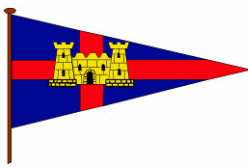


# Castle Cove Sailing Club



# June 2009 Newsletter

## DATES FOR YOUR DIARY

**Saturday 6 June** RDYC regatta

**13th-14th June** CCSC open event

**20th/21st June** Asymmetric training.

**Sunday 21st June** Class 9 practice race

**Sunday 28th June** Cove Cup, Z class long distance

**Sunday 5th July** Dinghy Lulworth Race

Z class cruise to Lulworth



Start of the Cove Cup—Richard White

## FROM THE COMMODORE

I write this on returning from a week's cruising in the Channel Islands following the Cherbourg Race. I hope it bodes well for the summer as for once we managed both Channel crossings without resorting to the engine or foul weather gear – at least the crew managed without foul weather gear, I wasn't so daring! May has been a busy month for the Club and I am pleased to see how active we have been, particularly at weekends. Over the early May Bank Holiday weekend Redclyffe SC joined us for a Start of Season BBQ when Mike and Diane Carter and Paul and Andrea Clarke masterminded a splendid evening, serving 148 meals to members and visitors. Word seems to have got round and following Redclyffe's visit East Dorset Sailing Club asked to visit Castle Cove over the Spring Bank Holiday weekend so, at short notice, Malcolm Spicer got a team together to put on some food and open the bar for them.

The May racing programme included the first of the Cup races for dinghies and it was good to see so many taking part and enjoying an excellent chilli lunch in the Clubhouse afterwards. Sadly Steve Cockerill's talk the following Tuesday was not so well attended – those of you who didn't come along missed a very interesting and informative evening which was beneficial to everyone, not just laser sailors.

We had our first visit by a foreign team this month when two Canadian 49ers and their coach made use of the Club and at the same our friends from "Speed Week" were in the club trying out some new ideas – how some of their craft sail I shall never know. This meant the Club was busy during the day time which is always good news.

In June we are hosting an Open Meeting for five dinghy classes. We are expecting up to 100 dinghies and it will be a very busy weekend so please could all of you, and particularly those that don't race dinghies, be patient and try not to park at the Club during the weekend. Also there will be no Cadets that Saturday. If anyone would like to be involved either on the water or ashore please let Alison know as she can always use more helpers. It can be fun!

Finally on a more serious note I returned from holiday to find that the Honesty Tin in the galley had been stolen. I sincerely hope and believe that a Club member is not responsible but there was no break in and I would remind everyone to be alert and question anyone you are not sure may be members and to ensure that everywhere is locked if you are the last to leave.

**Sara Lloyd, Commodore**

## **FROM THE SAILING SECRETARY**

Congratulations to Nick Grace who won the Castle Cup by a whisker. The conditions were excellent, but all those that took part were well aware that they had competed in 3 races by the end! Thank you to Marcus and his team, who did an excellent job as OD and to the galley slaves who supplied much needed refreshments.

The free sail with safety cover was fairly well supported, with members going out to practice racing or just to have sail. However, the strong winds have once again made conditions, for some of us, rather testing at times. Please remember that the OD has the last word when it comes to running or cancelling a race. Don't forget the Novice training. By all accounts the first one was very successful. The next is on the 30<sup>th</sup> May with one shortly after on the 6<sup>th</sup> June.

An excellent talk by Steve Cockerill was held on the 12<sup>th</sup> May. He was fascinating, informative and his passion for racing came through in his talk. He held our attention until well past 10pm and some members still wanted more. Thank you to Chris Brann who organised this and had to work hard to get Steve to come, as he normally only holds talks in the winter months.

June 13<sup>th</sup> and 14<sup>th</sup> is the CCSC open event. We still need volunteers on shore and on the water. Please contact me if you can help out in any way, it is a great way to meet people and find out what an open event is all about.

**Alison Stephens**, sailing secretary

## **USE OF CLUB DINGHIES**

To simplify the system a few changes to the procedures for booking and paying for the use of club dinghies will be implemented from this weekend....

Any member wishing to use any club dinghy for the first time must contact the relevant class captain or a member of the General Committee to obtain the necessary authorisation.

All bookings for club dinghies must be entered on the booking sheet which is displayed on the wall in the Chart Room.

The charge for the use of any of the club dinghies (or rig) is now £5 per session (i.e. morning, afternoon or evening)

Payment (cash or cheque) must be placed in one of the small envelopes provided which can be found in a box adjacent to the booking sheet. Please label the envelope with your name, date and dinghy that you used and then place the envelope in the 'safe deposit cabinet' which is located just inside the door of the club store-room – this door is normally locked but can be opened with your club-key.

Please record any damage to club dinghies or problems etc on the log sheet which is displayed alongside the booking form.

To help ensure that we can keep this system working we have a job opportunity for any member who is able to spare some time to generally keep any eye on the bookings, usage and general condition of the Club dinghies etc. Please call me if you might be interested in taking on this task.

