

Yeadon Sailing Club

Spring 2019

Ahoy!



RYA
Champion Club

www.yeadonsailingclub.co.uk

t : @yeadonsailing

f : @yeadonsailingclub

Charity Registration No. 1169182

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Rear Comm's Comments

Looking forward to 2019 being a good 91st year for Yeadon Sailing Club.

Last year as Commodore I have seen both new and existing club members together. The enjoyment of sailing bonds us and the sense of achievement is evident in those coming off the water for the first time and those winning Series or Trophy races.



We will celebrate Sailing in May Open day - Commodore weekend in July - a fantastic fun weekend with an evening sail and barbecue - and Bart's Bash in September raising money for charity.

We hold Trophy sailing and Open Meetings with visiting sailors, day trophies to encourage the less experienced racers and series racing. The Come & Try sessions every Tuesday is busy. Introducing people to sailing by club volunteers. Our regular Come & Try sessions happen on a Tuesday and we welcome new members participate in the clubs other sailing activities.

We are part of the local community and engage with many of the families walking round the Tarn. Our commitment to keeping the Tarn clean is helped by the selling of duck food which the local visitors now look for.

This year watch our social media posts to promote club activities. We now have an active Facebook page, new website and Instagram. Webcollect allows for ease of membership payments and provides the opportunity for the Membership Secretary to keep members updated with all of the clubs' activities.

Many of the duties are now shared across the membership, which shows the commitment to maintain the clubs activities and make the most of the talents of our membership.

We have a great team. Its a privilege to have my name on the board and I look forward to handing the title onto the next person.....and getting back on the water!

Sarah Cooke
Rear Commodore

WOW! big changes at the Clubhouse

By the time most Club members see this, it'll be finished, with a roof over a ramp and over the door - for new members starting this season, they won't know it was ever any different!



Club Matters

Prize winners 2018

Trophy Race winners

Bart's Bash

Laying Up Supper

AGM

Dates for 2019

Training 2019

Dinghy Park

New National 12 Fleet Captain

PRIZEWINNERS 2019—congratulations to all

WEDNESDAY SERIES

Overall

- 1st Richard Barker
- 2nd John Horton
- 3rd Phil Graham

Laser

- 1st Richard Barker
- 2nd Phil Graham

Solo

- 1st Tony Langley

Topper

- 1st John Horton
- 2nd Patrick Gaunt



SATURDAY SERIES

Overall

- 1st Andrew Cowling
- 2nd Dennis and Jo Beard
- 3rd Tony Langley

Laser

- 1st Andrew Cowling
- 2nd David Statman
- 3rd Phil Graham

Solo

- 1st Tony Langley

Streaker

- 1st Graham Dyer
- 2nd Chris Sowerbutts

Topper

- 1st Richard Birmingham



SUNDAY SERIES

Overall

- 1st David Statman
- 2nd Dennis Beard
- 3rd Tony Langley

Laser

- 1st David Statman
- 2nd Phil Graham
- 3rd Richard Earnshaw

Solo

- 1st Tony Langley

Streaker

- 1st Graham Dyer
- 2nd Chris Sowerbutts

Topper

- 1st Richard Birmingham



FROSTBITE

- 1st David Statman
Laser

- 2nd Graham Dyer
Solo

- 3rd Phil Graham
Laser



Midnight Race

Jo and Harriet Lee

Topper Top Hat Trophy

Nick Mannix

Commodore's Race

1st Andrew Cowling

2nd Phil Graham

3rd Gail Kay

New Years Day Race

1st Andrew Cowling

2nd Dennis Beard / Jo Beard

3rd David Statman



PRIZEWINNERS - 2018 TROPHY RACES

SECRETARY'S TROPHY

- 1st Tony Langley / Solo 4406
- 2nd Phil Graham / Laser 180421

TANKARD TROPHY

- 1st Andrew Cowling / Laser 191297
- 2nd Phil Graham / Laser 180421

JND LONG TROPHY

- 1st Luke Cowling / Laser
- 2nd Graham Dyer / Streaker 1884
- 3rd David Statman / Laser 193655

