

Founded 1894

February 2003

# The Golden Lion

The Newsletter of West Lancashire Yacht Club

Is it that time again??

*Fitting out Race and Supper  
March 29th 14.30 and 19.30.*

Editorial team :- Barbara Agnew, Margaret Gambie, Maureen Potts, Jack Diamond

## Commodore's Comments

For those who missed out on the talk on Kayaking around the most northerly tip of land on the globe and dealing at the same time with the KGB and Russian uprisings – where were you? It was gripping stuff. The next talk on wind farms off the local coast promises also to be a lively affair. Whilst you've been varnishing your boats and repairing the broken halyards during the off-season, the sailing committee have been busy planning the new season. Part of the process is squaring the diary with Southport SC and the other lake users.

To this end the Club hosted a meeting of the Lake Users Committee at the end of January. In addition Tony Corfield, the Sefton MBC director of tourism had asked if he could address the meeting. He brought along with him Stefan Janowski who is chairman of the Southport Partnership, the organisation that will be leading the sea front development programme, part of which is the lake refurbishment.

Tony Corfield told us that of the £54 million required to develop the sea front (which stretches from Seaforth Docks to the Ribble estuary), £6

million had been obtained from the European Objective One Fund. This was seen as the "seed corn" by which the other sums of money could be attracted to the project, although the North West Development Agency who had been asked for money, were only willing to consider grants on a stage by stage basis. Initially Tony, who sees the marine lake as a key part of the overall scheme, was in a "consultative mode" and wanted to know what the Lake Users saw as the priorities.

We agreed that the first requirement was a depth of 1.5 - 2 metres, secondly good water quality, and thirdly minimal height to the islands, making good the lake edges and surrounds, and an ongoing maintenance scheme for the lake as a whole. Whilst dredging would account for most of the depth, Tony suggested that additional centimetres could be gained by raising the level of some of the lower parts of the lake perimeter. This was being considered. He also outlined a scheme to build a weir in front of the sluice gates in order to catch the sand brought in by the tide. This would facilitate dredging. The point was also made that frequent water changes were required to keep the

weeds down.

In addition there was discussion on the Lake Users grievances, and geese and swans were a hot topic. We were told that certain people had a right to “maintain” the existing swans on the lake. They are not allowed however to introduce new swans to the lake, and Tony asked for any information on this point that became available.

At the end of the discussion Tony Corfield emphasised that the whole purpose of the scheme was to “beautify the lake so that it was attractive to others in addition to those who are currently using it”. It was intended to generate an attractive “world class” feature for Sefton and for Southport Town. He finally asked (whilst sitting in our lounge and drinking our coffee!) what the feeling would be about the creation of a single water sports building on the lake for use by one and all. The reaction from those lake users who don’t have facilities at the moment can be imagined.

It is unlikely that any work on the lake will start for a year because of the need for “technical planning”. When it does start, we asked that it only be carried out during the winter months so that it didn’t interfere with lake usage during the sailing season.

The new bridge is likely to open in Spring 2004.

I have dwelt on the discussion at some length at the request of some members who read an article in the Visiter. The Flag Officers are well aware of the implications of some of the statements made and will try to ensure that the interests of the Yacht Club are protected. We have a lease that runs until 2086 and an agreement that allows us (and Southport SC) to organise races on most days in the sailing season, but nevertheless we also want the best possible waters to sail on. It is important therefore that we maintain a good working relationship with the lake licensee, and the council managers, and the politicians in order that our views are heard and respected.

In closing may I remind you of the pre season buffet on Sunday 16 March at 1230 hrs. (Cost £3.50 for adults, £1.00 for children). This is an informal gathering of young and old and those in between in order to rekindle the thoughts of getting out on the water, and to remind you that you only have two weeks in which to finish those jobs on the boat that I mentioned at the beginning of the article!

Best wishes,

**KIT ROBINSON**

# House

## *I rang the bell!*

Hello again from a very relieved House Chair. We survived the hectic period from News Years Eve (where yours truly was invited to do a stint as Chair) to the Burns Night Supper and Annual Dinner – held on 25<sup>th</sup> January and 8<sup>th</sup> February respectively.

Both were well supported and thoroughly enjoyed. This is largely as a consequence of the fantastic support we had from The Commodore, other flag officers, The President, The Steward, vice presidents, members of last year's House Committee and various other folk. We thank you all and are pleased that all of you who came along had a good time. We now look to the future and seek to host other types of function with as much enthusiasm from organisers and revellers alike!