Enjoy your sail !

**Mike Clarkson**

## **PLEASE DON'T CHEAT IT SPOILS IT FOR US ALL**

I have been racing sail boats for over fifty years. Every now and again we have a spate of cheating in our sport. People push in at committee boats on the start line and at marks, tack in others' water and hit marks without doing penalties. Yacht Clubs of Weymouth events have been particularly prone to it. Cheating is now raising its ugly head at CCSC racing.

The cheating epidemic is usually started by the most experienced sailors breaking the rules. After all the less experienced who are going to be beaten anyway get in their way. Why shouldn't the experts bend the rules a little, it will make no difference to the results? Some justify this on the grounds of gamesmanship. One of our best international sailors at CCSC is renowned for it. The Olympic fleets have been forced to bring in umpires because of it. Which ever way is used justify it, it is cheating and it is catching on at CCSC.

Once the middle of the fleet sees the experts getting away with it they naturally copy them. This results in racing becoming more or less pointless. Twice recently we on Hobnob have been disadvantaged by cheats. We compete hard and often make mistakes but we try not to cheat, and if we do we take our penalties. On each of these two occasions we have lost places in the race and it has spoiled our fun.

Cheating is also dangerous. Way back in the 1950's an epidemic broke out on our lake. An up and coming young lad, then unbearded, had been constantly disadvantaged by an old man of at least 30 constantly tacking in his water. One time when it happened the young lad held his course. It was a good planing breeze and his bow rose over his lovely wooden aft deck and then crashed down onto it.

There was the infamous incident involving Finns in the 1970s. In those days we had huge mass starts with sometimes as many as one hundred and fifty boats taking part. Because cheats pushed in there were frequent collisions. In light weather it became common for people to hold onto the boat nearest to them and push against it. A top class young British sailor, Patrick Pyme, didn't like this. A hand reached out and held his deck. He grabbed his paddle and told the cheat to let go. When the cheat failed to respond Pat was alleged to have bashed the hand with the paddle. Pat was rightly disqualified. He was pilloried by the sailing grandees of the day but we young hopefuls had great sympathy with him.

The danger lies in this kind of vigilante action. The young lad who drove over the deck of the old man's dinghy is now steering a yacht weighing several tons. He has not quite lost the spark that caused the first incident and can still see red very occasionally. The consequences of a full speed collision do not bear thinking about and he will not intentionally cause one. But those who cheat should realise how dangerous the results of their actions can be.

It would be nice to think that the current cheating will not develop into a full scale epidemic. The only way to avoid it is to have the protest flag at the ready and to follow through the procedure. And if you are an international sailor or even just a Weymouth Bay hotshot please don't cheat. It is catching and if you do it to me I will see you in the protest room.

**Ken Reed**, Part owner - Hobnob

## **TEA BY THE SEA**

A perfect sunny afternoon ensured the success of Tea by the Sea. Thanks to the efforts of Hazel Shaw and Andrea Clarke many members, young and old, enjoyed a Dorset Cream Tea sitting in the garden looking out over the Harbour and watching Richard White running a training afternoon for dinghy sailors. Nearly £300 was raised for Sail4Cancer, the charity which gives those suffering from cancer the opportunity to enjoy sailing.

**Sara Lloyd**

## **TRAINING DATES FOR YOUR DIARY**

May has produced some fantastic on the water sessions for the novice race training on Saturday afternoons. June and July are set to be busy months on Saturdays at the club so training is limited to the following dates:

6 June \*Saturday afternoon IS CANCELLED\*  
20/21 June Asymmetric Training  
21 June Class 9 Practice Race  
27 June Saturday afternoon novice race training

**Richard White**

## **A THANK YOU FROM JOE ISAACS**

I wish to thank everyone who attended at the club and those who gave me a birthday card. Please can they accept this as my thanks, as there were so many that acknowledging each separately is beyond me. I was completely overwhelmed by the reception and can only repeat—my thanks

**Joe Isaacs**

## **LULWORTH RACE/CRUISE (CLASS 2 DINGHIES)**

We are looking for good support for the Lulworth dinghy race on Sunday 5 July. The aim is to run two separate handicap races for Class 2 dinghies. The first will be from Silver Seal to a finish line close to the entrance of Lulworth Cove. The second, following a decent interval for a picnic lunch, will be the reverse. If necessary, the arrangements and destination will be changed to suit conditions.

Any capable Class 2 boat (or other compatible dinghy by agreement with me in advance), is welcome to race or to treat this as an escorted dinghy cruise, with safety cover, accompanied by the Z Class cruise. Some of the keelboats have kindly offered to keep an eye on us and act as "mother boats".

Although we hope to be well supported by keelboats and two safety boats, even in good weather, the return trip from Lulworth often turns out to be a long, demanding beat. Make sure that everyone is suitably dressed with plenty of spare clothing, that reefing systems are working and that you bring flares, mobile phone, GPS/compass and outboard motor, if you have them.

