

# Castle Cove Sailing Club



# July 2004 Newsletter

## **THIS MONTH'S DIARY**

**Basso Cup**  
**Saturday and Sunday 3<sup>rd</sup> /4<sup>th</sup> July**

**2<sup>nd</sup> Mon Series begins**  
**Monday 5<sup>th</sup> July**

**Dinghy and Keelboat Cruise**  
**Saturday 10<sup>th</sup> July**

**RDYC Lulworth Race Keelboats and**  
**Dinghies by arrangement**  
**Sunday 11<sup>th</sup> July**

**Saturday 17<sup>th</sup> July**  
**2<sup>nd</sup> Sat Series begins**  
**Lyme Regis Cruise (WPCA)**

**Wednesday 21<sup>st</sup> July**  
**3<sup>rd</sup> Wednesday Series begins**

**Friday, Saturday 30<sup>th</sup> and 31<sup>st</sup> July**  
**Sunday 1<sup>st</sup> August**  
**Weymouth Regatta**

## **FROM THE COMMODORE**

While full on with our sailing at the moment, may I remind everyone of the need to remain vigilant to protect our property from thieves and unauthorised users. I am disappointed to note that some members have not yet absorbed the message.

LAST ONE OUT LOCKS UP EVERYTHING. THIS INCLUDES

CLUBHOUSE, STORE ROOMS BELOW, RAMPS, PIER GATE AND ALL GATES. IF YOU ARE NOT SURE THAT YOU ARE LAST OUT, LOCK UP ANYWAY (All members have a key). DO NOT ASSUME THAT THE PRESENCE OF A CAR MEANS THAT SOMEONE ELSE IS AROUND.

Also, when you politely ask non-members to keep off our property, draw their attention to the signs on the approach road and beach. These include fishermen, plus divers, swimmers and children. If they argue, you may have to call the police, who have been very supportive of late. Their number is displayed on the notice board in the Club, but it is 01305 251212 or 767474.

Why not keep these numbers handy in your wallet in case of emergency anyway?

By the time you read this Newsletter the Scorpion/Contender Open will have taken place. If you were not available to help in the running of that event, please note that there are opportunities to help to run the Weymouth Regatta and the National 12 Championship week. Please volunteer early to assist those who have the responsibility for planning these events.

Keep sailing, and note that the evenings are now drawing in!!.

**Bob Turner**

## **HELP REQUIRED!!!!!!**

This year the Dinghy Racing element of the Weymouth Regatta will again be run from Castle Cove. As such, we need to provide a Beachmaster for the 30<sup>th</sup> and 31<sup>st</sup> July and 1<sup>st</sup> August. If there is anybody who can help out on one or more of those three days then please would you let me know.

**Ben Evans - 01305 750163**

**HELP REQUIRED!!!!!!**

## **FROM THE HONORARY SAILING SECRETARY**

Up Coming events - dates for your diary

We have several 'events' during July to whet your sailing appetite. On the 3<sup>rd</sup> and 4<sup>th</sup> July we have the Basso Cup, which, if the weather is anything like it was for the Allen Welling, should be a really superb event. Please come along and join the fun on at least one of the days even if you can't manage both! This is then followed by a dinghy cruise on the 10<sup>th</sup> July and the Lulworth race on the 11<sup>th</sup>. If you would like to take part in the dinghy cruise, or you are a dinghy and would like to part in the Lulworth Race, then YOU MUST PLEASE LET ME KNOW BEFOREHAND - i.e. by Wednesday the 7th July so that we can make sure that the event is appropriately organised for the dinghy mix with adequate rescue cover. We will be limiting participation in the Lulworth to boats of similar speeds - so again need to have an idea of those proposing to enter prior to the day.

Rescue cover is going to take a little bit of organising for these events, so we really do need to know numbers and types of boats beforehand to make sure that all is well on the day.

**Ben Evans**

## **KEELBOAT STORAGE**

Apply by 1<sup>st</sup> August 2004  
to Liz Grant  
Hon Membership Secretary

## START RACING DAY – SATURDAY 12 JUNE 2004

What a good idea we thought, race training for novices. We are new to the sailing bug but we still enrolled and looked forward to an afternoon of what we expected would be chaos, mostly caused by us, a Laser 2000 asymmetric helmed and crewed by beginners!

