

Castle Cove Sailing Club



June 2007 Newsletter

DATES FOR YOUR DIARY

2nd & 3rd June
Dinghy Regatta

Sunday 10th June
Lulworth Race

Saturday 16th June
RDYC Regatta

Sunday 17th June
Castle Cup

Saturday 23rd
Poole Race

Saturday 30th June
Laser open



See try a J Day,
page 2

FROM THE COMMODORE

With the completion of the first Wednesday series, the season has gathered pace with many events and activities happening at the Club and the area. Thanks to Karen Horlock for arranging the new members morning early in May which I certainly enjoyed, and I hope the new members got as much from the event. A Topper training event took place in the middle of May, and I hope that the Weymouth Dinghy Regatta has gone ahead (2nd and 3rd June) with plenty of support from Castle Cove – it would be a shame to see it lapse. Unfortunately, the first long distance race to Cherbourg had to be cancelled, but there is the Poole Race at the end of the month to look forward to. So please consult your handbook and keep a watchful eye on the Club Notice Board and Website as we are entering the busiest period of the year.

We are paying a small penalty in being a self-help club. The new electronically operated gate is having the last of its teething problems resolved by Richard Butler and Bob Ward, but June will see them operational. A note of warning; one or two cars have parked close to the entry control point on the busy Wednesday evenings, which is OK at present, but cannot happen when the gates are in operation.

I have just received a letter from Weymouth Harbour Master concerning some members of our club. Would you all keelboat owners please read the notice board in the Clubhouse.

Congratulations to Bob Turner and his team sailing Headcase at the J24 Southern Nationals in Falmouth over the Bank holiday weekend, achieving a first overall in windy conditions.

Finally, just a little reminder that the presence of cars on the boat parking area is to be avoided on race nights (Mondays and Wednesdays) and at the weekend when events are taking place.

In the meantime, enjoy your sailing whether racing, cruising or the indulging in the simple pastime of relaxing on the water!

Paul Clarke

FROM THE SAILING SECRETARY

We have a busy few weeks coming up starting with the Dinghy regatta at the beginning of the month. I hope this event will be attractive to many dinghy sailors with bay sailing (weather permitting) the main attraction.

For keelboat sailors there is the Lulworth race on the 10th June and the Poole race on the 23rd June.

Sunday the 17th June is the Castle Cup, and then at the end of the month is the Laser open.

We still need volunteers for the Keelboat regatta in August. Dinghy sailors please help out. These events rely on people volunteering to help. Please contact me if you are free to help 10th to 12 Aug.

The obstacle race unfortunately had to be cancelled due to bad weather. D Gill has put a lot of work into this event, so hopefully we can find another slot for it at the end of the season.

The Toppers had a successful training day and open event. Thank you to the many people who helped at this event in the galley, on the shore and on the water. The club was buzzing with excited, and, judging by the questions they asked the OD on the morning of race day, some very knowledgeable children.

Alison Stephens

Many thanks to all those who helped with the Keelboat lift-in. Happily we even had help from people who didn't have a boat being launched, with some folks helping on more than one day. It was greatly appreciated, it certainly helped the operation to run smoothly and although tiring work hopefully you found it was quite a social occasion too.

My thanks also go to those members who have given time to help with the pontoons. In future the annual maintenance should be greatly reduced.

Good sailing to you all!

Malcolm Spicer

TRY A J DAY SATURDAY 9 JUNE

The CCSC J 24 Fleet is delighted to welcome members to try out Sailing in our J 24s. The aim is to encourage weekend sailing at CCSC and also to help members, whether Dinghy or keelboat sailors to pick up some very useful tips on boat handling and short course racing. It will be a very informal day, and we are looking for each of our 6 boats to take 3 members onboard, the boat owner and one of his normal crew will make up the other 2 crew members. Volunteers can helm or crew, depending on their wishes.

Please see full details on the J 24 notice board, but note that we will meet at the Club at 0945 for briefing, go sailing, then return for a Beer (sponsored by the UK J24 Class) and BBQ. The BBQ salads etc will be free, but please plan to bring your own meat/burger/sausage etc. The day will complete about 1530.

