

## Shiver me timbers.... It's Autumn again!

I missed my favourite day of Wraysbury's sailing calendar this year - that's what happens when you have to throw an 18 yr old birthday party for your firstborn (gulp!). So instead of getting thrown in the water and chasing teams of wild pirates onto the islands, I was tying sails and inflatable fish to our garage ceiling (beach theme) and wondering how many drunk adolescents would need sobering up before their parents collected them... So to all you young parents out there.... Here's to Pirates' Day and little ones while you still have them! - Many thanks to **Andrew Lees** for these great photos taken on 17 September! Eleanor Holloway, Editor



## Alf Taylor, WLSC President turns 100

Many of you may not have met **Alf Taylor, the Honorary President of Wraysbury Lake Sailing Club**, but Lesley and Charles went down to Sway to congratulate him on his 100th birthday on July 24.

Alf received a Birthday-card from The Queen, a telegram from Iain Duncan Smith as well as an impressive array of cakes to remind him of his days at WLSC. His son, **Mike Taylor** rolled back the years for us so that we could find out a bit more about Alf's fascinating life:



**Alf Taylor, centre, seated with friends and family. Charles and Lesley in the back row.**

“Alf was always an enthusiastic engineer: his first car was a three-wheeler Reliant which was a bit unstable so he decided to build his own car. He took a Morris Minor chassis on to which he mounted the body work as a 'shooting-brake'. The nearest equivalent 'car' at the time were the Post Office delivery vans. He nearly electrocuted himself when welding the panels one evening. I do not think the Morris Minor Countryman was yet available in 1951/2, but Alf built what must have been the first 'Countryman' style car with a wooden decorative frame and all. He also added two wooden side panels to cover the windows, so he could convert it into a van at will. In this format we went to the Isle-of-Wight one year and he used a route through Hyde Park where commercial vehicles were not allowed. A policeman stopped this would-be commercial vehicle only to find three boys looking out of a back seat wondering what big crime Dad had committed to be stopped by a police officer.

Alf had moved around quite a bit as a boy and lost out on schooling. At school in St Albans he was made to catch up on his maths while everybody else did woodwork. Ironically it was woodwork that has been his strength ever since. With an assistant, he made all the exposed roofing timbers, window frames, pews, and communion table for Stanmore Baptist Chapel (Baptist) where he worshipped in his twenties. He worked for Kodak in Wealdstone for near forty years. Part of this time was spent on maintenance and part in research where he built machinery used in the development of colour photography. The Wealdstone work was ahead of US research at the time. In his last years, he was involved in the building of a training centre for staff personnel at the Company's premises at Hemel Hempstead.

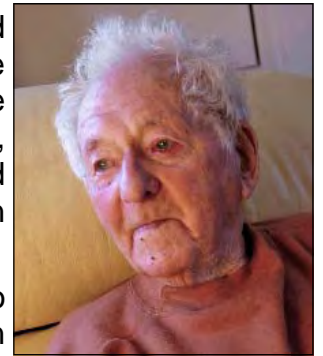
During his working life he built his own home in South Harrow and as a pastime joined the Wraysbury Lake Sailing Club. They soon reaped the benefits of his building abilities and he was occupied part time building the Club house at Wraysbury and the access road in. Only recently, the Club were hoping to find out from Alf where he buried the septic tank to ascertain its route to make sure it does not get punctured by any future work.

From 1961 to 1962 Alf was appointed Rear-Commodore and then Commodore from 1962 to 1966. He has been an honorary member ever since then. In those early years there was some competition between the Daily Mirror who introduced their '*Mirror*' class sailing dinghy and the Daily Chronicle's '*Enterprise*'. In co-operation with Jack Holt and the Daily Chronicle Alf undertook to introduce and build many '*Enterprise*' training dinghies for the Club.

## Alf's 100th Birthday ctd

For two years prior to his retirement from Kodak in 1976, Alf had worked on his own wooden sailing boat in which he hoped to sail the world. The design was 'Californian' - a 32 foot long, 11 foot beam following the Itchen Ferry design. Weighing in at 8 tons and sporting a 42 foot mast, the hull was built up and fitted out by him over two years. This included casting the 3 ton lead keel in a bath in his back garden and pushing it on rollers round to the front garden to where the boat was located.

