

September 2011

Apparently

Fastnet Special



Upcoming Events

11/09/2011
Single Handed Keelboat Race

17/09/2011 - 18/09/2011
Basso Cup Race

29/09/2011 - 01/10/2011
Keelboat Liftout

From the Commodore

August saw one of the most successful open events I have experienced - The Yachting World Day Boat Week. They proved to be a great bunch and embodied everything Castle Cove Sailing Club stands for - they were friendly, competitive, humorous and managed to drink the bar dry causing Brian to have to make an unscheduled visit to Palmers for more beer! They all had a fabulous week and were very grateful for all the effort we put in on and off the water. Special thanks goes to the galley team who provided outstanding food and hospitality though-out the week, also the bar and race teams and everyone else who made the event such a resounding success.

This month sees our biggest club cup event of the year - the Basso Cup on 17th and 18th September for Keel boats and dinghies. Saturday racing starts at 14:00 with the Z Class Long Distance race and 14:05 for the dinghies enjoying 3 races back to back. The format is repeated again on Sunday at 11:00. What a great way to end the summer season!

The YCW pursuit race is the following Saturday 24th September arranged by Weymouth S.C. giving us all the opportunity to sail in the bay - a fun format where dinghies and keel boats race together starting based on your handicap (slowest off first, with the intention everyone finishes at the same time...). We are of course all invited round to W.S.C. for a knees up afterwards!

Our two construction projects are progressing well. Those of you who came to the club at the end of August will have seen either a large hole being dug, or large amounts of concrete being poured back into it. The net result is we now have the foundation for the forthcoming crane which is planned to be in place by the end of September. The clubhouse extension is progressing at pace too and we are still on schedule to start construction at the end of September. Those of us sailing the autumn and winter series we will have access to the changing rooms via a designated route, but the area in front of the clubhouse will be cordoned off for our safety and will not be accessible.



Castle Cove SC

Richard White

From the Sailing Secretary

Summer seems to be coming to an end and I'm sure I'm not the only one wondering where the nice weather went! So I hope September gives us perfect sailing conditions and a bit more sunshine!

August has been a pretty busy month, at Castle Cove and for the Olympic Hopefuls. Being British I have to say well done to all our sailors for their six medal haul! A number of members enjoyed the racing round at the Nothe cheering them on. And well done to all those that train at Castle Cove, if you were wondering how they got on, those that medalled were:

- Japanese 470 Girls – Ai Kondo and Wakako Tabata - Gold
- Belgium Laser Radial - Evi van Acker - Silver
- Polish Windsurfers - Zofia Noceti-Klepcka – Gold, Przemyslaw Miarczyński – Bronze

The bank holiday weekend in August saw a bit of entertaining sailing at the club. First off was the team racing in toppers – 4 teams took part, with the rules vaguely being followed! Alison, Alex Jones, Alex Adams and George Fellows were victorious – not dropping a single race. And then came the chance for a few people to see if they could fly, with the eagerly awaited arrival of the perfect conditions for Try a Moth day! For some silly reason I agreed to my boat being used. First off Alex took the kids out for a ride, the wind was challenging them a bit but they all got to fly and I think the general consensus was “cool”! Then came the turn of the big boys – Jock was first up and got her foiling well – we were wondering if he was going to come back from Portland... but he eventually put a tack in and successfully kept it upright! Rob Smith, Will Davies and Mikey Robbins also had a go, all getting flying and a few good crashes to keep us entertained as well! Thankfully Tigger Too came back to shore with only a broken mainsheet strop and Alex broke that! Hopefully we will get a few more out to have a go when the conditions are kind to us again. Enjoy the photos of their exploits!

Congratulations to all who took part in the Fastnet. Draig O'Mor finished 97th overall and 28th in IRC 4 – sailed by Kay and Kevin Stibbs, Helen Middleton-Stewart, Mickey Carter, Neal Yeoll, Albert de Heer and Nic Findlay. They have so far raised over £4300 for Sail 4 Cancer – if you would like to support their great efforts go to www.draig4fastnet.co.uk. Alex Adams sailed 2-Handed on a J105 with Nikki Curwen, finishing 16th in 2-Handed Class, 20th in IRC 3 and 135th overall. Unfortunately Peter and John Eustace on Scherzo retired as John was feeling ill and they made the sensible decision to retire before the Irish Sea. I know a few reports will follow.

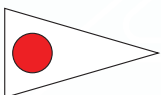
Our members have been busy touring the country and in some cases a little further. Well done to Hugh de longh who came 5th in the conventional class at the International Canoe Worlds. Our cadet sailors have been to Scotland, Ireland and Wales for the Topper Nationals and Worlds and Optimist Nationals. Well done to all of you! A special mention to Ross McFarlane who came 14th at the Topper Worlds!

Nationals Results: Gold Fleet – Ross McFarlane 22nd, Silver Fleet – Emily White 22nd, Tom Rowell 23rd, Regatta Fleet – Alex McFarlane 2nd.

Optimist Nationals: Senior Silver Fleet – James Bishop – 39th and Junior Silver Fleet – Emma Bishop 64th.