But an excellent pre-briefing on the basics of racing by Nick Grace was sufficient to get us enthusiastically heading for the start line with ten other dinghies. It was a motley fleet that converged on the start line, an Optimist, some Mirrors and Toppers, a Wayfarer, a handful of Lasers and us. We attempted a few starts and recalls ably aided by three rescue boats each with an expert on board offering tips and ideas on how we could improve. Then onto our first race!

Well needless to say that a short race course with three people each over 12 stone in a Laser 2000 meant that we weren't the fastest but we did manage reasonably well. However the wind was something else. It blew off the land from the northwest, varying 50–60 degrees and kept Nick and his assistants busy realigning the start this way and that so that the first leg was at least vaguely to windward. This was all very well, but the fleet of beginners kept losing the start line and there was a lot of yelling asking where it had gone, even though we had just been told it's always set 90 degrees to the wind. After the start, racing seemed fairly straightforward. We sailed a triangular course a couple of times, then Nick gave us something a little more difficult on the last race setting a triangle - sausage - triangle course that had the leaders weaving through the tail end of the fleet.



**A Mixed Fleet beat up to windward during the Start Racing Day**

We witnessed only one of the many capsize of the day when a laser gybed round a buoy and capsized. As soon as he got upright was then sailed at by a Wayfarer, still no harm was done and every one was in good humour when we got back to the Clubhouse for tea, cake and a debrief. Nick apologised for the fickle wind, I don't know why, I don't believe he has any more control over it than the rest of us. We just thought it made it more fun; one half of the fleet almost becalmed while elsewhere a heavy gust was almost capsizing someone else!

All in all a very enjoyable and worthwhile event and a big thank you to Nick and his team for their help and encouragement and watch out everyone if you see a yellow Laser 2000 sail number 12 getting in your way in a race. Don't shout for water because we'll most likely throw a bottle at you!

See you on the water.

**Rob Perry**

## RYA COUNCIL NOMINATIONS

Those of you who are Personal or Life Members of the RYA will have seen in their Summer Magazine that they are asking for nominations for election to the RYA Council. Barry Woodhouse is due to stand down from the Council and he has asked if I would agree to be nominated for election as he thinks that it is important that the area continues to be represented with the possibility of the Sailing Olympics and the continued threat of the Portland Harbour Windfarm.

Having agreed to be nominated I would ask that those members of Castle Cove Sailing Club who are eligible to vote in the election give me their support. For those of you in the Club who do not know me I have been a member of Castle Cove Sailing Club since 1976 and my wife, Judy, is the current Hon Treasurer. I am currently representing the Club on the Weymouth Harbour Users Committee. Besides being concerned about the proposed Portland Harbour Windfarm I am particularly interested in seeing just what the RYA does for affiliated clubs and personal members. Please give me your support.

**Mark Kemmis Betty**

## **REPORT: D-DAY MEMORIAL FLOTILLA WEYMOUTH 29-31 MAY 2004**

The idea of a D-Day Memorial Flotilla from Weymouth clearly caught imaginations and a wide range of racing, cruising and motor boats from CCSC, RDYC and the WPSA signed up for the Bank Holiday weekend re-invasion of Normandy. The initial plan had been to anchor at Arramanche within the harbour created by Mulberries like the one near Portland Docks. This was risky because it was weather dependent, so we decided to leave boats safely tied up in the St Vaast Marina and sightsee by coach.

The original invasion was planned for 3 June but bad weather delayed the fleet until 6 June. Our trip could not be delayed so it was unfortunate a strong South Easterly blowing on Thursday deterred some boats. Those who persisted on Thursday or who started on Friday were rewarded with a memorable weekend except for the sailing. Only the Twister 'Hiner' (Philip Walker RDYC and Mark Kemmis Betty) sailed for longer than they motored due to head winds on the way over and light airs on the way back except the last 4 hours when spinnakers were raised for a rain sodden run into Weymouth.

