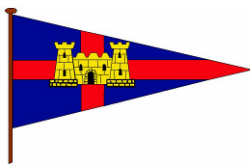


Castle Cove Sailing Club



September 2010 Newsletter

DATES FOR YOUR DIARY

September

18th-19th September - Basso Cup
Saturday 25th - Cadet BBQ

October

Sunday 3rd - Autumn Series starts
7th-12th - Keelboat liftout



FROM THE COMMODORE

As I write this I can hardly move having taking part in the Castle Cup Dinghy races yesterday. It seemed a good idea to show my support for dinghy racing and the Castle Cup seemed an ideal opportunity to rekindle my "love" of dinghy sailing. However I had forgotten the pain of trying to sail a laser in very light winds! I moved into a Scorpion for the second race which was just as uncomfortable crouched down under the kicker – I now know moving to a keelboat was a good idea.

Another month of Nationals for the dinghies with six, or was it seven, Scorpions representing Castle Cove in Looe, two of our youngsters sailing in the Topper Nationals in Pwhelli, three in the Optimist Nationals and 4 boats sailing at Sidmouth in the Laser 2000 Nationals. It is good too know that Castle Cove is being so well represented. However the highlight for me was watching the Laser fleet in Sail for Gold and spotting one of our Cadets taking part. Well done to Harrison Reed for joining in this top fleet of laser sailors and sailing in some very difficult conditions with very long days on the water.

The month started off with a sad farewell to Joe Isaacs but in usual Castle Cove style he was given a fantastic send off and Joe's family have asked me to thank all those involved with the organisation and catering at the wake. Donations to Castle Cove in his memory will be put towards a fitting and lasting memorial, hopefully in the form of a dedicated beachmaster station.

The summer season of sailing may be drawing to a close but there is still plenty of racing to be done. The final big event will be the Basso Cup in September with an End of Season supper for all members on the Saturday evening. Watch the noticeboard for details and sign up list. Angie White is coordinating. I have to conclude this month's ramblings with yet another reminder about security. Please if you think you might be last to leave lock up everything including the slipways and outside gates. The Clubhouse was left open all night once during August and the downstairs doors are frequently left unlocked or propped open.

Sara Lloyd

FROM THE SAILING SECRETARY

It has been a busy month with the Olympic teams based at CCSC for Sail for Gold and our racing programme being run, but I hope that any disruption was offset by being able to watch the racing in the bay and the harbour. It has been great to have international teams with us.

Congratulations to Michael Robbins who won the 2nd Sunday series for class 9 and Sally and Martin Fielding who won in the Asymmetric class.

Jock Fellows in "Storm" won the 3rd Wed series for class 9, Mick Carter in "Manana" for class J, Ted Claburn in "Ella" for class K and Bob Turner in "Joskin II" for the J24 class.

Congratulations to Nick Orman sailing his Phantom who won the Castle Cup in very light conditions.

Unfortunately due to members not turning up for their duties, the class 9 single-handed race had to be abandoned. This year we have had quite a few members not turning up for their duties. By not turning up you disrupt the sailing programme and leave other people unable to race or, as in the case of the single handed race, racing is not possible. It is your responsibility to organise alternative arrangements if you can't do your duty. If you swap, please make sure you have the new date in your Blueberry, Blackberry, laptop, mobile or old fashioned diary, anywhere so that you are reminded to turn up.

We have the Dinghy and Z Class meetings coming up, so keep your eyes peeled for notices of the dates for these and come along to give us your thoughts on what you would like for the programme next year.

Talking of next year, we need some help with organising the Regatta for next year. This year the work was covered by very few people making it very hard work. If you can spare a few hours a month, we really need volunteers to lighten the load so we can all enjoy the sailing.

Thank you

Alison Stephens

J/24 UPDATE

What a good regatta! 17 J/24s moored in the Cove was a great sight. Excellent racing, great weather and well run racing, what more could you want out of a weekend?! At one stage on the Sunday we had Castle Cove boats coming 1,2,3,4 in the first race!

The last class racing night has just passed, how quickly do 18 races go... From my point of view we've had a great year as a class, lots of close racing, good turnouts and a positive atmosphere surrounding the class. As you will see later in the newsletter Alex and I are selling Jeepers, but she will be replaced with another J/24, it'd be great to see Jeepers stay in Weymouth!

Serco/ Headcase has just come back from the 2010 World Championships where we had a good week, finishing 5th overall out of the 65 boat fleet.

I've had discussions with a couple of interested parties in getting involved in J/24 sailing in Weymouth, I'm always willing to give advice for people thinking of J24 sailing. It's great value one design keelboat racing, where you can buy a boat which could win a CCSC series for £4000. We have lots of very reasonable rates in Weymouth for everything you need, from moorings, craning and indoor winter storage. Please get in touch if you need any advice.