He named his pride and joy the "George Poole" after his grandfather who had been a ship's carpenter for the East India Co, and who had sailed on the first boat through the Suez Canal. The hull was built from South African Iroka wood resembling teak or mahogany and the teak deck took 600 brass screws. His road in South Harrow had to be closed for several hours while it was mounted on a transport to take it to Poole harbour where it was launched. A series of accidents actually prevented Alf fulfilling his dream to sail around the world, but he did enjoy a trip to the Azores.



**Alf Taylor**

In his later years Alf settled in a farm cottage in Sopley. He was fortunate in that when an electric storm caused a fire, some young fellows woke him up and saved him from the flames, but he lost much of his family treasures in this tragedy. Today Alf is comfortable and well looked after by the nursing staff at Birchy Home Care Home.

He has three sons, John in South Africa, Gordon and Michael who travelled to be with other friends to celebrate this further achievement of reaching one hundred years! The Queen also kindly acknowledged the occasion with a greeting card."

**Michael Taylor, Alf's son.**



**One of Alf's Birthday cakes (more of a series of cakes!)**

## WLSC Memories - Arthur Allen, Vice President WLSC

*Continuing our trip down memory lane, here are extracts from a letter to Charles Salkield from Arthur Allen, our Honorary Vice President about his Wraysbury reflections - I am sure you will find some themes very familiar!*

### **The very beginning**

Very early on, Mr Hall of Hall & Co Gravel went into Jack Holt's shop in Putney to buy his son a small dinghy. Jack asked him where he was going to sail it; the reply was: "I have a lake at Wraysbury." After one thing and another, they both come down to the gravel pit and Jack naturally said: "What a nice place for a sailing club!" In those days the gravel company was obligated to refill any site once the gravel had been extracted, however, if a recreation use could be made of the site, this was a welcome way for the company to save a great deal of work and money. Whatever was said between the various parties, I got involved when I saw an advert in a small sailing magazine called Yachts and Yachting about a new Club that was about to be set up. I readily took it up! Early on at Wraysbury I was working to keep and attract anybody who came along. There was not much cash and what we had was put to a very good cause. We asked anyone to bring down all the old metal, rods, chain-link fencing, old bedsteads etc they had to put down before we poured the concrete for the slipways, paths and base for the clubhouse.

### **Learning to swim or sail?**

I had quite a novel way of taking up sailing. When I was in the Army (National Service), the Company Officer of the camp at Plymouth was able to borrow a craft from the Navy and because I was a PTI (Physical Training Instructor) and a good swimmer, he thought it would be a good idea to have me on board in case any of the officers fell overboard and needed saving. Now I reckoned that was a bit cheeky, but after many trips I was soon on the helm - so not so bad after all!

### **The Wraysbury Pike**

I must admit that I have always been a very keen fisherman, and in those (and it now seems, illicit!) days I used to fish the club area. On some occasions I would fish all night so that I could sail early the next morning, this also meant that I was like a Night Watchman which from time to time was a very good thing! Courage's (the beer etc company) had the rights to fish the lake and on one occasion they brought in this enormous pike - at the time we did not have a club burgee or logo and it was suggested we might incorporate something like this on one. I drew up the stylised fish at that time, but I am sorry that a computer has now altered it. Tony Lord mentions in a past newsletter about a chunk taken out of his centreboard! The pike which was caught was a really big fish: certainly between 28-31 lbs and some members were afraid to go swimming for some time after! (Jaws?) However I have never heard of pike attacking objects! As well as pike, at one time Wraysbury held the record for the largest carp caught in England - nowadays that record is held by a lake up North.

### **The Wraysbury Rudder**

One of our members, after finding the leading edge on his rudder damaged, asked someone to put a metal edge to it to save it from being damaged again on the gravel. It came back with a very heavy brass surround on it! - If you put it in your dinghy it would sink! I don't know if it is

## WLSC Memories - ctd

still at the club, but we used it as a trophy called the 'Wraysbury Rudder'. There was also a race for the 'Tea Pot Trophy' which I think was sponsored by T. Lyons and Co. There was a solid silver teapot (Antiques Roadshow type) and for the 1st, 2nd & 3rd places, prizes of tea. I was lucky enough to win one of the prizes and had packets of tea sent to me at regular intervals for a year!

### **Christmas on the water**

At the Children's Christmas Party, one of the members took a rescue boat as far from the Clubhouse as possible, dressed up as Father Christmas in full regalia, stood on maybe a thwart or box, and with a light shining up from the bilge it looked as if he was walking on water - it went down very well with the younger ones!



