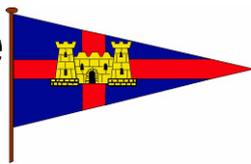


Castle Cove Sailing Club



July 2009 Newsletter

DATES FOR YOUR DIARY

5th July—Lulworth dinghy race

9th-12th July - Weymouth Regatta

18th-19th July—Basso Cup

24th-26 July - Finn Nationals

1st August—RDYC Lulworth race



FROM THE COMMODORE

Summer is passing quickly and I'm delighted to see the Club is getting busier every week. It is good to see Wednesday evenings continuing to be popular for the racers but it is even more pleasing to see more members using the Club at weekends and joining in with other Club activities.

The Dinghy Open Meeting was a huge success with 112 boats competing, but it was disappointing that only 16 Club boats sailed. Alison Stephens spent many hours making sure the weekend ran smoothly and the army of volunteers ashore and afloat meant that the visitors went home having experienced Castle Cove hospitality along with good racing and, of course, sunshine and eventually perfect winds.

July will be another busy month. The Cadets' Open Day starts off the month - why not come along and watch our younger sailors - followed by Weymouth Regatta and then the Basso Cup and Summer BBQ which should be a great weekend. If you race please support this series and the BBQ and if you don't race come along to the BBQ on Saturday evening. Watch the notice boards for details.

At the end of July we are hosting the Finn Nationals for the Yacht Clubs of Weymouth. Another opportunity for us to put on a good show. If you would like to help at this event either ashore or afloat please contact either Hazel or myself.

November may seem a long way away but elsewhere in this newsletter you will find an application form for the Dinner Dance! This year the event will be held at the Sailing Academy with a slightly different format to previous years. The prizegiving will be limited to a few individual trophies, the main series prizes being presented at a supper evening in January. This will give more time for dancing to local band Pondlife who I am assured will get everyone on the floor dancing and will give us a really good evening. Discounted price for early booking.

As I write this several keelboats are taking part in the Round the Island Race, the best turnout from Castle Cove for many years. Well done to all who are taking part. Finally congratulations to some of our younger sailors who are flying the Castle Cove burgee at events outside the Club and setting an excellent example to other sailors.

Sara Lloyd

FROM THE SAILING SECRETARY

I write this after a very successful open event that saw over a hundred dinghies take part. I must thank all the volunteers that helped to make the weekend such a success. It was touch and go at times on the Saturday with parking and rigging of boats making space a premium, but we coped and most of the comments we have had have been very positive. A special thank you must go to the two owners of the committee boats; Phil Smith on Lochmarin and Paul Clarke on Sea Envoy. The race officers, Barry Grant and Sara Lloyd did a fantastic job with difficult wind conditions and the Beach masters; Joe Isaacs and Bob Richardson managed to control the competitors with the help of a megaphone.

Congratulations to the winners of the 1st Sunday series:

Asymmetric Class Nick Griffin 21494 Dazzling Dolphin

Class 9 Paul Kerley Phantom 1289

Congratulations to the winners of the 1st Monday series:

Class 9 Nick Browning Skwif 9708

Asymmetric Class Nick Griffin 21494 Dazzling Dolphin

Z Class Roy Griffiths/Richard Cussons mistress 4926

We now have a series of cup races over the next few weeks: the Dinghy (Class 2) Lulworth Race on the 5th July, the Henri Lloyd Weymouth Regatta 9th – 12th July (Dinghies Sat and Sun) and the Basso Cup on the 18th July.

Please come along and support these events.

Alison Stephens,
Hon sailing secretary

TO ALL 44 LASER OWNERS

3 years after submitting my bailer springs to the ILCA as alternatives to O-rings, they have proposed a rule change to fully legalise them. If you are eligible to vote for rule changes, please vote 'yes' on proposal 1 .

Those members who have enjoyed their benefits since 2006 must be in favour, and my thanks to them as guinea pigs. Those who have yet to try them, contact me or visit www.lasersmartparts.com

..also...

If anyone has old style kickers, would you be willing to donate them to update the club Toppers?

Steve Green

HANDBOOKS

It is now half way through the sailing season and the following members have not collected their handbooks from the Chart Room at the Club. If your name is on the list below, please collect your handbook as soon as possible. Failure to collect your handbook or to arrange for it to be collected for you could be regarded as a lack of interest in how the club is run or to carry out duties as listed in the handbook.