Why don't you join us for next season?

Nathan Batchelor

DEPRESSING UPDATE ON CLUB DINGHIES

Following my note in last month's newsletter, the good news is that Kevin Francis spotted the missing Laser mast abandoned in the club, and retrieved it.

Now it gets worse.

The 420 rudder has been damaged by being hauled up the slip with the rudder on. It was stiff to remove but not impossible.

One boat is missing a pulley and hook; this was on a line with both ends secured, so like the clew hook reported last month, has been deliberately removed. One cover fitted but not strapped on so could blow away. Both Lasers have been left with sails in the boat; one sail bag laying on the ground

Here is what you do-

KEEP PARTS MARKED WITH BLUE ON THE BLUE BOAT, AND LIKEWISE RED PARTS ON RED BOAT; IT MAKES THEM EASIER TO CHECK. THERE SHOULD BE THREE LOWER MASTS, TOPMAST, BOOM, RUDDER, TILLER, BOARD AND THREE BATTENS.

SAILS TO BE KEPT IN THE STORE WITH BATTENS LEFT IN THE BOAT; THE NEXT USER MAY NOT WANT TO USE THE SAME SAIL AS YOU.

REMOVE THE TILLER FROM THE RUDDER OTHERWISE THEY SEIZE TOGETHER.

Repeating what I wrote last month-

LOOK AFTER THE BOATS AS IF THEY WERE YOUR OWN.

PAY THE £5.50 DUE, POSTING THE ENVELOPE FROM THE CHART ROOM WITH PAYMENT INTO THE SLOT IN THE GREY SAFE IN THE LARDER.

IF YOU CAN'T BE BOTHERED TO DO ALL THIS, DON'T USE THE BOATS.

Steve Green, House Chair

SNOW GOOSE – OUR COWES WEEK 2010

Michael sailed in Cowes Weeks too long ago to remember; a time when around a total of 200 boats participated. I was a CW virgin so it was with some anxiety that I set off without Michael but with Mark Kemmis Betty, MJ Abbott and Tom Merewether on Thursday afternoon for a perfect sail to East Cowes arriving 11.30 pm. My organisation wasn't great at the start as we had too much to do on Friday: The boys lugged MJ's huge tent to the campsite at East Cowes whilst I registered in West Cowes where the Regatta Office who were organised and charming; the boys were met rather differently at the Campsite Reception desk - Tom was asked if he was dyslexic as he didn't know how to spell his surname! The new main – which we found to be 9" longer than the old one – needed spreader patches, the sponsor's stickers were fiddly. Once Henry Merewether arrived with a car, we swapped old sails for new and unloaded the boat. Roly and Henry MacKenzie-Green arrived at 10 pm just in time for supper.

We had our own start for our Sigma 33s Nationals with 15 boats participating. Starts varied each day in terms of time and location; most days we had a Committee Boat start rather than the Squadron Line which meant motoring an hour or more, the first three days to Gilkicker off Stokes Bay.

Saturday was bright with a few clouds. Wind conditions were perfect (SW F3-4) and we got away to a clean start off a heavily port-biased line. This induced a split in the fleet, half tacked up Ryde Middle with the other half tacking up the mainland shore. A big wind shift meant those who stayed left (Ryde Middle) arrived at the windward mark about 5 minutes ahead of those who went right. Three of us got in a muddle in the ferocious tide, having lost sight of the buoy behind the other two, it emerged too close so I grazed it and had a 1% time penalty. The course was OK, lots of beats and runs although several were one sided, nonetheless, the top half of the fleet was close at the finish; a pattern that repeated itself over the next few days.

On Tuesday winds were light, late coming and predicted to be better in the West Solent so, having hung about off Newtown Creek, we eventually started off the Beaulieu River with warning signals reduced from 10 to 5 minute intervals. 3

The race was short but the wind built quickly; in blustery conditions 5 Sigmas arrived at East Lepe (a leeward mark) in line abreast rounding it to port - 40 seconds after the two America's Cup 12m passed the same buoy to starboard. 1 of the 5 intended to gybe and fly a spi on the next leg, however as the boat in the middle of the pack it got in a pickle and hit three others (the tide made the next leg white sails only).

Wednesday dawned cloudy with rain coming in. The course setters, in their wisdom, sent us over the Bramble bank twice (upwind and downwind). In torrential rain vis was reduced to less than 100 yards; a little Sonata popped out of the murk close enough to shout – “watch out, we’ve just been aground” before disappearing again. The Sunsail boats were a nightmare around us, we were almost grateful that at least two of them were out of the way - stuck on the mud. That day the finish was downwind – in 25 knots with big spinnaker we raced boat for boat, inching forward, inching back, squeaking past the Extreme 40 exclusion zone with 50 boats from all sorts of classes close around us - nail-biting stuff (we lost 2nd place by 1 second!)