**Arthur at Alf's Birthday Party**

### **A close escape from the developers**

At one time a company wanted to build houses all round the lake. They put up a grand marquee and laid on an elaborate meal for councillors from the village and us Club Officers. This happened across the water, by the side of the lake. They had already moved the sailing Club more to the SW of the water. I am sure there were many against the development, but I did hear that it may have failed due to costs: the plans they had were very grand!

### **Island trees**

When we were a newish club, the trees on the islands were great wind shadows. At that time we cut them down to ground level so that at least we could use more of the lake, especially for the open meetings. (*sounds familiar!*)

### **Winter ice-sailing**

I noticed in a past newsletter the pictures of Wraysbury in the ice and snow. For those who may remember, 1962 was a winter that started early and went on and on and on. As bad as it was to get to WLSC, for those of us who did we discovered a completely frozen lake with ice reckoned to be 10" to 12" thick! Throwing a brick up to land on this ice, the brick would just bounce back. In fact, several of us walked all round the lake and with the snow flurries it felt like being on an Arctic patrol. At that time we had about four Cadets (boats) and someone had found some discarded canvas chairs with metal tubular frames. Sailing down wind on the lake by putting a cadet spinnaker in front of you, you were propelled at great speed sitting down on this chair! - the only drawback was the walk back, but great fun!

For me and my family, WLSC gave us all very many years of fun and was a lovely release as I lived in Westminster. I still sail and race at Parkstone Yacht Club in Poole.

### **Arthur Allen, Honorary Vice President WLSC**

## Emsworth One Design - Dick Smith

### Historic Emsworth One Design at Wraysbury

If you look to the right as you go through the gate at WLSC, you will see a 16 ft, carvel-built wooden boat the size of a Wayfarer, under a heavy blue cover. The boat is an Emsworth One Design, built in 1958. This particular boat has an interesting history:

1956 was the year the Enterprise and Solo dinghies were designed by Jack Holt, and 1957 saw the first Wayfarer dinghy developed by Ian Proctor. All these boats were built with plywood, were relatively cheap, and were behind the big rise in popularity of dinghy sailing in the late fifties. The plywood Mirror dinghy followed in 1962. Before 1955, dinghy sailing was a rich man's sport. Dinghies were largely traditionally built, using big boat techniques of clinker or carvel construction with solid wood planking. They were expensive and took a long time to build. Many small boat designs dated from before WW2, but several new 'One Design' boats, built by local boat builders, appeared after WW2, especially on the east and south coasts.

After the low-cost dinghy plywood revolution started in 1956, construction of these traditionally-built boats virtually ceased, and the local One-Design classes fell into decline. The Emsworth One Design is one of these boats. About twelve were built in total by Frank Parham at Emsworth on Chichester harbour, and they were actively raced as a class at Chichester up to about 1964. Only four boats are known still to exist.

The Emsworth OD now at Wraysbury is special as it was owned by General Sir Brian Horrocks, the famous WW2 Desert Corps Commander, Arnham General, and Montgomery's right-hand man. He bought the boat new, and named her 'Ilona' after his granddaughter (incidentally 'Ilona' is pronounced 'ill-own-err', not 'ill-er-ner'). Brian Horrocks took up sailing late in life at age 61, taking a course in small boat sailing at Bosham with his wife. In the closing page of his autobiography 'A Full Life', published in 1960, he writes about the boat:

*"During this lovely summer of 1959, day after day I have sat at the window of our cottage in Emsworth, writing this book, while the sun shines down outside and in front of me lies a wide expanse of Chichester Harbour, covered with white, blue and yellow sails. I can see my own boat, a sixteen foot, Emsworth One Design bobbing about at her moorings. Eventually I can stand it no more. I step on board, cock an eye at the weather, feel the wind and cast off.*

*My little craft turns and heads out into the wider waters of the harbour. The irritations and frustrations slip away. The only things that matter are the pulse of the restless sea coming to me through the tiller, and the chuckle and talk of the water against the sides of the boat.*

*The enchantment lasts until the westering sun sends me reluctantly back to the shore and the seaward end of the lane, which leads to every day."*



Escape. With my wife in 'Ilona' (named after our granddaughter)

### ***Ilona in 1958 Brian Horrocks at the helm***

## Wraysbury's Emsworth ctd

I am sure members of the Club have the same relaxed feelings today as they slide their own boats on to the lake at Wraysbury.

