



THIS MONTH'S DIARY



Wednesday 5th November
Bonfire Night
Bonfire and sparklers 6.00 pm
Fireworks 7.00 pm

Thursday 6th November
RNLI Weymouth Ladies Guild
Autumn Coffee Morning
The Old Rooms Inn, Harbourside
1030-1200 am

Friday 7th November
AGM
7.30 pm

Saturday 8th November
New Members Coffee Morning
10.30 am

Sunday 16th November
RYA Club Race Officers Course

RYA CLUB RACE OFFICERS COURSE

Sunday 16th November
Clubhouse
0900-0930 Registration
and Coffee
Subsidised by the Club
Just turn up!
2nd Place points for all
those attending!
Everyone welcome

FROM THE COMMODORE

It is a great pity that a string of strong Easterlies has disrupted the Sunday racing programme, but well done to those who have kept going to support this Club activity. Also, thanks are due to Malcolm Spicer and his team who organised a very smooth hauling out process, and by good planning and teamwork the Clarkson Master Plan for the boat park reshuffle has worked out well. As ever, we will learn much from our first full Winter season here and the Committee is trying to ensure that the balance between active sailing and storage is maintained.

There are a number of important events this month, which I would ask you to support:

The Fireworks on November 5th is a great family opportunity where we can have fun and the odd hot dog/drink. We can also check the security of our boat and the tautness of the halliards to prevent mast noise!!

The AGM on Friday 7th - You will know just how much energy has gone into the preparation for this meeting, (thank you Diana and Team). Please ensure that you really do read yourself in beforehand, as we want to make this an informative and productive meeting without making it unduly long.

New Members Morning Saturday 8th - I cannot overstress the importance of a good attendance from New Members as it will certainly shed more light on how our Club runs and answer all those little questions and doubts that you may have. Remember, all you World Cup Rugby fans; the priority is the New Members Morning, - use the video recorder!!!!

Winter Working Parties are now upon us. I believe that we have the potential to capitalise on the tremendous efforts of last Winter to improve and refine our facilities yet more. I strongly urge all members to offer their commitment and skills early.

Finally, on your behalf, I would like to acknowledge and congratulate Richard Butler on his superb performance in the Clipper Round The World race. Welcome home Richard and thank you from us all for flying our flag with such determination and success!

Bob Turner

FROM THE HONORARY TREASURER

Please remember to pay any outstanding invoices I have sent you.

Judy Kemmis-Betty

BOAT PARK

There are still approximately ten dinghies on the Boat Park belonging to members who did not pay for a 'P2' space and therefore should have been removed from the site by the 27th September. Please can the owners of these boats ensure that they are taken off the site immediately.

Thank you.

Mike Clarkson - Boat Park Administrator

NEW MEMBERS COFFEE MORNING

A Coffee Morning for new members to meet the Committee, Class Captains and Trustees of Castle Cove will take place on Saturday 8 November at 10.30 a.m. at the Clubhouse. An indication of numbers would be appreciated so please contact me if you are planning to come.

Karen Horlock - New Members Co-Ordinator - 01202 625711 - dumble@globalnet.co.uk

PORTLAND WINDFARM PROPOSAL

Anne-Marie Coyle of Powergen Renewables gave a talk in Wyke on 15 October about the windfarm proposals. The present stage is an application to place measuring equipment on the wall to monitor wind over the next 15 months to determine the suitability of the site, but I think we can assume it will be.

The proposal is for eleven 80m-diameter windmills on 60m towers sited up to 20m inside the harbour walls, preferably as close as possible. It is not practical to place them on the walls as the structure is not firm enough.

Apart from the visual impact, noise was the greatest concern of residents, but apparently modern windmills are not as noisy as older ones. Our concern must also be the effect on the wind, so I asked for and have been given a copy of a report given to the RYA.

This shows that the effect on wind speed is only about 10%, and there is also a model showing the downstream effect of two side-by-side turbines with the wind perpendicular to them. There is a copy of this report on the Club noticeboard and our website www.ccsc.org.uk has a link to this on the RYA website.

However, there is no modelling showing what happens when the wind is more in line with the row of turbines, and more particularly, the report says nothing about turbulence. In a moderate wind, the blade tips will be travelling at several hundred miles per hour 20m above the water.

There is one offshore site at Blyth in Northumberland, but this only has two small offshore turbines as well as some on the harbour wall. Others are approved, but apart from the site at Caister in Norfolk, which is 2.3km offshore, the others are in excess of 5km offshore, which is not comparable with the Portland site.

Another harbour site referred to is outside the port in Copenhagen, where the farm is on some shallows. In this respect, it is like the Shambles bank, and perhaps that's where any farm should be.

