

EDITORS' WORDS

Welcome to The Island! We hope you like the new look. We are also planning to produce the newsletter on a slightly more frequent basis, but to do this we need YOU to a) tell us what you would like to see in future editions, and b) any offers of articles, photos etc. will be gratefully received!

We will now include race results, as well as reporting on the main events. We would also bring back the "SPOTLIGHT ON..." features every now and then, to introduce new members (and old) to some of our more experienced sailors, and find out how they got into sailing.



Club AGM.

The AGM took place on Sunday 13 March, and was very well attended. In addition to the normal business of the meeting, the AGM was our chance to say goodbye and thank you to David and Rose Blake, who are moving away in the near future. David and Rose, both former Commodores, have been very active on the committee and in the club generally for a number of years, and we'll be sorry to see them leave – although since they will remain country members we hope they will come back and visit from time to time.

Full minutes of the AGM will be published in due course, but the main items were as follows:

- The Treasurer reported that the club has made a small but satisfying surplus for the year.
- Membership remains fairly stable at 80 members – we gained 10 new members last year, but lost 8.
- Membership fees will remain the same as last year.
- In response to members' requests, the club has decided to introduce electronic payment of subscriptions on a trial basis – the system is expected to be in place in time for this year's subscription renewals. More details of this will be published nearer the time.
- Three dinghy courses, a first-aid course and a powerboat course were held last year, providing training to 19 members + 2 non-members. There is a plan afoot to

provide training for duty crew members – watch this space for more details.

- Plans for the extension of the clubhouse are continuing – details can be found on the website (click on the "clubhouse extension" link)

- Our landlord, Englefield Estates, has produced a new lease, in the form of a "licence". The significance of this change is being investigated by the new committee, with assistance from the RYA. If we have any solicitors/legal experts among our membership, please feel free to contact a committee member – your assistance would be welcomed!

- The club will look into replacing our old 2-stroke engines with 4-stroke. RYA funding may be available for this.

Committee Members Elected

Commodore – Tom Lori
Vice Commodore – Graham Smith
Rear Commodore – Dave Buddery
Treasurer – Steve & Teresa Savin
Membership Secretary – Dennis Ollington
Social Secretary - Maggie Page
Race Officer – Geoff Planner
Safety officer – Bill Taylor
Bosun – Mike Page

ISCR Safety Officer

Hi there, this is the Club's Safety Officer, Bill Taylor. You may not have been aware that there is such a thing as a club Safety Officer, but there is.

It is a fundamental requirement of the RYA and ourselves that we operate the club safely. It is only common sense really, no one would want to have an accident, bad or otherwise. It is therefore my role to keep a watch on the safety side of things and if I see some activity that could be dangerous, to do something about it.

It's not only my job though. We all have a responsibility to do things safely, so in a way we should be keeping an eye out for each other. If you see something that could be dangerous, for example another member doing something in a dangerous way, have a quick word with them. If there's an obstruction of some kind that could be tripped over, let me know.

If we are unlucky enough to have an accident at the club, then there is an accident book where it can be reported. It's in the club house in the book rack to the right of the microwave. It might seem a bit of a bind, having to write the detail down, but if we see similar types of accident occurring, we can do something about them. Noting an accident is straightforward: date, details and any action taken, especially any items used from the first aid box.

There is also a “near misses” book that I introduced a year or two back. This is more interesting. Here we are noting incidents where, but for luck, something serious might have happened. We were lucky this time, we might not be so lucky next time. I have an example of this that concerned me but I’ll bore you with that some other time.

SO...any time that you are doing something at the club, sailing, boiling water, rigging a boat, fixing something in the compound, every now and then ask yourself: “Am I doing this safely?”

Finally, if you have any safety concerns, please let me know.

Bill Taylor
Safety Officer

ISCR Special Projects Fund

At the recent Annual General Meeting, it became apparent that a substantial number of members were unaware of the Special Project Fund, and that there are currently only 6 club members contributing to it - in the past, almost all members did so.

The Special Projects Fund is maintained by ISCR members who undertake to make an extra payment to the club, usually by a monthly standing order, for projects and special purposes for which the annual membership fee does not provide enough money. It is entirely voluntary.

