

Liverpool Sailing Club Newsletter

Editors
Chris Wall &
Phil Gambrill

LSC RYA TRAINING CENTRE

Good News!

After many hours of compiling documents and preparing everything, LSC passed the initial inspection to become a RYA Training centre. We are now just waiting for the official approval from RYA headquarters.

Thanks to all who have helped to get this far, especially Paul Daniels who has spent hours on paperwork. We also need to thank several organizations and sailing clubs who gave us documents and files to use as templates and adapt for our use.

Initially we will be approved to run RYA Powerboat Levels 1 & 2, and RYA Safety boat. But this will eventually be extended to include din-

ghy training. Once we start 'operations' the next step will be to gain approval to run all the RYA shore based courses.

Our intention is to offer all courses to members only at a heavily dis-



counted rate compared to other training centres, so if a non-member wants to go on one of our courses they will have to join first. This system works very well at other sailing clubs and is a

great way of boosting membership.

Several members have asked to be trained already and if you are interested in joining a course please contact me. I can only train 3 members per course in Powerboat levels 1 & 2, so get your name on waiting list asap.

One other benefit of the Training Centre status is a generous discount on items from the RYA shop. If you are going to order anything from the RYA contact me first to see what price LSC can get it for.

Watch out for the RYA logo on our stationary and the flag flying from the club soon.

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Boat Park

We still have a few boats in the compound which the boat park fees are due on and we are having trouble linking them to a member. If you haven't paid your boat park fees this year one of these could be yours—please contact Graham Bate urgently. Eventually we will have to assume they have been abandoned and make arrangements to dispose of them. Details of unknown boats will be published soon.

SB1 IN REAL RESCUE

On 20th April we launched the new RIB SB1 to give it a test run. Conditions were rough but ideal for testing the boat to the limits. Oliver Shaw, John LeGuen, Jim List & me (Phil), were aboard and we took the boat out through the Garston Channel and

then over to the Eastham Channel. As we approached the pub near the ship canal entrance (The ferry Inn I think) we were shouted from the shore and pointed to a casualty lying on the rocks below the sea wall. Oliver & John went ashore to administer

first aid to the gent, who had actually jumped off the wall to the rocks on purpose, while Jim & I stood off in the boat. The Fire Service rib later attended with shore based Coast Guard units and of course ambulances. We were stood down by the Coast

Guard control after a couple of hours and had an interesting run back to the club and recovery in the dark. I'm pleased to report the boat did everything asked of it. No news of the casualty except he was taken to hospital. Oliver was quick of the mark when we returned and got the story in the next days papers!

MAYDAY !!

I have recently been in correspondence with the RNLI concerning two services to yachts in gale conditions; one required a tow because after 18 hours she was running low on fuel, and the other had suffered an engine breakdown. But these were sailing yachts, for goodness sake; the engine is only an auxiliary!! No damage to rigs, neither taking in water, no danger of sinking. So why lifeboat? Why not hoist heavily reefed sail, and then sail to safety?

Points arising:

1. All but very smallest yachts are normally better under (heavily reduced) sail in a gale than under power; go to windward, unless a reach will take her into shelter of a large

headland.

2. Nobody wants a skipper to delay calling Mayday if there is real danger.

3. RNLI advise that if a vessel calls Mayday, Coastguard has no option but to request lifeboat, etc.

4. That puts immense duty on skipper not to call Mayday unless danger is grave and imminent.

5. PAN PAN calls are very under-used. That will enable skipper to discuss problem with Coastguard, receive advice and whatever help is needed, without automatically triggering a lifeboat launch when not actually needed.

Oliver

FACEBOOK

FOR ALL THE LATEST CHAT, PHOTOS AND NEWS, WHY NOT VISIT THE LIVERPOOL SAILING CLUB FACEBOOK PAGE. IT IS RUN BY KEV QUINN & JOHN LEGUEN AND IS OPEN TO ALL TO BROWSE AND JOIN.

LIMITATIONS OF GPS

GPS is an excellent aid to navigation, and in recent years the official stance of the RYA has changed so as to recommend that this is now the primary system, with traditional (non-electronic) navigation as the backup. Nonetheless it has its limitations, and the advice of both the RYA and the RNLI has consistently been (and remains) that one should ALWAYS back this up with checks by other means; keeping the log up to date, plotting on the chart, visual fixes, log readings, depth sounder checks, etc.

One of the limitations of GPS was highlighted recently by the preliminary report into the Flinders Islet disaster (Google this) (offshore yacht

race, yacht hit rocks near the Islet, sank, two fatalities), which blames intrinsic errors in GPS chart plotters and electronic charts as a likely cause. Even if the GPS itself is accurate to the last second, the chart plotters and the electronic charts are not; in the worst cases the error can be as much as 5 miles, but even in well charted areas GPS should not be used as the only means of navigation in close-quarters situations.

Additionally, warning was given last autumn that the US Air Force is seriously in arrears with the programme of replacing ageing satellites, and that it will take them some years to catch up. In the meantime it is thought very likely that over the next few

years some satellites will fail before they can be replaced. This is likely to result in periods when the coverage is unreliable.

GPS can also become entirely unavailable for a number of other reasons: handheld set fallen in the bilge (or overboard), flat batteries, antenna failure, satellite malfunction, lightning strike (doesn't need to be an actual hit - merely somewhere near is sufficient).

Oliver

SECURITY

The lighter evenings are here and soon the schools will be on holiday. There will obviously be some interest shown in the club by our local 'scallies'. Please don't leave anything on board your boats in the compound that can easily be carried. Although we have got away lightly so far with only minor losses from the compound (it won't be considered minor by the actual boat owners!) we still have to be aware that if they can carry it and sell it they will take it. I would suggest that you put a notice onboard somewhere to say everything of value has been removed and hope that any would be thief can actually read.

