

October 2009

# The Island



Issue 195 October 2009

The Island Sailing Club Reading

<http://www.islandsailingclub.co.uk>



'Sailing for all'

## Issue 195 - October 2009

Editor Bill Taylor

President	Eddie Insam
Commodore	Tim Lockyer
V. Commodore	Bill Taylor
Rear Commodore	Tom Lori
Memb. Sec.	Mike Jeffries
Race Officer	Mike Jeffries
Social Sec.	Maggie Page
Treasurer	Tim Lockyer
Safety Officer	Eddie Insam
Hon Sec.	Eddie Insam
Bosun	Tom Lori

Committee members' contact details are available on the club website under [members' area/club officers contact details](#)

### Editor's thoughts

The main event that sticks in my mind since the last issue of The Island in July is the Open Day in August. In addition to the normal advertising that the club does for Open Days, we decided to advertise in some local papers as well. The ads seem to have worked because, as reported in the next article, about 15 car loads of people turned up, we signed some new members and filled the dinghy level-1 course. In order to balance the books though we need more members, about 55. We have 49 at the moment. We

intend trying again with the advertising for the May public holiday Open Day to try and get those extra few members, but.....

...As we run up to Christmas and the new year there is potentially a dark cloud gathering on the horizon. We are short of committee members. Elsewhere in this issue there is a paragraph on committee vacancies with the fuller story, but there are a few points worth emphasizing;

- The older hands, many of whom were in at or soon after the start of the club in 1975, are getting towards the point at which they must slow down before they drop, so....
- It's time for the next generation to step forward in the running of the club.
- The most urgent problem is the post of Treasurer, if we don't find one before the 1<sup>st</sup> December, the committee will be forced to announce a Special General Meeting in January to wind up the club by the end of March when the lease on the lake is due to be renewed.

So I appeal to members to ask themselves if they can find the time and enthusiasm to step forward please. They are not so much saving the club as taking it into the next phase of its life.

## The Family Open Day

The August Family Open Day was a great success with about 15 car loads of visitors turning up. Of these 3 families have joined and the hoped-for dinghy level-1 course was full by about 3pm. The course was subsequently run on 19/20<sup>th</sup>.Sept.The club welcomes the following new members:-

Christopher, Shelagh, Ellie and Enya Dodson.  
Stephen, Teresa, Luke and Tom Savin.  
Tom, Lindsay and Thea Skelcher.

## Training

In addition to the dinghy level-1 course mentioned above, 6 members attended the RYA powerboat course on 13<sup>th</sup> September. This has given them the skills to operate the safety boat. Also two members successfully completed the RYA dinghy level-2 on the 10<sup>th</sup> October. The club could do with a few first aiders so any members

who may be interested, for the benefit of their children or of other members, are invited to contact Eddie Insam the Training Principal.

There are bound to be more courses run next year, Dinghy levels 1 and 2, Powerboat, First Aid etc, so any members who are interested in any of them are also invited to contact Eddie and register their interest.

## Committee Vacancies

There are now, and will be more, vacancies on the committee in the coming months. A quick look at the committee list on page 2 will show how many committee members are having to hold two or more posts. With Chris Hill now gone to a new job in Scotland, Tom Lori has offered to take the vacant Rear Commodore position and with Mark Buckle no longer a member, Mike Jeffries has agreed to take on the Race Officer role.

Some of the committee members have been on the committee for some years (one for 25!) and four of us are over 60. While it is true that those retired have more time to become involved in club affairs we all have families and interests outside the club. Taking on more than one role, or taking on one for an extended period eats into our free time. A list of tasks has been published in a recent issue of this magazine and as the number of committee members goes down the work load on those remaining goes up quite fast.

Therefore we need more committee members please. If you are interested in becoming a committee member can you please tell us sooner, on a Sunday at the club or by e-mail, rather than later (like the AGM).

By December 1<sup>st</sup> we must have identified a Treasurer and from the AGM in April 2010, we will need a Rear Commodore, Race Officer, Membership Secretary, Safety Officer and Bosun. There are a few words about each job below.

The committee meets once a month at the club and if the committee is fully manned, the work load is not onerous. Please give some thought to volunteering, it is your club after all and with some committee members about to stand down after long service, there will not be enough remaining to run it.

Rear Commodore – supports the Vice C. and Commodore and takes a share of their tasks as required. Organises Work Parties. It

has been traditional for the Rear C. to become Vice C. the following year and then Commodore in the third year before standing down, having done his/her duty.

Race Officer – Collects the weekly race results, maintains tables of results (on a computer if preferred) and prepares lists of trophy winners at the end of the year.

Membership Secretary – collects the joining forms each year in April/May, maintains a list of members with their details, address, phone no. e-mail address etc and passes the cheques to the Treasurer.

