

Castle Cove Sailing Club



May 2004 Newsletter

THIS MONTH'S DIARY

1st Sat series begins
Saturday 15th May

Try an Asymmetric
Sunday 16th May

Junior Cadet Evening
Friday 28th May

Castle Cup
Saturday 29th May

Spring Bank Holiday Race
Monday 31st May

FROM THE COMMODORE



The Extended Pontoons
Photo by Andy Ledger

The season is now gathering momentum and as I write the weather is great for sailing. It has also been beneficial for the last major works, the extension of the Pontoons. This is a marvellous achievement by many people, led by the Spicer/White/Pakenham combine who have also masterminded the keelboat launch programmes. The Boat Park is now being reconfigured for the Summer season, so please can I ask that those who have left behind tins, rags, old blocks/cradles etc remove them off the Park right now to leave the area clear. By so doing it will also make the Park a safer place and reduce the risks of damage incidents to other boats.

I would also like to remind all members of their Security duties. This is a peak time of year for theft. Therefore be absolutely ruthless in your locking up of the Club and all the slipway/Boat Park areas. Please also politely but firmly challenge anyone on Club premises whom you think is not a member. This includes people of all ages and the slipways and Pier. It is very easy to point out to them the Beaches on both sides of the Club which are available for public use (and insured by the Weymouth and Portland Borough Council) and that the Club areas are unsuitable for Non Club Members who are not briefed on the safety requirements of such a place. If anyone needs further guidance on this issue, please contact me at the Club.

Finally, please note that although the Windfarm potential development is on hold until the 2012 Olympic venue is decided this Autumn, your Committee is not relaxing its' guard to ensure that our interests are protected whatever the outcome of the Autumn decision.

Keep sailing,

Bob Turner

Dinner Dance Friday 29th October 2004 ADVANCE NOTICE

We were unable to book the Rembrant for Saturday evening and have reverted (just once we hope) to Friday night as the only available option as The Riviera was too small.

**Please put this in your diaries now
so you won't be taken off guard.**

Thanks
Gill Watkin

SAFETY Club Pier and Pontoons

The General Committee wish to draw your attention to the Club Byelaws B.9 on page 22 of the Handbook. In the interests of safety, members are reminded that the pier and pontoons must not be used for anything other than their permitted purpose.

BOAT PARK

Thankfully, damage and theft is not a common problem on our Boat Park. However, boats do occasionally get damaged or equipment goes missing. If this should ever happen to your boat please would you let me know as soon as possible; it is very important that we monitor such incidents so that the Club can make the necessary response if boat security is being compromised.

There are still a few keelboat cradles and other items of wood/metal work still on the site. I should remind the owners that it is a Club rule that cradles must be removed from the site within 48 hours of the boat being lifted into the water. Therefore, any such items remaining on the site after Sunday 9th May will be discarded.

Mike Clarkson - mestclark@aol.com

KEEL BOAT LIFT-IN – HAILED A SUCCESS

In the region of 44 Keel boats took winter refuge on the hard standing at Castle Cove Sailing Club this winter, which then turned into a hive of activity as the launch date drew nearer with conversation focusing, firstly around the type of antifouling and other tools being used in preparation for the lift and finally to the anticipation of another racing and cruising season that lay ahead for us all. A few of the boats were lifted in and sailed away for further work to be done – namely 'Grimalkin', who is undergoing a complete refit inside – so we can all look forward to a boat warming party when complete!!!!

So, the first big day arrived early at 5.30am – a time most people don't regularly see, for the first boats to be lifted in. The weather gods looked on favourably and gave light winds although a little moist on the Sunday, but a perfect day on the Monday. 23 boats were launched on Sunday with 21 on the Monday. Whilst the crane was on site the opportunity was also taken to lift in the prepared pontoons which are now positioned on the end of the pier.

But the organising of the lift outs and lift ins take an incredible amount of planning and organising and thanks goes firmly to Malcolm Spicer for his and his teams gallant efforts for doing such a splendid job, all of whom gave up their time before and after the lift ins, the only paid person during the weekend was the crane driver. Even friends of Malcolm and Rose came down and made a welcome brew for all boat owners, crews and volunteers, thank you Shelia it was most welcomed.

So we are all set now for an active season of racing and cruising and the area where the keel boats were stored is now completely cleared of cradles and all other items and work is already underway for the dinghies to take up summer residence.

