from cold-water immersion than those of thinner or medium build. In general women will lose heat more quickly than men. Children cool much more quickly than adults as they have a large surface area to body mass ratio and less body fat.

### Help yourself

- 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 is that personal buoyancy must be worn at all times when on the water, in the safety boat or on the jetties).
- Wear clothing that is suitable for the conditions.
- People used to entering cold water become accustomed to it and are less likely to suffer the effects of cold shock.



*Personal  
buoyancy must  
be worn*

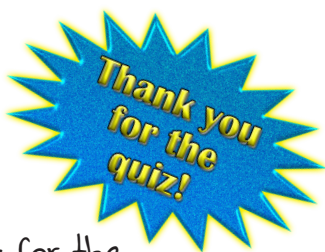
**And remember: the river is at its coldest in winter and spring and after any fresh water from flooding.**

*Info condensed from articles on the RYA website*

## Thank you!

Just a quick word of thanks to Ian Graham and family for the thoroughly enjoyable Virtual Quiz in February. It was a great evening and a nice way for us to get together socially at the start of the season.

Thanks for all the hard work in constructing the quiz. It was much appreciated by all who took part.



## Open Day

Don't forget that the Open Day is on Sunday 24th April. Please come and help out if you can. See *Commodore's Corner* for a list of the help needed