We have picked up relatively few negative comments but will listen and promise to react helpfully. One area is that we do need to know of everyone who is intending to come (including guests) and as early as possible. This will help us to meet your demands (where possible) and enhance your enjoyment at the events.

I am delighted to report that the House Committee members of last year have largely agreed to continue. Chris Abbott has kindly agreed to help and has already proved very supportive. A full list of the Team (and what a cracking group it is) appears in the new Handbook.

## Burns Night

(Starboard ... and watch my toes!)

We were all treated to John Neil's excellent reading of Burn's work. This he delivered with real charm in a considered, gentle, romantic, and (at times) light hearted manner befitting of the evening. Richard Stubbs enhanced John's good work with a tune and song, which was beautifully played and sung.

Colin 'the Piper' did us proud including his excellent warm up routine in the gents (with the bagpipes).

Mr. Blundell's Alms provide stirring Scottish dancing music and calling. Members lead the field. Violent lurches one way and another, the frequent near misses and perfect control of balance were all shown off as skills acquired on the water.

Phil and his team provided an excellent supper, the focus being the parade of and toasting to the haggis wi a wee drop of the amber stuff.

This event was over subscribed – we managed to squeeze 128 people in (some in the Bar). We need you to book early for these events as we are particularly keen to avoid disappointing you, the members.

### **The Annual Dinner** (A Mayor's Tale)

As with the Burns' Night this was also well attended and went to plan.

Again, Phil and his Team did an excellent job and the dinner was enjoyed by all.

In proposing a toast to Sefton MBC the Vice Commodore told of his long association with the Mayor (Kevin Cluskey) – going back to their school days. He took us down memory lane with

recollections of local places and people then. He complimented the Mayor's Council on its achievements but especially in education.

The Mayor revealed his interest in golf but applauded the history and standing of WLYC.

He spoke of Liverpool's ambitions as a European capital of culture and of the aspirations to have the Pier Head area recognised as a European Heritage site. He linked this with wider regeneration initiatives and in particular those aimed at the Marine Lake (The Commodore refers to these in his item).

Bob Willetts introduced the theatrical with an excellent rendition of The Runcorn Ferry (Tuppence per person per trip) complete with props. He also gave amusing stories of trouble on the high seas and certain anecdotes about Michael Kennan's sailing experiences (see below). Bob proposed a toast to the Kindred

Clubs.

Michael Kennan gave a warm response on their behalf (he is Commodore of Blundellsands SC). He made kind remarks about WLYC and its long association with his club.

After dinner members enjoyed the Flying Snooker competition which was won by John Neil ?

Thanks for all the support given to date we look forward to the next ones –

- The Pre-Season Buffet on Sunday 16 March 12:30 for 13:00 (cost £3.50 for adults, £1 for children).
- The Fitting Out Supper on March 29<sup>th</sup>.
- Before then it is hoped to hold a steak night / showing of 'that' pantomime video in the Clubhouse – this is for the grown ups only! Please watch out for notices.

STEVE ABBOTT

### 2003

8th March	<b>Quasiphildo Steak Night - 19.30</b>
16th March	<b>Pre-Season Buffet - 12.30 for 13.00</b>
29th March	<b>Fitting Out Supper - 19.30</b>
26th April	<b>St. George's Day Party - 19.30</b>
17th May	<b>Jazz Night (Topper Open) - 19.30</b>
21st June	<b>Midsummer Ball - 19.30</b>
19th July	<b>Bastille Day Party - 19.30</b>
7th September	<b>Air Show BBQ</b>
4th October	<b>House Function (to be determined) - 19.30</b>
6th December	<b>Childrens' Christmas Party - 15.30</b>
13th December	<b>Grown Ups Christmas Party - 19.30</b>
31st December	<b>New Years Eve Ball - 19.30</b>

### 2004

24th January	<b>Burns' Night Supper Dance - 19.30</b>
7th February	<b>Annual Dinner - 19.00</b>

***PLEASE LOOK IN THE CLUBHOUSE FOR DETAILS***

*this is a list of functions involving House Committee only - there are any others?*



# Dinghy Captain

Thankfully we are long past the shortest day and its time now to dust off the boat in the garage and plan to make those crucial last minute adjustments which will make your season more successful than last year's.

Its time also to draw to your attention some changes your sailing committee have cooked up during those long winter nights.