FW LEEKS TROPHY

- 1st Andrew Cowling / Laser 191297
- 2nd Tony Langley / Solo 4406
- 3rd Phil Graham / Laser 180421

OUTHWAITE CUP

- 1st Dennis & Jo Beard /Enterprise 1909
- 2nd Martin Ashby / Laser
- 3rd Andy Baines / Laser

DOBSON TROPHY

- 1st Andrew Cowling / Laser 191297
- 2nd Dennis & Jo Beard / Enterprise
- 3rd Tony Langley / Solo 4406

THORNTON TROPHY

- 1st Tony Langley / Solo
- 2nd John Horton / Topper
- 3rd Phil Graham / Laser 180421

WILKINSON TROPHY

- 1st Graham Dyer / Streaker 1884
- 2nd Patrick Gaunt / Topper
- 3rd David Statman / Laser 193655



BART'S BASH 2018 "WHEN THE WORLD GOES SAILING TOGETHER"

1st

Luke Cowling / Laser

2nd

Howard Chadwick & Helen Nicholson /
N12

3rd

Tony Dufton / Heron/Single Heron



Yeadon Sailors at Bart's Bash were among literally thousands sailing across the world, from Olympians to beginners.

Across the world over
£366,000 was raised

I haven't been able to find out how many
sailors/boats took part

More details at
[https://www.bartsbash.com/
bashboard?year=2018](https://www.bartsbash.com/bashboard?year=2018)

Here's a few of the other competitors



NEW YEAR'S DAY SAIL



A lot of boats on the water on New Year's Day.

It looks fabulously sunny, but the colour of the water is an indication of how cold it must have been.



Congratulations to all who sailed

THE LAYING UP SUPPER AND PRIZE WINNERS

With poems and drawings, the Laying Up Supper was quite a cultural event—we still all enjoyed fish n' chips as well!

The Sailing Captains

After going out in a laser
I decided to invest in a
Tazer
For Andrew Cowling went by
in the flash of an eye
and won all the cups for all
the days-er

The Cheaters

Roses are red,
Violets are blue,
I'm in a laser,
Bye bye you

The Team with No Name

Sailing is fun when its
windy
Sailing is not when its
not
The people at Yeadon
are friendly,
And we all like going
there a lot

The Dream Team

I got the topper,
But I came a cropper
This is our yarn,
Upon the tarn

The Winning Team

The boat capsized and I got wet,
I went under the water, a fish I met,
He showed me the wonders of Yeadon
Tarn
Shopping trolleys, crayfish and
fishing yarn

The Goodies

I once sailed in a dinghy on Yeadon Tarn
That had been laid up in a farmyard-
barn
Despite its age and many faults
We won some trophies and gained
whiskey malts.

To all Committee Members

a lot of work goes into
organising the
Laying Up Supper,
both in advance
and on the night



every year,
there's something different;
every year
it's great fun

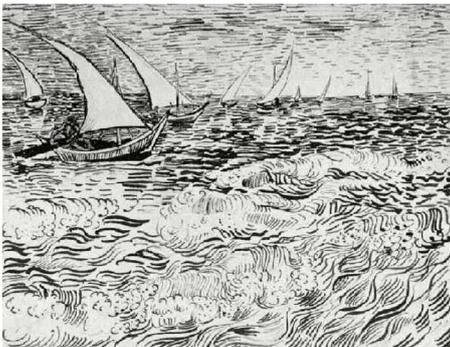
THE LAYING UP SUPPER - the winning drawing

Of all the drawings submitted at the Laying Up Supper, the judges felt that Stan Day's most poignantly represented the initial confusion of a beginner sailor, the joy being on the water on a sunny day with the sails well set, and water lapping at the hull—thereby referencing both visual and sound references.