But September will soon be upon us and the organising and planning for the boats to return to shore will commence again. So if you would like to get involved in taking part and help in making the job go smoothly – simply have a chat to Malcolm. Sometimes we all find it so easy to stand back and let people get on with it, this may be because we don't see where we would fit in with the work plan, but imagine if we all did that!

So thanks once again to Malcolm and his team for an uneventful lift-in and to Alan White and his team for so painstakingly and meticulously checking the moorings.

And here's to a good 2004 racing and sailing season at Castle Cove Sailing Club.

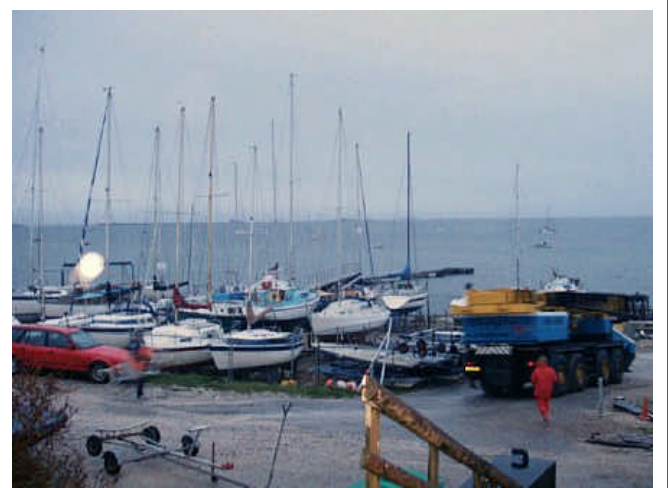
Jacqui Gisborne and Roy Griffiths

COUNCIL PONTOONS

At a recent meeting with the Council to discuss Council Pontoon charges the representative from the Weymouth & Portland Cruising Association proposed that the pontoon holders on Westway Road should be charged a lower rate than those with berths by the Council Offices (over and above the reduction for no electricity.) The Council have asked us to find out the view of our members on this proposal. I personally think it will only lead to the Council increasing further the charges for berths by the Council Offices without obtaining any real savings for those berths by Westway Road. (Divide and rule.) Please can CCSC members with Council pontoon berths let me know their views?

Mark Kemmis Betty

CCSC Weymouth Harbour Users' Consultation Rep - 01305 813895 - mark@kemmisbetty.co.uk



Very early morning 0549 hours
Photo by Mike Venning



Lift-In in full swing
Photo by Peter Yelland

FROM THE SAILING COMMITTEE

The talking has finished and the racing has begun! The winter season was finished off admirably by talks from Adam Bowers (on how to race) and Derek Abbott (on how to run a race). Both were well attended and thanks to both speakers for a couple of excellent talks. There are likely to be a few changes to the sailing instructions following on from some debate at the OD talk, so please look out on the noticeboard! A couple of important points were however raised as follows:

- Yellow boards with black numbers or letters displayed on the committee boat refer to classes and not marks
- If you are retiring from a race or heading off to do some free sailing following racing then please let either the committee boat or one of the rescue boats know so that the OD can stop worrying about where you have gone!

Racing has started well this year (and a big thank you here to Joe Waterman for getting all the marks ready) with a mixture of old and new faces making an appearance on the startline. I'd be lying if I said the water is warm, but it is certainly refreshing (!) so why not come down to join the fun and get some practice in prior to the Castle Cup on the 29th May?

Nick Grace and Gavin Poulloin are currently starting to arrange the Contender/Scorpion Open scheduled for the end of June. If anybody fancies helping out then please would you let them (or me) know?

Thank you!

Ben Evans

FERRIES, CLUB BOATS AND BOAT DRIVERS

Ferry Service Hours

Monday, Wednesday and Friday	17.30 – 21.00
Saturday and Sunday	09.30 – 18.00

Please

- Wait at the end of the pier for the ferries
- Choose the ferry for your trot
- Sit down in the ferry and in such a way that it is balanced
- Assist the driver when coming alongside

Qualified Drivers, Safety and Power Boat

A list of qualified drivers is on the board in the Chart Room. Please check:

- that your name is on the list if you are a qualified driver
- that the details listed against your name are correct
- contact me with the information that is missing -Brian Shaw (details below)

Safety

Nick Spicer manages the safety boats on the water. Drivers must accept any instructions given by him.