Safety Officer – Maintains an understanding of the wider H&S environment, liaises with the RYA on new rules and regs etc, reviews the status of the club's safety procedures and checks its equipment. He/she warns the committee where the club is not abiding by the rules/regs and makes recommendations on what to do about it.

Bosun – responsible for the state of the club's boats. Inspects them reasonably regularly, and either makes repairs him/herself, or arranges for them to be repaired, for example at work parties.

## Boats for sale

We have successfully sold some old boats not required by former members as part of a programme of tidying the compound. The sales raised over £600 for club funds.

## Social activities this Summer

There have been several social events this summer so far, the Longest Day/Sailathon, the Commodore's Day and the Summer Evening Party, and our thanks go to the victualling team who keep us fed, bar-b-q-ed and watered in these events. There's a lot of preparation behind the scenes that members may be unaware of.

## Christmas Dinner

This year's Christmas Dinner is to be held at Bearwood Lakes Golf Club.

The date is Saturday 5<sup>th</sup> December, time 7.30 for 8.

Cost £30.00 per head ( includes everything except drinks)

There will be a list at the clubhouse which members can sign if they are coming or they can send Maggie an e-mail or ring her on 01189-333168.

## Introduce a friend

The club relies on a steady stream of new members to replace those who leave for various reasons and the Open Day mentioned above is one mechanism of introducing new members. Another is for current members to introduce a friend, a work colleague or neighbour for example. If a member did bring a friend, he/she could take the friend for a sail in one of the club's larger (2-man) boats or if not feeling that confident, we could arrange for someone else to take them for a sail. Just let a committee member know on the day.

## Racing Results.

New members may not have seen the club's calendar, but the year is divided into several series of races. So, for example in Spring, all the races on Sundays, before lunch, count towards the Spring AM series. Then all the races after lunch count towards the PM series etc. Prizes are awarded to the winners of the various series.

There is a handicapping system so that someone on a slower Enterprise for example races on equal footing with someone in a faster Laser. The idea is that no matter what boat a member may feel most comfortable in, he or she is in with a chance, even though it may not be the fastest boat in the fleet.

Spring am Series:- 1<sup>st</sup>. Mike Jeffries, 2<sup>nd</sup>. Mike Page.

Spring Series:- 1<sup>st</sup>. Mike Jeffries, 2<sup>nd</sup> Maggie Page, 3<sup>rd</sup> Mike Page, 4<sup>th</sup> Dead heat between Rob Howell-Jones & Bill Taylor.

Spring Bank Holiday:- 1<sup>st</sup>. Chris Hill, 2<sup>nd</sup>. Mike Jeffries, 3<sup>rd</sup>. John Beech

Whitsun Series:- 1<sup>st</sup>. Chris Hill, 2<sup>nd</sup>. Mike Jeffries, 3<sup>rd</sup>. John Beech.

Summer am Series:- 1<sup>st</sup>. Chris Hill, 2<sup>nd</sup>. Rob Howell-Jones.

Early Summer Series:- 1<sup>st</sup>. Rob Howell-Jones, 2<sup>nd</sup>. Chris Hill.

Late Summer Series:- 1<sup>st</sup>. Dead heat between Chris Hill & Rob Howell-Jones.

Single Handed Open Series:- 1<sup>st</sup> Mike Jeffries, 2<sup>nd</sup>. Chris Hill, 3<sup>rd</sup>. Mike Page, 4<sup>th</sup>. Maggie Page, 5<sup>th</sup>. Bill Taylor, 6<sup>th</sup> Steve Rudman

## Other sailing opportunities

Club members might like to know that there are other sailing opportunities besides those on our lake. Club members Mike and Maggie Page managed to get some sailing in during a holiday. Mike writes....

“For one week this August we spent a peaceful time in a farm cottage north of St Mawes on the “Roseland” peninsular. Although we had sailed into St Mawes once before in an Enterprise we had never stayed on land in this area before. This peninsula is in fact split into two by the river Percuil. Our farm was in-between this river and the Carrick Roads. We could walk and swim in either water. Our choice was dependant on the time of day and the wind direction. One day we were on the stoney beach to the river when we got into discussion with a person who had hired a rowing boat. His son had hired a Laser Pico from a sailing base around the corner and over the other side. The next day we investigated and found the office of Messrs Roseland Paddle & Sail. [www.paddleandsail.com](http://www.paddleandsail.com) There is a nearby public car park at £ 2.00 for the day. We learnt that they had a variety of high tech dinghies for hire Laser 2000’s, Pico’s, etc, as well as offering RYA coaching courses. Whether it is something to do with our own life experiences; we had no problem deciding to hire an older and very available Wanderer. The next two days of our holiday were thus decided. From 10.00 to 1700 hours both days we were sailing, having lunch, swimming, etc, on one of the beaches within the Carrick Roads. The tide would have been better, had it been high tide and not low tide during the middle of the day. But we had sufficient winds F3-F4 and were able to really enjoy ourselves. The very reasonable cost was £ 60 per day. (Elsewhere for a timber dinghy and outboard we had been quoted a massive £ 130 per day). Whereas if we had been able to prebook and plan this part of our holiday in advance we know that this price could then

have been reduced down to £ 200 or less per week. Not only that but perhaps if there would have been a problem to obtain a high tech rig on the day, by prebooking one would have secured the rig of ones choice or indeed also organised a trapeze or spinnaker course. We had a great time and the people who work there were really helpful, knowledgeable and positive about helping you get the most out of your sailing.