Some 70-80 organisations from Abbotsbury to Southampton have been contacted about the proposals. There are no sailing clubs included in this list, although I am told that Weymouth SC and RDYC have been approached.

Look at p13 of the October edition of 'All at Sea' at the Clubhouse; this refers you to the RYA website www.rya.org.uk which allows you to express your opinion.

Isn't this a scheme where YCW should have a united approach?

Stephen Green



Fire! Below Sandsfoot Castle – 27th September
Photo by Tom Regan

Casino Evening

December 6th

Tickets £5 each

Includes Food and Gaming
Chips

Please either sign up on the
list in the Clubhouse or
phone

Andrea on 01305 782220

**PROPOSED CLUB
ACTIVITY**

Winter months

I am proposing (as we did
last Winter) to arrange "Get-
togethers" for an hour of

"Easy Exercise with
Relaxation" (any age, any
gender, any condition!),

followed by Coffee/Tea and
Chat on either Tuesday or
Wednesday mornings -

10.30am-12.00. Hopefully
starting the beginning of
November.

It would be helpful to know
which of these two days
would be most convenient,
so enabling decision of
whether we meet Tuesdays
or Wednesdays.

**Rosemary Spicer
Tel 01305-782125**

Driftwood this winter

I have a small project in
hand this winter that needs
quite a few pieces of
driftwood of any size
between 6 inches and 5
feet. If you or anyone you
know happens to be
walking along beaches
over the winter and you
spot 'gnarled' driftwood (not
squared off timber) could
you be very kind and
retrieve it for me please? If
too difficult, please email or
telephone me so I can
collect it myself. I am happy
to collect it from you.

MANY THANKS IN
ANTICIPATION

Diana Gill



Cornish Lady on spinnaker run Chb West to SPeterPort July 03 with gps recording sog11.4kts. Didn't have three crew aboard so lowered spinnaker solo.

Solo sailing and photography by Peter Yelland

24-26' KEELBOAT

Anyone interested in a half share in a boat suitable for 2-4 people for occasional use?

Stephen Green
01305 789191

Weather on The Web

Several members have asked where they can get current weather information on the web. Here is a website that gives very good information including hourly readings from RNSA Portland

<http://www.xcweather.co.uk/>

MY ALTERNATIVE WINTER SERIES

After such a brilliant summer season it was with some regret I put my Laser onto the car roof on the last Saturday of September to make way for the keelboat lift out the next day. It was a cruel twist of fate that even the lift out weekend was warm and breezy, with Portland Harbour looking almost as inviting as the Adriatic had on our flotilla in the summer. "So why don't you do the Winter series?" Nick Grace asked me innocently "It's some of the best sailing of the year to come down to Castle Cove on a crisp clear winter Sunday morning for good winds and good company".

"Yes" I thought wistfully "why indeed don't I extend my sailing season up to Boxing day?" The fact is that as well as being a member of CCSC I am also a member of the Baptist Church in Dorchester. They tend to hold their main events throughout the year on a Sunday morning clashing nicely with the Autumn and Winter racing series. Dee Gill was almost apologetic as she explained to me that the best racing turnouts are achieved on a Sunday, and although it would be good if it didn't preclude Sunday morning worship, in practise the two are not compatible.

It made me think how many similarities there are between Church and CCSC.

Both have a core of dedicated members that do the lion's share of the work, whilst quite a number just turn up for the fun bits. Needless to say, those who put the most effort in get the most back.

Both have their own jargon and are a bit uncomfortable for the novice to walk in through the door even though the old hands try their hardest to be welcoming and avoid talking about "kicking straps" or "salvation".

The participants in Churches and sailing clubs are all provided with similar resources to work with, but some seem consistently to get better results. "Time on the water" seems to be the key. It aids the realisation that you can't control the power or direction of the wind, but you can adjust the way you respond to it to move in the right direction.

I guess that is what finally decided me on which winter series to go with. My sailing performance may not be wonderful but it's probably better than my spiritual one, so my "Time on the water" needs to be in Church rather than on Portland Harbour if I hope to improve my spiritual trimming.

Some of my Winter Sunday series races are a bit like a foggy drift with no wind. Some like racing in a gusty storm – hard work and challenging but you feel good afterwards relaxing in the bar. Then there are the times when it's blowing a force 5 in Church and I'm on a reach in the morning sunshine, surfing the spiritual waves - its just magic.

If you fancy an alternative winter series sometime just be careful which "club" you choose. Some churches are better for those who like the thrills and spills of Contenders whilst others are more suited to a cruising keelboater. Ask someone who might know where to look for the right church mix for your taste. After all, not many sailing clubs are as good as Castle Cove!

