



October 2003

The Golden Lion

Founded 1894

The Newsletter of West Lancashire Yacht Club

**BLAST AWAY THOSE AUTUMN BLUES
ATTEND WLYC SOCIAL EVENTS**



- **The Monkhouse Supper** - 1st November
- **The Harry Leigh Supper** - 4th November
- **Prizegiving Supper** - 29th November
- **Children's Party** - 6th December
- **Adults Panto'** - 13th December
- **New Years Eve Ball**

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

Commodore's Comments

I suppose one could temper the one, and I have asked Damian to feeling of elation by saying that the update you on the discussions in his weather helped but, thanks to the report. Please note however that it efforts of Rob Pickering and his is planned to sail the Monkhouse team, the 24-Hour Race was one of Cup on November 1st, and, whether the best ever. One of the visiting or not the race is sailed, the commodores commented to me that Monkhouse Supper will take place. it was a carnival for sailors. I had

not set an “atmospheric” objective I am fortunate enough to get copies for the race, but if I had, then that is of some of the other Kindred Clubs’ what I would have wanted to magazines and in Grapevine – the achieve. magazine of Liverpool Yacht Club,

A special thanks to Phil and his team I came across a riveting report on a who put in many long hours before, man over board situation which I during and after the event. Thanks have their permission to reproduce.

too to the many members who I have asked the editor to include it turned up to help with the site in this Golden Lion. If you have ever preparation and clear up, the work hesitated for a moment over doing was soon done. Well done to up your buoyancy aid or lifejacket everybody; the Club can be very then this article is a “must read”.

proud of what it achieved that week- I need some help with the tower end. Please make sure your friends renovation. Jack Jackson is moving in other clubs know what they down to Bristol and unable to lead missed if they were not there. the project. Any one out there with

If you noticed something that was an engineering background? not quite right, please bring it to Rob’s attention, so that we can do something about it next year.

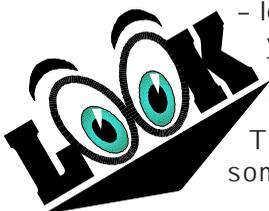
Well, I was looking forward to taking part in the October series; I The downside is that “they” have even have my boat, ready on the pulled the plug on the lake water and dinghy park. I’m O.D. for the we have no October series. The Vice Monkhouse and I’ll look forward to Commodore and Damian have been seeing a big turn out, to make up for making our feelings very clear to the the sailing you’ve missed.

council and Lake Licensee on this Warm regards, **KIT ROBINSON**

An Autumn blast from the House Chairman

It is good to report on two really well attended events, organised by the House Committee. The first of these was **The Air Show Barbecue (7th September)**. This was a credit to you members for the weather forecast was relatively poor. Those who attended stayed for a good while to see an excellent air display, closed by The Red Arrows. Make a date for next year.

Then came the **Nouse & Scouse Family Quiz Night (4th October)**. 83 of you turned out for this prototype event. It proved to be a marathon but a good time appeared to be had by most of you. A big thank you to all whom contributed in various ways. We have questions left for the next one! A special mention for James Giblin who so excellently performed as our question master. Jack Diamond tested our knot tying abilities with a string(sorry) of practical tests. Phil provided an excellent scouse supper – a first for yours truly. We will work on the structure of the event and especially for the youngsters. We think it is worth another go next year – let me know what you think.



What lies ahead?
There really is
something for

everyone. On **November 1st at 19.30 is the Monkhouse Supper** – an end of season dinner, which follows the sailing of The Monkhouse Cup. This event dates from 1951 after Basil Monkhouse. One of Basil's peers, Harry Leigh, is remembered by the supper, which bears his name (**The Harry Leigh Supper**) which takes place on the following Tuesday - **19.30 on 4th November**. You can read all about these good people in '*A History of West Lancashire Yacht Club (1894-1994)*', a fascinating book. It is available for purchase from Phil Lindsay, our Steward.

On **29th November is the Prizegiving Supper**, a light end to the extended sailing year.

In December the pace quickens – it is the **Offshore Christmas Drinks evening on 2nd December, The Children's Party on 6th December and (yes it's back) The Pantomime / Adults' Christmas Party on 13th December**. Watch out – Richard Stubbs is in script writing mode! Finally, another date for your diary – the **New Years Eve Ball**. This is always a cracking event with a great atmosphere to see the New Year in. So good was it last year I was persuaded to take this job!