Horrocks became a keen sailor and owned *Ilona* for about eight years before buying a bigger cruising boat that he sailed in the Solent and the Channel. He gave up sailing at age 79 saying he was too old. He died in 1985 aged 89.

Apparently *Ilona* has had three other owners since Horrocks sold her. She was laid-up near Chichester for many years, and then sold and re-named *Curlew*. The most recent owner from Bosham Sailing Club bought her in poor condition in 2004, renovated the hull, and returned her to her original name of *Ilona*. She was sailed in the Bosham Classic Day boat series for two years and then I bought her in 2009. The boat was then stripped, and several mahogany timbers replaced in the hull and work done to repair the deck. Although the boat was varnished originally, the copper fastenings with mahogany wood formed black stains at each rivet, giving the boat a curious 'leopard spot' effect, which wasn't so good. The boat is in grey primer at present, and will eventually be gloss painted, not varnished.

It is unlikely that *Ilona* will sail regularly at WLSC when the renovation is complete, but she will probably be tried out on the lake for leaks and a gentle sail before going back down to her familiar haunts in Chichester. I work abroad at present, so work on the boat is done intermittently every few months when I get back to London.

I understand that Brian Horrocks' granddaughter, *Ilona*, after whom the boat was named, is still alive. If she is in the UK, maybe I will be able to persuade her to visit Wraysbury and christen the boat once more when she is re-launched. That would be quite an occasion!

Dick Smith, *Ilona*



*Ilona in 2008 Bosham*

**URGENT**  
**Help required to mend**  
**clubhouse roof**

**Please let John Kelly know if**  
**you can help with planning &**  
**preparation / or if you are a**  
**dab hand at flat roofing!**



## Oppies in Ireland - Alex Smallwood

### The Irish Nationals

This summer we went to the Irish Optimist Nationals which was held at Howth YC, near Dublin. I found that this sailing event was the best that I had ever been to.

After a week at the British Optimist Nationals in Pwllheli and a week on Anglesey sailing on the Menai Strait, we drove to Holyhead to take the ferry to Dublin.



**Opening ceremony procession**

On the first day, we went out with the other British sailors to get used to the tide and to practice. After sailing, there was an opening ceremony where all the sailors marched to the yacht club waving flags and cheering for their country.

The racing was so fun. On the first day of racing, there was a strong wind and waves so you planed on the reaches. For the rest of the week, the wind was lighter but on the last day things were different. The day started with no wind so the racing was postponed but later on the wind picked up lots and after the racing it was 18 knots.

The tide made it really hard to sail. On the runs you get pushed sideways but you could gain loads if you pointed up tide of the buoy so the tide can push you down to it. The tide made the racing much more tactical.

At the end of the week, I finished 35th. The Brits dominated the event with sailors coming 1<sup>st</sup>, 2<sup>nd</sup>, 4<sup>th</sup> and 5<sup>th</sup> in the junior fleet.

I found this event really fun because the tide made it more tactical, the race officer started us on the "P" flag so I could push the line and I just liked representing Britain in an over-seas event.

**Alex Smallwood.**  
**GBR 5571 "Scribble"**

**Returning to  
the Yacht Club  
on a fine Howth  
evening**



## Oppies in the Caribbean - Jenny Smallwood

### Optimist Team GB in the Dominican Republic

On Saturday 9<sup>th</sup> July, Team GBR left Heathrow airport for the long journey to the Optimist Pre-World Championships in Dominican Republic. The team consisted of 3 girls and 5 boys including me and James Taylor (WLSC), accompanied by our coach, team parent and various family members. Our first flight was from Heathrow to Madrid, and from there we took a 9 hour long flight to the Dominican Republic, which was very tedious but luckily you could spend most of the time sleeping.

When we walked out of the airport after spending forever filling in paperwork and asking about lost baggage, we were immediately struck by the hot and humid climate, which was about 30C in early evening. We finally arrived at our hotel and were relieved to find our rooms, although the boys had to drag their bags up 2 flights of stairs and our room had no air conditioning and only two beds.

We went and had dinner in massive tepee-like complex which had mountains of food at big buffet tables. The hotel was on the seafront and had a beach with sun-loungers, although you tended to spend most time swimming as the water was 30C. The hotel was all-inclusive which meant as many free Cokes and lemonades as you wanted.

