



THIS MONTH'S DIARY

Fridays

9.30am

Ladies Sailing

Saturdays (most)

9.30am

Cadets

Saturday 6th September
Junior Open

Sunday 7th September
Try an Asymmetric

Sunday 7th September
RNSA Open Pursuit

Saturday 13th September
Novice Race

Sunday 14th September
Autumn Series begins

Saturday 20th September
Laser Open

Sunday 21st September
Summer Dinghy Parking ends

Saturday 27th September
Cadets last day and BBQ

Sunday 28th September
Keelboat Lift Out begins

FROM THE COMMODORE

Please forgive this rather short note this month; I have just returned from Holland, and as you know, our Editor Cathy's deadline is a real one!

First, I was very glad to hear that the Weymouth Regatta was a great success, so many thanks for all those who supported it and the social evenings. Certainly our Club is making a full contribution to this YCW event so let us continue to do so, whether as a competitor or helper.

Secondly, I would just like to remind everyone that we are about to enter a busy phase in the administration year of the Club. It would therefore be most helpful if all members could assist by meeting all the timescales which the admin team needs to work to, for example ahead of the AGM, the Annual Dinner and Prizegiving, or just booking your crane out.

Finally, while the weather lasts, just get out there and enjoy the best sailing waters in Northern Europe!

Bob Turner

WELCOME TO NEW MEMBERS

Andrew and Denise Flinn, Robert Horton, Graham Poulloin, John Naylor, Clive Payne and Claire Groves, Tim Brooks, Mr. and Mrs. Adrian Dover, Mr. and Mrs. David Hussey, Phil and Jane Dickinson, Geoff and Ann Crutwell, Steve Joyce, Mr. and Mrs. A. Piggott (temporary), Martin and Faye Wark (temporary)

Liz Grant – Honorary Membership Secretary

FROM THE SAILING SECRETARY

Marks in Weymouth Bay

On Saturday afternoons and Monday evenings before setting a course in the bay Race Officers MUST check with WSC to make sure that the marks are not being used by WSC.

This is to avoid CCSC and WSC fleets rounding the same mark in opposite directions.

WSC can be contacted on 37A (M1) or 01305 785481.

Simon Vines 01300 320084 sjpal@clara.net

TROPHIES

Its that time of year again when everyone who won a trophy last year should be polishing it like mad and returning it to me. It would be appreciated if all trophies could be returned by Sunday 14 September ready to be engraved again for presentation at this year's Dinner Dance. Last year everyone responded to my request really well and there were only one or two trophies that I had to chase. Let's have a 100% response this year and make sure they are all returned on time. Your help will be greatly appreciated.

Karen Horlock Trophy Co-ordinator

REMEMBER!

**LOCK UP EVERYWHERE
WHEN YOU LEAVE**

**EVERY MEMBER SHOULD
HAVE A KEY**

**ALL DOORS AND WINDOWS
OF THE CLUBHOUSE
SHOULD BE LOCKED**

**CHANGING ROOMS AND
STORES SHOULD BE
LOCKED AT ALL TIMES**

Summer dinghy parking ends on
Sunday 21st September

Unless you have a 'winter' space all dinghies must be removed from
the site by

Friday 26th September

BOAT PARK

Please note that, unless you have arranged (and paid) for a 'winter period' space, your dinghy must be removed from the boat park by **Friday 26th September**. This rather strict deadline is necessary because, starting Sunday 28th September, most of the eastern side of the boat park will be used for the winter storage of keelboats.

Boats that have been allocated a space for the 'winter period' will be accommodated on the western side or in a small section within the eastern side. A list, showing the allocated spaces, will be displayed in the Clubhouse.

Hopefully, it should be possible to move all/most of the boats to their new positions on Saturday 27th September. If you wish to move your own boat or you are able to help with this operation we plan to start around 10.00 and, assuming we have at least ten willing hands, should be finished by lunchtime. Please let me know if you are able to help.

Thanks for you co-operation.

Mike Clarkson mestclark@aol.com

Z CLASS NEWS

The end of July and the first half of August seems to have been busy for all the Z Class whether cruising or racing. Bob Turner continues to dominate the racing both nationally and in the Club and as I write is sailing in the J24 Worlds and getting some good results including at least one first place.

