

TELL TAILS NEWSLETTER:

AUGUST 2023

AHOY!

Well unfortunately the weather has been a little 'topsy turvy', but at the lake we have all been having fun making the best of what it has to offer.

We have had smaller numbers, of course, on our evening sessions due to the holiday season, but all those who have attended have learned a great deal and had fun. The Monday night sailors had an impromptu BBQ on the 5th August to replace one of their missed Monday sessions. The following Sunday we held our Commodore's Day, and although the trophy challenge wasn't held, the 20 or so people who attended had a great day sailing, chatting, and generally relaxing. Thanks goes to all of you who supported or took part in making it happen, great day!

We had WASP attend the Club 'learn to sail' we had an awesome day. They were impressed with our Club they have given us a donation also.

We had Westbury Town Council attending the Club on Wednesday 16th August and they also gave us a donation, after having a great day sailing with us. (Please see write up on p2).

We also had the community groups K9 Rescue Dogs and WOLT using our facilities, as well as the Scouts.

Once again I would like to thank

all our volunteers for the sterling work you all do whether it is maintenance, admin, running sessions or just participating and supporting/helping the club. We couldn't function without you. So, as a thank you and to show our appreciation we will be holding our annual Fish n Chip supper on October 27th.

We had our annual inspection by the RYA, which was very successful and we only have minor admin issues to attend to.

Members had the opportunity to sail on larger vessels out at sea. Charles Evans has his Competent Crew. Congratulations to him, and Verity Brewerton is off sailing away with the Tall Ships Youth Sailing Trust in the next week or so, can't wait to hear about her adventures.

I hope you all have had a great summer and look forward to our last few weeks in September to finish ticking all the boxes in your log books. From what ever level you are aiming for, at your nightly sessions, and I hope you are still having fun.

Until next month, I hope to see you out on the water at some point before the end of the season.

Juley Simmonds
Commodore

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PRINCIPAL'S REPORT

Hello, I hope you have managed to take some time off over the summer. I agree with Juley that the weather has been topsy turvy but let's hope for an Indian summer. I am off for a break in mid- September, so I have my fingers crossed!

Our annual inspection from the RYA went well with only a few areas for improvement. Chris Eades from the RYA inspected us before when we were on the other side of the lake and was really impressed with our current site. I am awaiting his final report as I write this and will be pulling together an action plan which we will complete by the end of 2023 ready for the 2024 season.

Some exciting news for you, we have placed an order for 2 new RS Zests. They will be with us in November and our Bosun and his team are already working on where we will accommodate the boats on the lakeside.

In 2024 our aim is for the powerboats to be fully electric so the Club will be going more green. We are going to upgrade the existing electric engine to remove the slow start which is a common complaint and purchase 2 new outboards, one for the other Jaffa Tub and a smaller one for the rowing boat. All will be charged through solar power panels. Thank you to Peter for offering his services to help with this.

Our Bosun and his team are also awaiting some spare parts to service the Toppers.

I would like to welcome Michele Bennett to our committee. Michele has kindly volunteered to be our Membership Secretary and has been co-opted onto the committee. She is currently finding her way around our systems and we are hopeful that she will take on the role from next year.

We have several vacancies at the moment on the committee and we are always on the lookout for keen volunteers who can contribute and share their ideas on the path the Club should take in the future. Before our AGM we will be publishing the vacancies but if you want to know more about this sooner, then please either contact Juley or me.

As the end of season approaches, your Senior Instructors will be thinking about who to put forward for our trophies and cups which will be presented at the AGM in January. If you are an instructor on Monday, Wednesday or Friday and you have a suggestion, please talk to the SI for the night or to Nigel, our Chief Instructor. I have been able to see how you have been progressing this year and look forward to discussing the nominations.

Over the winter we will be sailing so keep a look out for what is going on at the Club. It might be your opportunity to try out the new Zests. We are planning to run a First Aid course early in 2024, dates to be confirmed but likely to be a Saturday in February or March before the season starts.

Thank you to everyone who has supported the taster days over the summer.

David Long

Principal





TOWN COUNCIL TASTER DAY

Last year myself and Liz Ballinger were invited to go to the Westbury Town Council awards.

We met up with all sorts of groups from Westbury and obviously people from the Town Council.

After talking to them, they expressed an interest to come down to the Club and experience a 'Taster Day' for the 'Office'.

So, we arranged it, and on the 16th August they came down to the Club. The weather was

amazing and we put on a buffet lunch for them. They had a great time. Although the wind was 'flukey', all but one stayed in the boats with only one capsize.