The judges felt there were distinct influences from of van Gogh, Manrique, and, of course, Pollock, while moving towards a very particular and contemporary style of his own.

Congratulations, Stan, on winning the first art competition from Yeadon Sailing Club.



Vincent van Gogh
A Fishing Boat At Sea,

Cesar Manrique
Las Palomas



Jackson Pollock
Number 28

AGM - who's who and what's what

The following people were voted onto the Committee at the AGM on March 7

Commodore	vacant
Vice Commodore	vacant
Rear Commodore	Sarah Cooke
Secretary	vacant
Membership Secretary	Bryan Haddington
Treasurer	Louise Harding
Sailing Secretary	Martin Ashby
Boatswain	Paul Bradley
Sailing Coach	Andrew Cowling
Child Protection Officer	Andy Baines
Committee Members	Tony Langley, Barbara Pickard Stephen Naylor Richard Birmingham



The following people were ratified/voted in as Board members

Dennis Beard	Chair
Louise Harding	Board
Mike Pickard	
Sarah Cooke	
Neil McInnes	



Membership fees

The following fees were agreed at the AGM

	Proposed £	Current £	Increase %
Joining fee	40	40	0%
Single	95	90	6%
Family	130	125	4%
Junior	30	30	0%
Student	45	45	0%
Associate	30	30	0%
Dinghy Park—Adult	100	95	6%
Dinghy Park—Junior	30	30	0%

Dates for 2019



Open Day

May 11

a day when we open the Club to people who want to come and try sailing.



Bart's Bash

14-15b Sept (tbc)

the biggest sailing race in the world



COMMODORE'S WEEKEND

6-7 July

a weekend of fun, on and in the water. Sailing games and races, including the raft race and the Midnight Race. A really great weekend!

Training 2018—similar pattern to 2018 (if it ain't broke ...)

DATES

9 April Kickstart

Members from last year's training programme who want to remind themselves of the ropes (no pub intended!)

16 April—9 July Come & Try

5 week rolling programmes leading into beginners and intermediate training - the last Come & Try is 11 June to get in the full 5 week programme before the end of the season

9 July—13 August—practice, practice, practice

The Training team is still looking at Saturday late morning training—more details on the website when finalised



Andrew is sending round a Doodle Poll so people can sign up for the weeks they are available.



THE TRAINING TEAM

Come and Try	Oscar / Paul
Beginners	John —Adult Tim—Juniors
Safety / Training boat	Brian / Jakob
On shore team	Too many to mention

CLUB BOATS AT YSC / TRAINING USE

Wanderer	Oscar / Paul—Come & Trys
3 Toppers	Tim - beginners / Juniors
3 Picos	John - beginners / adults#
4 Herons	John
4 Lasers	John



DINGHY PARK (sorry this is so tiny, but it was the only way to get it on the page)