When we eventually got Iduna back from the Solent we sailed every day for a week taking advantage of the good weather and enjoyed a great 24 hours in Worbarrow Bay. Shame we didn't have time to go further – roll on retirement!! Derek Abbott returned from Brittany after an excellent couple of months cruising and is now in Holland assisting at the J24 Worlds. Brian Wilkins showed us all up by "cruising" to Warsash in Lollipop in perhaps not the best of conditions with fog for much of the trip. When he first told me his intentions I really thought he was joking and I was a little concerned when Frank Newton told me he had heard a report of a small boat capsizing off St. Albans Head. However, by that time Brian was safely tucked up in Warsash, his years of experience and excellent seamanship ensuring a safe passage. Well done Brian on such a splendid effort.

Our Cruising Chairman, Rupert, has returned to Weymouth and seen waiting to go through the Bridge was Ted Gilliver who has been missing from these shores for some time now. Disdaine seems to have been missing for a while and has now returned but I'm not sure where they have been. It has been encouraging to see some of our newer Z Class members using their boats both for racing and cruising albeit only for day trips. I apologise if I don't always recognise you back in the Clubhouse – everyone looks different out of sailing gear and I am much better at remembering boat names than owner's names!! If I fail to speak to you in the Clubhouse please reintroduce yourselves. You can usually spot me with the Diamond White in hand.

Back to racing and the Basso Cup was a very sorry affair with only three boats taking part in very difficult light wind conditions. Weymouth Regatta was reasonably well supported but once again only local boats participated. The wind was good, although not so for the Committee Boat which looked very uncomfortable on Friday and Saturday. The Social on Saturday evening was great fun and the live music much appreciated. Although we all enjoyed sailing for three days in a row the Regatta is not really encouraging newcomers and is not the most exciting of events. Is it time to review our Regatta organisation? Any helpful suggestions would, I'm sure, be appreciated by the Regatta Committee.

By the time this Newsletter comes out the evening racing will be almost over and many of you will be looking at bringing your boats ashore. If you are staying in the water there is racing at Weymouth SC on Saturday afternoons and Sunday mornings up until Christmas. Racing late in the season is often the best of the year with steady winds, often balmy days in early autumn and always a good number of boats on the water. Watch the Noticeboard for details. If you are looking for a berth for the months up until December Weymouth Harbour can often accommodate boats at reasonable rates in the Cove or sometimes in the Inner Harbour.

Sara Lloyd - Z Class Captain

LASER OPEN SATURDAY 20TH SEPTEMBER

Make sure you are there – all
CCSC Laser sailors should be
participating!

Help needed – volunteers
please

WEYMOUTH REGATTA

Thanks to every one who helped on the Dinghy course, it all worked very well. It's a shame we could not entice a few more competitors.

Any comments re changes to either improve the organisation or appeal for competitors welcome. Please send to me and I will forward to the Regatta Committee. Already it's been noted that more races are preferred for dinghies, and for keelboats to change the LD so that it is a true "long distance" and on a broader front, to consider how we can attract more visitors.

The provisional date for next year is 6 to 8 August.

Barry Grant CCSC coordinator

HERE I COME - THE SEA CADETS SAILING NATIONALS

After competing in the District Regatta, which is Dorset and Somerset, and winning all my races sailing a Topper, I qualified for the Area Regatta, which is Southwest England and South Wales. On the 2nd and 3rd of August the Area Regatta was held in Plymouth. I was very excited about going as this was my 1st ever major event. There were 2 classes sailing Toppers, the junior and the open. I was in the junior class as I was not old enough for the open class.

There were 6 races over the weekend and with hardly any wind, it was tough sailing. But I still managed to get 4 first and 2 second places. I was overjoyed when I found out that I had won first place and even more so when I was told I had won overall first place beating the open sailors (hurray)! I was presented with the S W Area trophy, a gold medal and a certificate.

On the 19th September I will be heading off to Scotland to represent S W England in the Nationals. Weymouth Sea Cadets are very excited about me going to the Nationals, as they haven't been able to qualify in years.