A little closer to home a number of people have been sailing at the RS Games – special mention this time to Hugh Shone and Hannah Tattersall who came 14th in a highly competitive 800 class.

Results: RS800 - Will Davies (crewing) – 17th, RS400 – Harrison Reid – 80th, RS200 – Ross McFarlane (crewing) 56th, Jon Jenkins and Mark Matthews – 135th, Harrison Reid – 143rd.



We have had a few club series finish in July and a few other events, congratulations to the following and any crew's names I don't know!

Results: Castle Cup: John Pym - Contender
2nd Sun: Class 9 – Jeremy Belling and Paul Robbins - Fireball
Asymmetrics – Nick Griffin – Laser 2000
3rd Wed: Class 9 – Jeremy Belling and Paul Robbins - Fireball
Fast Keelboats – Bob Turner and Crew on Joskin II
Slow Keelboats – Steve Green, Ken Reed and Crew on Hobnob
Short Course: Chris Forrest and Crew in a Laser 2000

Events coming up in September: Novice Race on the 3rd, Keelboat Double handed and Single handed races on the 4th and 11th respectively, and the Basso Cup on the 17th and 18th – Last cup race of the year – let's make it a good one! There will be a BBQ on the Saturday – sign up in the club.

Helen Rollinson

Club Announcements

Use of Club Sailing Dinghies

Please note that all users of the club Toppers, Lasers and 420 are required to pay £5 per session. The notice in the sail store stating that cadets are exempt during cadets sessions is incorrect and is being replaced.

Steve Green

Events

Keelboat Double-handed and Single-handed Racing

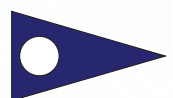
A little reminder that by request we reinstated a few keelboat races which will take place in September.

Double Handed - Sunday 4th - Start 10.40

Single Handed - Sunday 11th - Start 10.40

Have fun

Helen Rollinson



Members News

Dayboat Week 2011

Just a quick note to thank you, and all at Castle Cove, for making Dayboat Week such a memorable one. All who came, went away with very happy memories of the Club, the water and especially how everyone made us feel so welcome. Those who didn't make it, all wish they had!

Please would you also pass on our thanks to Paul Clark for lending Sea Envoy as the Committee Boat - glad no one hit him; the temptation to squeeze around his stern is very strong for those who insist on trying to be windward boat on starboard. Also our regards to Brian - I don't think the Japanese suspected anything! Good job too, that he was able to get over to Palmers in time to stave off the drought. As for the Galley - well what can I say - we were fed like fighting cocks and with such cheerfulness. That really made our stay!

Once again many thanks to you all from the Dayboats of Poole, Gravesend and Bosham. I do hope we may be able to come back again. All the best for what is going to be a really busy year for you.

With kind regards and best wishes.

Yours sincerely,

Iain and Cass Macpherson

Moorings

Two messages from the Mooring Committee Chairman:

Mooring and Boat Part Company - Why ?

Boats breaking free from their moorings not only get damaged or wrecked, they also can and do damage to other boats. A lot of work goes into inspecting and refurbishing moorings (by volunteers), mainly in the winter, to minimise such occurrences. There is however a potential weak link in the "chain". A common theme in boats breaking free has been the failure of the "owners bit". That is the Bridle (chain or rope) and/or the method of fitting it to the mooring Riser Chain and to the Boat.

Insurance Companies share information and if an area or Club gets a bad name premiums and conditions of insurance are adversely affected.

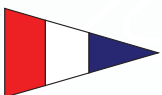
Please seek advice and discuss methods with Alan White, Chairman of the Mooring Committee.

Winterising Moorings

Please Note, that the plastic cans/containers used as winter buoys need to be replaced approx. every TWO years as they degrade. They leak and break up (particularly if left outside in the summer). This then dumps your mooring chain on the seabed !

Replacement cans are available, ask one of the Mooring Committee.

N. B. Please mark your can/buoy so that it can easily be identified from a distance.



We waste a lot of time searching, please make our task easier. Felt tip pen and some paints wash off or erode. Mark all sides and top please, it helps on a grey winters day

AW/NH

Keel Boat Lift-Out

In order to take advantage of the high Spring Tide the keel boat lift-out this year is scheduled for 29th / 30th September and 1st October.

Can all keel boat owners please ensure that their cradles are in good working order and are clearly marked with your boats name.

Remember CCSC is a self-help club so all owners are requested to assist in lifting out and positioning each others boats - not just your own!

And remember we are all responsible for Safety

The list of boat names along with start times for each day will be posted at the club house. As usual the weather will be the final arbitrator

Basso Cup

Saturday 17th and Sunday 18th September

A BBQ will be available on the Saturday evening

A list will go up on the Club Notice Board for names of those interested

(please state if vegetarian meal is required)

Fast Ferry Terminal Portland Harbour

Dear all,

Please see attached some detail in relation to an application that has been received by the Marine Management Organisation in relation to a proposed Fast Ferry Terminal in Portland Harbour. The application is for a very small aspect of the works (a couple of piles to support a floating link-span bridge) that they hope to undertake between September 2011 and February 2012 to support the fast ferry terminal.