Gate to jetty and ramp

ROW 1		ROW 2	ROW 3		ROW 4	ROW 5		ROW 6
STREAKER 1884 Graham Dyer	A	CLUB SAFETY BOAT	N12 Tony Dufton	A	N12 2266 Howard Chadwick		A	
SOLO 4406 Tony Langley	B			B	N12 3347 Andrew Cowling	MIRACLE 307 Kevin Holland	B	
LASER 180421 Phil Graham	C	TOPPER 36492 Gail Kaye	ENTERPRISE 0 Tom Walker	C	N12 3216 Neil McInnes		C	
TOPPER Mike Pickard	D	LASER 134595 Paul Bradley		D	N12 3334 Andrew Cowling	STREAKER 1470 Sean Baslow	D	
LASER 141218 Laura Beardsmore	E	ENTERPRISE 1909 Dennis Beard	TOPPER 19122 Nick Mannix	E		ENT 14836 Scott Pinder	E	N12 2951 Patrick Gaunt
GP14 3274 Jeffrey White	F	HERON 10070 Dennis Beard	BYTE 498 Nick Mannix	F		TOPPER 37355 Mick Rothwell	F	MIRROR 2851 Jeffrey White
HERON Barbara Pickard	G	HERON 7741 Ro and Susan	LARK 2416 Rudi Spence	G			G	
LASER PICO 4646 Sarah Cookes	H	GP14 3874 Jeffrey White	HERON 7508 Jeffrey West	H			H	MIRROR 39978 Alison Lansbury
LASER 147045 Sarah Cookes	I	LASER 166406 Mick Bower	MIRACLE 2509 Bob Dootson	I			I	
HERON?	J			J	LASER 30532 Andy Baines		J	TOPPER 22237 John Horton
	K	LASER 133259 Ray Darwent	STREAKER 1367 Jackie Frlend	K	RS FEVA 2611 Elizabeth Would		K	LASER Paul Beal
LASER 193655 David Statman	L	LASER 3435 Richard Earnshaw	TOPAZ 0 Guillame Jamen	L	LASER 2 5732 Adam-Peter Gair		L	SOLO 3654 Ian Jones
HERON 10335 Trish Atkinson/ Louise Harding	M		TOPAZ 4611 Steve Fox	M			M	LASER 179661 Ben Kelly
	N	ENT 12831 Victoria Robinson		N			N	GP14 54123 Mick Rothwell
	O	TOPPER 23486 Craig Brown (J)	MIRACLE 1005 Nick Mannix	O		TOPPER 33316 Danny Wright	O	HERON 222 Martyn Smith
	P	Jakob	LASER 131945 Richard Barker	P	MIRROR 33143 Jon Wheble	TOPPER 18572 Martin Ashby	P	CLUB OPTIMIST
	Q	SOLO Richard Birmingham	STREAKER 1566 Chris Sowerbutts	Q	MIRACLE 0 Mark Yeadon	CLUB PICO	Q	CLUB ENTERPRISE
TOPPER 43308 Richard Birmingham	R	TOPPER 24327 Paul Metcalfe	LASER 187497 Andrew Cowling	R		CLUB HERON	R	CLUB HERON
LASER 179648 Martin Ashby	S		LASER 191297 Andrew Cowling	S		CLUB HERON	S	CLUB TOPPER
Bryan Haddington	T	LASER 61199 Andy Baines		T	LASER 152568 Tim Burnett	CLUB PICO	T	CLUB TOPPER
	U		RS200 760 Andrew Cowling	U	CLUB LASER	CLUB PICO	U	CLUB TOPPER
						CLUB WANDERER		

This plan of the Dinghy Park, showing which boat is where. It's accurate (I think) at time of going to print with this edition of Ahoy.

There'll be a copy of it in the Clubhouse.

If you move your boat, or get a new one, please tell me, or write the type of boat/ sail number

If you bring in a boat while I'm not around, please check this plan and put your boat in one of the empty spaces on Rows 1 or 2, then let me know.

Brian Haddington, the Membership Secretary also needs to know so he can tie it in with the Webcollect membership system.

Therefore, if you bring a boat in, or move your boat, please email both

Glenis

glenbur@gmail.com and

Brian

b_haddington@hotmail.com



NEW NATIONAL TWELVE FLEET CAPTAIN



Hi all, I am the new N12 class captain, and first I would like to thank Howard Chadwick, who has now stood down from the role. Over the years he has done an excellent job keeping the class going at the Club and has done a lot to introduce many to the class. Well done. Howard. Hope to see you on the Tarn in 2019.

At present I am doing various jobs on the National 12 and the Heron. Hopefully I won't get them mixed up! It is so easy to start, and I'm beginning to wonder what I have taken on, but enjoying messing about in the garage all the same. New thwart, bouncy bag covers and control line layout is coming along.....steadily. All part of the Twelve fun! I know, Andrew, your



boat came with a Thwart. The buoyancy test should be interesting and, yes, it will have the buoyancy bags fitted before I set sail.