Congratulations to the Topper fleet who are now a recognized Class within the club and I am sure George Mainey will be working hard to find a few trophy's for you to win in the forthcoming season. The Toppers will continue to start with the Slow Handicap fleet and the Optimist's but will have their own class racing.

You will also need to be aware of two other changes to the starts which will apply to the club racing on Sunday 30<sup>th</sup> March:

Firstly the interval between the starts will be reduced to *two minutes*. Secondly the handicap fleet will be split into a fast and a slow handicap with the fast handicap having a

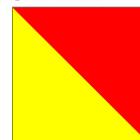
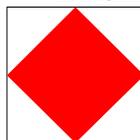
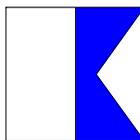
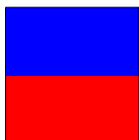
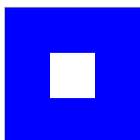
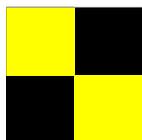
separate start after the G.P.14's. Any boat with a Portsmouth Yardstick of 1200 or less will start with the fast handicap using Class flag "F" and other boats will sail in the slow handicap.

The starting sequence will be Laser, Enterprise, G.P.14, Fast Handicap as separate starts and finally Toppers, Optimist's and the Slow Handicap as one start. The Lasers will have a warning gun and two minutes later the preparatory which will also be the Enterprise warning gun. Two minutes later will be the Laser start/Enterprise preparatory/G.P.14 warning and the sequence will continue as such until the last fleet have started.

There will also be changes when we sail at Ainsdale. Sea sailing will no longer be part of a series and there will separate trophy days for each event which will be run as handicap racing. The OODs will have more flexibility in setting courses as they will no longer be restricted to triangles. The Optimists will be set a separate smaller course within the course for the other boats if required.

Hoping to see you all on the start line on Saturday 29<sup>th</sup> March 2003 for the Fitting out race,

Best wishes,  
**DAMIAN CHISHOLM**  
**DINGHY CAPTAIN**



**THE MAKING OF THE MARINE LAKES**  
**(EXTRACTS FROM “STUDIES IN SOUTHPORT’S HISTORY” BY DR**  
**ERIC GLASGOW)**

The gradual withdrawal of the Irish Sea, during the nineteenth century, was balanced by the making of the Marine Lakes. This was essentially the man-made substitute for the sea bathing which was the origin of Southport, at the end of the eighteenth century. It enabled the town to move into the twentieth century equipped with facilities for sailing, boating and yachting which were second to none in the region.

In 1867 Southport came of age as a fully fledged Municipal Borough. The town had emerged as responsive to public opinion and popular press which included the demand for the construction of a marine lake. Initial steps involved the extension of the promenade and this was started on the 18<sup>th</sup> September 1879 when Lord Derby “cut the first sod of the new promenade extension”. Its completion was opened by the Earl of Lathom on the 7<sup>th</sup> September 1881. It was carried out in two separate stages, the first of which cost £21,000 and the second £11,000.

On the 29<sup>th</sup> November 1886 the Corporation applied for borrowing powers to “make a Marine Park and Lake in front of the southern portion of the Promenade”. It was a huge and costly undertaking – the estimated cost was £30,000 or the product of a 2d (two old pence) rate. Work began on the first Marine Lake in the spring of 1887. The first “Marine Park and Lake” was

virtually finished by the end of June 1887, but the formal opening was delayed until the 7<sup>th</sup> September in order to coincide with the celebrations of Queen Victoria’s first Jubilee. The Corporation was kept very busy during that summer making various regulations for the use of the new facilities. On the 18<sup>th</sup> April it was decided to restrict the number of boats on it to a maximum of 50. On the 13<sup>th</sup> June a plan was approved under which the “the ragged children” could sail on the lake, at a much reduced rate of 1d, each. A proposal for a “switchback railway” auxiliary to the Lake was approved on the 25<sup>th</sup> July and another for a “Venetian Fete” on 8<sup>th</sup> August.

Once the Lake was formally available – as from 7<sup>th</sup> September 1887 – its use became more frequent and varied. Organisations sprang up to use its facilities. The town showed a greatly increased interest in boats and various activities involving waters compensation, perhaps, for the massive urbanization of the place, within the Victorian period. The Model Yacht Club held its annual regatta on the Lake on 28<sup>th</sup> November 1889; but trawling or netting fish in the Lake was forbidden on 27<sup>th</sup> April 1891, probably because it interfered with boating and sailing.