On Monday, we went to find our charter boats at the club and do some training in the heavy winds. The clubhouse was really posh with a swimming pool, palm trees and sun loungers. On Tuesday, there was a practice race followed by the opening ceremony where each country paraded through the club waving flags. We got given vuvuzelas at the ceremony which was fun for us but pretty much deafened our coach Kirsty!

On Wednesday, proper racing began and involved rigging our boats in 40C with no shade, which is not nice but luckily we were allowed in the pool and as soon as the launch flag went up, we would jump out of the pool and into our boats. Although the venue was supposed to have good heavy winds, during the 4 days of our event the wind never got up above 10 knots, which favoured our lighter sailors but not our bigger sailors. When the final results were posted on Saturday evening, we had 2 prize winners: David Labrouche came 14<sup>th</sup> and first Brit overall and Jenny Cropley finished 2<sup>nd</sup> girl.

Overall, the whole week was a very good experience, as it taught us to be more independent and we also learnt a lot about sailing in lighter winds and the conditions there to feed back to the Worlds Team who will go there in 2012.



## Wraysbury Laser Open, 11 September - Harry Lemon

A good turnout of 20 boats arrived for the Laser Open and were greeted by sunshine and a lively wind of force 4/5 from the south west. The wind was strong round the corner by buoys 7 and 8 but in true Wraysbury style there was force 1 to no wind at all near buoys 2 and 3. Local knowledge perhaps should have been an advantage. Of the 20 boats, 16 were full rigs and 4 had 4.7 sails.

Numerous boats capsized while race officer Phil Taylor struggled to set a line for the first start as the wind kept shifting, but eventually all boats got away. Phil set a long lap course with a committee boat start, three beats, several gybes and some exciting reaches and downwind legs. The fleet soon discovered that in addition to the tricky wind with gusts of force 6 from just about any direction, clumps of weed lay in wait around the course to trap the unwary sailor. At the front of the fleet, Niall Martin (Wembley SC) and Gary Bullock (No Fixed Abode SC) pulled away. Eventually Niall won after Gary tried to take a short cut between the islands in front of the clubhouse and ran aground. Laura Glover (Littleton SC), in a 4.7, beat many of those with full rigs and came in 2<sup>nd</sup> on handicap.

Further down the fleet, WLSC boats battled for local supremacy. Mark Smallwood was leading, but capsized at the final gybe mark, allowing Harry Lemon through. Harry then capsized twice on the final beat, allowing Mark back through to take the honours.

After lunch (thanks to Lesley and Liz for stepping in at short notice to provide this), racing resumed with a wind similar to the morning with Phil revising the course to avoid some of the dead areas of the lake. Again, Gary and Niall were at the front of the fleet, but eventually Gary came out on top. Laura put in another good performance in the 4.7 and came in 2<sup>nd</sup> on handicap. Amongst the Wraysbury boats, Harry started well, but then retired with equipment failure, so Mark again took the honours.

For the final race, Gary and Niall were equal on points with a 1<sup>st</sup> and 2<sup>nd</sup> each, but Gary was ahead as he had won the 2<sup>nd</sup> race. Niall therefore had to win to take the overall meeting. Gary therefore chose to try and sail him down the fleet. This led to much cursing and swearing, but Niall was unable to get clear and eventually retired in frustration. With these two fighting their own battle, John Peck (SWSC) and Peter Hamment (Papercourt) crossed the line 1<sup>st</sup> and 2<sup>nd</sup>. Amongst the WLSC boats, Chris Ryder Richardson came in ahead of Mark.

Overall winner was therefore Gary Bullock, with Niall Martin in 2<sup>nd</sup>. Leading 4.7 and 3<sup>rd</sup> overall was Laura Glover. Leading WLSC sailor was Mark Smallwood in 13<sup>th</sup>, who was presented with the Paul Holland trophy, close behind him were Chris Ryder Richardson and Harry Lemon. Many thanks to Phil Taylor for running an excellent open under difficult conditions. Thanks also go to Francis Horne and Alex Smallwood on the committee boat, Andy Moran on rescue, Lesley Hall in the galley and Jenny Smallwood on results, for helping to run a very successful



