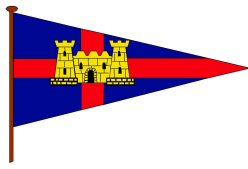


Castle Cove Sailing Club



June 2005 Newsletter

Dates for your diary

June 4th
Start Racing

June 5th
Beginners Cup

18th June
Castle Cup
Poole Race/Rally

19th June
Poole Race/Rally

25th-26th June
Contender Open
Scorpion Open

2nd—3rd July
Basso Cup

4th July
Monday Race/Training



Ladies Sailing—Friday mornings.

Diana Gill and Sara Lloyd are presented with tokens of thanks from some of the sailors able to take the morning off.

From the Commodore

I was delighted to receive many kind words from visitors to the Club for the Laser and Services Assymmetric Opens held at the Club over the weekend of 21/22 May. We all owe our thanks to those CCSC members who helped with these events which both enhance our reputation as a Sailing Club and contribute to Club Funds. Please note that this month 25/26 June we are hosting a Scorpion/Contender Open so it would be great to see some new volunteers stepping forward to assist. Remember that you do not need to be a Regatta ace to help, there are plenty of roles to fill, from Registration, Beach Control, Galley and Bar, as well as on the water.

On the admin front you will all be aware that the General Committee is seeking a way to administer the Club more effectively. Please put forward your own comments and views as we want to ensure that this project is carried forward with everyone being aware and involved. All the details are on the Club Notice Board and Web Site.

On future sailing activities, now is the time to consider how better to run racing and sailing events from next year onwards. This year we have tried to create a programme with more emphasis on making weekend sailing and racing more attractive. If you have any ideas, please contact me personally with them. I am particularly keen to see more dinghies out there on the water, with individual Classes creating a more appealing programme.

The next 4 months offer the best weather of the Year to enjoy our sport and our Club. Do not miss any opportunity!!

Good Sailing,

Bob Turner

Dinghy Cruise

'Bank holiday Monday dawned uncharacteristically sunny and with what promised to be a fine sailing wind. A dinghy cruise had been planned (meticulously by Hugh de Longh and Nick Browning) and the crews of 5 Wayfarers, 2 Lasers, 1 Enterprise and a Vortex gathered at the appointed time. During his briefing Hugh described the weather as Goldilocks conditions - not too much, not too little (force 3) - the jury is out but possibly Goldilocks should stick to the day job and not take up forecasting! The fleet, accompanied by Idler had a lovely run across the bay, averaging over 5 knots in brilliant sunshine. Lulworth Cove was reached in suspiciously good time (although there was a rumour that half the fleet were in fact heading for Warbarrow bay) in what was rapidly becoming a stiff breeze and the fleet beached to consume lunch. All too soon it was time to face the long beat home. Some revelled in the conditions, but unfortunately the breeze was just too strong to enable headway to be made by a couple of the smaller boats. However, having adopted a buddy system to match boats of similar speed rather than attempt the almost impossible task of keeping the whole fleet together, the fleet arrived back at CCSC all in one piece and pretty much on time having battled a F4/5 all the way and covered in excess of 25nm. Special mention should be made of the father and son duo (Laser and Vortex respectively) who made the entire trip unaided and not very far behind the rest. Many thanks to Hugh and Nick for their planning and preparations and the driver of Idler who in the event proved invaluable and helped the day be a memorable one for all the right reasons.'

Catherine and Anthony Ward (W4174 Pilgrim)

2005 Life Boat Collection Saturday July 30th

Bob Turner has asked me to co-ordinate this years effort form CCSC, because he will be otherwise occupied.

Yes I think we can excuse him, a daughters wedding is a good reason, so...

We need as many willing collectors as possible please, for this years club effort.

As we all know the life boat is entirely funded by charitable contributions from both the corporate and the public sectors.

Every penny counts, and I can tell you the public are very generous indeed.

I collected for 1 hour last year and handed in £38. I wish I had a bucket like that.

We only get one day a year to 'Hit the streets', so please help. I will be making up a list of 'Town hot spots', so get involved, you never know when you may need a life boat.

Thank you.

Bob Richardson

Contact: bobrichardson@bobrichardson.org.uk 01305 8325128

WINTER MOORINGS

Last winter the experiment using chain and white drums worked well.

Will all mooring owners please take their chain and drums home to clean, and then paint mooring number on it ready for the end of their season. Secure the 1/4" chain to the riding chain with moused shackle before dropping mooring prior to laying-up.

Will Members who have left their chain and marker at the side of the Tractor Shed please remove and store them at home.

Members wishing to use this method should know that chains and drums are available from Mooring Committee - Alan White or Clive Pakenham.

Thank you in anticipation of your co-operation

Boat Park

Thank you to those members who helped move boats, concrete blocks etc and generally tidy the boat park in preparation for the recent Laser and Services Asymmetric Open Events. Your help was greatly appreciated.

I would also like to remind all members with tenders or dinghies on the boat park that all boats must display a current PHA or tender-rack sticker: appropriate action as defined in Club bylaw B.7.5 will be taken against any unmarked boats.

