

Castle Cove Sailing Club



October 2004 Newsletter

THIS MONTH'S DIARY

Tuesdays

Easy Exercise with Relaxation
10.30 am

Friday 29th October

Annual Dinner Dance and Prizegiving
Rembrandt Hotel
7.30 pm for 8.15 pm

Friday 5th November

Fireworks Night
6.00 pm

Sunday 7th November

Winter Series begins

Friday 12th November

AGM
7.30 pm



Not all the days were 'Orrid, were they? Somewhere near the Adamant after twelve hours motoring!! Phil Hutchings - Disdaine

FROM THE COMMODORE

As you know from the paperwork recently generated by the Committee and Diana, the season of Administration is truly upon us. Please can I ask all the members to review the papers very carefully and in particular make your personal contributions well in advance, so that the AGM runs smoothly and all queries and clarifications can be answered accurately by the officials.

On the Social side, please note that ticket sales for the Annual Dinner and Prizegiving are going well, so a prompt application for tickets (see the September Newsletter) will avoid later disappointment.

As the Autumn moves forward, some of our craft are laid up and although out of sight should not be totally out of mind. For dinghies, therefore, are they tied down securely? For keelboats, have the halliards been ruthlessly strapped in? If the answer to either of the above is NO, Mother Nature in the form of hurricanes K to Z will certainly expose the weaknesses.

Be ready for the weather, and I very much look forward to a great turnout at the Annual Dinner and the AGM.

Bob Turner

LOOK OUT - AGM DOCUMENTS COMING IN THE POST

Make sure you -

- Read all the information
- Notify Diana Gill 28 days in advance any items to be discussed
- Notify Judy Kemmis-Betty 7 days in advance any questions relating to the accounts
- Volunteer for a position on the Committee if you wish – put your name on the list in the Chartroom and if possible get a proposer and seconder
- Have your say
- Come along!

Following last year's success -
Restart Date of Informal Sessions of

EASY EXERCISE WITH RELAXATION

Tuesday mornings 10.30 – 11.30am

Followed by Coffee/Tea and Chat

First Session

12th OCTOBER 2004

Any Age – Any Ability – Any Gender

Wear comfortable clothing allowing
for layer to be removed during
exercise but to be replaced during
Relaxation

Bare feet or non-slip soles

Mat, Blanket or Sleeping Bag to lie on
during Relaxation

Just turn up, or further details –

Rosemary Spicer
01305-782125

FIREWORKS NIGHT

Friday 5th November
Arrive 6.00 pm

Hot Dogs, Soup and Roll
Fireworks only (no bonfire)

LASER MEETING – 18TH SEPTEMBER

For those who were unable to attend, herewith some brief notes on the issues that were discussed:

The Class expressed their appreciation and thanks to Mark for his leadership over the last two years. Zoe Donald was welcomed as the new Class Captain and was promised support.

Training

Bob Cudmore's session was very well received and extremely helpful. More training would be welcome next year. Several suggestions were made including the possibility of persuading Mike Robbins to pass on advice he had received during UKLA training, or Adam and Richard Bowers and possibly Hugh Styles and/or a UKLA Coach. A buddy scheme would be good but perhaps difficult to organise.

Racing

Lasers turnouts have been consistently reliable leading to good racing for all. Shorter legs are preferred as are Laser starts. However the group is happy to support mixed Monday evenings to ensure good racing for all in the Club.

It was agreed that it was appropriate at Club level and to encourage participation, there would be no change to the current system of allowing members to swap to smaller rigs in windy conditions.

Long Distance Races: There was some enthusiasm for a few races out in the bay as waves are fun. It is helpful if Safety Boats act as markers so buoys can be found.

Laser Sailors prefer the Weymouth Regatta to be 2 days in length.

CCSC Cup Specials: The group felt they were more likely to attend a one-day event rather than 2 days.

More 'fun' events as alternatives to racing (eg Laser team racing) might encourage more Laser sailors out on the water.