Snow Goose arrived in St Vaast at dawn on Saturday, (an hour earlier than the real thing) and we gave a thought to men who would have spent a night of seasickness, crammed into landing craft with heavy packs, aware of the horrors that were in front of them. Once there we indulged extensively in local provender, wine, pate and cheeses were purchased for on boat consumption and a jolly Saturday evening was spent by all in the 'Channel', where we reckon the food is better than the 'Port' (if you cannot get into the Fuschia).

On Sunday 31 May, nearly 40 of us visited first Point du Hoc, the destination of the US Rangers who embarked from Weymouth. David Lloyd's copy of the film 'The Longest Day' shot partially on location played on the bus video screen during transits and brought into sharp focus the difference between the circumstances of our warm sunny rambles and the horrors 60 years ago. Michael Gill and Tim Day gave us a picture of events, a sense of the enormity of the logistical exercise, and brought the scene to life with a story of the local farmer who, under the noses of the German soldiers, paced the distance between the lookout at the cliff edge and guns set 500 yards back to assist the accuracy of bombing and shelling.

We lunched, toured the museum and inspected sections of the floating roadway abandoned on the beach at Arramanche before moving on to the British War Graves near Ryes where men of aged 18-59 from many nations and of all Services are buried. We found graves of men from the Dorsetshire and Hampshire Regiments that landed together on 'Gold' Beach at Arramanche including a Major Martin who by the age of 27 had achieved rank and a DSO.

The French are remembering well those dark days, preparations for 6 June are immense, roads widened, roundabouts created, trees planted but these were just the formal preparations. In every town and village flags fly; in the most unexpected places 2<sup>nd</sup> World War memorabilia is displayed. We felt welcomed and part of a shared experience with the French. It was a very special weekend.

*Diana Gill*

## **J 24 CLASS RACING AT CASTLE COVE**

### **One design J24 Class Keel boat racing now at Castle Cove**

The second Wednesday night series - the J's split off for their own class start, with 5 boats racing, Tiger, Jevan, Joskin 2, Suspicion and Jinsing. The attraction of close one design keelboat racing soon becomes evident with very close racing on the windward leeward courses preferred by the J's. Most races saw the lead changing many times, and very close finishes right down through the fleet with no more than a couple of minutes separating the whole fleet. Jacobite will be joining the party for the remainder of the season bringing the J fleet up to its full complement 6 boats. While the J's have a strong following at Castle Cove we are always looking to increase the size of the fleet. To encourage this we are proposing to hold a "Try a J Day" in the near future, watch out for announcements.

Four boats, Headcase, Tiger, Jinsing and Jacobite have also been flying the Castle Cove flag at the first three world qualifiers at Falmouth, Poole and Bridlington. Headcase is looking well placed at the series halfway stage, while Jacobite still has work to do in order to secure a UK team place at the Worlds here in Weymouth in September 2005.

However J sailing is not just about world qualifying, there is also a lot of fun sailing a J24 and the outcomes are often unpredictable. This is the essence of one design class racing, where all the boats in the fleet are identical, so winning is just basically down to crew skill, not fiddling with your handicap or the size of your chequebook.

That remains the beauty of the world's most popular designed keelboat.

*Mike Street - J24 Class Captain*

## Z CLASS NEWS

What a terrific month June has been – sunshine and good winds, although a bit light at times, particularly at the end of races on Wednesday evenings!! Nevertheless the racing has been good though it would be nice to see more boats out at other times. The St. Vaast weekend and the Cherbourg Race was reasonably well supported and both were superb weekends, although I did spend 6 hours on the way to St. Vaast swearing I would never cross the Channel again. Sadly the Allen Welling long distance race was a non-starter when Owaissa was the only boat to turn up on the line. Unfortunately it was the same day as the Weymouth Veterans Parade, which immediately excludes Snowgoose and Iduna who usually try to support all races. Just in case any of you are wondering, we are not real “Veterans” but we are involved in the Parade! The Poole Race was better supported despite the pouring rain and strong winds. Only five boats actually made it to Poole but the intention was there and quite understandably the smaller boats thought better of making the trip. Judging by the gaps in the moorings and in the harbour several cruising boats seem to be taking advantage of the good weather and have disappeared for weeks on end. I have no idea where anyone is or has been but remember when you get back to let the Cruising Chairman know what you have been up to so he is able to award the Cruising Trophies at the end of the year.