Steve Brackley, Graham and Yasmin Beckram, Steve Cleverly, Paul Critchell, Dennis Debbage, Robin Haslar, Ben Lashbrooke, Michael and Doris Lozowski, Hamish O'Donnell, Julie Pemberton, Paul and Susan Rush, John White, Neil Worthington

It is timely to remind members that we have a waiting list of keen potential members and to ensure that we have an active Club, the Committee will be looking at members' use of the Club before inviting renewal next year.

Sara Lloyd, Commodore

FROM THE STRATEGY GROUP

TRAINING CAMP UPDATE

We are delighted to announce that the first paying visiting teams from abroad will be coming to train at the Club this summer. To date, the following teams are coming to train: Brazil, Israel, Italy, Japan and Portugal. There will be 20 x windsurfers, 4 x 470's and 1 x 49er. They start arriving on 16 July and the last visitors will be leaving on 10 September. The period when all these teams will be here is 14 August - 26 August. We would like help with looking after these visitors as follows:

VOLUNTEER STEWARDS

From 14 August up to 26 August, we will need two stewards each day: one from 8.30 - 13.30 and; the second from 13.30 - 18.30, during this 13 day period.

The main tasks of the stewards will be:

1. To greet the teams, show them around the Clubhouse and its facilities.
2. Where they are to store their boats/boards in the Dinghy Park.
3. Give identification stickers for boats/boards and covers.
4. Ask if they will need us to provide catering and to let Hazel Shaw know.
5. Give out keys and fobs to the team members who have paid for them.
6. Supervise the use of the rowing boat and jennies to enable coaches to go to their ribs.
7. Advise Mike Clarkson when the main slipway needs further cleaning to prevent the windsurfers slipping when they carry their boards and rigs down the slipway.
8. Give them the welcome pack and generally be welcoming and helpful and a source of knowledge and advice so that they feel at home and will come back again each year up to and including 2012 and via sailor networking recommend us to other teams as a great place to come and train.

If you would like to become a CCSC International Host, please let me know which dates and times during 14-26 August that you are able to come down to the Club to be a steward.

Please let me know as soon as possible - at least by Monday 6 July - so that I can fill the schedule in good time. Thank you and I look forward to hearing from you.

Brian Shaw

(Tel 01305 776659, Mob (Hazel) 07870 638619, email shawpublicity@btinternet.com)

MAIN SLIPWAY CLEANING

Mike Clarkson would like volunteers to clean the main slipway, starting on 29/30 June and going right through to 31 August. The volunteer stewards will let Mike know each time it becomes necessary to swing into pressure washing action throughout this period.

This is particularly important for the windsurfers, as they will not be able to launch from the beach when its crowded with summer holiday children and families and, as they are in training for their World Championships at the Academy at the beginning of September, keeping them on their feet as they carry their boards and rigs down into the water is quite important!

The dinghies who are coming to us to train will later be competing in the Sail for Gold Regatta (14-19 September) at the Academy and will also be using the main slipway.

Please contact **Mike Clarkson** (Tel 01305 853966 email mestclark@aol.com) and give him your availability to carry out this service to members and our visitors.

Again, thank you for your help.

BED AND BREAKFAST

We have had enquiries from some of the visiting teams who want to train at the Club for the 2012 Games for bed and breakfast and/or full board for periods of time from now until 2012. Members who would like to offer this service can put their details on the Club website and/or on our London 2012 website - www.2012sailingcamp.co.uk. Please contact **Richard White** for further help (Tel 01305 260765 email richard@azurelogo.co.uk)

BRING OUT YOUR OLD CARPETS!

If you have a sizeable piece of old carpet, your Club needs it! Please let Brian Shaw (01305 776659) know and either make arrangements with him to bring it to the Club or he will arrange to collect it. These carpets will be used on the ground to protect the windsurfers' sails and boards when rigging and de-rigging. Once their training is over, these carpets will be removed or stored for future use.