The Group also, donated £150 to our funds, which we of course really appreciate.

I would like to say a big thank Nigel, Margaret, Verity, James C, Chloe and Steve W for your time and support making the day enjoyable for the council guys. And ourselves.

Juley, Commodore

DATES FOR YOUR DIARY

**DINGHY INSTRUCTOR
PRE-ASSESSMENT DAY -
SEPT 9TH**

**SCOUT AND VIP DAY - 16TH
SEPTEMBER**

**Red Rooster Taster day
+ Friends of WWYSA and
VIPs visit Sept 30th**

**FISH AND CHIP SUPPER
NIGHT - OCT 27TH**

**ADULT COURSE - DATES
TBC**



JUST MARRIED!



Miles Clarkson and Alex Stadward got married at 'River Cottage' near Axminster, in July.

They both learnt to sail as youngsters at West Wilts and going on coastal sailing trips to the Weymouth Sea Cadet centre and the Mountbatten centre in Plymouth.

Miles became an RYA instructor in 2007 and in 2008 won the RYA Youth Community award for his voluntary work at West Wilts, presented by Princess Anne in London.

Miles joined Shearwater SC, becoming a good Laser sailor and crewed for me in my Day Boat.

Alex became an RYA instructor at West Wilts 2009. Her father Jeremy was a club instructor, working alongside his daughter on Monday evenings. Mum ran the galley making sure that tea was always available.

They live in Southampton.

Wishing them best wishes for the future.

Nic Cross.

GET YOUR T-SHIRT

Set Sail in style with West Wiltshire Youth Sailing Club T-Shirts! Elevate your sailing experience while supporting the club. Our premium T-shirts, priced at just £15 each, blend comfort and durability seamlessly. Show your passion for sailing and become a walking ambassador for our vibrant community. Whether you're a member or a sailing enthusiast, these T-shirts are a must-have addition to your wardrobe. Grab yours today and let the waves embrace your impeccable style!





FROM RELUCTANT CADET TO PROFESSIONAL SKIPPER

Meg Niblett's voyage through the world of sailing is a testament to the potency of passion and persistence. As an eight-year-old, she trembled at the thought of sailing, even as her siblings fearlessly embraced it at Salcombe Yacht Club. But one day, nestled between two instructors in an RS Vision, she opened her eyes and everything changed. By 24, the fearful child had transformed into a fervent sailor, racing in Toppers and Fevas every weekend, regardless of rain or cold.

Salcombe Yacht Club's challenging environment honed Meg's skills. The

club's cadet sessions became her haven, fostering fun, confidence, and friendships. Jayne Morris, the club's Sailing Co-ordinator, played a pivotal role. She nurtured Meg's racing aspirations and supported her journey to becoming a Dinghy Instructor.

Meg's path led her to Greece, where she mastered windsurfing and instructed for three summers. A stormy night on a yacht catalyzed her decision to transition to yachting permanently. In Australia, she earned her Yachtmaster certification, examined by Wendy Tuck, a

female yachting trailblazer.

At 21, Meg embraced the role of skipper on charter boats, orchestrating regattas and Champagne Sailing trips in Sydney Harbour. Simultaneously, she remained committed to teaching, running courses in dinghy sailing, windsurfing, and Start Yachting. Meg's narrative encapsulates a voyage from trepidation to triumph, exemplifying the profound impact of sailing on character and confidence.

Story originally published in RYA.org newsletter.

ADVENTURE SAIL: OCEAN YOUTH TRUST SOUTH

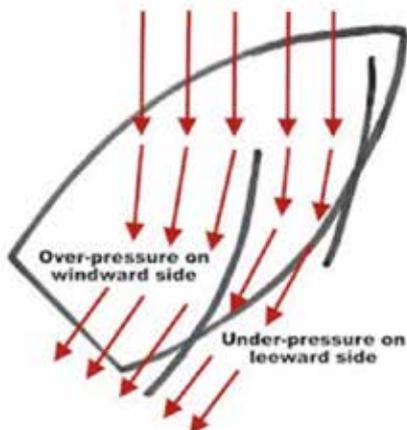
Charles thoroughly enjoyed his voyage on the Prolific, sailing from Brixham to the Channel islands stopping off at Guernsey and Alderney returning to Dartmouth and back to Brixham. The Prolific is a 30 metre vessel with fifteen crew and eight staff members. Charles had a great holiday, with parties, beach barbecues and games, but importantly developed his understanding of sailing and seamanship on a tall ship. He was also delighted to tell us about dolphins that followed the ship. Charles received a recommendation from the skipper, who thought he did really well. It was quite stormy at times. Charles found his sea legs, when others didn't fair too well!