For those new to sailing the National 12 has much to offer - it is probably the best value boat around, and with some selling for very little (sometimes free), it's well worth considering. If anyone would like to have a go at sailing a National 12 either as crew or helm, please let me

know and I will be very happy to take you out. It would be great to see some juniors having a go.

I think I'm right in saying that the National 12 is the oldest class at Yeadon Sailing Club, yet as the class constantly updates its designs, it could also be called the newest. For more information on race venues and dates, plus boats for sale, history and much more please visit National12.org. Also, have look at the Clubhouse notice board.

I am intending on doing the Ripon/Yeadon weekend and the South Windermere Open Meetings, if any other Twelve sailors fancy it?

Lastly, see you on the water.

Tony Dufton.
N 12 3283.

'White boat man'.

Congratulations!

Neil MacInnes achieved 2nd place at Solway Yacht Club in the Scottish Championships— part of the Gul series.

Anne Stewart from the Yacht Club crewed. Anne is the Club's Flying Fifteen Champion.





An ex-Commodore makes us all jealous!

What's in a name?

Ships of the Desert

A bit of this and a bit of that

AN EX-COMMODORE MAKES US ALL JEALOUS!

Bob Dootson was Commodore at YSC in 201?- ?.

So what has he done since? Read on ...

From the first day sailing on the Tarn, to gaining my dinghy instructors qualification and finally to achieve my long planned dream of Commercial Skipper and freelance Cruising Instructor, the last 5 years have indeed been very busy and full of new challenges.



I now run my own UK based RYA recognized training center for shore-based navigation courses, Windward Training (windwardtraining.com) and work as a free-lance Cruising Instructor delivering RYA Day Skipper and Competent Crew courses in Spain, Portugal and Lanzarote.



These photos are from last season in Portugal with Faro Sailing School, both boats are a bit bigger than what we normally see on the Tarn at over 40ft long, but they still sail like a big dinghy !

Unfortunately all this activity abroad means I have very little time to sail at YSC, and have therefore sold my Miracle dinghy. However I do hope to get on the water again soon, albeit on one of the club boats, those recently acquired Heron's Ratty and Mole look like fun



What's in a name?

So why is there a photograph of Big Ben in the Yeadon Sailing Club twice yearly newsletter? Read on...

Big Ben is one of the most famous landmarks in the world.

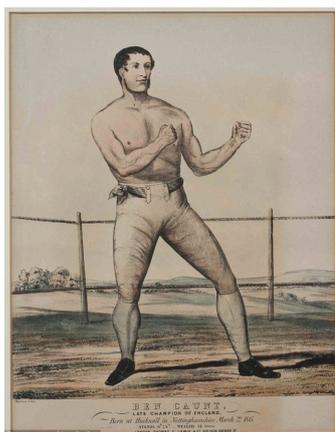
Officially "Big Ben" refers to the huge 13 ton Great Bell located at the top of the 320-foot-high tower.

Now, has anyone in YSC asked why Big Ben is called Big Ben? It could be for one of two reasons. Read on...

It may be named after Sir Benjamin Hall, First Commissioner of Works, a tall, pompous man, who so bored everyone rigid in a parliamentary debate with the account of the installation of Big Ben that, to shut him up, someone suggested the clock was named after him. *(this is not recorded in Hansard, but it's a good story!)*



Or, it could be named after Benjamin Caunt (1815–61), born at Hucknall Torkard in Nottinghamshire, 19th-century English bare-knuckle boxer who became the heavyweight boxing champion known as the "Torkard Giant" and "Big Ben" (not a surprise given he weighed in at 17 st.).



Now, some of you will remember a former YSC Commodore and ace sailor, Alan Caunt, and I just wondered if Alan had ever mentioned having a bare-knuckle boxing ancestor from Hucknall Torkard. Which is why a photograph of Big Ben is in the YSC newsletter.