Keith Stevens

Z CLASS NEWS

Summer seems to be over at last and many of you have your boats safely tucked up for the winter. If you are keeping your boat at Castle Cove please be aware that the Club is experiencing serious problems and complaints about the noise from boat halyards. You may have secured them when you came ashore but please check them periodically to ensure they have not become slack and are causing a nuisance. At the Z Class Meeting it was suggested a fine be imposed on any owners whose boat halyards are not secure. A good idea which may be put into force in the near future.

Lecture over.

The winter may be approaching and I confess to wearing my extremely sexy thermals for racing now but there have been some glorious days in October. Boats still in the water are taking full advantage of the weather, particularly the lucky retired members who have been able to go for a sail during the week.

Unfortunately the day of the Z Class Meeting was not one of the glorious ones and the gale force winds and hail storms reduced the number at the meeting considerably. Many thanks to all of you who did brave the weather and tolerated the lashing of rain on the roof throughout the meeting. We gained some useful ideas and all your comments were noted and will be taken up by the Sailing Committee before next season.

Surprisingly enough there were no volunteers to take on the task of Z Class Captain next year so I am afraid you will have to put up with me for another year. Due to other commitments during the first half of the year my time will be limited but Roy has volunteered to take on the organisation of the Z Class Supper in February and will also be representing the Class on the Regatta Committee. As usual the Z Class Dinner will be in March. With your support the Z Class should continue to play a significant part in Castle Cove in the future.

I look forward to seeing you all at social gatherings over the winter.

Sara Lloyd - Z Class Captain

NEW YEAR'S EVE PARTY 2003

December 31st at the Clubhouse 1930 for 2000

Dress Code: Black Tie/Posh Frocks

Tickets £17.50 per person

Eat, Drink and Be Merry with Friends

All the food you can eat and all the wine you can drink!

Places are limited to 50 people and tickets will only be available until 10 December 2003, so please book early to avoid disappointment!

Please complete the form below and send with your cheque (payable to Castle Cove Social Club) to Robyn Abbott, 36 Osprey Road, Wyke Regis, Weymouth, DT4 9BU. Tel 01305 787484

Number of tickets required

Party-goers' names
.....
.....
.....
.....
.....

Total amount enclosed
(Cheques payable to Castle Cove Social Club)

Name and address to send tickets to
.....
.....
.....

Please remember places are limited and tickets will only be available until 10 December 2003 - so book early!

Send to Robyn Abbott, 36 Osprey Road, Wyke Regis, Weymouth, DT4 9BU

FROM BRISTOL CLIPPER



Well, it's all over. Eleven months and 36,500 miles later, we sailed back in to Liverpool.

In my last report, we had 520 miles to go in the race to Jersey, with Jersey Clipper 9 miles behind and Liverpool Clipper ahead. We held on to this advantage all the way in to Jersey, where we finished on a wild, windy but sunny afternoon, to the sound of a cannon fired from Noirmont Point, the northern end of the finish line, just to the west of St Aubin's Bay. There were also crowds of people watching and waving from the hilltop. It was a welcome first place for Liverpool Clipper and our second place increased our overall lead back to 2 points over Jersey Clipper, with one and a half races to go.

As a result of the delays from New York due to Hurricane Fabian, we only had 36 hours to enjoy the hospitality of the island; for the back markers in the fleet, it was more like 12 hours, just time for the prizegiving and a quick rest. Then we set off for the race to Holyhead. Due to the short time for the race to Holyhead and light winds, we motored as a fleet as far as Lands End, where we had a Le Mans start. At that point, we had a decent breeze, and a spinnaker run up the Irish Sea, first on one gybe and then on the other. There was little scope for tactics except when the wind went a little light, deciding how much to head up to increase the apparent wind and maintain boat speed.

In a straight line, the Clipper 60s are very well matched, but a few (Jersey, Liverpool, Hong Kong and Glasgow) found a little bit of an edge and had crept a mile or two ahead by the time we were passing Skomer Island to the west of Wales. This wasn't good news at all and I could see little hope of catching them by following, so as Jersey, Glasgow and Liverpool kept outside the Bishops, we headed up inside Ramsey Island, just west of St Davids Head, with Hong Kong a few hundred yards ahead. Ramsey Sound is really beautiful, but also quite exciting with a strong tide under you. We had 8 knots of tide helping us on our way, but the wind went very light due to the land. Outside, the northern tidal stream was much lighter at 4 knots, but the wind remained steadier and so they retained the advantage.