There are already people signing up for this event, so please get your name down on the list early to avoid disappointment.

Bob Turner
Event Organiser

TEAM RACING

Although team racing on Monday 28 May had to be cancelled because of high winds, we hope to run it later in the year. In the meantime, here are some tactics.

These tips and advice were written for two person, two sail dinghies teams racing without spinnakers. They should be used as a guide in the overall framework of a specific teams race which will of course require specific tactics.

Starting

<http://www.boating.co.nz/sailing/teams_racing_tactics.shtml#starting>

Upwind

<http://www.boating.co.nz/sailing/teams_racing_tactics.shtml#upwind>*

Reaching and Downwind

<http://www.boating.co.nz/sailing/teams_racing_tactics.shtml#reaching>*

Finishing

<http://www.boating.co.nz/sailing/teams_racing_tactics.shtml#finishing>*

Starting - Defensive

Some suggestions if you are being hunted in the pre-start. The general idea is to create confusion for your opponent by introducing as many variables into the equation as possible. Each variable gives you a chance to turn the tables.

Go head to wind. A good move if you want to stay in the same spot for a period of time for example to judge your run for the line.

Crash stop by backwinding mainsail. Your opponent should shoot forward allowing you to get on their tail.

Try to lead opposition into committee boat

Swap opposition boats with a boat from your own team (commonly referred to as the switch manoeuvre).

Lead opposition into a boat from your team on starboard or even better a boat from their own team.

Starting - Offensive

If in control of an opponent before the start try to:

Force opposition boat away from start line preferably downwind.

Force opponent over start line with less than thirty seconds to go without crossing yourself.

Upwind - Defensive

If an opponent tries a slam dunk:

Bear off before opposition boat has completed tack to get out of their wind shadow.

Or tack immediately.

Never do both, choose one and stick with it!!!

If cover cannot be shaken:

Tack on another opposition boat.

Get a team mate to tack on the boat covering you.

Do a double tack (two tacks in quick succession)

This is an absolute last resort and relies on two conditions

to work. One the opposition boat must follow you through both tacks and you must be able to tack faster than your opponent.

Upwind - Offensive:

Many people believe the first beat of a team race should be sailed as if it were a fleet race. While this approach has some merit especially against weaker sailors it is generally inappropriate in Teams Racing. Alternatively a lot of people forget that a teams race is still a yachting race and things like shifts, gusts and tidal factors can easily win a team the race.

Sail the shifts:

Take into account where the tide is strongest and which direction it is flowing.

Sail the favoured side of the course /*relative*/ to your opponents.

Tack only if you will gain more out of tacking than you will lose in the tack. Usually about two-three boat lengths.

Reaching and Downwind - Defensive

Many people believe the first beat of a team race should

Think about buoy room for the next mark (two and three) before you even round mark one or mark three.

Marks are a rare opportunity to pass and can get complicated

Think about the big picture!!

Do not take an opposition boat up if there is another opposition boat behind them.

Only take an opposition boat up if that boat is followed by one of your team mates and that team mate is not followed immediately by another opposition boat.

In reverse these are offensive moves.

Generally what is the best overall option for the team.

Reaching - Offensive*

If there is wind or waves pump like you have never pumped before.

It is a short leg, get hard.

The crew's position in the boat and trimming of the jib are almost to the point that this should be all they are concentrating on in heavy winds.

Downwind - Offensive

You should still be pumping like an animal. It is also a short leg, don't stop!!

Crews do not site there for the ride!!

Centreboard position be below the kicker ropes before gibing.

Face the immediate opposition and tell the skipper:

- 1.* What other boats are doing.
- 2.* What Gusts are coming.
- 3.* Whether the boat is going fast relative to other boats.
- 4.* If the team is winning or losing.

If one opposition boat rounds in front of two boats from your team, one boat sails the fastest course to bottom mark while the other boat covers the lead opposition boat.

If you need to gain luffing rights sail two boat lengths to the side of them and then sail back and take them up.

Finishing

Do not finish if your team is losing!!!!

You /*have*/ to try something or be able to see that another team member can and will do something.