Quick Facts about Big Ben

Big Ben is the world's largest four-faced chiming clock

The clock became operational on 7th September 1859

the bell is 2.1 m high, has a diameter of 2.7m and weighs 13.7 tonnes

The pendulum is 3.9m long, weighs 300kg and beats once every 2 seconds

each clock face is 7m diameter; the hour hands are 2.75m long; the minute hands are 4.27m long; weigh 100kg, (including counterweights), and travel a distance equalling 190 kilometres

each clock face contains 312 panes of glass, making a total of 1,248 pieces of glass.

Until renovations started, Big Ben chimed every 15 minutes and could be heard for a radius of over 8 km

At the base of each clock face is a Latin inscription, in gilt letters, which reads - "Domine salvam fac Reginam nostrum Victoriam Primam"

("O Lord, keep safe our Queen Victoria the First")

A light in the clock tower tells when the House of Commons is in session.

FLOTSAM AND JETSAM - ships of the desert

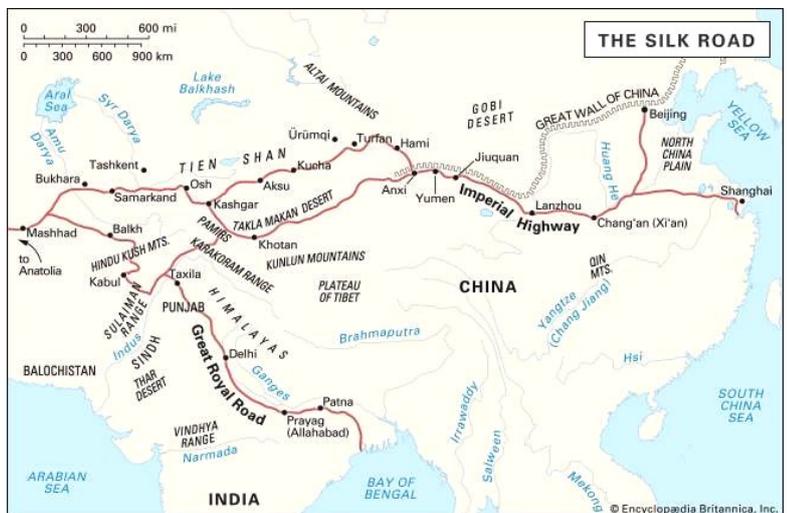


Did you know that minarets in cities on the Silk Road doubled as lighthouses? Not only were (and still are) they used for calls to prayer, but at night, fires would be lit on the top to guide camel trains (caravans) to the safety of the city from the vast expanses of the desert. Around the coasts, lighthouses warn people of danger, in the desert, they guide people to safety.

Which made me ask all sorts of questions about how camel trains actually worked.

What was / is the Silk Road? a loose network of Central Asian trade routes that made up the most dangerous, exotic and economically valuable over-

land passages in the ancient and medieval worlds. It is some 4,600 miles long and takes at least half a year to traverse. It passes through regions whose temperatures range from -50 to more than 120 degrees Fahrenheit. In ancient times (as in our own) weapon-wielding robbers ambushed travellers, and tribal armies clashed over shifting frontiers.



And the point of it all was to trade the products of human invention, cultivation and belief: the luxuries of spices and silk, the pleasures of music and the arts, the convictions of religion and science, manuscripts, pottery, and, vitally, ideas, languages, thoughts and education in a world of daunting obstacles.

How many camels were in a caravan? 5-12 (up to 150) camels were roped together head to tail. A typical caravan needed at least two camels per person — one to carry the person and one to carry supplies — in addition to the camels carrying whatever goods were being transported. Camels had to be roped together or they tended to become disorderly and head off in any direction they wanted. They had to be kept going at the same pace or the ropes could break and time wasted sorting out the mess (then as now, time was money). If they sensed water or danger ahead, they tended to close formation. The caravan leader often rode and slept on the first camel. A bell was tied to the last camel, so that if the caravan leader dozed off and there was a sudden silence he knew someone was trying to steal the last camel. Goods were loaded on cargo racks which were tied on around blankets on the camel's back.