# Laser Open Results

Rank	Helm	Sail No	Club
1st	Gary Bullock	194659	Homeless SC
2nd	Niall Martin	179947	Wembley
3rd	Laura Glover	85228 (4.7)	Littleton SC
4th	John Peck	195181	SWSC
5th	Peter Hamment	189607	Papercourt
6th	Graham Lloyd	200669	Aldenhams SC
7th	Peter Roberts	155849	SWSC
8th	Daniel Francis	186042	Papercourt
9th	John Cirozan	196556	Wembley
10th	Waldek Mickiew	189134	SWSC
11th	Chris Nash	189402	Black Swan SC
12th	Simon Hamment	189607 (4.7)	Papercourt
13th	Mark Smallwood	164428	WLSC
14th	Kevin Armstrong	162748	Wembley
15th	Richard Thomas	195787 (4.7)	Papercourt
16th	Chris Ryder Richardson	72222	WLSC
17th	Harry Lemon	166605	WLSC
18th	Michael Horne	146447 (4.7)	WLSC
19th	Mark Whitfield	135585	WLSC
20th	David Jackson	88493	WLSC



**Start line - race 2**



**A very close finish**



**Mark Whitfield finds some weed**



## Short Course Sailing - Mark Smallwood

At the 2011 AGM in February and following discussions with the majority of the regular racers at WLSC, we have decided to introduce short course sailing following feedback that the races were sometimes too long and could get boring.

**So, for the 2011 WLSC Autumn series (4<sup>th</sup> Sept to 11 Dec), we will replace the 10:30 Morning race with two short races run “back-to-back” at 10:30 and 11:30. Both races will count towards the “AM” series trophies.**

**The 12:30 Midday race series will consist of a single short race, but will move to 13:30.**

Of course everyone is very welcome to take part in as many or as few of the races as they like. We hope that this will encourage more of our racers to come more often and for some non-racers to give it a go.

We understand that shorter racing is not necessarily everyone’s preference, and that some like to slog it out for a full hour. But we think this is worth a trial to see if members prefer it. A decision on racing format for 2012 will be taken after feedback from sailors and race officers after this series.

Autumn is a great time for sailing, with probably the best winds of the year. The water doesn't really get cold until the end of November. Please do come down and if you need help with understanding everything that is going on, there is always someone who will help. Please note that due to the reduced number of racers over the winter, there will be **no galley cover from the end of November until the end of February 2012.**

You should have received guidelines for race officers running these shorter races, if not they are at the club and on our website.

**Mark Smallwood, WLSC Sailing Secretary**

For those of you who have been down to the Club recently you may have noticed, or even tried out, our new addition to the Bar Snug - a very smart faux leather arm-chair very kindly donated by members Clive Barrett & Wendy Haslam.

There are two seat cushions – a soft one currently in place and a hard one kept underneath and possibly used as a footstool for those of us whose feet don’t quite reach the floor when seated in this lovely chair.

Many thanks to Clive & Wendy!

– I’ve been tempted to designate it “Secretary’s Chair”, but I’m prepared to share if you all treat it well...

**Lesley Hall, Honorary Secretary**



# A Tale of Two Oceans: Ready to Go – David Holloway

## Clipper Round the World Race 2011-2012

As I write this there is less than a week to go before I head down to Cape Town to join my boat *Qingdao* to take part in leg 3 of the Clipper Round the World Race. My crew sign on day is the 2<sup>nd</sup> of October and the race starts on the 5<sup>th</sup>. With 4,250 miles of Southern Ocean between us and our destination, Geraldton in Western Australia, it will take us about 24 days sailing and I will be back home in early November. I am also taking part in leg 6 from China to California in March next year but that feels like a long way off.

I am looking forward to the adventure but I also have some trepidation.

The last time I sailed on the boat was in May for my “level 4” training which is where you get to sail with your skipper and crew and practice race conditions. Unlike the previous training we had gentle winds and hot weather – not exactly the conditions we expect in the Southern Ocean but still good practice as handling in light winds can decide the race. It was great to be sailing on our boat and getting to know our crew. I have also had a week of shore based yacht master theory, and spent time helping to fit out the boat. All the family went down at the end of July to see them all off from Southampton at the start of their first leg to Rio via Madeira. At the moment the fleet is sailing leg 2 from Rio to Cape Town with about 1,000 miles to go - *Qingdao* is in 5<sup>th</sup> place out of the 10 boats in the race and we are hoping for her usual strong finish to make up a couple of places.

The fleet have experienced the whole spectrum of conditions, from dead calm to days of storms. There have been times where it has been quite extreme with failed steering, blown sails and snapped spinnaker poles. All as expected on an Ocean race!