Domestic Issues

Laser racks - Some anxiety that they damage hulls (for those on the top rack). Balanced against this is the lower cost of rack storage and the amount of space needed for an additional 25 boats. The issue of having the racks moved for winter storage was discussed, as was the recent spate of thefts of Laser trolleys from the Boat Park.

If you have any questions, or would like to make suggestions and offer help, please do contact me.

Zoe Donald - Zoe.Donald@amsjv.com

DINGHY SAILING MAGAZINE COACHING WEEKENDS

Join the Dinghy Sailing Magazine team of top coaches for a weekend of on the water race training.

Want a fun weekend on the water with other Dinghy Sailing Magazine readers getting the best coaching available in the UK? Then why not come along to either Grafham Water Sailing Club on the 9-10 October 2004 or to the Weymouth and Portland Sailing Academy on the 23-24 October 2004.

With top name coaches like Mark Rushall, Grahame Forshawe, Dave Cockerill, Hugh Styles, Christina Bassadone and Paul Lewis to guide you through a series of on the water sessions and off the water briefings, there will be plenty to gain in both boat handling skills and racing tactics by coming along.

Open to both double and single handed sailors, each weekend will provide a useful insight into racing techniques, whatever your class of boat. Two on the water sessions are planned for each day, in small groups of similar sailing experience and ability. All under the watchful eye of your coach. These sessions will give you the opportunity to practise and improve upon your skills whilst receiving continuous feedback and helpful advice.

What's included?

You will receive a full weekend's coaching with two on the water sessions planned for both days. You will be coached in groups of ten or less with a coach and assistant assigned to your group for the whole weekend.

Lunch will be provided on both days, as will a three course dinner on the Saturday evening followed by an informative seminar on a choice of sailing subjects.

All this for only £75.00 per person per weekend.

For a full information pack call 02392 388009, but hurry as there are only a few places remaining!

RACE OFFICERS' COURSE

Last year Derek and Ben ran an excellent course on being a Race Officer. If you missed it, and/or would like a refresher here is another chance:

Saturday 9 November 9.00 for 9.30 - 16.30
Run by: **Mike Pearson** (RYA SW Area Race Mgt Coordinator)
At: **WSC**

Cost: **£14** to include coffee and lunch

The better we all are as ROs, the better (and more fun) our racing will be. You also learn a lot that helps you on the water.

Response by 18 October to
Barry Payne V/Cmdre WSC - 01305 785481 -
wey.sailclub@rya-online.net

IDEAL OCCUPATION FOR THE DARK EVENINGS!

Look out your favourite photos for three large montages to liven up the passage in the Club. The Cadets one is already in hand, but I need photos for a keelboat one and a dinghy one - action pictures of sailing at CCSC. Although I am concentrating on present day, I have had a few interesting older pictures so we may well do an additional picture.

Please put contributions in the red labelled box file in the Chart room or email them to me at the address below (If you send in prints and would like them returned if the montages get changed in the future, please put a label to this effect on the back of the prints).

Thanks in anticipation! Any queries please ring me.

Sally Dyke - 01308 482752 - phil-dyke@macunlimited.net

OPTIMATE WATCH TROUBLE

Not optimistic about it lasting long.

They seem to fail by water seeping under the buttons onto the switches.

These can be cleaned by removing the back, and unscrewing the printed circuit board to expose the switches on the front. Spray these with WD40 and blow dry.

Moisture may have also got onto the elastomeric contact strips between the PCB and the display. Remove these and carefully clean the strips, PCB and display surface. Note which way up the display is fitted.

Spray WD40 onto the button shafts in the front cover and apply a little Vaseline. From the outside, lever off the rubber buttons, clean off any corrosion on the button shafts and repeat the WD40 and Vaseline treatment.

Re-assemble. Cross fingers.

Steve Green - 01305 789191 - stephen@shcagreen.fsnet.co.uk

THE WEYMOUTH BRANCH OF THE JUBILEE SAILING TRUST

INVITE YOU TO A FUNDRAISING ANTIQUES VALUATION EVENING

Valuations by Garry Batt of Dukes Auction House, Dorchester

At 7pm on Thursday, 14th October 2004

**Royal Dorset Yacht Club
11 Customs House Quay, Weymouth**

Entrance £10

This includes 2 valuations, a chilli/curry meal with rice or a vegetarian dish, and one glass of wine.