The evident success and popularity of the first Marine Park and Lake encouraged a movement for the

construction of another one, covering broadly the northern end of the foreshore. In September 1889 a poll of the ratepayers approved by a large majority this other project, indicating an engaging amount of local enthusiasm for such rate-supported enterprise and invention in Victorian Southport.

The making of the Marine Lakes was regarded as being too big an undertaking to be entrusted to the vagaries of private enterprise but, owing to the expense involved, the Corporation was slow to implement the project of the second or northern Marine Lake. Work on it did not begin until the 19<sup>th</sup> January 1891 and it was formally opened in June 1892 by George Pilkington, the town's Mayor. The completion of the second Marine Park and Lake provided the town with enviable facilities for boating and sailing. By then, the local sea had retreated so far from the town it could hardly be seen.

The two Marine Lakes effectively transformed the role of Southport for both residents and visitors. Early in 1892 the Corporation purchased at a cost of £450 a large launch capable of carrying 45 to 50 persons and 130 smaller boats for use on both the Lakes.

The final episode in the making of the Marine Lakes came on the 27<sup>th</sup> September 1895 when the two lakes were joined together to form a continuous and unbroken stretch of water. By then, the marine development had stimulated much interest in water

based recreation. No longer was it necessary to tackle the distant hazards of the local sea. A very positive landmark in that process of making Southport a Mecca for water based recreations was the inauguration in 1894 of the West Lancashire Yacht Club. George Pilkington, the town's Mayor, was prominent amongst its founder members but as a society it regularly catered for the sporting interests of many who were by no means Southport residents. The West Lancashire Yacht Club is still to be regarded as a very significant legacy from the Victorian period to our own and of course, it could never have existed without the facilities, especially after 1892, of the two marine lakes.

By 1895, the town possessed an unbroken sheet of water, artificially created and immune to the caprices of the open sea, yet also large and deep enough for the leisure pursuit of yachting on a competitive scale. It had all happened and been so elaborately and strenuously contrived since the year 1878. The making of the Marine Lakes certainly provided great occasions of communal achievement and rejoicing during the tumultuous celebrations of Queen Victoria's Royal Jubilees. Victorian Southport certainly had its communal as well as individual triumphs, and in society as well as in economy it demonstrated civic awareness and pride of the sort that may not be so generally evident in the town today.

**CYRIL PORTER**

# Pelorus Jack

## Why Knots?

Before the invention of mechanical devices for measuring the speed of a ship, sailors used the COMMON LOG. It consisted of a small sea anchor and a long length of rope. The rope had overhand knots tied at intervals. The log was thrown over the stern, and the knotted line would run out as the ship moved forward. As the first knot ran past the measurer he turned over a small sand glass (like an old fashioned egg timer). The number of knots that passed during the run of the timer was the speed in knots.

This was very inaccurate at first. The distance between the knots varied from 42 feet in the 1600's to 47 feet 3 inches in the 1800's, using a timer of 30 seconds at first, but this changed to 28 seconds when the Nautical Mile

was established as 6080 feet. With these dimensions each knot represented one nautical mile per hour, so the speed would be reported as "so many knots", not knots per hour.

$6080 \text{ ft} \times 28 \text{ secs} / 3600 \text{ secs} = 47.3 \text{ ft.}$

Eventually the knots were replaced with pieces of cord pushed between the strands of the rope, as this was much easier than tying knots in a rope of 400 feet long. But where did the custom of using knots originate? This goes back to Roman times.

Has any one else noticed that the Prime Minister's house in Downing Street appears to be named after one of the moons of Jupiter?

**JACK DIAMOND**

## OFFSHORE NEWS

On Tuesday, 4<sup>th</sup> March, Adrian Maddocks of SeaScape Technology Ltd, will give an illustrated talk on the Burbo Bank offshore windfarm development at the club.

Adrian is the project manager for this development and apart from our natural interest in the topic, I expect that some of the misconceptions surrounding offshore windfarms will be cleared up.

Invitations have been sent to Blundelsands and Liverpool Yacht Clubs who may also be impacted by this work.

The evening starts at 20:00 for 20:30.

**GRAHAM PINCH**



# GP Fleet News

With the Fitting Race rapidly approaching (March 29<sup>th</sup>) it's time all you budding GPer's were getting your dinghys ready to make their appearance felt on the lake.

I would like to ask for anybody who has bought a GP or joined the club as experienced GP sailors, to drop me either a line or E-mail so I can add you to my list of people to keep informed of happenings within the fleet.