It seems there has been some delay in getting this information to us hence the MMO are keen to receive our comments by next week so hopefully we have no particular concerns about this element of the marine works. John I'm copying you in directly due to the location of the works but also because the applicant makes reference to 'consultation with the Weymouth and Portland Sailing Academy' about the wider project and it seems like a pertinent opportunity to check that this is happening.

David/Malcolm I'd be grateful if you could let me have any comments from yourselves and/or other clubs in the vicinity asap I'd be most grateful. Apologies for the short timescale involved, probably



linked to teething problems with the MMO's new database.

I look forward to hearing from you (happy to discuss over the phone if that's easier/quicker),

Kind regards

Caroline Price

RYA Planning and Environmental Advisor

DDI: 02380 604222

Mobile: 07795 564386

Old Castle Cove Home Film Showing

**Royal Dorset Yacht Club
Customs House Quay, Weymouth**

A première showing of

"The Life and Times of Castle Cove Sailing Club in the Summer of '62"

(Amateur 8mm film footage, 35 minutes, silent)

on Friday 7th October 2011, at 7.30pm

Featuring:

Ron Freke - John Glover (cameraman) - Ron Glover

Brian Wilkins - Des Quick - The Spicers

Mike Venning - Bertie Brickell

with a supporting cast including:

Tony Sprake, The Winzars,

Norma Owers, Michael Leverton, John Meade

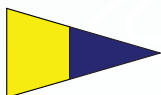
David Leverton, Joan Wilkins, Anth Horton, Jack Deadman,

Dr Turner, Derek Maddocks, Frank McCauley, John Marchment,

Commander Mc Hattie and Robin Dyer.

Also, footage of Castle Cove "at home" in the old wooden club house, and 12 metre yachts in Portland harbour.

Supper: fish pie or sausage and mash £6.95 or order from the menu.
Members from other sailing clubs are very welcome



A Week at the Worlds

I went to the International Canoe World Championship in Travemunde, Germany, at the end of July, just because I could! I'm an average sailor, but there isn't a selection process for this event, and it's a great opportunity to take part at this level.

Travemunde is on the North coast of Germany, north of Hamburg, and Travemunde Week is a massive regatta, mostly dinghies, with 4 World events, 4 European Championships, lots of other racing events, and around 2500 sailors taking part. It's also a great Festival, with plenty of live music, food & beer stalls, fireworks, and an evening event for us on a square rigger. A number of square rigger and traditional boats were sailing in the bay as well, along with a beautifully restored 12 Meter.

The International Canoe (IC) is a very narrow single-handed dinghy with a sliding seat, difficult to sail, and very difficult to sail well, but very fast when everything is right! At the Worlds, we had British, German, Swedish, American & Canadian sailors, with 3 classes, conventional, new rules (narrower, lighter & faster) and Canoes with Asymmetric spinnakers. The

International Canoe is a small class, but many have been sailing ICs for many years, and know each other very well; it all has a great international family feel to it, and with all generations sailing as well.

The courses were 8 miles long, and a target of 12 races with just 1 discard, which is tough. The weather was light to start with, a windy day in the middle, and survival conditions in the last race; overall, with the variable weather, we only managed 10 races, and lost our rest day. Racing over the 5 days was like the long drawn out drama of a Test Match, with the ebb and flow of fortunes, & was physically hard too. In relatively small fleets & long courses, boat speed is the key.

So how did I do? I normally manage only average results at Club racing, and had set myself a target of being in the top half, but with a few crucial 'go-faster' tips from fellow competitors, the focus of very close racing, and so much time in the boat, I managed to raise my game, and came 5th out of 15 in the conventional class. My challenge now is to convert that into better results in Club racing!

The final event of the IC Worlds was the New York Canoe Club Challenge Cup, the oldest dinghy cup in the world, first raced in 1885 (with a Baden Powell as the British entry!) and competed for continuously since then. It is a team racing event, with the first boat to cross the line winning the race. There was some very fast, furious & tactical team racing, but the Americans had the better of the British team and won.

Hugh de longh, IC 275 Mustang Sally



2011 Rolex Fastnet - Before

Fastnet Race? For Scherzo it's about the Dog Bowl

Less than a week to go to the Fastnet start, and almost everything is ready. Everything on the boat seems to be working and will receive a final check on Friday during the delivery trip from Portland to Southampton. John jumped us through the last administrative hoop last Friday when he made use of a visit to Cowes with a customer and dropped in to the Royal Ocean Racing Club office to pick up our sailing instructions, the sticker to go on the bow and the tracker.

The tracker is not a chocolate and muesli bar. It is an electronic gizmo we shall be carrying which will regularly report our position, course and speed via satellite so that it can be shown on the Fastnet website and you, dear reader, can use your otherwise idle moments to check up on our progress in almost-real time. Go to

<http://fastnet.rorc.org/blog/race-information/tracking/index.html>

any time after the start - which for us is 1100 BST on Sunday 14 August - and you should be able to find us (Scherzo - GBR8879T in IRC class 4 and 2-handed division - see below for an explanation of this bit of jargon)

Of course, the tracker isn't the only piece of modern technology capable of advertising our location to the wider world while we are at sea. We also carry AIS, which broadcasts data messages to surrounding ships (and other competitors), showing them where we are, and in return putting a little triangle on our chart plotter screen, showing us where they are and estimating when they will hit us. In an emergency, we can press the 'mayday' button on the VHF radio and that will automatically broadcast our position. We also have an EPIRB (emergency position indicating radio beacon) we can take with us into the liferaft... When I started offshore racing thirty years ago, we had none of this, just a straightforward VHF radio. In fact, much of the time, we didn't even have a clear idea of our position ourselves, just an 'EP' - estimated position based on what the navigator knew, could guess or could divine from the black arts of which he was the high priest on board.