In 1877 the term "Seidenstraße" (Die Seidenstrassen, literally "Silk Road") was coined by the German geographer, cartographer and explorer Ferdinand von Richthofen

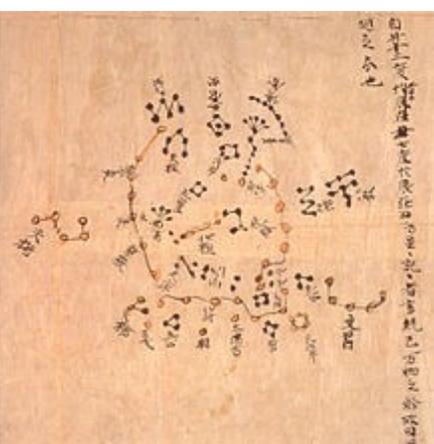
How fast did they travel? typically two or three miles an hour for nine hours a day from dawn until mid afternoon. Moving at that rate they could cover 1,000 miles in five to eight weeks.

How did it work, how was it organised? Few people travelled the Silk Road from one end to the other as Marco Polo did. Many were simple traders who took goods from one town or oases to the next and then returned home. Different caravans carried goods during different sections, with traders coming from the west exchanging things like gold, wool, horses, for jade or silk coming from the east. The caravans stopped at caravanseri (guest houses) along the way, passing their loads from trader to trader, each transaction increasing the price as the traders took their cut.



Talking of camels, the Koran reads: 'on them, as well as in ships, ye ride.'

How did they know where the different towns were? Guides. The good ones relied on their knowledge of the desert, landmarks, wind directions, sun positions and the stars. Winds



The Dunhuang map thought to date from (705–710). Constellations of the three schools were distinguished with different colours: white, black and yellow. The whole set of star maps contained 1,300 stars.

were important as they're relatively consistent, based on the time of day and year. Ripples in the sand were regularly checked and a course plotted by taking the appropriate angle across the ripples. Caravans sometimes went at night following the North Star, or early-evening stars known as "La Ouaza", or the Intermediaries, which point south.

What did camels eat? At oases and wells, the camels ate palm fronds, tamarisk and acacia

trees. In barren areas, rough grasses and shrubs. Where there's no vegetation camels eat grass carried by the caravan. Calculating how much grass to carry is important - too much and the camels were unnecessarily burdened; too little and they went hungry. Camels can go a long time without drinking, but they need food to keep them going (when they haven't eaten, their stomachs are empty, and this is when their breath smells awful)

Where did the caravans stay? Sometimes out in the open but the best option was the *caravanserai*. Caravanserais were ideally positioned within a day's journey of each other, resulting in a caravanserai every 30 to 40 kilometres in well-maintained areas. This started from the 10th century and continued until as late as the 19th century.

Developing trade routes resulted in a network of caravanserais that stretched from China to India, Iran, the Caucasus, Turkey, and as far as North Africa, Russia and Eastern Europe. Bringing travellers together from east and west, they facilitated an unprecedented process of exchange in culture, language, religion and customs that has become the basis of many of the cultures of Central Asia today.

While this may sound quite romantic, I can tell you that after 8 hours crossing the Red Desert in Uzbekistan last October, we were glad we'd been in an air-conditioned coach—the same journey by camel would have taken many long, boring, dusty hot days.

Thanks for the information and photos to :
<http://factsanddetails.com>; unesco.org/silkroad ; www.nytimes.com;
<https://en.m.wikipedia.org>; <https://www.britannica.com/topic/Silk-Road-trade-route>

A bit of this and a bit of that



Now, Martin Ashby's a bit of a whizz when it comes to technology, but when his phone tried to stitch together a number of photos taken at the same time into a panorama, the result was a bit strange! (he tells me it was because some of the boats had moved!)

There's a man at the Model Boat Club called Richard who does welding and has offered his services for people at the YSC.