BOAT STORAGE AT MARTINSTOWN

Size no object
Some undercover

Contact Gerald Duke on 07966 413272

LIFEBOATS - WEYMOUTH LADIES' LIFEBOAT GUILD

Jazz & Jackets

Saturday 23rd October

8-11 pm

Sea Cadet Training Centre, Nothe
Live music with Gerry Brown and the Mission
Hall Jazz Band

Delicious filled jacket potato supper

Licensed bar

Tickets £8.00

Ring 01305 788994

Coffee Morning

Thursday 18th November

10.30 am-12

Old Rooms Inn

RNLI Christmas Cards, Calendars, etc.
Cakes, Christmas Presents, Decorations and
much more

Entrance £1.00 on the door

Christmas Evening at Brewers Quay

Friday 3rd December

A great start to the Christmas season: a
delicious home cooked supper, great
company, wine and beer bar, among the
Christmas decorations

Admittance by ticket - £12.00

Ring 01305 788994 to apply

Enquiries for tickets and further details

Rose Abbott - 01305 788994

Di Ludlow - 01305 813446

FOR SALE

JEANNEAU ARCADIA

"Kachina" 1984 9m 6 berth

13 hp Yanmar inboard, stub & drop keel
(reduces from 2m to 1m) with legs to dry out
GPS Autopilot furling genoa holding tank etc.
Fast spacious family cruiser easily handled
£25750

For full details contact me on the number
below evenings or weekends

Richard Salt - 01297 32169

FOR SALE

Laser Pico

Sail Number 2239 "Picol'eau"

Complete with launching trolley. Very good
condition £1200

Peter Cartwright - 01305 851503 -

marren@lineone.net

GENERATION MIX - 'PIECES OF EIGHT' CRUISE

True to form, departure date was held up by poor weather conditions. However, eventually we had a reasonable Channel crossing, albeit much of it motor sailing, with Jemma and Jedd each doing a regular spell on helm for just a half hour watch, against their Grandparents' one hour watches.

Late afternoon we made our entrance to Alderney moorings. Expertly we gently glided alongside an un-manned French boat, but as Malcolm flicked into reverse, the gear stuck, and suddenly 'control' was no longer evident! To the surrounding boat crews lazily sunning themselves on board and not being aware of our predicament, our performance was probably very entertaining. However, as we headed – well, backed actually - towards an already moored yacht, I quickly mentioned to them that we were stuck in reverse gear. This had an instant affect – they soon became alert and jumped into action, and with engine cut, we were helped alongside, fortunately with no damage done except to our ego. Malcolm thankfully being practical managed to discover what had gone wrong, and aided by Jedd the next day, was able to reconnect the gear cable.

When moored at Alderney we try to organize ourselves for the whole day, so that we all go ashore together in one trip. The children still endlessly enjoy poking about in rock pools, or building sand walls against the incoming tide and of course swimming and generally splashing about. This gives we Grandparents a well deserved rest with our books, whilst still keeping an eye on them. A visit to the Museum, a browse round the shops, and a few games of Les Boules on the beach; interspersed with sticky cakes and ice-creams adding to our holiday pastimes.

The intended day to move on was far too stormy, but the next day we had a good sail to Cherbourg, catching mackerel on the way.

Being in a Marina there is more freedom to come and go. Jemma and Jedd had their 'blades' (there is a good skate park nearby), and we had a couple of bikes with us allowing extra mobility.

We fully recommend a visit to La Cite de la mer. Malcolm and I had visited this attraction when we had earlier sailed here in June. The highlight of this exhibition for Jedd was going over the nuclear-sub, and Jemma just loved seeing all the colourful fish and deep sea life. It covers all aspects and history of underwater activities and submersibles, and is worth a really long visit.