BASSO CUP AND CLUB SUMMER BARBEQUE - 18/19 JULY

The Club is taking advantage of the weekend of the Basso Cup Weekend - 18/19 - July to hold the SUMMER BARBEQUE on the evening of Saturday 18 July. The Sclater's delicious new season's lamb will be the meat at the Barbeque, which, together with a selection of the best salads, will make this THE summer social occasion not to be missed. Please sign up on the list on the Social Section of the noticeboard in the Clubhouse as soon as possible so we can keep an eye on the numbers.

Andrea Clarke

2009 HARKEN ROYAL LYMINGTON YC OPTIMIST OPEN

Regatta Fleet Event, 6th June 2009

Saturday 6th June 2009, saw 61 young sailors braving the elements to compete in twenty-plus knots of wind. Whilst the weather may have been ideal for larger and more experienced sailors of the Optimist Dinghy, the much younger Regatta fleet coped astonishingly well with the challenging conditions offered by the Solent.

In the first race only a few of the least experienced participants needed assistance. From the second race on, life seemed comparatively less peaceful. The wind picked up and there were sailors requiring help left, right and centre. By the fourth, and final race of the day, only 21 of the 61 competitors actually finished.

Castle Cove was represented at this event by James Bishop in 'and his younger sister Emma sailing 'Stropi'. In the overall results James came a very impressive 2nd, with Emma (aged 7 and having only raced in one previous open event) finishing 54th.



James leading the fleet in Race 3

THE CASE TO RACE

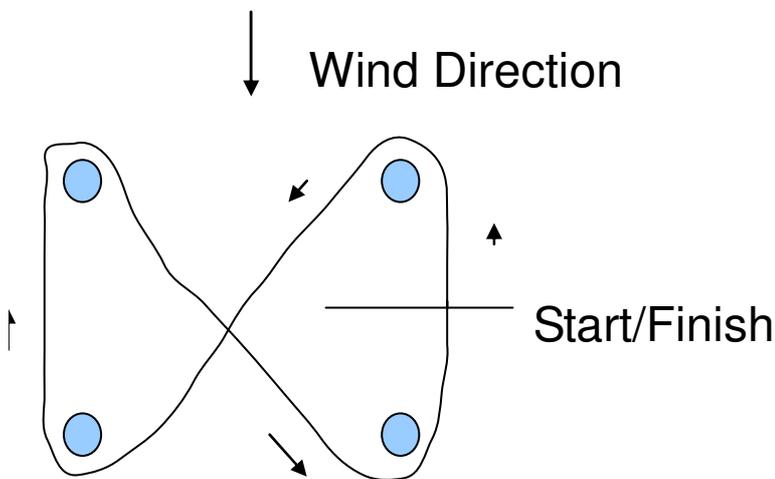
On Wednesday the 17th June we had 15+ dinghies out playing, when the dinghy racing had been cancelled. The dinghies were spread over a large area of Portland harbour. If a race course had been set, the dinghies would have been in a more confined area and safety would have been improved. The significant number of dinghies that sailed proved that racing was wanted.

In the 1990's I was a member of British Steel (Port Talbot) Sailing Club (BSSC). This was a very successful club with multiple World, National and future World champions on the water for club racing. BSSC adopted a couple of useful aids to the OD to encourage strong wind sailing.

- 1) A strong winds flag.
- 2) No gybe courses.

A strong winds flag warns novice sailors of the conditions. This would be particularly relevant to CCSC as in some wind directions the dinghy park is sheltered. By ensuring that all sailors are fully aware of the conditions, the novice sailors will remain ashore.

No gybe courses reduce the potential rescue cover requirement. The simplest example is the figure of eight course, shown below.



No gybe courses were not used for all windy races, only as an option based on conditions, number of competitors and rescue cover. It was much better to race with no gybe, than to not race at all.

At BSSC if the race was abandoned, no one ever went out to play, as it meant the conditions too bad.

In my experience the setting of a course concentrates the mind and leads to less problems on the water. At windy nationals in the 30 minutes before the race, you wonder how you will possibly cope with the conditions for the next 90. But then gun goes, the racing starts and before you know it the race is over, no problem. You may have capsized once or twice, but that is part of sailing.

Castle Cove Sailing Club has the location and facilities for some of the best dinghy racing in the country. If we are ever to become one of the premier dinghy clubs of the South Coast, then we need to run racing in the stronger winds.