Mike Clarkson

Review of club management structure

The details of the proposal to change the management structure of the Club is available on the Website and in hard copy in the Clubhouse (on Y Class Notice board and the Sec's noticeboard in the Chartroom). Please give your feedback to D Gill or any other committee member. The questionnaire is intended to make feedback easy, but please don't feel constrained by it. Your responses are needed by 30 June 2005 please so they can be considered together and used for the final version.

D Gill

D Gill (Hon Sec) is now on diana@hamiltonhouse.demon.co.uk so please delete aol address

On the Club website, the address secretary@ccsc.org.uk will automatically transfer to the Hon Sec's own address, whatever it may be

Thanks D

Safety

Please can all dinghies ensure that they have a painter attached to their bow. This is so that the safety boat has something to hang on to when trying to re-right a capsized boat.

Team Racing—Bank Holiday Monday

Teams of 3 in 6 toppers competed over a dozen short sharp races with about 20 sailors swapping from topper to RIB to Silver Seal at speed. This was a truly family event, although the Cumber trio succumbed to quite challenging conditions and opted for substitute Steve Rose who found himself in the winning team. Many congratulations Cumber/Rose gang who won on the sailing equivalent of penalties, they tied with Ben, Steve Green and Anya on points so it was settled on boat placing in their head to head.

Teams were mixed so every race was closely fought, the Shone brothers (in opposing teams) shepherded some old enough to be their grannies. Philip de Longh provided high and low spectator sport with a very classy port hand flier, nearly making him first to the windward mark but later demonstrated a spectacular down wind roll when Hugh (Shone) called starboard shortly before the leeward mark. New member Carol Malley successfully climbed a steep learning curve, being more familiar with Albacores to come in 4th in one heat. Over a cup of tea on the lawn at the end, John W remarked that this was a perfect Club day. Sincere thanks to the Wall family (OD), Chris for excellent rescue support and Phil for lunch.

D Gill

Important Note

With your membership hand book you will have received a sticker for your Tender. This must be displayed so that it can easily be seen on the inside of your Tender when it is in the rack. Also your Tender should be marked with your boat name.

Failure to do so could result in your tender being removed from site.

Please make sure your Tender is in the rack you have been allocated if it is already in a different one, move it.

Tender Rack Allocations Beach Site 2005

Membership No	Surname	First Name
358	Young	Tim & Hilary
345	Wilkins	Brian & Joan
49	Carter	Robin & Susan
278	Salt	Richard
282	Scarr	Rod & Jan
84	Daniel	Lewis & Pat
319	Veale	Colin & Dawn
86	Davies	Peter & Jane
107	Everitt	Adrian
189	Lee	Martin & Alison
200	MacGregor	Phil
225	Nurrish	Kevin & Olivia
225	Nurrish	Kevin & Olivia
231	Painter	Ralph & Joan
252	Reed	Ken & Anne

Tender Rack Allocations Main Site 2005

Membership No	Surname	First Name
13	Barker	Bill & Marianne
37	Bray	Brian
39	Brody	Simon & Pat
46	Campion-Smith	Charles
52	Chadney	Dick
58	Clabburn	Ted & Anne
69	Coatsworth	Ronald
71	Conroy	Mike & Genia
90	Dickinson	Guy
100	Elson	Paul & Marianne
122	Gaunt	Andy & Jean
128	Glover	John
140	Griffiths	Roy & Jacqui
146	Harris	Tim
147	Henley	David & Leigh
160	Howarth	Mike
171	Johnston	John & Megan
175	Jones	John & Barbara
178	Kennea	Tom
195	Lomax	Jolyon & Carol
208	McKechan	Alan & Anne
212	Mickelwright	Peter & Sarah

Any Problems contact me: Paul Elson 01963 370063 e-mail paul@hypnocure.net

This should have gone out last month. Sorry for the delay—Celia

NO SLAM BUT LOADSA DUNKS Or HOW TO GET YOUR NAME REMEMBERED AS A NEW MEMBER

Finally a free weekend to go down to CCSC for the first time. The women's Friday sailing sounded like a sufficiently gentle event at which to introduce myself, so I called DG and said I would be there and she said - "But you are going to sail aren't you?" "No, I thought I would just come along to see what the form was and anyway I don't have any suitable sailing gear" "Oh, that's no problem I'll sling one of everything in the car and we'll see you about 9.30". It was difficult to say no after that.

I arrived at the appointed time with a selection of totally unsuitable gear except a pair of gloves and boots and between Diana and Sarah they completely kitted me out, introduced me to everyone else, helped rig everyone's dinghy, and set us on the water. We all followed them to the northern part of the harbour where we were given a course to sail around, which included all the things you need to know how to do. It was a beautiful day with a perfect amount of wind, which died a little towards lunch-time, but we had fun and everyone agreed that it was a lovely morning's sailing. I felt slightly relieved not having made a mess of anything in particular and was happy to go home impressed by how friendly everyone was, and pleased at not having made an idiot of myself on my first outing. However, that was all about to change.