All this equipment puts added strain on the batteries, requiring the engine to be run (in neutral) for an hour or more every day to keep up the charge. If the electrics fail, we shall be reduced to the old-fashioned methods, so we shall be keeping a proper written log and plotting up on paper charts using the old, foolproof equipment: pencil, dividers and rulers. Old habits die hard, but I am pleased to say John shares some of my mistrust of this new-fangled stuff.

And the dog bowl? Well, there are 350 yachts entered for the Fastnet Race, divided by anticipated speed into several 'classes' - we are in Class 4, the slowest group according to the handicapping system ('IRC'). On handicap, we are the 12th slowest boat - there are 338 which should finish ahead of us! There are 67 in our class, and we shall, of course, want to do as well as we can against them. Of the 67, though, only 14 are sailing two-handed (including John and me) - and they are our real competition for a special prize, the 'Berrimilla Dog Bowl', open only to two-handers in Class 4 and donated by a couple of Australian guys (both over 60!) who, about five years ago, raced a boat the same size as Scherzo in the Sydney-Hobart at Christmas, then sailed her to England and did the following summer's Fastnet before heading straight back home for another Sydney-Hobart, then sailing back to England via the Northwest Passage and then (I believe) back home to Australia again, completing a second circumnavigation. That makes our efforts look pretty tame, but the trophy gives us something to aim for, or at least a list of competitors with whom we shall be on something like equal terms. Of course, there is some pretty hot competition, even among the 14, for example one of our fellow-competitors from the 2007 Azores and Back and another guy who won the handicap prize in last year's singlehanded transatlantic race (even he had to do the qualifying races with his co-skipper, though - and beat us).



I hope the next e-mail on this list will be towards the end of next week, saying we have made it to Plymouth, meanwhile, thanks for your interest, encouragement and support. Special thanks to Roy and Philip, two other ROCs (Retired Old Codgers) who are crewing on Friday's delivery. Thanks to Robin and Sue (just arrived in the Canaries for the ARC) for explaining why a dog bowl - ideal for eating out of in rough conditions. Thanks to Rob for making us an excellent set of new sails - we might actually get the no. 1 out of the bag soon, for the first time since it left his loft before Christmas. And thanks to anyone who has donated to the Sail 4 Cancer campaign of fellow Castle Cove members Kay and Kevin Stibbs - see <http://www.sail4cancer.org/DraigFastnet> . I am pleased to report they now have a mast again and seem to have got their boat back up to a useful turn of speed - somewhat faster than us. We shall see them at the start, and then perhaps in Plymouth.

Peter Eustace



2011 Rolex Fastnet - After!

Fastnet - the shorter version

Having gone through all the traumas of qualifying, Castle Cove's 'other' Fastnet entry did not manage to complete the course. Sailing one of the smallest and (on paper) slowest boats on the entry list, Father-and-son team Peter and John Eustace, on 'Scherzo' in the two-handed division, bashed into the wind for 36 hours and 230 miles before deciding discretion was the better part of valour.

Approaching the Lizard on Monday evening, they saw the big French trimaran 'Banque Populaire' on its way back to Plymouth, to finish in a new course record of 32 hours. By 11pm and past the Lizard, the wind had increased to well over 20 knots, and after reefing in the dark, with the wind and lumpy sea, Peter was feeling a bit queasy and John said he felt 'absolutely terrible'. That was decision time. The prospect was for at least a day more of unpleasant sailing, with the wind forecast to go northwest and blow directly from the Fastnet Rock. Falmouth was a few miles behind and then no easy ports of refuge for 200 miles there and another 200 back. With only two on board, the prospect of breaking something on the boat, or one of the crew being incapacitated and leaving the other, probably also operating at rather less than 100%, to manage the boat posed too much of a risk, so 'Scherzo' turned round and began a rather long motor-sail against a strong tide to get back around the Lizard and into Falmouth, where she arrived at 5.30 am on the Tuesday. Other Fastnet refugees who came into Falmouth later on Tuesday, most with breakages as their reason for retirement, confirmed that conditions off Lands End had been fairly horrendous.

John's illness seems to be related to his liver condition, Budd-Chiari syndrome, which was diagnosed a couple of years ago. It seems to have robbed him of the almost total immunity to sea-sickness and tremendous stamina which allowed him to climb the mast in the middle of the night four years ago during the Azores and Back Race to deal with a tangled spinnaker and still be able to function when he got back to the deck. Peter's problems are simply the effects of advancing age.