Training of Drivers

- All drivers must have RYA Certificates
- All drivers must be familiar with the Club safety and ferry boats

Familiarisation should be gained through:

- attending training sessions with Joe Isaacs (to access this training contact Brian Shaw in the first instance – see contact details below)
- individuals taking the opportunity to familiarise themselves with the boats through practising, either as second drivers to Nick Spicer and Andy Holland (the Club Boatman) or by themselves, with the OK from Nick or Andy

All driving hours should be logged in your logbook and advised to Brian Shaw (see contact details above), who will keep a central record of all the Club's drivers' qualifications and driving experience.

All drivers should familiarise themselves with the boats so that they are competent drivers when called upon to drive a boat by Brian Shaw or Andy Holland.

Brian Shaw (Chair, Boat Committee) - 01305 776659 - hazel@shaw-publicity.demon.co.uk

CCSC Z CLASS HANDICAPS FOR THE START OF 2004 SEASON

The Handicap Committee met on Tuesday 13 April 2004 to review the Z Class handicaps for the start of the new season.

Proposed handicaps are shown on the list below for keelboats racing in Z Class on Monday evenings and specific weekend events, and in K Class on Wednesday evenings. The split between fast keel boats (J Class) and slow (K Class) is as shown in the Club Handbook i.e. J = 1080 & below, K = 1081 & above.

Boat Name	Sail #	Class	Engine/ prop config	Keel	PYS Status	CCSC H'cap for 2004	Notes
Hella	9	H Boat	OB	F	RN	1015	
Blue Juice	20	Foxterrier 22	OB	F	RN	1059	
Owaissa	33	Elizabethan 33	IB3	F	LN	1130	
Orion	48	Achilles 9m	IBF	F	TN	990	
Tiptoe of Tara	113	Achilles 24	OB	F	PY	1076	
Tripseast	180	Sunwind 26	IBF	F	TN	1050	
U-Beauty	201	Achilles 24	OB	F	PY	1076	
Windrush	310	Achilles 24	OB	F	PY	1076	
Duet	907	Hurley 22	OB	F	RN	1185	
Tundra	2072	SJ320	OB	F	TN	870	
Rimfire	3017	Hustler 30	IB2	F	TN	975	
Kachina	3344	Jeanneau Arcadia	IBF	F	RN	1030	
Chaos	3510	Reve de Mer	IB2	F	CN	1000	
Satsuma	4083	Contention 33	IBF	F	RN	920	
Jac	4086	J24	OB	F	PY	936	
Tigger	4170	J24	OB	F	PY	936	
Jevan	4180	J24	OB	F	PY	936	
Joskin II	4225	J24	OB	F	PY	936	
Headcase	4247	J24	OB	F	PY	936	
Jacobite	4259	J24	OB	F	PY	936	
Snow Goose	4524	Sigma 33	IBF	F	PY	924	
Stand Easy	4529	Sigma 33	IBF	F	PY	924	
Harmony	4585	Sigma 33	IBF	F	PY	924	
Manana	5212	UFO 31	IB2	F	TN	1004	
Hobnob	5333	Trapper 30	IBF	F	RN	1053	
Congreve II	5675	Contessa 32	IB2	F	PY	994	
Iduna	5732	X332	IBF	F	SY	850	
U Who	6069	Achilles 24	OB	F	PY	1076	
The Oracle	6373	Achilles 22	OB	F	TN	1130	
Suspicion	6482	J24	OB	F	PY	936	
Seraphim	6892	First 35	IBF	F	TN	930	
Ella	7035	Hustler 25.5	IBF	F	SY	1023	
White Lightning	7100	Projection 762	OB	F	RN	855	
Chuckles Too	7139	Westerley GK24	IBF	F	PY	1022	
Foxed	7394	X302	IBF	F	RN	880	
Pink Stink	7621	Projection 762	OB	F	RN	855	
Impulse		Hunter Impala OD	OB	F	PY	943	Sail # needed
		MacGregor 26	OB	D	TN	1100	Boat name & sail # needed
Fleur de Lys		Trintella 29	IB2	F	TN	1087	Sail # needed
The Hunter		Hunter 19			TN	1141	Sail #, engine, keel details needed
Madrigal		Jeanneau 28	IBF	F	TN	1070	Sail # needed

If there are any comments or queries with regard to the proposed handicaps, owners should contact the Chairman of the Handicap Committee or the Sailing Secretary. In some instances there are details missing from the list. The relevant owners should send the necessary details to the Sailing Secretary prior to taking part in Club races.