Also, please lock the main barrier in Blackburne Street after you, even if you find it open; lock the gates behind you when you go into our compound and also lock the slipway gates after you while you are on the water. Don't leave your car and trailer on the slipway (no one should do this anyway). Put them back in the car park behind the locked gates.

SOCIAL EVENTS

We have had some great evenings so far this year, bands, meals, race nights and quizzes. We have even had a 'longest day' party and BBQ this month which was a great success. Still to come this year

JULY 17th. **RNLI DAY.** BBQ. Tombola, Raffle etc. Adults £5 children under 10 and adults over 100 half price. Pay on the day. All profits to RNLI 1.30pm 'til late.

SEPTEMBER 18th. **BARN DANCE.** Back by popular demand. You don't have to be able to dance because you get told how to barn dance on the night! Hotpot supper. Tickets £10

OCTOBER 16th. **QUIZ NIGHT.** Join us for a fun quiz night. Do it yourself buffet. Please bring a plate of food each to go on the buffet! (Do not spend more than £2 per plate). Free admission. Raffle.

NOVEMBER 6th. **BONFIRE NIGHT PARTY.** Come and join us for a party. Bring some fire-works along and we will set them off in the display. Food available on the night (nominal charge to cover food costs payable on the night).

NOVEMBER 20TH. **END OF SEASON DINNER DANCE.** A 3 course meal followed by TOP CLASS ENTERTAINMENT provided by The Hotfoot Jazz Trio. 7pm for 7.30pm meal. End time—whenever!! During a break in the entertainment there will be the LSC Power Section Prize Giving. Book Early over 20 places booked already. Tickets £20 each. Dress Lounge suit/club blazer.

December 5th. (SUNDAY) **CHRISTMAS LUNCH.** Details to be confirmed but it will be in the afternoon

DECEMBER ??th. **CAROL EVENING.** Details to be confirmed

Refreshments- Boat wash & Odds & Sods.

AS you know there is a section of the galley where members can make their own drinks and heat up food in the microwave. Until now all the tea, coffee, milk and sugar has been provided free by the club. Due to the increased numbers of members using the club the costs have escalated and we are going to introduce a small charge of 20p per drink. This will be run with the 'honesty box' in the kitchen. Of course if there is a work party on drinks will be paid for from club funds.

ALSO, the club is a lot busier now and our water bills are increasing dramatically, we appreciate that everyone wants to wash their boat down after a trip out, but please stop using the hose in the boat store which is metered water and start using the tap in the outside toilet/shower which is moat water. It is pressurised and the hose will be in there to use.

If you have been to the club recently you will know that some work has been done on the access road. More will be done soon. Roger is currently

working on the project for major improvements.

WANTED— We need a small chest freezer and before we spend club funds buying one we thought we would ask if anyone has one that is not needed and they want to give to the club. Collection can be arranged—ring Phil on 01695-732333

We are in the process of dismantling the snooker table to give us more room upstairs. We will store it and will consider putting it up again if there is ever a demand for it.

And there's more!

Youth Afloat, the organisation for our teens, have taken over one of the containers and now have most of the equipment and kit there ready for use. If you have kids between 13 and 19 why not contact Chris Wall and get them involved.

There is a meeting for parents of younger kids this week to see what they want from LSC and what we can provide. Details in next newsletter.

Membership. Our membership continues to grow, but the rate seems to have slowed down recently. New leaflets are being worked on now and once they are printed why not keep a few in your car (or boat) and if you see a boat on a drive post one through. Spread the word!

Events on the water are scheduled continuously during the next few months. Please refer to your diary and try to join in. And while on the subject of the diaries, some of you who are

family members got charged an excess by Royal Mail, please accept my apologies for this, I'll make sure it doesn't happen next time.

FOR SALE/WANTED—In the last edition an engine was offered for sale by Graham Bate and it sold within a day.

This section works—feel free to use it!

Just email me or ring with the details and I will do the rest.

CONTACTS

Phil Gambrell 01695-732333 or lscsecretary@hotmail.com

Chris Wall chris_wall90@hotmail.co.uk

Oliver Shaw oliver_shaw@btinternet.com

Graham Bate G.Bate@ellanet.co.uk

www.liverpoolsailingclub.org.

<http://groups.yahoo.com/group/liverpoolsailingclub/>

POWERBOATS ANGLESEY WEEKEND

June saw the latest LSC Powerboat Anglesey weekend. Most of us travelled down on the Friday and as we had missed the tide got everything ready for the Saturday Launch. We launched and stored at ABC Marine in Gallows Point, £25 for the whole weekend. We had great days out Saturday, Sunday and Monday. The weather was kind to us Saturday and Monday but wet on the Sunday. Nigel France and Steve Barlow were giving their new boats proper shake downs and really got to know them, and Graham Bate & John got some real speed out of their new engine. One point to note, there is a 5 knot speed limit all around Port Dinorwic which extends right across the Straights not just by the shores. Exceed this and you will be pulled by the harbour master.

Ken Johnson joined us in an inflatable on Sunday and went high speed in my boat on the Monday.

Six boats went this year—why not

think about joining us next year!



And when not on the water some serious discussions on boating!!!



AND FINALLY

Fred 'The weather man' Talbot was at the club recently to make a film for Peel holdings about energy schemes planned for the river. He filmed on SB1 and in and around the club, and filmed an interview with Tom while afloat. After filming he joined us on the balcony for lunch.