John Pym

J24 SOUTHERN AREA CHAMPIONSHIPS- PARKSTONE YC

The Serco/ Headcase team represented Castle Cove SC at the recent J24 Southern areas in Parkstone, finishing second on countback (equal first on points) to local Poole boat 'Madeline'. A consistent set of results showing speed and maturity in the light and testing conditions were pleasing for the team, with it being helm (and new Castle Cove member) Nathan Batchelor's first outing at a Worlds qualifier. In the absence of Jon Pegrum Kenny Roebuck slotted seamlessly into the standard line up of Bob Turner, Nick Malein and Ian Brown. The team will be competing in a number of World Championship qualifiers this year with the aim of being in the selected GBR team in the World Championships to be held in Malmo Sweden in August 2010.

The next event is the Weymouth Regatta 9 to 12 July where we hope to see as many J's on the start line as possible.

CLUB MOTOR BOATS - TRAINING AND USE.

By way of a mid-season update, the weekly training sessions are going very well, with only a few being missed. One of these because of weather, and the others due to open and club racing.

Everyone who attended sessions has enjoyed them, and said they learned something new, or useful. It's also a very nice way to spend an afternoon, on our lovely waters.

Drivers can practice on any boat; crew's can practice recovering persons from the water, in different boat types. Man over board approach techniques, with special consideration for sea states, wind strength, and of course the person, especially if they happen to be a child, or injured.

Remember it's not just about driving or crewing motorboats. The session's cover: Engine checks (We have 8 boats, And they are ALL different) Fuelling, use and care of our VHF sets. Amazingly, people are still transmitting on high power, and keeping watch on channel 16. (We use 37 for club activities).

VHF Sets

While we are on VHF sets. When you put a set back on charge, make sure the contacts are engaged, and you get a red, or a green light, by giving the set a good wiggle. A lot of time, effort, and club money has been invested in new sets, and a new charger, so please don't risk compromising fellow members safety, with flat batteries.

Life jackets, and Kill Cords

It has been brought to my attention, that club drivers are neglecting to wear life jackets. There can be no excuse. Wear One! (Buoyancy Aid if Crewing on a Rescue Boat).

The kill cord issue is the same. When a boat is used in high speed situations, i.e. Rescue duty, then of course the kill cord is there to prevent the compounded event of a driver also having to be rescued.

Duel Role

However, I hope as keen amateur sailors, we can appreciate the difference between low speed use, and high-speed use. My view is that any experienced driver engaged in a duel capacity, with a working crew on board should be able to assess their own risks. Much the same logical thinking as the law allowing a car driver to unclip the seat belt when reversing, or when making low speed manoeuvres around a car park. Enough said I think!

Silver Seal

A reminder that she has an engine, and we like to keep a pool of drivers for her. Let me know, and we can get her off, and go for anchoring, and re-mooring practice. I am willing to do this mid-week with a bit of warning.

The New Boat

Like wise we will be looking for a pool of competent drivers, for her. As with Idler, she will still have a regular driver, but there will be occasions when relief drivers are needed. More about that when she is delivered.

The Club Web Site

Finally a reminder that most motorboat related subjects are addressed on the web site ccsc.org.uk under the *Support Boats* drop down menu.

I can't make this Saturday (27th), but I'll see you on the water Saturday 4th July. from Noon.

Bob Richardson

CCSC Boats Committee (Training)
01305 832518 bobr.ccsc@googlemail.com

DRAIG O'R MOR QUALIFIES WITH LINE HONOURS

On Monday 25th May Draig O'r Mor took line honours for her class to finish the Myth of Malham, Fastnet qualifying, race. A grueling 61 hour 230 mile battle of wits against no wind, to Eddystone rock & back, tested team spirit and determination to the extreme. It was a race of triumph and disappointment, hope and exasperation. Time after time Draig led the way only to fall into a windless tidal gate which enabled the back markers to catch up and the race started all over again. Sailing on Draig were Kay & Kevin Stibbs, Andy Young, Dave Sadler, Kevin Francis and first timer John Robertson (not forgetting delivery boy Mickey Carter)

This epic began with Draig crossing the Royal Yacht Squadron start line at Cowes on Saturday 23rd May at 0830. The day had begun with thick fog but this soon dissipated to leave glorious sunshine and idyllic breezes.