He's retired now, but worked at Smalley Bros, The Garage, Old Haworth Lane Yeadon LS19 7EL, telephone : 0113 250 3552—if you ring ask for Richard or Andrew. *(thanks, Mary for the contact)*



This boat seemed to join in the sailing on New Year's Day. Sadly not placed anywhere, but we can only hope that sailing skills will increase with practice.

Whoever it is, see you
Tuesday Nights!

I'd like to thank everyone who contributed to this edition of Ahoy! - some are regular contributors and advisers and I'm always grateful for their generous input. If you have something you think the YSC membership would like to read about, talk to me, Glenis at the Club, or email me on glenbur@gmail.com. I hope I have credited all the external contributions to this newsletter, if not, my apologies, and we will, of course, aim to redress in the next edition

New Members' Information

Below are some of the titles, words and phrases you may hear being used around the Club, and, at first, not know what anyone is talking about

OOD

Officer of the Day—sets the course and start line of each race; starts and ends the races; ticks off boats as they pass between the black and white marker post and buoy No. 9; determines any issues around the races if any arise

AOOD

Assistant Officer of the Day; helps the OOD (notes on what to do are in the Clubhouse and online).

OD BOX

that cramped room in the corner, with the glass door where the OOD and AOOD sit to record boat positions in the races.

THE BLUE CARD

probably the single most important piece of paper in the club.

It lists all the weekly races throughout the season, Trophy Races, Open meetings and the different racing series—Frostbite, Juniors, Wednesday nights etc.

Importantly, it also lists who is on the rota to work as OOD and AOOD on race days.

You can find it at <http://yeadonsailingclub.blogspot.co.uk/> an there's a monthly printed copy on the board above the desk.

Actually, the Blue Card's not blue anymore. It used to be when we printed out hard copies, but now it's online it's a white spreadsheet. The name Blue Card has been around for so long, we couldn't bear to change it! Confusing eh?



OPEN MEETINGS

a day when only one type or fleet of boat races. Visitors come from other clubs and compete against our own sailors — check the Blue Card for dates of Open Meetings at Yeadon.

FLEETS / CLASSES OF BOATS

the different types of boat sailed—the fleets most often seen at Yeadon are the Laser, the Solo, Streaker, Heron and Topper fleets.

There's a board on the front window with photos of the fleets at YSC.

TROPHY RACES

Over the years YSC sailors have donated trophies, plaques, awards etc for specific races.

On Trophy Race days there are 3 races, usually starting at 1.00pm.

You'll see these trophies given out at the Laying Up Supper—and probably win some yourself.

There's a folder in the Clubhouse with photos and explanations of each trophy

Check the Blue Card - dates of all Trophy Races are on that.



How to find out what's happening

It can be confusing when you first come to a new club—everyone seems to know their way around, how to sail, how to find out stuff. This page has some key links to finding out about things, where to look for info.

ONLINE

www.yeadonsailingclub.co.uk

browse through this for information on racing dates and times, weather forecasts, photos, contact details and a host more.

Webcollect

<https://webcollect.org.uk/ysc>

our system for paying subscriptions, booking places and tickets for training sessions, social events , and any other events.

SOCIAL MEDIA

info@yeadonsailingclub.co.uk

[@yeadon.sailing.club](https://www.facebook.com/yeadon.sailing.club)

[@yeadonsailing](https://www.instagram.com/yeadonsailing)

[@yeadonsailingclub](https://www.instagram.com/yeadonsailingclub)

IN THE CLUBHOUSE

there's a great calendar on the wall behind the door, with all the key dates on it, for long programmes, like the Tuesday Training (24 April—7 August) to one-off events like Commodore's Weekend (7-8 July).

BOOKS AND LEAFLETS

There's books on the shelf you can browse, and more in the cupboard below.

There's also racks of leaflets and booklets, including back copies of *Ahoy!* If you take any of these home to enjoy, can you bring them back to the Clubhouse so others can read them as well.

PEOPLE

There's people—existing club members are around who will be happy to talk you through questions about the Club, boats, sailing etc.