Those wishing to take part in J Class (IRC) on Wednesday evenings are reminded that they should have sent a copy of their 2004 IRC Certificate to the Sailing Secretary before the start of the 1st Series.

Michael Gill - Chairman Z Class Handicap Committee - 01305 775854 - dmichaelgill@aol.com

ASYMMETRICS

The season has now started and more dinghies are appearing on the hard standing. The Asymmetric fleet has grown over the winter - there's another B14, more Buzz's, another Laser 2000, a Laser Stratos, another RS200, an ISO and probably others that I don't know about.

First, I must thank Ben for running the first Asymmetric Training. There are other training days later in the year (August and October); I will put a notice on the board in the Clubhouse and information in the Newsletter about these nearer the time. There are also two Try an Asymmetric days on Sunday 16th May and Sunday 6th June. These are for current asymmetric sailors to try out other boats and for non-asymmetric sailors (how could anyone admit to being one of these!) to see just how much fun asymmetrics can be. The current Asymmetric fleet boats are:

49er, 29er, B14, RS800, RS400, RS200, RSK6, Buzz, ISO, International Canoe, International 14, Laser 2000, Laser Stratos

If you have an asymmetric boat and would be prepared to 'give rides' on 16th May please contact me - also if you would like to have a go - please contact me (see below). We'll aim to start at about 10:30, break for lunch at some point, and try again in the afternoon.

We have our own race starts and courses (windward/leeward) on Monday evenings, Saturday afternoons (from 15th May) and for the Castle Cup and Cove Cup. Unfortunately the first Monday Asymmetric race was cancelled due to a distinct lack of wind. Any new members who would like to start racing are more than welcome. If you fancy a go and would like more information, contact me and I will try to put you in touch with a 'buddy' with the same sort of boat. Otherwise if you would like to crew in a boat to get the feel for what the racing is like - contact me and I will sort out a ride.

I hope to see you all on the water (not in the water) as much as possible.

Peter Davies - 01305 852817 - holvalcots@aol.com



You are invited to

A GRAND PLANT SALE AND COFFEE MORNING

at Friar Waddon Farmhouse (between Upwey and Portesham)

on **Thursday 20 May 2004, 10-12 noon**

Annuals, Perennials, Shrubs, Vegetable Plants, House Plants, Hardy Plants, Tender Plants,
Interesting Plants!

Special Guest: Anna Pavord, Gardening Author and Correspondent

Entrance and Coffee £1.00

Bring & Buy

Cake Stall, Produce Stall, etc.

Raffles

CORNISH LADY – SPRING (CLEAN) CRUISE - 26 APRIL-1 MAY04

Departed Weymouth, 0630 hours 26 April 04 bound for Saint Peter Port, two persons on board, Frank Swinton and Peter Yelland.

0645 hours VHF passage info to Portland Coastguard – (CG)

“Cornish Lady call sign MJSW4 departing Weymouth bound towards Saint Peter Port (SPP) – 2 persons on board – eta 2000 hours Monday 26 April, CG hold boat info form - listening on 16 out”

Boat rigged for beautiful spinnaker run all the way, with forecast courtesy of BBC and Met Dept. “Force 3-4 NE vis 1-2 miles sea state fair with occ. fog patches”

“Brilliant - best forecast in years”

How wrong we were. Little wind misty with fog, though generally no radar requirement until in vicinity Alderney. The Laptop plotter decided to take a holiday too so navigation by cockpit GPS, Autohelm, supported with chart table main GPS and charts updated every hour absolutely on the hour with DR position. We never tell lies!

Motored to Shambles, still no fair winds, in fact dead still, passed west bound shipping lane then sighted one vessel, Condor, heading for Poole around midday, running at 30 Knots plus.



30 Knots Plus

Nothing untoward to report en route, Margaret's corned beef sandwiches, box of heavy cake and plenty of brews kept the crew happy and obedient.

1530 hours approaching Alderney, fog heavier, visibility half-mile approx. 1600 hours rounded Quenard lighthouse, sighted 1 yacht heading to Braye inshore hoping to beat the tide just starting to ebb down the Race, fog continued to La Platte off Northern coast of Guernsey so didn't see Alderney apart from brief glimpse of Quenard lighthouse. Very light winds, kept motoring to catch tide all the way to SPP course 230 degrees m. Dinner en-route, last of Margaret's special ham (cooked with honey), new potatoes, carrots, peas. Excellent choice for the day.