July is looking like another busy month. The first Sunday of the month is the Basso Cup long distance race. While many of you are busy at weekends or just want to cruise please make an effort to support this one. Ben is working hard to encourage everyone to join in for what has always been the most sought after trophy in Castle Cove. The start is at 1200 and the race should be at least 4 hours and then back to the Clubhouse for tea and a few beers. Also in July we have the Shambles and Lulworth Races and at the end of the month Weymouth Regatta.

Finally I have had a request from the Boats Committee. It seems that after racing every boat is calling up the ferry for a pick up resulting in confusion. The ferry boats know which boats are out and it would make life easier if you could just stand/sit on the side of your boat when you are ready for a pick up and the ferry will come for you. I know everyone wants to get ashore as quickly as possible but please help us to run as smooth a ferry service as possible. Also it would be helpful if you could keep your crews together when you are waiting to go out – if someone is a bit late and at the back of the queue it is quicker if you let them through to join the rest of their crew than for the ferry boat to make two trips to the same boat.

***Sara Lloyd – Z Class Captain***

## A RELAXING SAIL

It started out being a continuation of last Spring Bank Holiday's quick trip across the Channel for myself, Nigel Walker and our two sons, Tom and Kit. This year we thought we would go for a bit longer and explore down the Eastern side of the Cotentin peninsula with visits to St Vaast and Carentan. Just the thing for a bit of relaxing sailing.

Shortly after making the decision to go we noticed that the RDYC was running a flotilla to St Vaast at the same time with trips around the D Day beaches to boot. The only problem was the flotilla was leaving on Friday; I'm sure that boys wouldn't mind an extra day off.

Initially we were going to leave mid morning making our landfall in St Vaast early the following morning but I reckoned that it may be easier leaving land you know at night rather than making land you don't know at night (very foolish – see later) so we opted to leave at 0200 on Friday. Kit then decided that he didn't really want to go but the remainder of us decided to carry on, I'm sure Tom only wanted the extra day off!

As we left Weymouth we passed Stand Easy coming into the harbour to make a sail change. Didn't think much of it till we got outside of the harbour but with one reef in the main and most of the jib out Owaissa seemed to take the seas in her stride. We don't have wind instruments but it seemed to be blowing quite hard and the boat was leaning to it quite well. Iduna who left shortly before us and is considerably slipperier was by now half way there!

It wasn't what you could call relaxing sailing as the wind was from the south so we were hard on it to make Barfleur in one tack. Anyway we continued on, Tom appearing from his bunk at some time looking to start his strict 2000 calories an hour diet that seems necessary when we are at sea. All seemed to be going well for the next five hours when two things happened. I noticed that a split had appeared in the top bit of the main sail and the wind backed to South East, right where we were headed. A short time later there was a ripping sound and the top and bottom halves of the main parted company, held together only by the leach line. So, engine on and motor sail with the jib. Problem was we could only make Dover or Brest! Decision was made and we turned around, looking back I could see the ships in the Northern traffic lane, which is in the Southern half of the Channel. Oh well!

The trip back was fairly uneventful other than Tom ensuring we would have to restore the ship's pantry before making another attempt. On arrival back at Weymouth, at 1400, I shot up to the Sail Surgery where the young lady repaired the sail in double quick time. I phoned Jo to tell her the news only to be told “Great, go to Asda and buy some vegetarian sausages and onions and deliver them to the Club for the Cadets' evening social. I haven't got time.” So, down to Asda, back to the boat to eat the supper we should have been eating in St Vaast and then up to the Club to deliver the victuals for the Cadets.

"Mum, I don't really want to go across again." I knew we shouldn't have taken Tom up to the Club, he obviously didn't think this relaxing sail was all it was cracked up to be. Still it would mean that Nigel and I might have something to eat on the next attempt.