The fund does not contribute to regular bills and payments; it is used when we need extra money for projects like new engines, boats or boat parts. To give you an idea, in the past two years, the SPF has provided one launch and one road trolley for the club’s GP14, a new trailer for the safety boat, a set of sails for the Lasers, and repairs to boats. At the moment, the Special Project is the enlargement of the Club House, which will provide amenities for all members.

The annual membership fees of the Island Sailing Club Reading are modest, as anyone who has compared them with other clubs in the area will know. If any members would like to contribute to the SPF, you can do so by simply setting up a standing order/direct debit for the amount you wish to contribute - it doesn’t matter how small the amount is, every penny helps the club with its projects. One-off payments are also welcome. Steve and Theresa Savin, Treasurers to the club, (steve.savin@yahoo.co.uk) or any Committee Member will be glad to hear from you, and assist you.

Catherine Britton.



GORING INVITATION DAY AT ISCR

Twice a year, ISCR goes head-to-head with our friends at Goring Sailing Club. This year we are hosting the first leg in May, with the return match to be held at Goring later in the year. It’s a good day out for all sailors and results in a good show of boats on the lake. Everyone is welcome, regardless of ability, so please come along even if you only wish to crew or just cheer on the teams.

ISCR GOES TO SEA

Saturday 16th April saw seven club members, followed by another 3 on the Sunday, charter a yacht and spend a day sailing in the Solent.

Saturday was a good sailing day with F3 to 4 wind but it was COLD beating into it. We started the day with a safety brief and a conducted tour of the yacht. Then we cast off and motored down the River Hamble to Southampton Water. Before we put the sails up, everyone had a go at steering, turning and motoring backwards. Then we put the sails up and headed towards Yarmouth. With the northerly wind, we were on a sort of beam reach, so not too noisy or cold. We decided to have lunch in Newtown Creek, moored to buoy then we sailed back to Hamble. Everyone had a go at helming under sail. We finally tied up at 17.45.



Sunday saw a very sunny start with a cloudless sky but with frost on the pontoons!! After the safety brief and tour of the yacht, we motored down the Hamble River. When we arrived in Southampton Water at around 11am, there was only a F1 or 2 wind. It didn’t matter as we spent the first 40 minutes or so doing the steering practice.

Then we set off towards Yarmouth. This time though there was not as much wind, so we spent an hour and a half or so chasing patches of wind. We had lunch on the go. We called in at Newtown Creek for a quick look round then set off back towards the Hamble. As we did so, the westerly wind sprang up, around 8-12kt, so we had enough to power us back. In fact at one stage, there was even a bit of heel on. Again, the crew had a good amount of time on the helm. We finally tied up at half past four.



This ISCR-goes-to-sea was an experiment and it seems to have worked. I hope everyone who took part enjoyed it. My thanks go to Geoff for being Mate on Saturday. There are some club members who couldn’t make the April weekend so I’m going to try and arrange another in October.

Bill Taylor

LONGEST DAY RACE

The Longest Day Race will be held on Saturday 18th June which is the closest Saturday to the Longest Day. The Race is a fun day for all and welcomes all sailors of varying abilities. It will take the form of a relay race with sailors splitting up into a number of teams whose members will take turns to sail or crew over a 4 hour period. You can turn up and crew if you wish, or just come along and support the teams.

ISCR Calendar May to June

May-16	
Sun 1	12.00 Spring Series 13 14.00 15.30 Spring Series 14 15
Sun 8	12.00 Spring Series 16 14.00 15.30 Spring Series 17 18
Wed 11	Wednesday Evening improvers 18.00 sunset 8.40pm 1
Sun 15 Goring Invitation Day at ISCR	
Wed 18	Wednesday Evening improvers 18.00 sunset 8.51pm 2
Sun 22	12.00 Spring Series 19 14.00 15.30 Spring Series 20 21
Wed 25	Wednesday Evening improvers 18.00 sunset 9.00pm 3
Sun 29	12.00 Spring Bank Holiday 1 14.00 15.30 Spring Bank Holiday 2 3
Mon 30	12.00 Spring Bank Holiday 4 14.00 15.30 Spring Bank Holiday 5 6
Jun-16	
Wed 1	Wednesday Evening improvers 18.00 sunset 9.09pm 4
Sun 5	12.00 Early Summer Series 4 14.00 15.30 Early Summer Series 5 6
Wed 8	Wednesday Evening improvers 18.00 sunset 9.15 pm 5
Sun 12	12.00 Early Summer Series 7 14.00 15.30 Early Summer Series 8 9
Wed 15	Wednesday Evening improvers 18.00 sunset 9.20 pm 6
Sat 18 10.00 Longest Day Race	
Sun 19	12.00 Early Summer Series 10 14.00 16.00 Early Summer Series 11 12
Wed 22	Wednesday Evening improvers 18.00 sunset 9.22 pm 7
Sat 25 0830 Work Party	
Sun 26	12.00 Early Summer Series 13 14.00 16.00 Early Summer Series 14 15
Wed 29	Wednesday Evening improvers 18.00 sunset 9.21 pm 8