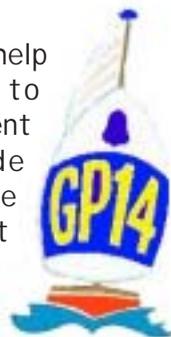
Can any GPer sailing at other club events also, let me know of their exploits and results so I can keep the home fleet supplied with information.

Here is a reminder for your diary: Sunday 15<sup>th</sup> June is the Enterprise and GP 14 Open Meting at Ainsdale. (hope you all will have a go) Even if your

**Remember the club needs all it's members to work for the good of the club and that means we all need to make the effort to get out there and enjoy the racing and when not racing to help out on the lake side.**

**PAUL ROWE GP FLEET REP. (Gp14@wlyc.org.uk)**

not sailing your help is needed to promote the event and provide support on the day, either at the club or on the beach. Please try and keep the day free.



One final plea for your help: if you are short of a crew or short of a helm let me know and I will do my best to fix you up with a partner for the session.

For all those wishing for help with setting up your boats or wanting some advice, Ed Thomas has offered to run a training session for the fleet. If you are interested please let me know and we get the help to you. In the meantime here on the opposite page are some guidance notes you may find a help.

GP14 Tuning Guide						
Conditions	Light Winds	Light Winds	Medium Winds	Medium Winds	Breezy Winds	Breezy Winds
	Flat Water	Chop	Flat Water	Chop	Flat Water	Choppy, Rough
	Crew Sitting In		Crew on the Rail		Spilling Wind , Over Powered	
Rig Tension	Medium	Medium Slack	Medium Tight	Medium	Very, Very Tight	Very Tight
Jib Sheet Tension	Fairlead forward, sheet eased	Fairlead well forward, sheet medium eased	Fairlead middle, sheet medium	Fairlead middle, sheet medium	Fairlead aft, sheet medium	Fairlead middle, sheet middle
Mainsheet Tension, (i.e. boom-end position)	Boom eased, leech eased	Boom eased, leech eased	Boom inboard, leech medium	Boom slightly eased, leech medium tight	Boom out, leech very tight	Boom out, leech tighter
Cunningham	Nil	Nil	Nil to minute	Nil to minute	Medium	Medium
Kicker	Very light tension	Light tension	Light to medium tension	Medium tension	Tight to very tight	Very tight
Main Foot Tension	Very tight	Slightly eased	Slightly eased	Well eased	Tight	Tight
Mast bend	No chocks, mast bent	Slightly chocked, mast straight	Very chocked, mast straight	Very chocked, mast straight	Chocked, mast bent	Medium chocked, mast bent
Sailing trim	Minute heel, weight forward	Minute heel, weight forward	Upright, weight central	Very upright, weight central	Upright, weight central	Upright, weight aft

# Golden Lion Draw Revised Format



The Executive Committee have decided to revise the format of the draw in the hope that it will be revitalised and encourage more members to participate. The outline of the revised draw is along the following lines:-

1. It will be run by the Vice Commodore assisted by Keith Shorrock.
2. There will be 2 sets of prizes per year, drawn Summer and New Years Eve Balls.
3. Of the total income 50% will be paid as prizes. The prizes will be 60%, 30% and 10% of the preceding 6 months income divided by 2.
4. Ideally, and definitely for new members the subscription will be £24 per year, taken by standing order, in two tranches of £12 every 6 months. Again ideally, each participant will have two numbers.
5. It is hoped that existing participants paying £12 per year will alter their payments to fall in with the above system. However, those who wish to stay as they are may do so with their one number and varied methods of payment only the prize system will change as far as they are concerned. It is the organisers intention to contact existing

participants individually to show them the easiest method by which they can change to the new system should they want to.

6. The final draw for prizes under the existing scheme will be made at the end of April 2003.
7. The enhanced scheme will start on 1st May. The first draw being held at the 2003 New Years Eve Ball based on the income from 1 May to 31st October.
8. Just to give you an idea of the prize levels if 100 members subscribe to the scheme the twice yearly prize would be:-  
**First £360, 2nd £180, 3rd £60**  
The organisers wholeheartedly apologise for any confusion the super imposing of the enhanced draw on the original one might cause but they feel that there is a need for the upgrading and in the end the club will benefit from the change.

Prospective new members please contact either George or Kieth at your convenience. Standing order forms will be on hand.