Otis Manoeuvre

If your team is 2,3 and 6

2 and 3 take out 4 and 5

Leaves 6 to come 2nd and 2 and 3 to come 3rd and 5th.

Steve Green

Cadets News for May 2007

May has been a busy month with much achieved both on and off the water. Only one day has been lost through high winds and the Cadets have much to be proud of - all, from the newest and most inexperienced to the oldest and most experienced are developing week-on-week, well done. The following picture shows Thomas and Harry Merewether taking their Mirror away from the beach in strong winds.



The Topper Class Association South West Zone training on Saturday 19 May was a great success in strong winds and a number of CCSC Cadets took great benefit from the coaching on offer. Similarly, on Sunday 20 May, the SW Traveller race meeting had a number of CCSC Cadets take part in the 24 boat fleet. Well done to Jemma Spicer, Sam Barker, George Bell, Harrison Reid, Robert Kennedy (taking part in his first Topper race meeting) and Matt West for their efforts and for representing CCSC in such a sterling way. The photographs below show the CCSC Cadets listening to the highly experienced coach and Sam and Harrison launching from the easterly slipway.



June also promises to be busy month and the highlights include the Dinghy Regatta (all Cadets are encouraged to enter - the Cadet Officer might even be seen on the start line (he hopes!)) and a charity bike ride. See the diary below and the training programme on the website for more details.

Volunteers - following my calling email, a big thank you to all those Cadet Parents who volunteered (or who were press-ganged!) to help at the Topper Class Association (TCA) Training on Saturday 19 May and at the TCA South West Traveller race meeting on Sunday 20 May. Those of you who didn't volunteer (the significant majority!) please examine your consciences and step forward next time (likely to be the youth sailing 22 and 29 June) - I really do need your help!

Duties Rota - this is published on the CCSC Cadets website (<http://www.cadets.ccsc.org.uk/duties/rota.htm> for rescue boat duties and at <http://www.cadets.ccsc.org.uk/duties/galleyrota.htm> for the galley duties) and in the Clubhouse on the Cadets noticeboard. Please note when your duty is due and ensure you are conversant with the requirements before the event. Swops are your responsibility.

Mirror Coaching - in preparation for the Mirror SW Traveller race meet and our CCSC Cadets Race Day on Saturday 28 July, Bob Turner has very kindly offered to share his vast racing experience with our Mirror crews. I shall be collecting names soon so please be prepared to sign up for what will be some extremely beneficial sessions. Further dates are on the website.

Photographs - the CCSC Cadets Gallery (<http://www.cadets.ccsc.org.uk/gallery/index.htm>) is slowly being populated. If you have any photographs you wish to place in the gallery, please contact Richard White.

Cadet Dates for your Diary

Note: Cadets wishing to join the WOEC stage 3 or 4 courses in July must register by the 1st of June.

Date	Details
29 May – 1 June	RYA Stage 1 & 2 run by WOEC
2 June	NO CADETS due to the dinghy regatta
2 – 3 June	Dinghy Regatta - all Cadets are encouraged to enter
9 June	Group 1 & 2: Seamanship Skills - Games
9 – 10 June	RYA Racing Coach Course - applications to Mairi Kershaw asap
16 June	Sail and picnic alongside (venue tbc) - suggestions via email warmly received All Day Optimist training
Fri 22 June	Local Youth Sail in Optibats in conjunction with Thornlow & Portland Youth
23 June	Group 1: Precision Sailing- Follow my leader & Capsize Drill Group 2: 6 Advanced skills incl. Rudderless sailing, blindfold...
Fri 29 June	Local Youth Sail in Optibats in conjunction with Thornlow & Portland Youth
30 June	Working together – challenges. Developing team skills. Cadets will finish early on this day due to the Laser Open needing the rescue boats. Buddying up and sailing different boats an integration morning , sailing with Portland Youth/Thornlow school. Hot food Charity bike ride pm in aid of NSPCC.
7 July	pm Mirror Coaching

Have fun in June!