Steve Abbott – Chair

Dinghy Captain's Report

As most of you will be aware by now our sailing season came to an abrupt stop at the end of September when Sefton Technical Services drained the lake in order to carry on with building work associated with the new pier and bridge. This was carried out with little warning and no discussion of the consequences to our sailing season. A meeting was requested with the Director of Tourism and those associated with maintaining the lake which was held at the club on Tuesday 7th October.

The lake will be refilled on the high tides around the weekend of the 25th/26th October but drained again in January 2004 to complete the building work and will be refilled again in late March ready for the new season.

The sailing committee has cancelled the remainder of the series races in

October including the last of the joint series with Southport



S.C. but the *Monkhouse Trophy* will still go ahead on the 1st November and the John Dennis Trophy will be re-scheduled in November.

Further to our meeting with Sefton Council this was an opportunity for the club and other lake users to express our dissatisfaction with the current state of sailing on the Marine Lake particularly with the depth and weed problems. Plans for future improvements to the lake and its surroundings have now been publicized and will include dredging the lake and improving the sluices. Requests have been made to Technical Services to address the immediate problems of depth and weed for the 2004 season and it is my intention to liaise with them on possible medium term solutions. They have reassured us that by the time the lake is refilled in March 2004 the present building work that has disturbed the 2003 season will be complete.

I look forward to a good turnout for the *Monkhouse Trophy* on the 1st November.

DAMIAN CHISHOLM
DINGHY CAPTAIN

Pelorus Jack

BY AND LARGE.

A ship is sailing by the wind when it is aiming to reach a point which is upwind. Imagine you are sailing to a buoy and the wind is coming directly from it. If the wind changes to the side of the buoy away from you, you can follow it and sail more directly to the buoy. If it moves to your side of the buoy then it is better to tack and sail a better course on the other side. This is sailing by the wind.

If you were pressed, say embayed, or in a race, then you would sail hard by the wind or close hauled, as we say now, pinching every bit of advantage from the wind. But if there was no pressure then you could sail more freely, that is by the wind, but not hard by it. Another old term for that is by and large.

And that's what it means in everyday life - close enough for most purposes but no strain.

Imagine you are in a car, and you are holding the string of a balloon filled with lighter-than-air gas so it is floating near the roof. The car swerves violently, and anything moveable slides to the outside of the curve. Which way does the balloon go, towards the outside or towards the inside of the curve?

JACK DIAMOND

Offshore News

The next Offshore Gathering will be on 21st October when the speaker will be Robert Scott of Scott Marine, to talk about small craft surveying, the Recreational Craft Directive (about which we should all be familiar!) and reminiscences of his time as a Marine Chief Engineer, "which should be of interest to all those who have had close encounters with larger vessels and questioned the where withal of those in charge of them".

On Tuesday, 4th November, we have the Harry Leigh Supper, when the speaker will be Jim Mercer. I have little idea of what Jim will tell us about, but I am quite certain that it will be entertaining! All are invited to this event at the club – as with all of the offshore events, the subject matter is certainly not only of interest to the offshore sailors.

On 23rd November, Dave Pratt with his Hallberg Rassy 43, Jennard of Mersey, and crew leaves Grand Canaria on the Atlantic Rally for Cruisers (ARC), destination Saint Lucia. This trip should take approximately three weeks, in time to return (by air!) for Christmas.

GRAHAM PINCH

From the beginning of this year, I kept hearing our newly promoted Vice Commodore, George, muttering about the 'Boghole'. Being a relatively recent member of the club, I assumed that George had some deep and strongly felt issue with the Gents at our clubhouse! However, I soon discovered that this preoccupation revolved around one of the WLYC traditions: dinghy sailing across to Ribble Cruising Club at Lytham, for which a trophy was presented each year, for the fastest passage from clubhouse to clubhouse, the Boghole Trophy no less.

It was George's ambition for 2003 to reinstate this tradition in some form or another. I understand that under the original arrangements, the clock started ticking with a pint of beer being consumed at one club, and the clock stopped with the consumption of another pint at the other club. The event was not conducted as a race, but as an event for individual boats, with the trophy being presented to the quickest passage of the year.

For the new event, this year it was planned to arrange a race from WLYC to RCC for dinghies from both clubs, with a conventional start line near Southport pier and a finish line at the new jetty at Lytham – retaining the tradition of a pint... or two in the bar at Lytham.