# GOLF NEWS

All golfers please note this year's programme is as follows:

## **SPRING MEETING**-9<sup>th</sup> May 2003.

This event will be held again at Hurston Hall Golf Club. It will take the form of a Texas Scramble, with I hope 20 participants who will be arranged by the organiser into five teams of four players. Each team will, ideally, consist of one Lady, one Hurlston Hall member and two others. The golf will be followed by a meal in the restaurant. It is a fun day suitable for all.

**WHITEHEAD BOWL**- 26<sup>th</sup> September 2003. Wigan Golf Club as usual. The club's individual championship. Stableford format with full handicap.

If anyone has any queries at this stage please contact me at your convenience.

**KEITH SHORROCK**

**WLYC 2003 Golf Organiser**



## **ATTENTION OPPIE SAILORS**

Diary Dates not to be missed.

**OPPIE PRE-SEASON** Friday 7th  
March 7-10pm.

All young members of the club, Juniors, cadets and parents - come and enjoy a lively get together to start off the New Season 2003. Important information about the forthcoming Oppie training and events planned for the year to be discussed (bookings being taken for Oppie Camp!) - Please come and join us!

**OPTIMIST TRAINING** to commence Saturday 26th April 2003 at 1.30 pm  
- Intensive 1 day Oppie training for individual levels have been planned -

prior to the above date - Oppie Sailors to be notified at the pre season Disco.

**OPPIE CAMP** booked for 6-8th June  
A fantastic weekend of fun on Lake Coniston - Dormitory style accommodation or camping available places are limited so book earlier to avoid disappointment.

**FUN-DAY** booked for Saturday 30th August - A fun filled day of games and watersports for all young members and their parents, including a lunch-time barbecue.



[www.wlyc.org.uk](http://www.wlyc.org.uk)  
**Golden Lion**  
**Members Page**

**YOUR NEXT GOLDEN LION COULD BE  
ELECTRONIC (NO PAPER!)**

Two issues of the Golden Lion have now been published on the club website ([www.wlyc.org.uk](http://www.wlyc.org.uk)) in the member page; and a small, but growing, number of members have signed up to have their Golden Lion delivered electronically, thus saving the club money (paper, printing and distribution).

If you would like to receive your copy of the Golden Lion by this up-to-date method, instead of by paper, then all you need to do is send an email to: [subscribe@wlyc.org.uk](mailto:subscribe@wlyc.org.uk)

Any subject or content you like in the

email, or none - just the fact that you have sent it to [subscribe@wlyc.org.uk](mailto:subscribe@wlyc.org.uk) will do. You will receive an automated acknowledgment and your next Golden Lion will arrive, in glorious techni-colour, from our paperless office! (BEFORE everyone else gets it in black and white paper!). And you will get the odd news in brief between main issues of the Golden Lion!

Don't forget that Golden Lion contributions can be sent to [goldenlion@wlyc.org.uk](mailto:goldenlion@wlyc.org.uk)

**John Hivey**

## Club Regalia

**DO NOT BE CAUGHT UNDERDRESSED!!**

Buy your new silk club tie now only £13

Available from Phil

or phone Maureen Potts 01704 879466





# Dates For your Diary

## March

Tue	4th	Offshore Gathering	19.30
Fri	7th	Oppie pre-season Disco	19.00
Sat	8th	Quasiphildo Steak Night	19.30
Sat	15th	Training Seamanship & Start Racing 1	10.00
Sun	16th	Training Seamanship & Start Racing 11	10.00
Sun	16th	Preseason Buffet	13.00
Sat	22nd	Training Seamanship & Start Racing 111	
Sun	23rd	Training Seamanship & Start Racing 1V	
Sat	29th	Fitting Out Race	14.30
Sat	29th	Fitting Out Supper	19.30
Sun	30th	Start of Sunday Racing	10.00

## April

Tue	1st	Offshore Gathering	19.30
Thurs	3rd	Thursday Racing Begins	19.30
Sat	5th	Training Beginners Weekend 1	
Sun	6th	Training Beginners Weekend 11	
Sat	12th	Training Beginners Weekend 1V	
Sun	13th	RYA Basic Skills Level 2 Dinghy Course	
Sat	26th	Afternoons Optimist Traing commences	
Sat	26th	St George's Day Party	19.30
Sun	27th	Joint Series SSC	10.00

## May

Sun	4th	Tidal Sailing Ainsdale Trophy Day	10.30
Fri	9th	Spring Golf Meeting	

**Copy date : Thursday 3rd april 2003**