The boat was cruised back via Dartmouth where they stayed on Thursday while it rained and the wind blew perversely from the east. Friday turned out to be one of those days that remind you why you sail - wind in just the right quantity and direction, a chance to play with the spinnaker and if anything having to slow down so as not to get to Portland Bill too early. As it was, 'Scherzo' got there an hour and a half before the books say you can slip round close to the tip of the Bill, but conditions were so benign they tried it anyway, and it proved a pussycat. The ferry was running when they got in, so it was an easy trip ashore, too.

Next year, 'Scherzo' will be undertaking a long cruise. Perhaps the number one genoa will come out of its bag...

Peter Eustace



Draig o'r Mor's Fantastic Fastnet

I expect you have all heard the problems Draig O'r Mor suffered with a broken mast with just weeks to go before the Fastnet Race in the qualifier round Ed-dystone rock. We were delighted by the swift response from both manufacturers Selden and Riggers Atlantic Marine not to forget Monkey Marine who repaired and enlarged the deck entry. We were finally ready to sail 10 days before the race so an intensive race programme was put together and the sailors of WSC and CCSC joined us in our quest to familiarise ourselves with the new spar's characteristics. With races Monday,

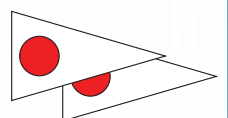


Wednesday, Thursday, Friday, Saturday, Sunday, Monday each day sailing with a different team with even a guest appearance from Edley from Twickenham on his way to Salcombe. We were delighted and amazed at the efforts friends made to help us – thank you. Fastnet crew Nic moved in on Draig and if you remember during that time we experienced all extremes from 30 knots down to 2 so we really had a good opportunity to try everything out. Taking Wednesday and Thursday off to vittle the boat and recheck emergency equipment. The Last Supper on Friday evening was scheduled at WSC where a raffle and cake auction (thank you Auntie Linda) and Burgee display (don't encourage him) raised over £300 for our Charity Campaign Sail 4 Cancer.



With all crew on board save Albert our planned departure was 2 am Saturday but with the wind whistling down the harbour we had another hour in bed and I despatched Kevin at 4 (accompanied by Neal so I stayed in bed – yeah) It sounded quite a fast downwind sail and I must say I did not take part in the darkness. At daybreak was dozing in my bunk when I looked up and saw, horror of horrors, the top spreader poking through the mainsail! Well I was soon up on deck and we reefed. We had forgotten to put the new spreader patches on. An uneventful sail under small spinnaker round North head we met a Poole race (Dan?) and were soon tied up in Cowes

Yacht Haven after the Cowes week yachts had departed. A trip to the sail makers in Cowes was called for and the mainsail problem soon rectified. Albert arrived and our team was complete. 7 of us Kay and Kevin Stibbs, Helen Middleton-Stewart, Nic Findlay, Mickey Carter, Neal Yeoell and Albert De Heer The RORC briefing meeting at 4pm was one of life's moments. Every skipper from the smallest to the extreme super yacht was represented. With the press flashes and briefing videoed the tension mounted with everyone excited at the prospect of the week ahead. The drama as Ian Loffhagen wished us a good Fastnet 2011 and the meteorologist described the weather patterns we were to experience. I must admit to shedding a tear as I remembered this moment 2 years ago and all that had happened in between.



After a quiet run ashore and an early night we awoke early Sunday 14th August to gentle breezes. A final crew breakfast/team talk and last minute panic buying of more eggs and tomatoes. We hanked on our storm sails for the identity gate Kevin shouted 'everyone on board?' and cast off. Well we were just about to leave the marina when we heard a shout from the pontoon. Albert had been for a pee and got left behind. Perhaps we need to recap on counting to 7.

The start was manic. The IMOCAs and Multihulls were first to start with our class 4 the first of the IRC starts at 1130. It was very frustrating that, even at this experienced level, yachts from other classes failed to keep clear of the line. RORC had scheduled the starts 20 minutes apart to prevent the slower boats getting swamped by the faster classes, yet the classes ahead were late and those behind were too eager to start. With 65 in our class we fought to near the favoured Squadron end of the line but only managed a moderately good start. Draig was soon doing her thing, beating in a brisk 20 knot headwind overtaking boats but sadly we watched the powerful Swan, Winsome extend their lead.



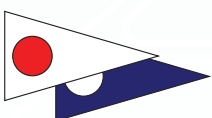
At Hurst Castle an amateur photographer took this splendid shot of us overtaking an X34. The passage through the Needles was rather rough and we met a Class 40 yacht, dismasted, returning towards the Solent. We beat on into the night in company with Longue Pierre who slipped away to leeward and then tacked and tacked again – they were behind us, hooray, one of our biggest competitors. We marvelled at having the breeze hold up as in the 2009 Fastnet, boats ended up anchored off Portland Bill. Some yachts went inshore but for us the offshore,

stronger wind, strategy paid off and we raced off towards the Lizard. Our 7 strong team worked well together with me flitting between helm and navigator while the others in pairs worked 6 hours on and 3 hours off watch. I probably got more sleep than most but made it a priority to keep a watch out for those who looked like they were struggling and needed an extra hour off watch.