Fog lifted at Roustel and with Frank on the helm entered SPP at 1950 hrs with red light showing from Northern pier head.

“Never seen that before Frank.”

“No, neither have I. No one shouting on VHF or from pier, what shall we do, head out?”

“No, no large ships around, go to port, keep heading for that red buoy off the fuelling point and see what happens.”

All was soon clear, the new smallish French passenger ferry service Camaret/Granville Alderney SPP was departing with Pilot vessel in attendance, (Council rubbing their hands, all those lovely pilot fees). Careful scrutiny of Macmillan's later advised, “with red light at SPP entrance small vessels (under15M) entering harbour may continue if motoring but be prepared to face larger vessels departing”.

Tied up alongside the waiting pontoon 2000 hours, tidied ship, brewed up and entered SPP 2100 in the dusk to find berth of our choosing, very few boats in. Slept well but very cold.

Tuesday 27 April 04

Crew had tea and biscuits in bed courtesy the skipper. He was amazed.

Breakfast cooked by crew, each - 2 eggs, bacon, bread and tea. Checked with harbour office and permission to dry out on shingle next to grid, (lowest tides of the year and risk neaped if went onto the grid, and shingle was f.o.c. with water and electric provided). Alongside mid day, dried 1600 and finished 1930, dinner at Italian Saint Emillion's excellent and floated off 2300 and back onto pontoon for night.

We joined 2 hoses and fed water from pontoon. Crew tried at first to tow hose, pontoon would not move so did it the correct way and flaked hose into dinghy and success. Electric cubicle was within 20 feet on wall so all facilities to hand.

When dried out we found approx. 1 m of 1/2" net rope and odd bits of net around prop, suspect since Weymouth.

Fortunately no apparent effect though once the rope was with difficulty incidentally cut off with a sharp knife, (would have been impossible to do mid channel even if the crew were forced over the side), bottom cleaned off and anti fouled, it felt as though water skiing was not completely out of the question. We did see some nasty looking patches of seaweed on the way over so maybe there was one we didn't miss which was the culprit.

Plan was to depart SPP 1300 hours Wednesday 28 for Cherbourg (Chb) spend lay day Thursday in Chb. Depart early Friday for Weymouth; crew had a prior engagement for Saturday evening.

We managed to get over the cill at SPP earlier than tide tables and Harbour Office predicted and by 1230 hours had topped up diesel tank, 32 ltrs, consumption as normal 3hours/gallon, and departed SPP at 1245. The Little Russell was the worst I have seen and CL dipped her bow roller many times with 1.5 m seas at 2m frequency and also with cross sea. Very uncomfortable until 2 miles East of P Fougere when seas evened out and despite mist (1 mile) and no wind we were soon off Quenard light once again and headed NE for 6 miles to miss the Cap de la Hague overfalls, which we didn't. Very cold though many brews including Bovril, corned beef sandwiches and soup improved the situation no end.

After some 8 miles East of Alderney the overfalls 1 were left behind, the sun came out (for at least 2 minutes) and we were happy with our lot. Even unrolled the genoa and sailed for a couple of miles but then headed once again. 1830 saw the French coast 2 miles off the starboard beam, 1900 saw Chb West fort 1 mile ahead, 1910 saw fort disappear in a fog bank, a true pea souper, radar on, reduced speed, dropped sails, crept through fort's entrance listening for the heavy deep burr of ferry, either behind or around the corner, but not a sound, Frank Radar Swinton manned the radar and we crept over to the South side of the Rade and along the wall to inner harbour entrance until 10 yards ahead a North Cardinal appeared out of the murk, not seen on radar, probably hiding behind the mast as on CL radar on stern gantry, still the best place in my view. Sharp port helm and the buoy passed 10 m down the stbd. side, course back to stbd., closed the wall faintly to be seen about 50 m off. Rounded the breakwater end, not lit! and headed on 200 M to close inner harbour entrance which was passed again unlit but of course with the obligatory anglers trying to hook your hat off

Alongside and tied up by 2000 and the gin took a hammering, after sampling the coffee laced with SPP duty free draft whisky @ £6 litre.