Jemma Spicer – Sea Cadets SW Area Winner

Jemma Spicer

SHOREBASED COURSES – SEPTEMBER 2003-APRIL 2004

The Royal Dorset Yacht Club is keen to extend the training sessions of last winter and is offering the following courses for the year from September 2003 to April 2004.

Courses must be pre-booked and paid in full. If you are interested in one of the courses please ring it and complete the application form. Return it with a cheque, to The Secretary, RDYC, 11 Custom House Quay, Weymouth, Dorset. DT4 8BG. (01305 786258) Cheques made payable to the Royal Dorset Yacht Club.

APPLICATION FORM – SHOREBASED COURSES

Name (Block Letters) _____

Address _____

Tel. No. _____

Post Code _____

Email _____

COURSE	DATES	VENUE	DURATION	COST
Yachtmaster Offshore	Sept to April	1	26 Friday evenings	£110
Yachtmaster Ocean	Sept to April	1	26 Friday evenings	£110
RYA Diesel Engine	TBA		One Day	£75
ICC CEVNI	24 October	2	Two Hours	£12.50
VHF Short Range Course	1 November	1	One Day (8 hrs)	£75
VHF/DSC Conversion	13 November	1	3 Hours	£30
RYA Radar	6 December	1	One Day (8 hrs)	£75
Electronic Navigation	TBA	1	One Day (8 hrs)	£75
RYA First Aid	Jan 31(04)	2	One day (8 hrs)	£55

(Venue 1 – Thornlow Preparatory School. Venue 2 – RDYC Upstairs Room)

Note: there may be additional costs for the RYA Certificate for some courses.

BOTLEY BY BOAT

Lollipop is a 16 foot Tod dinghy that has been in our Club for over 30 years.

Having read that the Hamble River above the motorway bridge at Bursledon was very interesting I thought that Lollipop would be a fine vessel in which to explore.

Preparations were made to get there. Joan was not best pleased when she heard about my plan.

Wednesday 6th August

Up at 5.30. Forecast reasonable but inshore talks of fog. Looking out of Avalon the fog is obscuring the Town Bridge. Back to my bunk. The schemes of mice and men...Ah! 8 a.m. Jo says she can see the sun and I can just see the Bridge. Sarnies and coffee quickly made. By 8.30 with fond farewells to Jo and promises to keep in touch. Weem off at the Stone Pier we have about a mile vis. and flat calm but after about 2 miles the clag sets in. First thing I see is the Ringstead race mark buoy at about 30 feet – Wow, the times I have tried to find this buoy when racing and there it is! Steering is not easy - hand bearing compass and fog on my glasses. After what seemed a long time of going east with the fear of other vessels I decide to close the coast. First sight is the surf on the beach very close with a white cliff. Well I think I know this bit - it's Long Beach - time to go home, so I decide to turn round and head towards Bats Head, White Nothe and follow the coast to Weymouth. Wrong - a big rock appears between me and the beach then a line of rocks ahead. Slow realization that this is Man O' War Bay and I have passed Durdle Door. Turn again as it's not far to Lulworth. First boat seen is two people fishing in a dinghy at the entrance to the Cove. A lot more ghostly yachts are at anchor inside. I stop for a coffee, write my diary, and wonder what I am doing. Try to phone Jo but reception is horrid. The drink must have generated confidence and anyhow the next bit's easy peasy - deep water along the cliffs to Mupe across to Worbarrow, same surf on beach, same cliff but not fooled this time. Then round The Tout. Now I find more Kimmeridge Ledges than I could ever remember - my size chart not a lot of use. However the boat hook made a fine depth sounder, glasses cleaning becoming a chore, dry tissues are somewhere else. However this section of coast to Chapman's Pool is very interesting and exciting. It's about noon when we creep up to St Alban's Head - there the fog begins to lift and the breeze fills in from the west. Not what the met man said. The sea state changes very quickly and things get sea wet as opposed to fog wet. But who cares...I can see Anvil Point and the first yacht that I have seen sailing today. At Peveril Buoy it is decided to make for Christchurch and we close the coast at Hengistbury Head - stiff sea breeze and lots of boats. Sun tan lotion on exposed bits and top up the fuel. I had calculated the tide would be turning against me. Wrong again, we foamed up past the North Head Buoy to Hurst still with a strong flood tide. The Solent was relatively calm but what a wonderful sight...seemed like all the yachts at Cowes Regatta were coming to greet Lollipop. Avoiding them along the 8 odd miles to Southampton water was great fun. About 1700hrs Lollipop moored alongside Warsash Sailing Club's pier. Shortly afterwards joy was complete when Andrea arrived with a cold bottle of lager. But nothing for my numb bum.