Of the South Stack, west of Holyhead, the wind picked up significantly, and a well timed spinnaker wrap during the peel from medium weight to heavy weight kites on Hong Kong allowed us to nip past, taking 4th place in the race. Unfortunately, Jersey were first, so that gave them a one point advantage prior to the final half points race in to Liverpool. Not the happiest start to my birthday, but we could still do it.

After 12 hours recuperation, we set off for the start of the final race from Holyhead to Liverpool. The start was at 6pm, from a line just outside Liverpool, with the sound signals being provided by HMS Edinburgh, a Type 42 Frigate. Before the start, it became apparent that Jersey were going to do their very best to sit on us before the start in the very best Americas Cup match racing way. This prevented us having control of where we started on the line, so we were much further down than I wanted, with half the fleet much nearer the east end. After the start, we had a beat in the north north-westerly breeze, out to the Skerries to the north. Everybody headed out to the north west first, and Jersey managed to sail over the top of us, killing our speed and leaving us at the back of the fleet. This wasn't the way it was meant to be. Whilst the rest of the fleet went out to the lay line, or beyond, we tacked towards the Skerries, in the hope that the current curving round the bay would give us a lift towards the waypoint off the Skerries. Inevitably, Jersey covered us. A couple of tacks later and the fleet merged again at the waypoint, but with Jersey in the lead, us level with Hong Kong and the rest of the fleet behind, some several miles away. That was one of my better flyers!

Interestingly, if it had been too good, and Jersey and us had got too far head, we wouldn't have another boat around to get in between, when we get ahead of Jersey.

At least that put us at the right end of the fleet. All we needed then was for Jersey to drop back down the fleet and it would have been sorted!

However, it wasn't to be as Hong Kong got ahead of us, along with Glasgow, so after a night of round the cans sailing in Liverpool bay, we ended up in 4th place and Jersey in second. This gave them one more point than us, so the end result for the Clipper 2002 Round the World Race was 1st Jersey Clipper 97.5 points, 2nd Bristol

Clipper 95.5 points and 3rd Liverpool Clipper 74 points. It was a shame to have lost the overall event on a couple of short races, having gained the lead through our ocean racing, but that's life. It was very close, either Bristol or Jersey could have won and rather than Second, I prefer to call it First and a bit.

In 16 races, we had podium places in 10 (4 firsts, 4 seconds and 2 thirds). We beat Hong Kong Clipper in to Hong Kong, Cape Town Clipper to Cape Town, New York Clipper in to New York, Jersey Clipper in to Jersey and Liverpool Clipper in to Liverpool. We never did worse than 3rd on an ocean crossing.

Following the finish, outside Liverpool, we then motored up the Mersey where we had a procession of the boats behind HMS Edinburgh, with a succession of other boats as well, including a fire tug. The crowds around the Albert Dock were incredible, reckoned to total 80,000 people. What an amazing end to the trip.

At the evening prizegiving, we were awarded the 2nd place pennant and also I received a stunning award, the Race Directors Trophy for the contribution I had made to the race.

A week later, we headed up the Avon in to Bristol for a fabulous home coming, welcomed back by cheering crowds up the Avon Gorge and in the city centre.

Following a presentation ceremony by the waterfront, we marched behind the City of Bristol Pipes and Drums band to the Lord Mayors Chapel for a Thanksgiving Service for our safe return. In the evening, we had a Civic Reception, hosted by the Lord Mayor at the Mansion House. A tremendous end to the adventure.

All that was left then was to sail Bristol Clipper back round to Southampton, clear her out and hand the keys back.

I've now retired from ocean racing but have just had a very enjoyable sail on my brother's Laser at his sailing club (Coombs) in Derbyshire.

It's been an amazing adventure, we've been to some fantastic places and had many highs and lows. To sail around the world is great in itself but above all, this was a yacht race and whilst we didn't win, we came incredibly close and the crew can be very proud of what they achieved.

Richard Butler



DECEMBER NEWSLETTER

The deadline for the December 2003 Newsletter will be 23rd November 2003.

Thank you for sending in photographs – please keep sending them and if possible, add a few (or more) words of explanation. If you have any interesting stories from your sailing exploits I would also appreciate those.

If you can, have your Newsletter by e-mail – usually I just send a link to the website so you can download the Newsletter when you wish. The quality is superior to your paper copy - see www.ccsc.org.uk and click on Social. If you really need to have your Newsletter by post then please do save all your used postage stamps for the Joseph Weld Hospice.

Cathy Ledger – 51 Whitecross Drive Weymouth DT4 9PA – Cathy@ledger01.fsnet.co.uk – (01305) 777568