Unfortunately we had the pressure of getting Jemma back in time for Plymouth Navy Days (her Sea Cadet connection). The forecast was not good and only getting worse, so although touch and go, we made the right decision and chose the only reasonable day to sail home. Later in the Echo we read that the yacht "Scoobydoo" who was on the pontoon next to us and had left two hours after us, had foundered at Lyme Regis.

Although the weather had been very showery and windy, it wasn't cold. It just meant that waterproofs were on and off quite a lot. We'd enjoyed our many daytime activities and after our evening meals (the washing up done entirely by the children!) we played either Ludo, Cards or Yatzee, which often became very noisy.

All in all, a good Cruise, and I hope will remain amongst some good memories for Jemma and Jedd.

Rosemary Spicer



LOST PROPERTY

Please check the lost property in the entrance to the changing rooms!
All unclaimed lost property will be sold at the AGM – proceeds to Club funds.

JAPAN TO HAWAII

When I got a phone call in the middle of the night asking if I would command the 180-ton brigantine "KAISEI" on a voyage from Japan to Hawaii it seemed an opportunity not to be missed as I had just sold HELLA after 24 years and I had never visited HAWAII. However, the 3500-mile voyage was to prove quite a challenge. The first problem was that as I would be arriving in the US by yacht and not by air I would need a US visa. It proved quite impossible to obtain one in the time available as it was important to sail from Japan before the main typhoon season. (In the end three of us had to sail from Japan without a US visa and we only got round the problem by anchoring in a remote bay on one of the smaller islands to clear immigration and customs where the 70 year old customs officer never actually came onboard.)

The next problem I encountered when I joined the ship in YOKOHAMA was that although it was still early in the year for typhoons one was heading for YOKOHAMA. To make matters worse another ship had priority for our berth in the event of a typhoon so we had to move. After lengthy meetings with the Port Authorities we finally managed to find another berth which was not ideal but luckily the eye of the typhoon passed to the West and we were able to safely ride out the storm. Then followed a rush to depart from YOKOHAMA and get well to the East before the next typhoon. However, we could not sail until we had enough crew but with the visa problem it was quite impossible to find any local volunteers. So in the end we sailed with a crew of only 11 although we had berths for 45. At least this meant we could all have our own cabin and there was no shortage of fresh water.

After a short Japanese departure ceremony we sailed from YOKOHAMA on 24th June and motored in to a headwind. Shortly after clearing Tokyo Bay we got an air lock in the main engine fuel system and the engine stopped and we had to hoist sails in a rush as we were still on a lee shore. Luckily the engine was fairly quickly restarted and we managed to motor sail round the last headland and then bear away and set the square sails on the foremast. For the next five days we had some excellent sailing with a following wind and managed to average 200 miles a day. Then the wind headed us and we had difficulty maintaining our planned Great Circle route. By 2nd July there was so little wind that we tried to motor only to find that we still had air entering the fuel line and it took all day to get the main engine running satisfactorily. On 4th July we reached Milwaukee Bank, our half way mark, and on 6th July we crossed the International Date Line. After the favourable winds for the start of the voyage we then reached the area of the NE Trade winds and had to beat to windward.

One of my concerns was that we were unable to send any messages on our Inmarsat C system (as shortly after sailing the Japanese cancelled the ships Inmarsat registration.) It took us most of the voyage to send any messages on the older HF set as the dials and instructions were all in Japanese. The first message we managed to pass ashore was via the only merchant ship we saw on the voyage on 4th July. On 14th July after 21 days at sea we at last sighted land and came into mobile phone range. Then followed a period of total confusion and after heading for three other different destinations we finally headed for the island of KAUA'I and anchored in Hanalei Bay and ended our delivery voyage. Hanalei has been likened by some to Paradise. They say "See Hanelei and die". It was certainly a beautiful spot. We even had a school of dolphins swimming around the ship and what was even better we were able to enter the USA without any problems from the US Coastguard and US Immigration.

Mark Kemmis Betty

NOVEMBER NEWSLETTER

The deadline for the November 2004 Newsletter will be 26th October 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 - 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. **If you give me your e-mail address I can send you a link to the Newsletter as soon as it out each month (instead of waiting for printing and 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 – (01305) 777568