The weather forecasting was spot on, to the hour, for the whole week. Later on Monday the winds increased but still in the South West and we had to reef Draig in steep seas to pass through the shipping lanes off Lands End. It was very busy on the VHF radio with reports of yachts retiring and breakages and EPIRBs being activated accidentally. Falmouth Coastguard were coordinating and desperately trying to contact yachts to make sure they were not in any genuine distress. We heard Scherzo's call and we guessed that she was retiring and the same for Pyxis double handed ladies team on an X332. The AIS requirement for this year's race meant we could monitor boats within a 10 mile radius and it was reassuring to be in good company as we crossed the Celtic Sea.



Beating through the night the wind decreased and veered into the North West. It was a challenge to



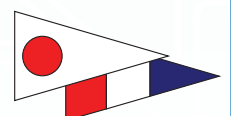
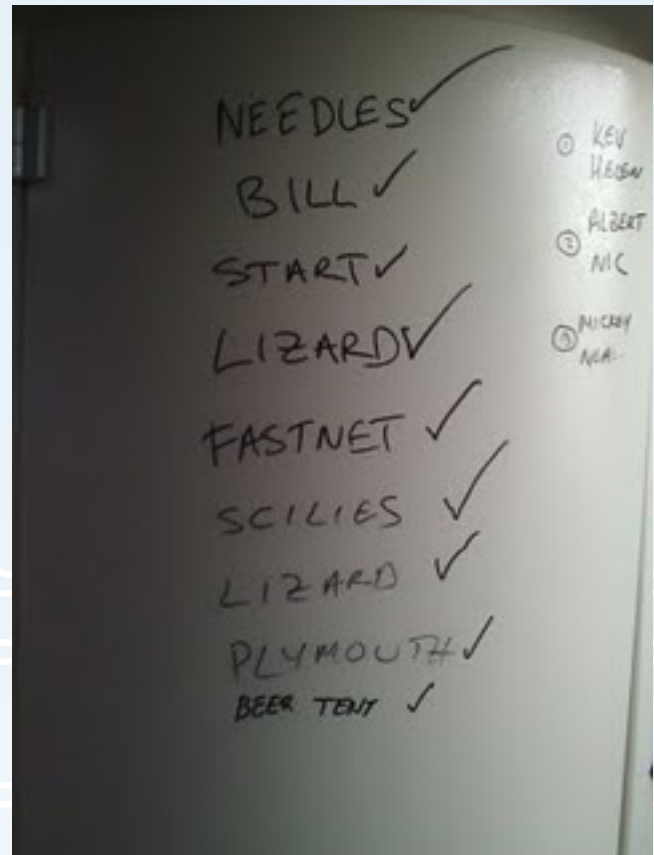
round the Fastnet rock as we got within grasping distance with the lack of breeze the spinnaker collapsed and we ghosted round at 0830 Wednesday in a 'seal scattering' manoeuvre overtaking Marta (Sigma 38) Jambo (J109) and many other class 2 boats. The broad reach, under spinnaker to the Pantaenius spreader mark was delight but short lived as we then had to beat back across the Celtic Sea. With this one sided beat it became rather a procession but we held our own against a HOD 35 (until they lost their rudder and had to retire) and a J109 (Jambo who we vied with all the way to the finish).

We rounded Bishops Rock south of the Scilly Isles at dawn Thursday. This is where things got rather interesting. Albert (the Irish Dutchman) warned us of the 1999 Fastnet where the fleet became becalmed off the Lizard. Heeding this warning we hoisted our asymmetric spinnaker and sailed offshore circling a large fleet who, as predicted, were stuck inshore with no wind. We met Hephzi-bah who had the same idea and was well offshore too. It was wonderful then everyone got breeze simultaneously and it was a sprint for the finish. We were behind, alongside then in front of Astarte the First 34.7 one of our arch rivals who has to give us time (hooray). As darkness fell we overtook Longue Pierre who appeared from nowhere – more of a moral victory as we have to give them time.

Because of the pile up at the Lizard there must have been 100 boats due to finish simultaneously through the narrow gap in the Plymouth Breakwater. The Race Officer announced that there was a ferry due to depart and a yacht had gone aground on the finish line – good game, good game. In the dead of night everyone spoke in hushed tones and the air was magical with hundreds of navigation lights floating in the light airs as we ghosted to the finish. We overtook many boats as we sailed to windward launching our code Zero with our team eager to compete where other just seemed happy to float across the line to finish, exhausted. At 30 yards from the finish line – which is actually inside the breakwater – Draig's keel hit the deep water, strong tide and although we were still sailing at 2 knots (at times) we were making no progress over the ground against the tide. We sat frustrated trying all angles and launching our symmetrical spinnaker in order to try and struggle those final yards. Even worse, somehow a lot of yachts managed to creep forwards on us and re take all those places we had gained from our manoeuvres at the Lizard and in the dash to the finish. We finally crossed the finish line at 0230 on Friday August 19th.

After 608 miles of racing we had gone from 5th place to 14th in our class in the final 30 yards. That's racing for you. Our final places were 14/32 in class 4A 28/65 IRC 4 97/350 overall. It was an incredible journey. During our 4 days and 15 hours at sea we got to experience all extremes of weather conditions from Cowes past Lands' End to the Fastnet Rock and back South of the Scilly Isles finishing at Plymouth. You can still replay the tracker and see the whole race on <http://fastnet.rorc.org/2011-fleet-tracking.html>

We had a great run ashore starting in the early hours and seeing the sunrise from the beer tent. After drying the boat out and the Draigy crew bus returning the rest of the team to Weymouth. Draig had a



relaxing few days cruising Fowey and Dartmouth with the kids.