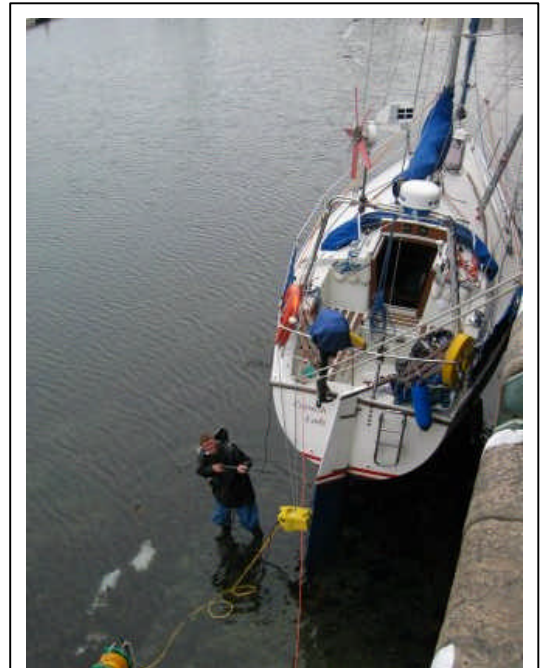
Next morning was the day forecast to be lousy weather so ashore for coffee at one of my favourite bars on the waterfront, the Point du Jour, with Croque Madame for crew and Omelette champignon for me. We also tested the Pastis!!

Victuals obtained at the Normandie Wine adjacent to the supermarche, (I find this better than most Caves and usually you manage a lift back in their delivery van with your finds).

Dinner at Le Fait Tout was to the usual high standard, soup or salad du Thon for crew to start followed by Dover sole moi and calves liver for Frank followed with crème caramel and another delicious creation for the crew. The house red was exceptional and I managed to buy some bottles from their stock at a good price.



The Correct Way



Dried Out



Testing The Pastis

Friday morning 0630, NE force 5/6 going east so off we went for Weymouth. Outside the Outer Rade the seas were not good, in fact they were far from good, 1.5m – 2 m at same spacing, with cross seas and wind gusting certainly 5+ and with 2 slabs, no gennie CL was washing her side decks, her mast head, her dodger, her crew and anything else that was daft enough to be out in that sort of sea. 3 miles out we had a lengthy committee meeting, 2 seconds, and soon were enjoying the best sail of the week, heading South at 7kts+. Tied up by 0800 and spent the rest of the day drying out with the heads resembling a dhobi Walla establishment as seen adjacent military establishments in Middle East and Asia, though a b.....y. sight colder. Fortunately the electric fan heater performed miracles. In addition repairing the mainsail batten pocket and making a new batten from stock carried on board, hot drinks, crew reading about a climber who was doing all sorts of things on a mountain in Peru for pleasure!! and me playing at getting the laptop plotter to function, which I eventually managed, soon passed the time.

Dinner was an entrée of porc a la vinaigrette, not altogether to the crew's liking with potato salad and rice dishes as only seen in French Charcuterie, followed with Cote du Porc Marinade with new French potatoes, carrots, Laced coffees rounded off another excellent social occasion and also everything was dry except outside where it rained and rained.

There were several sail training boats tied up, never seen so many people in oilskins within a 200 m radius, 6 motor yachts came in from the Solent, "Had an excellent passage at 20 kts", *no doubt as seen many times line astern following the leader and God help any small vessel that dares to make them swerve and upset their routine.*

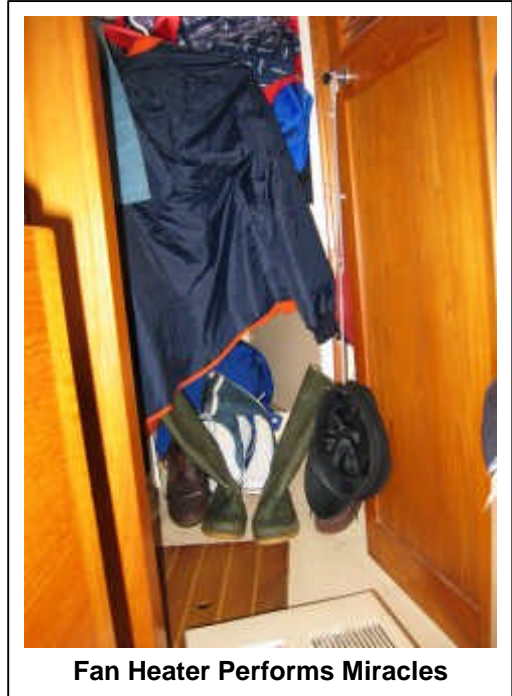
There was a 60-footer cutter sheeted over with a tailored cover alongside the fuelling area. The cover must have cost £5-10k to give some idea of the opulence. During the day it was commissioned and what a sight, mahogany that never is to be found again probably, skylights with step bars, large cockpit with winches to make your eyes water if you had to wind, but then you spotted the electric motors, flying a Dutch flag but, but called Tintagel so Cornish Lady was in good company.