Most club racing is divided into blocks of races called Series, like Winter, Summer or Frostbite and to decide the position of a Helmsman in a Series, there is a points system. It is very simple. The winner of a race is given .75 points, the second place is given 2 and the third 3 and so on. These can be thought of as Penalty Points because they work in reverse order.

To find the position of a Helmsman in a Series the points are totalled and the lowest wins. However, there is a discard system that allows a Helmsman to disregard their worst results leaving the number of races to count. This number of races to count is decided by the person with the job of collating the results at the end of a Series and is typically just over half of the races sailed. Also at the end of a Series, the number of Penalty Points awarded for a helmsman who retired from a race, or Did Not Finish (DNF), and also ones who Did Not Start (DNS). These are based on the number of Helmsmen who took part in the whole series. For a DNF it is one more than this total and a DNS is two more. Once a series is completed the positions are posted on the notice board and the Races to Count, DNF and DNS figures for that series are shown.

Calculating Race and Series Results

Where a Sailing Club has a significant number of a Class (type) of boat then they can have Class Starts and the job of deciding who wins is easy. Everybody in a given class start together, then it's the first over the finish line who wins, because the boats all have the same performance characteristics.

However, due to the wide range of boat classes, and therefore performances, clubs organise races called Handicap Races, and for this reason each class gets a Handicap Number assigned to it which will reflect the relative performance of one class against another.

The job of assigning a Handicap to a class is taken care of by the RYA at the beginning of each sailing season. They will have collected race results from all over the country for the previous season and from these they will produce a Handicap Number for each class of boat. The slower the boat the higher the number will be. The Handicap can get called different things like PN or PY or Yardstick, the P standing for Portsmouth.

Once a race is over Race Officers will have taken note of the finishing times (Elapsed Time) of each boat, but they won't be able to give finishing positions to anyone until a calculation is done for each boat using its Handicap. This produces the Corrected Time and it is this that gives the result. The computer in the club house has a program that makes the calculation a bit easier but it can be done on a calculator. The calculation is:- Elapsed Time in Seconds/Yardstick*1000. A boat's position in the race is decided by putting the Corrected Times in order with the lowest first.

Racing Results

10/01/2016

Position	12:00:00	14:00:00
1	J Scott	G Planner
2	R Lane	D Carpenter
3	D Carpenter	J Scott

24/01/2016

	12:00:00	14:00:00
1	I Wickens	I Wickens
2	P Cawthraw	G Planner
3	W Taylor	P Cawthraw

14/02/2016

	12:00:00
1	J Scott
2	Retired
3	Retired

13/03/2016

	12:00:00
1	I Wickens
2	G Planner
3	P Cawthraw

20/03/2016

	12:00:00
1	W Taylor
2	J Beech
3	D Treagus

Frostbite Series Final Standings

I Wickens	2.25	1
J Scott	4.5	2
G Planner	4.75	3
W Taylor	7.75	4
D Carpenter	9	5

Duty Roster

Date	Officer of the Day	Race Officer	Assistant Race Officer
24/04/2016	tba	Graham Smith	Angus Scott
01/05/2016	John Beech	Catherine Britton	tba
08/05/2016	Roger Whitton	Ian Wickens	Melanie Wickens
15/05/2016	Dave Treagus	Ian Finlayson	Dave Buddery
22/05/2016	Bill Taylor	Rowan Chattock	Simon Chattock
29/05/2016	Roger Whitton	Steve Savin	Stephen Fontaine
05/06/2016	Peter Cawthraw	Denis Handslip	Sean Witham
12/06/2016	Maggie Page	Dave Carpenter	John Walker
19/06/2016	John Beech	Graham Smith	David White
26/06/2016	Bill Taylor	Ian Wickens	Ian Bolton