Henry Merewether
Cadet Officer
co@cadets.ccsc.org.uk

Work parties progress -- Tender rack extension and pontoons

The **Tender rack extension** is now complete and can be used. The end section of the **Pontoons** is finally in place, there remains some planking on the intermediate section. This should be done by the time you receive this newsletter. There was an unexpected boost to the effort from new member Rob White. He provided materials and single handed did the bolting down of the racks and then produced a JCB to help Malcolm launch the pontoon!!

The final activity is a **site tidy 7 pm Thursday evening the 7 June**. Free drinks in the bar afterwards.

Thanks to all helpers

Barry Grant

MEMBERSHIP RENEWAL

Martin requested views on whether to change the membership renewal date from February to October annually. To put into the pool of thoughts here are some that I can think of:

How might it affect me (member)?

1. Payment of membership fee:

October avoids coinciding with post Christmas cash shortage but coincides with post holiday shortage & utilities bills and I earn more in the winter! On balance, it is not an enormous sum so when it is paid is largely immaterial to me.

I will not be willing to pay two year's membership fees in one year so if we shift, I will only want to pay half the first time, even then in the change-over year I pay 50% more than if we don't shift.

2. Payment of Facilities needs

For a 1st October renewal date I would have to fill in my renewal form mid/late September however I am more likely to change my boat during the winter and quite unlikely to change my boat in September so I won't know what facilities fees I will need next season. Similarly, I will not have decided whether to travel more and keep my Laser at home or whether to give up my swinging mooring for a marina berth (or vice-versa) by mid-September. Therefore I would hold paying for facilities until I knew what I needed. This would mean the Membership Sec and Treasurer dealing with two separate payments from me.

3. Committing to duties

A few years ago CCSC brought the renewal date forward from March to February because, at that time, members were asked to inform on their availability up to 18 months in advance, which did not work. For me, it will be equally impossible to say in mid-September what my diary will be for the following summer because events such as Nationals and Travellers will not be available. However the rota is never likely to be perfect as people's plans change all the time!

How might it affect Club Management?

4. Timing of AGM

Membership fees require members' acceptance through a vote at the AGM. With renewals being dispatched in September, fees would have to be voted on at the AGM in November the previous year or the AGM date changed.

5. Setting Facilities fees:

The Committee sets these by taking into consideration rates charged in the area and in comparable clubs. If CCSC sets its facilities charges 12 months in advance, it will not have available the fees that are being charged elsewhere in the locality and beyond. If it continues to set low % increases to its facilities charges it will drift further from other commercial providers thus encouraging people to apply for membership only on the basis of cost, not for their interest in being a member of the Club. In view of the sharp increases elsewhere, the pressure on the committee to make sound judgements on who to allow into the Club will be ever more challenging.

6. Membership Secretary's job:

As above, renewal forms (which are dispatched 3 weeks in advance of renewal date ie 1st week Sept) contain information on membership and facilities fees. Renewal time is intensely busy, the fees have to be accurate, the individual notifications prepared and dispatched, thus if the decision on what to charge for facilities fees is made in June or July the Membership Sec has August to prepare the envelopes. Will the Membership Sec be happy to work very hard through July/August rather than November/December? Again as above, if facilities charges are sent separately six months later, will this double the workload and postage?

7. Portland Port fees do not come available until mid December so this will have to be managed. Crown Commission is probably not a problem.

8. Cash Flow:

Money will be available for winter refits and will boost funds during the changeover year but lose 6 months interest as currently expenditure is mainly in the winter?

9. Handbook:

- The rota cannot be done until the sailing programme is confirmed. Can it be confirmed before mid-January? If not, there is no point in worrying about trying to start the rota as the base dates will not be available.
- As above, data about members' availability is likely to be less rather than more reliable
- Fleet list: Keeping an accurate boat list is dependent on people informing the Club and/or the Class captains. I predict marginally more accuracy if updated in February but at the price of a heavy workload for someone. One way of dealing with this might be to delegate the task of updating the boat list to ease the load on the handbook compiler.

D Gill

NEXT NEWSLETTER

The deadline for contributions for the next Newsletter is the **19th of June**. 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.

Celia Rushton – newsletter@ccsc.org.uk (This will always forward to my current e-mail address) – or **07977 912407** or **01305 769489**.

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