We left at 0700 the following morning and were soon doing 7 knots going past the Northern Entrance. Great, should be in St Vaast for a late supper. Engine was on before the Shambles, plans changed and we made Cherbourg on a sheet of glass. No berths available so we tied up to the holding pontoon and shared a bottle or two with a very nice couple on a Twister. Funny how people with traditionally shaped boats are nice. The next morning a return race to the Solent started at 0800 and the marina was empty. We found a berth looking forward to a relaxing few days. Several bottles of red were consumed that day to complement the wonderful Snail and Roquefort pie we had for dinner.

On Monday the weather forecast had changed, promising North Westerly winds to force 6 the following day and for the next couple of days. The weather that day was allegedly South West 4 and as we didn't want to repeat Friday's escapade the decision was made that after breakfast an expedition to Carrefour would be followed by a leisurely reach back home.

We left at about 1330 in a South Easterly and had the spinnaker up shortly after leaving the Petite Rade, unfortunately making only 3 knots. As the wind was directly behind us we were constantly aware of an involuntary gybe. After about an hour of this we decided to douse the spinnaker and motor sail. With the main fairly well sheeted in to help prevent the boat slopping about in the now quartering sea I fitted a preventer to control the gybe. This continued for most of the way back till about 2300 when the fog and the rain descended with a couple of hours to go. Thanks to the U.S. Department of Defence for G.P.S.

We knew exactly where we were but what happened next showed how disorientated you can get in the fog. When we were about half a mile from the South arm of the breakwater we ran in towards it so we could then light hop back to Weymouth. For some reason I can't remember, I removed the preventer. We were only doing about two knots when we thought we saw the wall ahead. Nigel switched on the torch and I changed direction. The wind, by now, had just changed direction towards the promised South West and was pretty flukey under the wall. The next thing I saw was my torch, which I got with the boat 16 years ago, arcing through the air into the sea and Nigel in the bottom of the cockpit with blood pouring down his head. We'd gybed. The first thing I remember seeing after that was the beam of the torch, which was floating, arcing around in the fog. What was I to do? Look to Nigel, the boat or more importantly my best torch. I guess in those circumstances you do the right thing automatically, forget the torch, set the autohelm to steer into the middle of the bay and get something for Nigel's head.

We then saw the lighthouse on the middle arm and became reorientated but for a few tens of seconds we didn't know where we were even though we did! We made it into Weymouth by following lights along the harbour wall but had no view of the Stone Pier till we were 30 metres away. After tying up on the holding pontoon by the town bridge, with Nigel below, the weekend was capped when I saw a couple on the fishing boat pontoons on the other side of the harbour, seemingly having an argument. Nothing wrong with that, happens all the time in our house. Till..... the young lady made some comment about 'showing you' and jumped into the harbour. After refusing her beau's pleas and offers of help she considered her actions for a minute and decided that she would rather 'show him' on dry land. Unfortunately, and perhaps this was the reason for her fit of pique, he wasn't strong enough to lift her out of the water and I could see something disastrous happening. Enter Superman, although my efforts at a pair of red underpants at the time looked more like a pair of very soggy red salopettes. I ran across the bridge and managed to pull her out and while she lay panting on the pontoon the young man lay on top obviously trying to warm her up.

I suggested that if they wanted to continue their spat they retire to the safety of the road, at which the young man gave me a load of lip and demanded that I rang for a cab. Maybe he was tired and emotional. I know I was and if I had had my torch to hand I would have fitted it in his mouth. Anyway I then remembered Nigel and headed back to the boat. I didn't see the going of the couple.

After a few calls to hospitals and doctors it was decided that he would be ok till the morning (it was now 0330) so we went to bed. Nigel got to Immediate Care where they stapled his head together. He'll be banished to foredeck work, away from the compass, till they're removed!

The next time I want a relaxing weekend I'm going to sit under a tree. And Nigel, please stop asking me if I want a contribution towards a new torch!!