Due to light winds, they delayed our long distance race from Tuesday to Thursday. The start was at RYS at 9.30 and again, the tide on the start was a critical factor, some preferring the island shore, others going for the Bramble bank end (they were correct). Out past Horse Sand Fort and round Bembridge Ledge, the race almost started again as distances closed up for some close tacking off Ryde Sands although again, the wind picked up to over 20 knots making it difficult to hold the No1 and full main.

Friday saw a good race to complete the Sigma series; on Saturday we joined Class 6 for a different experience of racing against all sorts for a much gentler experience – despite 20+ knots from start to the finish off RYS. Overall our results varied a bit – our best result (3rd) was influenced by 3 of the top boats being OCS, our worst results (10th) were probably due to the time penalty and a slow start. We didn't make many mistakes, we sailed carefully, choosing the No 2 and small spinnaker and sailing high when others kept big sails up and sailed deep –the winning boat was crewed with a load of prop-forward look-alikes (and the owner sacked his mainsheet trimmer for getting 2nd place on Days 1 & 2); we were one of only 2 boats from outside the Solent (the other was last) so we were pleased with our 6th place beating several boats that are well known and sailed in the area.

Regarding shore-side stuff – we were glad to have hired a 4 berth caravan (the tent was pitched nearby) which we took over after sailing on Saturday. Cycling 7 people through the shower each morning (and evening) made us all very quick!

Apart from the Regatta Office and East Cowes Marina, the quality of service in Cowes is a bit iffy - from the chandlers at East Cowes, shops that don't like closing time shoppers and run low on rolls by mid-afternoon, food in the marquees and an obdurate harbour-master when we were trying to raft up to complete boat inspections at the end of Day 1.

We combined flopping in the caravan (Tom cooked a delicious pasta dish) some nights and partied on others. We bumped into friends from all over including Gerry from Foxed Again and Odile (he is working in Cowes). The Sigma parties were great although the best was a BBQ in West Cowes when the Class self-catered in the garden of a hired house. Weymouth could really score on friendliness and cosiness although I guess we could not cope with the numbers, nor compete on fireworks! On Friday we had our own quiet time for Joe before going racing and thought of all at CCSC as we finished racing mid-afternoon.

In sum, the whole event was huge fun; amazing spectacles all around us (including Chay's old boat Great Britain II which M sailed to Australia in 1975), wonderful, if exhausting, sailing; something we would like to do again.

NEXT NEWSLETTER

The deadline for contributions for the next Newsletter is the **24th of September**. 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.**

FOR SALE

International Moth 3017 For Sale

Great solid first foiler - Hungry Tiger design, built 2002, converted 2006. Aardvark main foil and Fullforce rudder. MSL12 and Thorpe Mast. Comes with foil covers and top and bottom covers.

£3200

Contact Helen on 01305 783483 or 07843 046887

BOAT CRADLE

Boat Cradle built for 36ft keel yacht 5 years ago. Constructed of 2 ¼ in x 1 ¾ in steel. Base measurements 13ft 8ins x 9ft 3ins with 3 adjustable supports (acro prop type) each side and a ladder section down the middle on which the keel rests. Unbolts for easy transport into following sections:-

- 2 x 13ft 8ins (side sections)
- 2 x 6ft 5ins (centre "ladder" sections)
- 3 x 9ft 3ins (cross sections)
- 6 adjustable supports
- 6 pads

Rubbed down and repainted each year. Owner transports on car trailer with the side sections on a roof rack. PRICE £400.00 (no offers)

Can be viewed (in sections) at my house in Axminster. Buyer collects

Tel 01297 32169 or (m) 07821 935 206

RICHARD SALT

J/24 Jeepers GBR 4194 for sale

Jeremy Rogers built (hull number 4213), fully epoxied, twin axle galvanised road trailer. Recent Selden mast, recent Tohatsu 3.5hp outboard, carbon spinnaker pole, echo sounder. Good North main and genoa, good Hyde blade, average Hyde spinnaker (plus plenty of other sails)

Major refit early 2010 including;

- Full hull fairing and respray
- Faired and respray keel and rudder to class templates
- Lots of new Harken deck gear including 75mm Harken autoratchets
- New log, carbon outboard bracket
- Interior woodwork revarnished, Lewmar winches refurbished (new springs and pawls)

Jeepers was used at the 2010 World Championships in Malmo, Sweden and passed the full measurement and scrutineering procedures. She was 14.4kg underweight and had lead correctors fitted to bring the weight up.

She has performed well at the Poole and Weymouth open meetings this year, with a number of 2nd places in individual races

Ready for sailing, ideal boat for competing in Europeans in Ireland 2011...

£10,000

Currently dry stored in a barn near Weymouth

[Nathan, nathan.batchelor@blueyonder.co.uk](mailto:nathan.batchelor@blueyonder.co.uk)