Please be ready to launch immediately after a short briefing at 10.00am, where the Z Class boats may wish to join in. The race will start at 10.30am or as soon as practical afterwards. There will be a short debriefing/results announcement in the clubhouse, when all the dinghies have returned.

Also, I would encourage Wayfarer racers to enter the CCSC Open Meeting on Saturday 13 and Sunday 14 June, which is the Wayfarer Western Championships. This is an ideal opportunity to try racing in an open event and it would be good to have several club boats involved. Although we expect some very good visiting boats, the standard of the back half of the fleet is typical of club racing and any regular CCSC racer could sensibly have a go. The Sailing Instructions are on the club website.

Please contact me with questions, comments or suggestions.

**Nick Browning**  
Wayfarer Representative  
01305 268298

## **CADETS PURSUIT RACE BLESSED WITH PERFECT WIND AND GLORIOUS SUNSHINE.**

What more could anyone ask for! The cadets pursuit race on Saturday 23 May was hotly contested with most of the cadet classes being represented. First through the line were the RS Teras followed by a Mirror, Feva, Topper, Laser and Buzz. All sailed very well with great concentration and determination to win!

The race followed on from a morning of class oriented coaching for Optimists, Toppers, Lasers and double-handers.

**Richard White**

## **DRAIG O'R MOR - FASTNET QUALIFIER TO LE HAVRE**

Last Saturday, after months of preparation, Draig O'r Mor finally crossed the start line at the Royal Yacht Squadron, Cowes in the first of her RORC Fastnet qualifying races. With light airs forecast the Race Officer opted for the shorter of three possible courses leaving the Needles Fairway buoy to Port and A5 Western cardinal mark ( 20 miles north of Le Havre ) to starboard and finishing just outside the harbour entrance (111 miles).

Kay & Kevin Stibbs led a shortened team of Andy Young, Kevin Francis & Dave Sadler as Ed Sadler had broken his arm snowboarding just a few days before the race ( I ask you!). Delivery boy Mickey Carter helped sail to the Solent and drove the crew bus back from Hamble Point.

After a good, but safe start, (to avoid being swept over the line in the light airs and strong tide) we beat down the Solent happily sparring with boats in our class. In the approaches to Hurst we were pleased that the wind increased but not that the class behind had started to catch us up. We managed to hold our own against most save the big boys & we were treated to a spectacular view of TP52's and the like short tacking down through the needles passage. Not too far behind them at the Needles Fairway buoy we unleashed our new, never been out the bag, silver & purple spinnaker and reached off into the Channel. After a few minutes of uninspiring sailing in light airs in a bit of a procession we formulated 'a plan so cunning you could pin a tail on it and call it a fox'. By sailing impossibly high we squeezed the apparent breeze and created enough lift for Draigy to pick up her skirts. We were off! Thrilling stuff as we left boat after boat to leeward. Pressure on the navigator indeed diverging from the fleet but the doubting Thomases had to admit we were bang on target at A5 in front and to windward of a Corby 45. We were undertaken by it, then we overtook it again as they had to drop their spinnaker & white sail it to the finish. We carried our spinnaker all the way, albeit with a peel to the assymetric & then back again to full spinnaker. We finished at 0127 hrs alongside a British Steel Challenger boat. Sitting in the marina we watch countless boats arrive after us & were treated to a spectacle of the Army Sigma 38 sailing perfectly into a finger berth in the middle of the marina in what can only be described as a suicidal manoeuvre at 6 knots plus and managing to stop dead *after* they had dropped their sails – hats off to them – how did they do it?

The next day we were delighted to see we were 10<sup>th</sup> out of 29 in our class and 33<sup>rd</sup> out of 109 overall. Not bad for a first race. Can't wait to take delivery of our new main & jib to see what the boat can really do – watch this space, next qualifier the Myth of Malham 23<sup>rd</sup> May <http://www.rorc.org/raceresults/2009/ms03os.html>

**Kay & Kevin Stibbs**

## **THANKS, BILL**

Bill Barker has kindly donated one of his spare Topper tillers to replace a broken one on a Club Topper We presume that he can spare one because Sam is being not quite so aggressive when sailing his own!

**Steve Green**

## NEXT NEWSLETTER

The deadline for contributions for the next Newsletter is the **24th of June**. Read this Newsletter on the website [www.ccsc.org.uk](http://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.** Send contributions to the newsletter to the email address below. Please keep formatting simple as it makes the newsletter easier to compile. Celia Rushton – [newsletter@ccsc.org.uk](mailto:newsletter@ccsc.org.uk) (This will always forward to my current e-mail address) – or 07977 912407 or 01305 769489.

## FOR SALE / WANTED

### For Sale

Topper Uno Plus No 604. Good Condition. Standard Sail also. Cover, Trolley, £550, Phil Stacey 01305 260803, [PJStacey@hotmail.co.uk](mailto:PJStacey@hotmail.co.uk)