Two days later complete with pram, sunshade, 2 grandchildren Jessica and William, Andrea, Richard and Joan we made our way with the tide up to nearly the top of the Hamble River to Botley. It was so much better than I had expected. It was just so unspoilt, we saw so many super water birds including a kingfisher and lots of fish.

Mike Venning and I brought Lollipop home this time by trailer. But it had all been a super adventure.

Brian Wilkins

RED CAR

left in the car park

BICYCLE

chained to the railings

have been there for some weeks
now – do you know who they
belong to? We suspect it is
someone away cruising...

FROM BRISTOL CLIPPER

At the turn of the month, we were in Salvador and after the race from Cape Town, were in first place in the race overall, 3 points ahead of Jersey. Today, we were due to arrive in New York, but the vagaries of the weather mean that we still have 450 miles to go.

The race started with a 2 mile beat in light airs against the incoming tide to get out of the bay and back in to the ocean. Sadly, we got this wrong and were last round the lighthouse on the headland there. Whilst disappointing, it is rare that the performance in the first 2 miles indicates the positions at the end of an ocean race and that's what has happened here.

About 5 miles up the coast of Brazil, all the boats parked up under a rain cloud to wait for us. After this, the positions were turned on their heads. We then had a bit of a procession up to the north east corner of Brazil, with everyone taking the same route and odd gains and losses under rain squalls. Jersey and Glasgow were leading at this stage.

From the corner, tactics started to come in to play, the question being whether to keep in the current up the coast or to head straight for New York. We went for the current, as did all the boats to varying degrees. This was pleasant sailing under spinnaker with a decent breeze, in the last of the south east trade winds. As we got closer to the doldrums, the wind started to drop off and so we started heading north to keep the apparent wind up and get through the doldrums and in to the north east trades as quickly as possible. The doldrums treated us remarkably lightly, only seriously slowing us for about 12 hours. Most of the boats got out at about the same time and the same latitude but over a front of several degrees of longitude.

Then, it all went wrong as the trade winds took a week off where we were, but Jersey and Hong Kong kept the wind further to the west and romped away. While we languished with daily runs as low as 50 miles, Jersey kept doing 200-mile days and managed to build up an advantage over us of 400 miles, whilst Hong Kong got 200 miles away. Cape Town, New York and London gradually slipped behind as they became even less lucky with the wind, and we ended up in a pack with Glasgow and Liverpool, vying for 3rd to 5th places, no more than 30 miles apart. Then, one day, we got lucky, picked up the breeze and 36 hours later, were around 100 miles ahead of the other two.

Since then, our advantage over those two has gone down and then back up, as we hit weather features first, gaining in the wind and losing in the calms.

We have now picked up a nice south westerly breeze which means that we should have 36 hours reaching towards the finish, at Ambrose light, before a front comes in and we have a beat to the finish. Liverpool is 68 miles behind and Glasgow 79, so hopefully we will be able to hold on to our 3rd place. If we do, that will still leave us 1 point ahead of Jersey overall with 3 races left to go. They are New York to Jersey, Jersey to Holyhead and a final race for half points from Holyhead, along the North Wales coast and up the Mersey to Liverpool.

Its only 35 days to go before we arrive in Liverpool at the end of this great adventure. The crew are savouring the last sunsets, the stars and generally the time at sea whilst also thinking about their future plans.

Follow the race daily at www.bristolclipper.com

Richard Butler

OCTOBER NEWSLETTER

The deadline for the October 2003 Newsletter will be 24th September 2003.

How about telling us all about your sailing experiences this summer – I know many of you have been flying the Castle Cove flag elsewhere.

Please do send photos for the Newsletter.

If you are able to, PLEASE have your Newsletter by e-mail. See it all in colour on the website www.ccsc.org.uk

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