After much studying of obsolete charts, pilot books, tide tables and all of the usual hocus pocus of offshore sailing, it was decided to hold the event on the spring tide on the last Saturday in August to give

as much tide as possible over the drying heights of the Angry Brow and Horse Bank and through the hole-in-the-wall into the Ribble channel still with some flood tide left to carry us up to the RCC.

Saturday turned out to be a beautifully sunny day, as ordered by our Vice Commodore, with northerly winds, which he turned into north westerlies at just the right time, with the development of a sea breeze – to avoid the beat!

Seven dinghies assembled, according to plan at mid-day amongst the black mud and broken concrete at the end of the pier, including an Osprey from RCC and soon after, we were afloat and on our way to Lytham.

To avoid the shallows, posts, wrecks and so on, a starboard hand mark had been laid about two miles to the north-west of the start, guiding us to the Pinfold Channel. From there, a fairly quiet sail in the sunshine took us to the hole-in-the-wall which was marked by a RCC committee boat, with Blackpool Tower as our guiding star along that leg.

From here we had a pleasant broad reach to the finish at the new RCC jetty.

After all of the handicaps had been considered and the sums completed, the WLYC dinghy captain, Damian Chisholm, was declared the winner and he was presented with the old trophy in the clubhouse bar at the RCC.

The event did not attempt to resuscitate the original arrangement, as times have changed, beach contours have changed and safety requirements have changed, but we did have a thoroughly enjoyable day, we made new friends at Ribble and we

confirmed our resolve to repeat the episode next year, perhaps with a few changes as a result of our experiences. George was heard to be still muttering about bogholes, days later!

GRAHAM PINCH

24 HOUR RACE

It hardly seems a month since the 24 Hour Race! While the winds were light throughout, the racing was challenging. After 24 hours yet another nail biting finish with Bassenthwaite SC coming in first, closely followed by Bolton SC (both in GP14s); with West Lanc 'A' taking the honours as the first Enterprise and 3rd overall – well done to David Hivey and his team! Ashore for the spectators the weather was simply superb and the fireworks spectacular.

Over the last few years we have made many changes to the organisation of the event; all of which seem to have contributed to creating a competitive, yet relaxed, friendly and welcoming tone for the weekend that made the whole event so memorable; hopefully that success will encourage teams to return next year (and bring even more clubs to join us).

One visiting commodore was so impressed that he described the whole weekend as a “carnival of sailing”, while this was not a formal objective of the race it probably summarises informally the overall objective of our club in organising the event. But such success cannot come without the hard work and willing support of so many club members. To all of those volunteers who gave their time so willingly over many hours I say a big “**THANKYOU**” – this includes many who are not club members but enjoy the event so much that they return every year to help out.

Looking ahead to next year, we have now agreed the date with Southport Tourist Office as the weekend 18 /19 September 2004; we are now co-ordinating the details with the individual class associations. **ROB PICKERING**

PROUD DAD REPORTING AGAIN!



This Summer, Peter (former WLYC Cadet, Junior, & Student) won the Laser 4000 Eurochamps at Lake Garda, Italy. Since then, he has won the UK Laser 4000 National Championships at Plymouth. This follows his team (GB2) taking silver for Britain in the World

Dinghy Racing Championships in New Zealand earlier this year.

He is shortly competing in the UK Laser 5000 Championships which could make a hat-trick - or “quattrick”. So watch this space! But as he has only sailed a 5000 a few times (during the last fortnight), don't hold your breath!

TED BARTON

P.S. Peter's first Laser (at WLYC) was 'Lazerly' - nicked from his Dad!

Topper Team Racing 2003 @ Blackpool & Fleetwood

It was a cold day on Sunday 5th October when two teams from West Lancs turned out for team racing. One team consisted of Ed Thomas, Kaye Tickle, and Michelle Tickle (team number 2). The other team was Paul Nuttall, Carl Beck, and Scott Taylor (team number 6).

The day started with no wind and 6 teams in total. Each team to sail 5 heats each with two or three races over a one lap course with 4 marks, with a final heat for the first two teams constituting the final. WLYC Team 6 was first off winning their races and heat. By now the wind was moving from North to South becoming very shifty with the OD moving the marks every race. WLYC Team 2 were up next, winning both their races and heat. As the day went on the wind picked up to a very cold but steady force 3-4.