With a first class running start we unleashed the purple demon and sped off down the Solent. With adverse tide for the first hour or so a 'he who dares Rodney' shallow water game was the order. As we left the Solent only the super yacht Farr 52 Chernikeef 2 had managed to overtake us and we were delighted to be 2nd yacht of 132 down the Needles Channel. **Then the breeze switched off.** In seconds our safe, high, well to windward, 'perhaps we can crack off a bit now', position was at the mercy of the tide. We watched with horror as the whole fleet was swept over the shingles bank and our depth sounder fell as we were dragged across the SW corner. It was only when we saw 1.9m below our keel the very real possibility of having to abandon the race and motor off the bank dawned. We held our mettle as Draig thrashed in the overfalls and a lifetime later the depth started to increase.

Once out of the choppy water we could harness the light airs and pick our way across towards Portland Bill. The fleet divided as some yachts decided on the inshore passage. Bad mistake, as they missed the tidal gate and we sailed past saying goodbye to a large chunk of our competitors. Sailing through the night with endless headsail changes, the light airs held up and we made good progress across Lyme Bay.

The next convergence was at Start Point. As the sun rose we could see that we were amidst yachts from the faster classes. In the distance the super yachts - 'Aren't they getting closer??' A big, windless, tidal, hell hole, off Salcombe, saw the whole fleet bunch up again and even the 'lets go inshore at Portland' guys, catch up from behind. A few boats went miles offshore but fared no better in the stronger tides. We were pinned for hours. 1 knot of breeze was cause for celebration. Then, from nowhere, a few 'cats paws' and we were in the running again. We had ended up in a favoured position to windward of most of the fleet and overtaking Class 1 yachts. We sparred with a Dehler 47 and an IMX 38 and were soon on our way to Eddystone Rock. The wind died again (groan) and the fleet seemed to split as a whole bunch of us clawed our way round the rock, in sunstroke conditions with a basking shark joining the spectator boats. On our return we passed the remainder of the fleet in a cluster still struggling to get towards the rock.

At this point a lot of yachts retired. A combination of having achieved the rock, at least 24 hours more windless sailing still to do and work commitments seemed to get the better for some. We never faltered. After checking water, food, sunscreen etc our only concern was the amount of loo roll left on board!!!

Yet another tidal gate at Start Point made tacking against the wind and tide an uphill struggle. In the darkness we eventually made it to the lighter tides in Lyme Bay in the company of several porpoises. We were well to windward of our competitors and as the breeze tracked further into the West were in a good position. Rounding the Bill in deep water and fast fair tide was a joy and we (foolishly) began to make plans for our finish. If the breeze had switched off with a fair tide, we could have coped. If the tide had turned but the breeze held, we could have coped. Yes, you've guessed it! Despite our best efforts and good boat speed through the water, we could only watch, horrified, as our track took us back across the St Aldhelms ledge. Only one thing for it. In 39m we mustered all our mooring ropes and after several attempts managed to anchor on the ledge in 3.5 knots of tide. We quickly radioed the coastguard to reassure we were not in trouble and phoned relatives to stand down our shore side pick ups.

We then discussed the real possibility of retiring. With 4 hours until the tide changed we were unlikely to finish before 2200 and more realistically midnight. Everyone rallied and agreed that provided we had an escape route, for commitments on Tuesday morning, we could continue. We relaxed as much as you can at anchor when you are doing 3 knots ! We were watching 2 boats tacking against the tide, as we had been, and were just about to get the fenders out when they started to make progress against the tide. Time to up the anchor. With Draig like a stabled race horse chomping to get off and 2.5 knots of tides pulling the anchor back in, it took 4 guys pulling and lots of 'sailing up to the mooring' tactics to get the bugger out!! We did eventually get the anchor back on board but had lost a lot of ground in the process and took half an hour to get back to the point at which we had first dropped the hook.

As the sun started to set the wind freed, the tide changed and we screamed along under purple demon across Christchurch Bay. Draig was so excited to have breeze with the bay flat as a pancake and weight well aft she acted like she wanted to plane. An exhilarating finish, first in our class, at around 2130 at North Head just as the heavens opened to rain us into Lymington (thanks).