**Richard Way**

### **HAVE YOU LOST A BAG?**

A rucksack found it's way on to my boat by mistake on  
Sunday 27<sup>th</sup> June  
Please ring  
**Tom Kinnea – 01300 341630**



## CHANNEL SLEEVE NOTES



**A starfish eating a sea potato**

A double tide occurs between Portland and Selsey. There's a double low water at Portland that roughly corresponds with low tide. The tide goes out, stays out a long time, comes in a bit and then goes out again before finally rising to high tide. The opposite happens in the Solent where the high water seems to last a very long time. There is in fact a double high water but it isn't as noticeable as a double low water. This effect is caused by the coastline causing 'reflex waves' or back eddies.

Although this doesn't affect us in Dorset, the tidal flow on the ebb stream entering the Channel from the North Sea splits in two. The two streams alternatively separate and rejoin each other between North Foreland - Beachy Head on the English side and the Somme River - Dunkirk on the French Side. In this area the tide is never slack.

The French side of the Channel is considered more hazardous for sailors than the English side because of the stronger tides. In the days before steam and diesel engines the fairway along the Channel was on the English side. Very strong tides are found in parts of the French coast particularly around the Gulf of St Malo where a range of 42ft occurs at spring tides. This compares with a range of 7ft at Portland.

This is one of the reasons Napoleon and his admirals chose Brest as their main military seaport rather than Cherbourg. Modern history would almost certainly have taken a different course had they chosen Cherbourg. Despite the difficulties the French fleet would have had in getting into Cherbourg, it would have been nearly impossible for the British fleet to blockade it. That choice of military port was probably Napoleon's worst strategic decision (although not quite as bad as chasing after Josephine into Belgium). It is not often mentioned in English accounts that the course of modern history was charted by tides and love.

The tides in Weymouth Bay form vortices and are said to have very little movement? Knowledge of the tides in Weymouth Bay tends to be kept a closely guarded secret by skippers of sailing boats and fishing craft who know something about them. Let's just say this knowledge can help you win races and make a significant difference in how long it takes to get to and from Lulworth Cove. Gales in the channel are normally South Westerly and are stronger when they coincide with spring tides. Most gales occur in November with an average of 2.1 gales in this month since 1871.

When a prolonged flow of stronger westerly winds occurs a current, called the Rennell's current, is set up across the western entrance to the channel. It comes up from the Bay of Biscay into the Irish Sea. It doesn't affect us in Dorset but it does affect sailing craft entering or leaving the channel. Many a wreck on the Scillies has been caused by navigators who were unaware of the effects of this current on their reckoning.

Fogs are common in the Channel particularly in high pressure and moderate breeze. Fog mainly occurs in the winter from the Solent eastwards and in the summer in the Scilly Isles. Over and above the complex tides the Channel has a constant slow moving current going west to east. This is caused by the rivers of England and France and in particular the great river Seine.

The Channel can be divided into two halves in terms of marine life. Roughly from Start Point to Guernsey/StMalo the water is thoroughly mixed in terms of salinity and is relatively constant. Further east and from a line drawn roughly between Portland and St Vaast the salinity levels vary due to the effects of the rivers. There are complex changes that affect the movement of fish and other marine life. In addition there is a regular two-year cycle in the salinity levels of the Channel water due to changes in the Atlantic Ocean.

The warmest water in the Channel is found off the English Coast between Start Point and Dover where the mean temperature reaches 16 degrees in September. The temperature on the French coast reaches a mean of 15 degrees with pockets of colder water as you will notice if you ever take a swim in Bray Harbour.

**Graham Poulloin - 01300 348084**

## AUGUST NEWSLETTER

The deadline for the August 2004 Newsletter will be 26<sup>th</sup> July 2004. There is no need to use special formatting – simple text is much easier for me to work with and any photographs are preferable as separate files (or send me the prints for scanning). A few notes about the photograph or a suggested caption are helpful as well as the photographer's name.

Read this Newsletter on the website [www.ccsc.org.uk](http://www.ccsc.org.uk) - click on Social, then Club Newsletters. It usually only takes a couple of minutes to download. You will see it all in full glorious colour and the photographs in particular are much more impressive than in the copy sent through the post. Even better, why not give me your e-mail address and I will send you a link to the Newsletter as soon as it out each month (instead of waiting for the post)? The fewer paper copies we send out the more money we can save for the Club.

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