Heat 3 was the battle of the lions with both teams needing to win - WLYC against WLYC!! Race one had Ed going for the win and Shell 2nd with Kaye holding off Scott and Carl to 5th and 6th with Paul finishing 3rd and Kaye 4th Team 2 won. Race 2 the wind picked up making it very gusty. From the start Paul lead with Ed chasing him - Kaye was then in 3rd with Shell 4th, both were having a hard time keeping Scott and Carl behind them but the sisters got the upper hand, so WLYC team 2 won that race and heat. That put WLYC team 2 in joint 1st with Model Yacht Club and WLYC team 6 in joint 3rd with Blackpool and Fleetwood.

WLYC team 2 had a tough race against the Model YC, whoever won would be leading over all. The first race was very aggressive with Ed taking out one of the lads and making him do turns, Kaye sailing

one of the other boats way off course keeping him in last place. Shell was having a battle with the other guy and one of the marks but when they hit MYC refused to do turns! WLYC lost race 2. Now for the deciding race. MYC took the lead but Ed and Kaye caught up to the two lead boats, Ed hit one of them - they were on a port tack. Shell hit one of the others on a windward boat situation and Kaye got the last one on no water round the mark! Still refusing to do turns. WLYC were now protesting MYC with the O.D. witnessing the event. Decision awaited following the last heat. In the next heat the wind picked up but all you could hear was Shelly shouting YEE HARR as she was trying to brake the world speed record on water, passing Ed down wind. Giving another win for WLYC team 2.

The final was here leaving WLYC team 2 against MYC. The protest was cancelled, both teams were warned that any penalties not carried out would be automatic disqualification and out the race. Shell had to step down from this heat as her knee could no longer hold out. Paul came to the rescue with the O.D. and MYC agreeing to the swap. WLYC won the first race. Race 2 and MYC got away with Kaye getting one of them at the first mark making them do a turn, at the last mark MYC lead boat capsized and their 2nd boat sailed into the back of it. WLYC team 2 won the race and the heat making them the over all winners with MYC 2nd, and WLYC team 6 3rd. Well done to Ed, Kaye, Michelle, Paul, Carl and Scott. With a special thanks to the West Lancs Supporters Club who were well and truly frozen but elated. **JAYNE TICKLE**

CALLING ALL JUNIORS

The season is nearing a close and unless juniors want to take up mud wrestling in our empty lake, we'll have to travel to enjoy any sort of sailing over the winter months. Some Juniors have training sorted out through various squads up and down the country, however many may still be wondering what to do over these cold months. Some of the best winter events in the northwest are at Leigh & Lowton SC. Following a pursuit race on Sun 2 November; the 8 race Revett series starts at LLSC on Sun 9th November; for more info phone: 01942 673169 or see www.llsc.org.uk

Over the past couple of weeks the Juniors have been very busy representing our club:

With the emptying of the Marine Lake the foreshortened WLYC junior sailing season was concluded with the Lloyd Hayes Trophy on 27 Sep. With 62 dinghies competing in 2 fleets (28 Oppies and 34 Handicap) it was the best supported open meeting at the club this season. With the wind remaining light throughout the day, starting as North Easterlies and veering to eventually West F1-2, the

event was challenging for both the sailors and the OoD! No doubt the club's Oppie group will include this event in their own report. As regards the Handicap fleet WLYC swept the board of prizes: 1st Mike Pickering & Jamie Dick in an Enterprise, 2nd Greg Marshall in a Laser Radial, 3rd Paul Nuttall & Charles Bower in a GP14, plus 1st

U14 helm Carl Beck in a Laser. A number of WLYC Juniors also sailed at Southport SC for the "Syd Boots Trophy" for the last event in the RYA Junior Travellers; after a controversial series of 3 races David Reaser did well coming 2nd sailing his Laser.



More recently 6 members took part in the Blackpool and Fleetwood YC Team racing event. Paul Nuttall, Carl Beck and Scot Taylor just missed out in the finals finishing 3rd overall; however, Kaye Tickle, Michelle Tickle and Ed Thomas won every round to give them a clear 1st place.

Well done everyone for representing the club so well

Mike Pickering, Junior Captain

What is it really like to fall in?

0 mins 00 Seconds: Flying the kite, good boat speed. Doing foredeck duties all's fine. Hit wave. Backwards pike dive off the boat.

00 mins 02 Seconds: Enter water headfirst.

00 mins 10 Seconds: Float to surface.