Draig was 5th out of 37 in class on handicap which is a medal winning position. We are now qualified for the Fastnet but as we are now lying 4th out of 57 in the series we have decided to do Cowes - St Malo on 10th July. See our results on

<http://www.rorc.org/raceresults/2009/ms03os.html>

Kay & Kevin Stibbs

CASTLE COVE SAILING CLUB ANNUAL DINNER & DANCE

to be held at

The Weymouth and Portland National Sailing Academy
Spinnakers Restaurant

on

Friday 6th November 2009

7:15pm for 8:00pm (Carriages 1.00 pm)

**Dress: Black Tie or Lounge Suits Dancing to local sensation: PON-
DLIFE**

Tickets £30 each

Book a party of 10 by 1 September and get 1 ticket free!

NB In order to give us as much time as possible to socialise, dance and congratulate the Trophy Winners, the Prizegiving at the Dinner Dance will feature the named and special Trophies, Cup Race Trophies and Points Trophies. All other prizes (e.g., Series Trophies) will be awarded at a special separate event at the Clubhouse in January 2010.

Please complete and return the application form attached by 1 September 2009 in order to take advantage of the party booking offer – 10 tickets for £270 - to:

Nichola Lane, 37 All Saints Road, Weymouth DT4 9EZ. (Phone 01305 772305)

All cheques payable to Castle Cove Sailing Club.

After 1 September, all tickets will be charged at the face value (£30).



CCSC DINNER DANCE TICKET APPLICATION FORM

Name: Contact tel. no.

.....

Block Capitals, please

Tables will generally be for 10 people. There is a limit on total numbers – so apply early to avoid disappointment!

I would like to book 10 tickets for the price of 9 and enclose cheque/s for £270 before 1 September. The names and menu choices of my party are listed below.

OR

I would like to book _____ tickets @ £30 each and enclose cheque/s for _____. Our menu choices are listed below, and would like to sit with or near _____

MENU CHOICES:

- Starters** **A** Melon and Prawn Cocktail
- B** Creamy Wild Mushroom Tartlet
- Main Courses** **C** Chicken Rossini (supreme of chicken filled with paté in a mushroom white wine sauce)
- D** Monkfish Portugaise (pieces of monkfish tail in a light cream tomato and tarragon sauce)
- E** Spinach and Ricotta Cheese Cannelloni, with a cream sauce (Veg)
- Desserts** **F** Chocolate and Orange Roulade with Mascarpone Cream
- G** Cheese and Biscuits

There will be a wine table to order and pay for your wine before the meal. Coffee or Tea and Mints will be served after the meal.

NAMES OF ALL PEOPLE IN PARTY

MENU CHOICES

Block capitals, please

Name	Starter (A or B)	Main Course (C, D or E)	Dessert (F or G)

TREASURER

Due to work commitments our Treasurer, Christine Gayford, will have to give up her post as Honorary Treasurer at the beginning of September (the end of the Club financial year). Castle Cove cannot run without a Treasurer so if you have some financial skills or know of someone who does please contact either Christine or myself to find out more about this opportunity to help Castle Cove.

Sara Lloyd
Commodore

TRUE SPIRIT OF A CLUB MEMBER

Quietly in the background Rory Geddes has replaced the broken seat on one of our picnic tables (an even wider version for wider bottoms perhaps!). Not for the first time our thanks go to him for jobs well done. Thanks also go to Peter Yelland who replaced the seat on another of our picnic tables (anonymously broken and left for someone else to put right!)

It would be good if more members could help out with Club tasks, so how about offering occasional help. Help is needed to:

1. Coat two of the picnic tables (materials supplied)
2. Grass-cutting
3. Watering the plant pots
4. Removing dumper bags of garden rubbish (the full bags waiting to be emptied are next to fuel tanks)

Watering cans, Mower, long lead and paint brushes etc., housed in Gardenstore located inside entrance to showers - left hand side.

Please contact **Rosemary Spicer** 01305-782125

MISSING KEYS

Seem to have mislaid my keys somewhere around the club. Keys comprise Club Key plus a yellow padlock trailer key. Anyone finding them could they contact me on 01929 555167.

Could you put this in the next newsletter.

Thanks

Jeremy Beling, Fireball 14315 – Whitearrow

NEXT NEWSLETTER

The deadline for contributions for the next Newsletter is the **20th of July**. 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.**

Copies of the newsletter are kindly printed by Mike Jenkins at

Poundbury Systems Ltd