If you have enjoyed this tale and would like to hear more about the Fastnet race Kathy Claydon (Arcsine) and I will be describing more of the intricacies of the race at Weymouth Sailing Club on October 15th. All proceeds from the raffle will go to Sail 4 Cancer. Our campaign to date has raised £4,318 with more donations coming in by the day. Please help support this marvellous charity that sends cancer patients and their families on respite sailing holidays. www.draig4fastnet.co.uk All of the money donated goes directly to the charity.

Kay Stibbs

The Fastnet Two Handed

It's been about a week now since I got home from the Fastnet and I think I have just about caught up on my sleep. This race will definitely be one I will never forget.

The race started well in a building breeze, we were flying our #3 which is the largest jib. We crossed the Royal Yacht Squadron line not far from the island and continued to short tack not far off Gurnard to try and stay in the strongest of the tide. This was made all the more interesting as 70 other boats in IRC3 seemed to all have the same idea. Trying to find a clear lane with all this going on is hard enough at the best of times but with only 2 on board this was enough to get the heart rate up.



We exited the Solent in good shape. Better than can be said for Nikki's Dad who was sailing on a class 40 only to have the forestay pin fail and then come tumbling down at Hurst. I'm sure as he was towed down wind back into the Solent he was happy to see his boat coming towards him under full sail in about 25 knots of breeze. Normally we changed down a head sail at about 15 – 16 knots but with all the boats it was difficult to find the space to make a sail change. Once in some space we put in a reef. No point making a head sail change when we expect the wind to drop.

For the next section of the course we kept to the right hand side to make full use of the right hand shift we were expecting. This also put us in a prime spot for the St Albans ledge. We tacked on to starboard at the Northern end of the ledge allowing us to sail along the full length of the ledge and get maximum advantage from the tidal race. From here we proceeded to head offshore as we were unable to make the Bill in time before the tide turned and ready for a significant windshift to the left the next morning.

After the windshift we got set up to pass the Lizard and Lands End however we seemed to get our own private header which made it hard to clear the Lizard leaving us with the choice of an expensive tack to the south or try and take the insideroute round an unfamiliar headland as the tide turns against. We



made it round the headland in good shape but after passing the headland the tide just didn't want to drop off. It was interesting that all the tidal data I had for the Lizard was out by a factor of two or more on the strength of the currents for this area. Maybe hugging the cliffs on the way out from the headland would have made things a little easier.

It was on the leg from the Lizard to Lands End that we played our smartest move of the race. With the wind building and forecast to build to twenty five knots our first night in the Irish Sea wasn't going to be gentle and the #4 head sail was going to be needed. We decided that there was now enough breeze to change down without losing any performance. We always have to do this surprisingly early without the crew on the rail. While the sea was flat and in daylight we got the head sail change in and thought nothing more of it as we eventually found our selves with two reefs in the main as well. Later in the bar talking to the boys on Jika Jika they were moaning about making sail changes in tough conditions with plenty of water over the bow. I explained our approach to such manoeuvres in those conditions, don't do it!

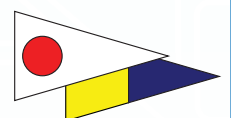
Monday night was the windiest part of the race for us with gusts reaching 27. This year's qualifiers equipping us well for such conditions, this being only our second race together where conditions didn't reach 30 knots. In one race the visibility was reduced to the inside of your eyelid such was the intensity of the spray and rain as gusts hit 39 knots! We kept closer to the rhumb line than many of our competition although in hind site we went too far right as well although not to the extreme of some of the others.

The new day brought much calmer conditions as well as dozens of porpoises playing inches from the bow for large parts of the day. The warm weather gave us a chance to dry our kit and the boat out all of which had been soaked. Taking these opportunities is essential to make the following night comfortable. Our final approach to the Rock was made under code 0 allowing us to make an excellent VMG in light conditions while many of those around us struggled for pace.

We rounded the Rock under the cover of darkness in virtually no wind. Only then after well over 300 miles of sailing did we manage to get a spinnaker up (excluding the code 0 which I realise measures in as one of our three spinnakers). I finished the night off sailing alone on deck as the boat slipped silently along at a little over 4 knots passing a few larger fully crewed boats on the way to the next turning mark. By the time the sun rose I had got the hang of gybing the spinnaker on my own. Easy in under ten knots of breeze but I don't know how Simon, the owner of Voador, manages 95sqm of spinnaker on his own in 20 knots of breeze.

The leg to the Scillies was the least eventful of the race simply sailing under two sails close to the rhumb line. This gave us a good chance to catch up on some sleep, the time of day making no difference to how long it took to fall asleep. We did get visited by a Robin at one point despite being thirty miles offshore, unfortunately he flew down below and hid in the hanging locker. Here we store anchors, flairs, fog horns etc. This turned out to be a bigger mistake for a Robin than flying thirty miles offshore!