00 mins 30 Seconds: Breathable boots and waterproof gear fill with water. Sink under the water. Find pull cord on life jacket. Only half the Velcro fastenings part but I floated back to surface. Now my hands arms and legs are getting cold.

01 mins 00 Seconds: Eyes focus from salt water and see the racing fleet coming towards me, spinnakers flying. Can they see me in the water?

02 mins 30 seconds: I can see *X-treme* shedding kite and turning back for me. It is amazing how far down river she seems. I am now feeling very, very cold. Both arms and legs are shaking beyond control and I am having great difficulty keeping my head above the small choppy waves. I start to swallow water whilst trying to breathe

04 mins 30 Seconds: Another yacht in the race fleet tried to get to me but went past too fast to be able to assist. I'm very grateful for their attempt.

08 mins 00 Seconds I cannot use my arms or legs and the shaking has stopped. *X-treme* is now getting close under full engine power and against the tide.

10mins 15 Seconds I am alongside the boat. The crew grabbed me - nearly safe. Having no crotch strap on my life jacket now causes a problem. Two strong lads are holding on to me but I am too heavy to lift with all the water in my clothing. The problem is there's not much else but life jacket to hold me with. The more they tried to pull the more the chance the life jacket will come off over my head. A life jacket only half out of the Velcro would be better than none if I had slipped back in. If I had gone back into water at this stage without a jacket I would not be typing this report.

12 mins 30 Seconds The main halyard is under my armpits and I am winched on board. It is now that central heating on yachts would be very handy.

13 mins 00 Seconds I am carried down below and taken out of wet gear; I couldn't do this myself.

22 mins 30 Seconds With every bit of dry cloth wrapped around me I start to shake again. I still could not use my hands and feet. Progress was at last being made at getting warmer.

LESSONS I HAVE LEARNED

1 Every person who sails on my yacht will wear a lifejacket

2 After sinking quickly, I had to find the toggle whilst under water. If I had banged my head or arms whilst falling overboard and been unable to help myself, I would have drowned. I will get an automatic life jacket.

3 Although I have purchased a new life jacket every two years and examine the gas bottle every six months, I've never taken the inflatable part out. I have relied on the fact that the manufacturer's design would allow it to fully open when needed. I will open the Velcro often on the next one to ensure it will open, if there is a next time.

4 There has to be crotch straps to enable you to be lifted to safety.

5 There will be silver foil and woollen blankets kept on board even when racing around the cans. I cannot afford the central heating.

One last thing, even in summer the River Mersey is still very cold. After two or three minutes your ability to swim rapidly diminishes, and I am a very strong swimmer. I hope this article helps.

John Nuttall Liverpool Yacht Club (reprint of an article in the Spring edition of "Grapevine")

COMMODORE



New Members

Andrew and Joanna Ashton

East Lane,
Ince Blundell,
Liverpool, L29 3EA

Shaun Kemp

Claughton Avenue,
Clayton-le-Woods,
Leyland, PR25 5TJ

Neil, Kelly and Scott Campbell

Lesley Road,
Southport,
PR8 6AZ

David Mackarel

Victoria Park avenue,
Leyland,
PR25 1UG

Alex Halliwell

(re-joining)
St Georges Road,
Formby, L37 3HH



SNOOKER AND BILLIARDS HANDICAP

ENTRY IS NOW OPEN
(New comers welcome)



To enter either (or both) of above, just write your name on the entry list on the snooker room door and pay the steward the entrance fee of £2.00 per competition.



The competitions will culminate in the spring in a **GRAND FINAL NIGHT** a special occasion involving prize giving and a celebration supper.

REG SAYER
SNOOKER/BILLIARDS CO-ORDINATOR



Dates For your Diary

October

Tue	21st	Offshore Gathering	20.00
Sun	26th	British Summer Time Ends	

November

Sat	1st	Monkhouse Cup	14.30
Sat	1st	Monkhouse Supper	19.30
Tue	4th	Harry Leigh Supper	19.30
Sat	29th	Prizegiving	19.30

December

Tue	2nd	Offshore Christmas Drinks	20.30
Sat	6th	Children's Christmas Party	15.30
Sat	13th	Adults Christmas Party	19.30
Mon	15th	Annual General Meeting	20.30
Wed	31st	New Years Eve Ball	19.30

2004

January

Tues	6th	Offshore Gathering	20:30
Sat	24th	Burns Night Supper	19:30

Copy date: Thursday 20th November 2003