In the clubhouse later there was talk of the team racing on Monday. That sounded interesting what was it? It was described as being "a guinea a minute!" and I thought that that sounded like far too much fun to miss. I said I would like to take part and duly arrived on Monday at 9.30

It was decided to use the Toppers (what does a Topper look like?) and so we all got them rigged and on the water, after teams were chosen and the DO had calculated the order of sailing. The course was short and fairly straight forward. There was a good wind and lovely sunshine - another pretty near perfect day. Our team didn't sail immediately so there was good time to watch some exciting sailing by this diverse group, including an absolutely textbook dryfoot capsized by the youngest member of the group who could hardly have weighed more than a pod of peas!

Eventually it came to our team's turn and by this time I was feeling somewhat apprehensive. Was I going to cut the mustard? It all started alright. Nothing too spectacular until I got to the first buoy when I made a total mess of leaving it to port, including hitting it, having to do a 360 degree penalty turn and getting stuck in irons. Having finally sorted myself out, and with a little polite verbal help from the guys in the rescue rib, I went on my way with the wind behind me thinking what a disgrace, but phew!! I was now scudding along, and then before I knew what had happened was off balance and had fallen backwards out of the boat. I remember seeing the dinghy sailing along perfectly happily for a while and thinking, when will it come up into the wind! Anyway I tried clumsily to reach it but soon found that the rib rescue guys were there, bringing the boat to me. Then there was the business of getting back into it! I know it's not really difficult but what with boobs, buoyancy aids and cocktail sticks for arms it was a real struggle. However, the encouragement and help of the rib rescuers did the trick and I was back in the boat and on my way to be a nuisance to some of our opposing team. Safely back on the Start Boat everyone was kind and asked if I was alright - but I was so concerned at the negative support for my team, but they weren't at all worried by that.

After a brief lunch and some drying out and warming up, our team was one of the first to race and we sailed the boats out to the start. I am happy to say that I completed this race with no mishaps and actually got a gun! Yippee! However, from here-on in it all went rapidly downhill. The wind had freshened a little - not that I wish to use that as any defence! I managed to get round the first lap without any mishaps and then just as I was approaching the start boat and right under everyone's nose - I did it again. This time the boat turned turtle, but those divine guys in the rib were there in no time and set me back on my way, but not without the huffing and puffing and groaning and loads of encouragement from them, without which I could easily have given up. Then back to the Start Boat for a while to watch other teams doing some great sailing, with some really exciting moments with clever manoeuvres, all loudly cheered by everyone.

Finally our last race for the day! I confess to wondering whether I should even bother to take part, having been more of a liability than anything else, but I think there was a certain amount of entertainment value in all my mishaps. Grimly determined not to disgrace myself yet again we decanted into the various dinghies. Everything went swimmingly until the second lap, when, having had a couple of difficult moments (tacking being one of them) I thought I was doing speeds in excess of those in front of me and got really quite excited. Part of the excitement of course, was the huge speed at which I was racing

down the wind to the next mark, where all I had to do was come up into the wind a little and do a nice broad reach to the next mark and then a beat to the finish line. Well, I must have got too excited, having successfully jibed towards the next mark, I was having a hard time keeping myself balanced and the boat heading in the right direction, when I felt myself going again, and there I was for the third time, in the water, having fallen backwards off the boat and watching it sailing off on its own! My new best friends in the rescue rib were soon there again saying ""Not you again!" and they cheerfully scooped me out of the water, rescued the boat and delivered me back to the Start Boat! Again, everyone was so kind asking after my wellbeing, and being generally supportive, that my despondency was instantly dismissed

Carol Malley

JULY NEWSLETTER

The deadline for the next Newsletter, which will be out in July, is 1st July 2005. There is no need to use special formatting – simple text is much easier to work with and any photographs are preferable as separate files (or send the prints for scanning (leave in an envelope for me at the club). 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. You will see it all in full glorious colour and the photographs are much more impressive than in the copy sent through the post.

PLEASE GIVE ME YOUR E-MAIL ADDRESS and I can send you a link to the Newsletter as soon as it is out (instead of waiting for printing and the post). E-MAILS ARE SENT AS BLIND COPIES SO YOUR E-MAIL ADDRESS WILL NOT BE SEEN BY ANY OTHER RECIPIENTS. *It usually only takes a couple of minutes to download.* The fewer paper copies we send out the more money we can save for the Club – you will be aware from the accounts that it is expensive to produce. And, of course, if you read it on screen, it saves trees.

Even if you still wish to receive the hard copy, having your e-mail address means I can send you club information between newsletters. Just let me know.

Celia Rushton – celia.rushton@wdgh.nhs.uk – (01305) 777511

For Sale

I have an RS Feva XL (sail no 47) Lying Sydling St Nicholas for sale at £2600 with cover and launching trolley and in near perfect condition.

David Lester
lestersat.sydling@virgin.net