CHIEF INSTRUCTOR'S REPORT

On Monday & Tuesday 17th & 18th July we ran two days for Dilton Marsh Junior school. We hosted 26 year 5 students across the two days. We sailed two-up in Toppers and followed the RYA OnBoard syllabus sessions one and two. In practice, this meant giving the students a brief run-through on shore of how to tack the boat, how it steers and what to do if you capsize. Once everyone had had a go at the dry land tacking drill, we were on to the water!

Fortunately, the wind and weather conditions were kind to us with a light breeze. We set out a square of buoys to both contain the sailors and also give some aiming points for sailing on a beam reach. During the afternoons, we played some games in the boats; these included chasing our trusty ducks around inside the square; collecting tennis balls from a bucket tied to one of the buoys then delivering them to a safety boat and "boat-ball" a derivation of football where you throw the ball between team



members to score between two buoys anchored each end as goals. We had a great couple of days with our visiting young sailors and have also had a few more enquiries about joining the club as a result. I would like to give my thanks to all who volunteered help over these two days. These were: Alex Llewelyn, Peter Barnes, Molly Savva, Verity Brewerton, Karen Gibson, Steve Winter & Dave Brookes. Thank you all so much for your support, without which we would not have been able to run these days.

Following from our start along the five-essentials pathway last edition, this month we are going to consider sail setting in this, the fourth part of our journey through the five-essentials. Sail setting is something that takes a while to perfect. A common mistake when learning, is to pull in the sails too tightly or not enough. Sails work as an aerofoil, not as a "bag" which catches the wind. In order to develop drive and power from the rig, we need the air to flow across the sails in a laminar fashion. The air should be flowing nicely across the sail, not stalling and going round in circles.

So how do we know how tight is too tight, or if sails are sheeted too far out? As we mentioned, sails are aerofoils like a wing on an aeroplane or glider. Aeroplanes are able to fly because the flow over the wing has to travel faster than the flow under the wing due to the curved shape. It

has to speed up so that it meets the back of the wing as the same time that the under-wing air reaches it otherwise there would be a hole in the air! With a sail, the more curved side of the sail is the leeward side, furthest away from the wind, so the air across the leeward side accelerates more than that passing across the windward side. This causes a partial vacuum which sucks the sail forwards – this is the power and force generated by the sail even on a dead run. The diagram, below left shows what I mean:

If we return to the basic question of sail setting, how do we know how tight or loose the sail should be? The name of this newsletter is tell-tales and these are our best friends when it comes to sail setting. Tell-tales on both sides of the sail will stream when the flow across the sail is "attached" to the sail surface as in the diagram; if we pull in the sail too much, the flow across the sail will stall and the tell-tale on the leeward side will flap round as the air flow is now turbulent on the leeward side of the sail. Similarly, if the sail is not pulled in enough, the windward tell-tale will flap, as will the front of the sail (the luff) which we call luffing and tells you that you either need to pull in the sail more or if you are close-hauled, then you need to steer away from the wind a little more (bearing away).

When we change direction, the sails will need to be set for the

FUND RAISING



We still have Easyfundraising and have now 22 supporters and £144.91 raised. Get the app today and help us make free money. A big thanks to everyone who is participating.

We also have just received the £300 grant from the ASDA Green Token Scheme. It will go towards items needed to repair our equipment.

Thanks to all who took part, helping to raise this money.

One way to raise money is to ask for donations for your birthday via one of the

donate apps. Why not try it?

We are still always looking of ways to fundraise so, if you have any ideas please let us know.

For more information visit: wwysa.org.uk/easyfundraising

Chief Instructor's report continued

new course; for example, if we have just sailed close-hauled on a beat up to a mark and we then bear away onto a reach, the sails need to be eased out to keep the tell-tales flying nicely, the leeward tell-tale will flap as the sail is now in too tightly. The same applies in reverse, when we turn into the wind more, the sails need to be pulled in to keep the windward tell-tale flying; you will also see the luff of the sail backwind-ing telling you the same thing. The final point is that (especially at West Wilts!) the wind is never constant in strength or direction so sails need to be constantly altered (trimmed) to take account of these constant variations.

Please contact me via chiefinstructor@wwysa.org.uk should you have any questions.



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