### The B& D Trophy Race 2009.

On the topic of the B&D trophy Mike also writes...

“This trophy had not been raced for in 2008. This year there were two “Family” teams taking part. The Ollington’s, Paul and his father Dennis, in the club Enterprise, against the Page’s Green Tangerine Super Grad with Maggie at the helm and Mike whose job it seemed was to keep the boat flat. The weather, especially with the main wind direction from the west and gusts coming in from the Northwest was on that limit known locally as “Challenging”. The course was set by Tim and the rescue boat had two people in. Denis Hanslip being in charge and with John Beach they were well prepared to go to anyone’s aid.

The race before lunch was nip and tuck and at the end of a five lap race there was less than 30 seconds on the water between the boats, the Grad crossing the line first. During lunch there was some researching into the official OIRC racing rules. Not that there was a dispute, but near to buoy 1 during one of the laps Maggie had called “Starboard” and Denis / Paul had given way. Whether or not this was a requirement was the basis of this friendly meal time discussion. Soon after the start of the second race the gusts were even stronger and several times bodies were to be seen throwing themselves over, just to make sure that no ground was lost on the beat. People were hunched down in the cockpit as the yachts sped off on the run to ensure no liabilities on the role or when the eventual gybe had to be

taken. This time at the end the time between the two dinghies was even closer, only 3 seconds. This meant that the result this year and against all odds, it was the Page's in two races who had won the trophy. By doing this they prevented the Ollington's from creating a new numerical record for the family with the most successive number of wins for this trophy.

### Council Tax etc

Thanks are due to Tim, Club Commodore, who has spent a lot of time since the Council Tax year started in April, negotiating with the local council over the Club's council tax (formerly called Rates). After tortuous letters and visits to the council offices the council has agreed to the usual 50% discount after initially deciding to end it. Tim has saved the club about £2000. In addition, Tim has also saved the club £262.50 VAT equivalent on the Rent. Well done Tim.

### Birds of Englefield Lake

New members may not be aware of just how much wildlife there is on and around the lake, both birds on the water and small animals around the edge. We use the lake for about 6 hours on a Sunday so it's probably better to say that it's us using their lake, rather than the other way round. Dick Sawdon-Smith is a keen observer of the wildlife and has written the following article on what to look for in the winter months.



### **A pair of teals**

*I'm sure all members appreciate the amount of bird life we have on our lake but it is not always realised that most winters we have an influx of visitors. There are of course the*

*ever present regulars, the most numerous of which are the aggressive coots, all black with the exception of their forehead and bill. Then there are the moorhens which scooter along on their long legs when on shore, again almost all black but with a white line at the side and white tail coverts that flash as they swim jerkily and most noticeable, the red on the forehead extending to its bill. One of my favourite diving ducks is the small tufted duck. The drake seems from a distance to be black and white but its head is a deep purple with a long drooping crest giving it its name of tufted. The duck is a dull brown with just a hint of a tuft. Although they now breed happily in this country, some in the winter may have made the journey from northern Europe or Iceland. A larger duck is the mallard of which again the drake is the most colourful particularly with its full winter plumage of glossy green head, white collar and purple brown breast. The female again is a rather nondescript brown. Amongst the larger birds are those icons of the Thames Valley, the mute swans and of course the messy Canada geese with their black neck and white chinstrap, immigrants from Canada (where else).*

*Most winters we have a trio of delightful visiting ducks. Not to be confused with the tufted is the pochard. Although it has white flanks and a dark chest, its head is a chestnut red and its back is grey. Pochards like nesting on larger lakes in the winter and our visitors may even come from as far away as Siberia. The name of the moorhen incidentally, doesn't mean it has any connection with the moors, it is a derivation of merehen, bird of the lakes. However the teal is a moorland breeding bird but it tends to leave its preferred small ponds and lakes for larger water in the winter when the drakes colourful plumage is more prominent. It has a chestnut head with a metallic green stripe around the eye and running to*

*the nape of the neck. It's our smallest duck but well worth keeping an eye open for this winter and who knows what other visitors you may see.*

**Dick Sawdon Smith**

## The rest of the year

Quite a lot has happened this year in the club, and as the evenings shorten and the weather cools, members are reminded that there is more to come. We sail right through the winter, though obviously we lose more days to bad weather. We run the Winter AM and PM racing series but as always members are free to "just practice their techniques". In December we have the Annual Dinner on the 5<sup>th</sup> and the Children's Party and Adult Carol Singing on the 12<sup>th</sup>. So please make a note of these events in diaries.