Forecast for Saturday was good once again, Easterly 3-4 vis 1-2 miles. At 0435 we cast off in fog to test the outer sea area visibility with view to coming back if visibility too bad. It was pleasant to find 200m within the Rade and soon CL was heading out of the Eastern entrance on 350 degrees magnetic for East Shambles some 60 miles to the NW. BRR BRR there it was, or where was it, radar said off to starboard on bow, heading towards us, no change in course yet, remember what happened last year when a yacht changed course in front of a large ship, which was changing course to pass astern, they spent 5 hours in a life raft. With a close eye on the radar it was evident the PO ferry was aware of us and passed 300 m astern though a little blurred. Another contact passed ahead and apart from a Chb fishing vessel, which overtook and passed up out port side very little seen until well out into the Channel when visibility improved 1 mile. Wind 20 degrees off the Stbd bow so motor sailing we

chugged across the Channel, assisted by the trusty Autohelm, passing over EC1 no longer on station, track recorded by the now functioning plotter, and fortified with hot drinks, French pate du canard sandwiches, and soups, (the heavy cake ran out off the Eastern entrance), passing over the Shambles 1 mile East of the W Shambles and were tied up at the Bridge by 1626 as predicted. The most shipping was in Weymouth Harbour including what was first thought to be Condor moored opposite the Custom's Office which transpired to be one of the largest motor yachts seen north of Cannes since Bernard Docker sailed from these shores.

All's well ends well, perhaps April is a little cold to venture South, but a great week, we dried out three times in the week, once at SPP, once upon return to CH and once after dinner at the Fait Tout, great company and a job well done. Thanks Frank.

Peter Yelland - Cornish Lady



FOR SALE

27ft H Boat "HELLA" (Sail No. K9)
 Cruiser/Racer - 4 berths
 Only one previous owner
 Excellent North racing sails plus additional sets
 of cruising sails - Total 12 sails
 4HP Yamaha Outboard
 Very easy to sail single handed or race with
 crew of three
 Price £6,250 or near offer
 Mooring available for CCSC member

Mark Kemmis Betty 01305 813895

TALL SHIPS YOUTH TRUST

Thanks to the generosity of the Weymouth Town Charities the local committee of the Tall Ships Youth Trust have been allocated some funds to assist young people to sail on their two Brigs later in the year. Applicants should live in the borough of Weymouth and Portland and should be aged from 16 to 25. Amongst other things successful applicants can obtain their RYA Competent Crew certificate and any voyage over 5 days qualifies for the Duke of Edinburgh Gold Award Scheme. Full details can be obtained from

Colin Steel – 01305 815854
Hon. Sec. The South Dorset Branch of the Tall Ships Youth Trust incorporating the Sail Training Association

FOR SALE

Laser Sail Number 175777 (XD Spec)
 Bought on August 8th 2002 New
 If you are interested please make me an offer

Nick Orman- nick@connexion-it.net

FOR SALE

Laser Pico "PICOL'EAU" No.2239
 £1400 complete with launching trolley

Peter Cartwright - 01305 851503 - marren@lineone.net

CREW WANTED

Crew wanted to race J24
 Wednesday evenings and some weekends

Barry Grant – 01305 785192

FOR SALE

Nearly New Crewsaver 50 N Buoyancy Aid, No Collar,
 Zip Front Model Active £25
 Typhoon LongJohn Size M £10
 Typhoon Boots Size 7/8 £25
 Sola Boots Size 7/8 £25

Contact Rita Holliday - 01305 781532

JUNE NEWSLETTER

The deadline for the June 2004 Newsletter will be 25th May 2004. Please get your contributions in by the deadline (I go out to work as well!). Most of this month's contributions were received well past the deadline, hence the delay. 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 - 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? 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 – (01305) 777568