For those of us on land their progress can be tracked every 3 hours on the Clipper web site they are also sending home photos, video and diary entries – it is quite addictive. Take a look at [www.clipperroundtheworld.com](http://www.clipperroundtheworld.com) then select “Race Viewer”; if you want to see what *Qingdao* is up to go to [www.clipperroundtheworld.com/index.php/teams/qingdao](http://www.clipperroundtheworld.com/index.php/teams/qingdao) then select “Diary Entries”.

If you think that you might like to give it a go you almost certainly can. You don't have to be an experienced sailor or even have any experience at all. Clipper are recruiting now for the 2013 - 2014 race which will be on brand new 70 foot boats. I have more information including a DVD of the last, 2008-2009 race which I will leave at the club. If you want to know more please ask me or Eleanor.



Wish me luck and take a look at how we are doing from time to time.

Left: *Qingdao* heading for the first mark after starting from Southampton on July 31st on her way to Rio via a short stop in Madeira.

To be continued!.....

## Reluctant Racers - Tracey & Malcolm Weller

After two years of practising, Tracy and I finally plucked up the courage to join in the racing this year and we have found that it has increased our enjoyment of the sport immeasurably.

At the beginning of this year we were still a bit nervous of strong winds, so took a Bosun out to race. The Bosun is a great boat for beginners like us, being stable, comfortable and easy to keep upright. We managed a fair turn of speed out of the old tank but never made better than second from last.

As our confidence grew over the summer, we started to take out an Enterprise in wind speeds we thought we could manage. It is a much more tippy boat which unnerved us a little but so far we have managed to stay dry.

Some say that couples sailing together can end in disaster but we have managed to get in tune with each other, get more in touch with the elements and have some great Sundays.

We still have not managed to improve our ranking but it is the taking part and the fun of the sport that counts, and of that we have had lots.

Perhaps next year we will manage third and not second from last!

The photos are from when we went sailing on a much bigger boat with friends in the BVIs last year.



**Tracy and Malcolm Weller.**

## Don't have a boat yet?

**Is lack of a boat stopping you from joining in the fun of sailing or racing?**

**Don't forget you can now sail any of the club boats for free if you are a club member.**

**We have Bosun, Enterprise, Toppers & Lasers available**

**And all our club boats are fully insured.**

**Just please put them away as you found them**

## Sailing Dictionary

**Inboard:** Term used to distinguish a large, built-in engine located entirely within the hull, as opposed to a smaller motor attached on the outside of the stern (outboard) or rapidly sinking into 50 feet of cold, murky water (overboard).

**Motor-sailer:** A hybrid boat that combines the simplicity and reliability of sail power with the calm and serenity of a throbbing engine.

**Piloting:** The art of getting lost in sight of land, as opposed to the distinct and far more complex science of navigation used to get lost in offshore waters.

**Solo sailing:** The only situation in which the skipper does not immediately blame the crew for every single thing that goes wrong.

**Swab:** To effect with the aid of a mop, a sponge, or some similar device, the even distribution of a mixture of seawater, dirt, food particles, ash and other foreign matter over the entire deck, cockpit and cabin.

**Swamp:** One of the several synonyms of 'sink', including 'founder', 'scuttle', 'pitchpole', 'capsize' and 'broach'. Interestingly, 'float' is the only word that describes the opposite condition.

From *Beard & McKie's pocket dictionary*



The last race of the Summer Series - a perfect Sunday at WLSC

# Autumn Diary

The 2011 calendar is up on the website: [www.wlsc.org.uk](http://www.wlsc.org.uk).  
Here are some important dates over and above the regular racing:

Date	Wraysbury events (on top of regular races)
9 October	Oppie fun
16 October	Oppie Training
4 November	BBQ & Open Bar - (Friday)
6 November	<b>Autumn Trophy</b>
12 November	Work Party (Saturday) & Bonfire
11 December	Last race of the season - then no racing until:
5 February	New Racing season begins!
12 February	<b>Nick King Trophy</b>

The next Newsletter will be due in January please send articles and photographs of all your Wraysbury and other sailing adventures to:

**[newsletter.editor@wlsc.org.uk](mailto:newsletter.editor@wlsc.org.uk)**

**Deadline December 20th please**

and I will be happy to include them in the next edition.

or you can call me: 01344 883704 **Eleanor Holloway, Editor**