As the lake cools we need to think of wet or dry suits to keep the cold out generally and especially if we fall into the water. The club requires members to wear either of these from 1<sup>st</sup> November to 31<sup>st</sup> March. It may seem a bit over the top, to have to wear some protection during the winter months but if a gust rolls a boat over, it may be 10 or 15 minutes before the crew is out of the water by which time they'll be cold, especially if they're wet and have been sitting on the upturned hull in a brisk wind.

Finally, the club exists to provide members with the opportunity to sail and have fun, and there's nothing more likely to make the committee's chests swell with pleasure and pride than the sight of the lake crowded with boats.

Hope to see you on the water soon.

Duty list to 01 April 2010

Date	OOD	RO	ARO	Galley
06/09/2009	Mike Jeffries	Christian Sturt	Jennifer Sturt	Joy Jeffries
13/09/2009	Peter Crawthraw	Dave Sowden	Stephan Rudman	Gwyneth Rudman
20/09/2009	Mike Page	Maggie Page	Seb Burge	Dennis Ollington
27/09/2009	Dick Sawdon Smith	Andrew Morris	Chris Hill	Denis Handslip
04/10/2009	Tim Lockyer	Tim Jones	Danny Walsh	Nicola Beeston
11/10/2009	Ted Wright	Eddie Insam	Simon Chattock	Rowan Chattock
18/10/2009	John Beech	Rob Howell-Jones	Bill Taylor	Joan Beech
25/10/2009	Mike Jeffries	Christian Sturt	Andrew Morris	Joy Jeffries
01/11/2009	Peter Crawthraw	Dave Sowden	Stephan Rudman	Gwyneth Rudman
08/11/2009	Geoff Planner	Steve Dyer	Andy Clark	Kim Dyer
15/11/2009	Mike Page	Maggie Page	Seb Burge	Dennis Ollington
22/11/2009	Dick Sawdon Smith	Andrew Morris	Chris Hill	Denis Handslip
29/11/2009	Tim Lockyer	Tim Jones	Danny Walsh	Nicola Beeston
06/12/2009	Ted Wright	Eddie Insam	Simon Chattock	Rowan Chattock
13/12/2009	John Beech	Rob Howell-Jones	Bill Taylor	Joan Beech
20/12/2009	Mike Jeffries	Christian Sturt	Andrew Morris	Joy Jeffries
27/12/2009	Peter Crawthraw	Dave Sowden	Stephan Rudman	Gwyneth Rudman
03/01/2010	Geoff Planner	Steve Dyer	Andy Clark	Kim Dyer
10/01/2010	Mike Page	Maggie Page	Seb Burge	Dennis Ollington
17/01/2010	Dick Sawdon Smith	Andrew Morris	Chris Hill	Denis Handslip
24/01/2010	Tim Lockyer	Tim Jones	Danny Walsh	Nicola Beeston
31/01/2010	Ted Wright	Eddie Insam	Simon Chattock	Rowan Chattock
07/02/2010	John Beech	Rob Howell-Jones	Bill Taylor	Joan Beech
14/02/2010	Mike Jeffries	Christian Sturt	Andrew Morris	Joy Jeffries
21/02/2010	Peter Crawthraw	Dave Sowden	Stephan Rudman	Gwyneth Rudman
28/02/2010	Geoff Planner	Steve Dyer	Andy Clark	Kim Dyer
07/03/2010	Mike Page	Maggie Page	Seb Burge	Dennis Ollington
14/03/2010	Dick Sawdon Smith	Andrew Morris	Chris Hill	Denis Handslip
21/03/2010	Tim Lockyer	Tim Jones	Danny Walsh	Nicola Beeston
04/04/2010	Ted Wright	Eddie Insam	Simon Chattock	Rowan Chattock

**Club races should start at 1200, 1400 and 1530**

Please make every effort to turn up on your duty day as without your attendance the day is disrupted.

If you are unable to carry out your duty, please exchange with someone else.

*If that fails please notify the Rear Commodore at least two weeks prior to date so that changes can be made.*

All officers should arrive at the club at least one hour before the start of the first race.

They should have buoyancy aids with them and be prepared to man the safety boat in an emergency.

The duty officer is responsible for the general management of the days racing. The other duties can be re-allocated on the day if so required.

Please could the person on Galley Duty bring 1 Litre (two pints) of milk (for which they will be reimbursed) with them.