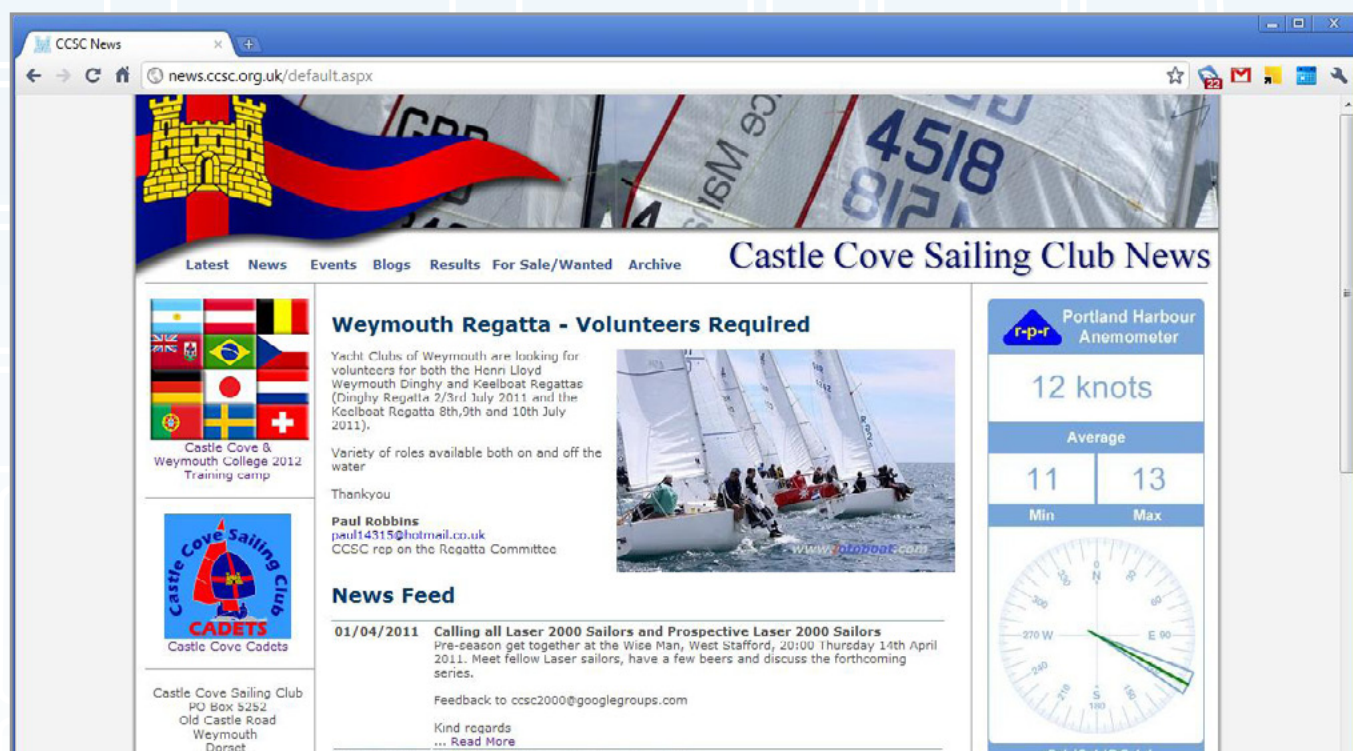
After rounding the Scilly Isles I didn't bother going back to sleep as the routing had us finishing in fourteen to sixteen hours time. The plan being to be in the bar before sunset when it becomes much harder to keep alertness levels up. Things were going well as we approached the Lizard with the need to make the left hand turn and a forecast for the wind to swing left we tucked in close to the rock to keep out the tide in a softening breeze. We made it past the headland but like last time the tide just didn't seem to drop as we sailed away. We wanted to tack in shore but the tide would simply take us straight back to the rocks. Eventually we spotted boats approaching behind now under spinnaker and could see more breeze offshore. As the wind shifted around we managed to sail under spinnaker into this new breeze. When we gybed back we couldn't make it back to the coast where the next band of breeze arrived the end result being that when we turned the headland into Plymouth boats that rounded the rock 7 hours be-



hind us were now 20 minuets ahead. Including the other 2 handed J105's Diablo-J and Flawless J. On rounding the headland the sky was full of mast head lights; well over 100 yachts were ghosting slowly towards the finish. We headed right, sailing to leeward of the fleet to stay away from the light winds under the hills. Here we managed to sail around both Diablo-J and Flawless J.

Eventually we finished at two in the morning, luckily there is a plan for such eventualities, the bar doesn't close! The free pitcher at the bar goes a bit further when there are only 2 of you on board as well! Although it did get stretched a bit to include our welcome party who motored out in the early hours of the morning to hand us beer and bacon rolls on the finish line. Now I have to wait two years before I can have another go.

Alex Adams



The screenshot shows a web browser window displaying the CCSC News website. The browser's address bar shows the URL news.ccsc.org.uk/default.aspx. The website header features a banner image of a castle and a sail with the number 4518. Below the banner is a navigation menu with links for Latest, News, Events, Blogs, Results, For Sale/Wanted, and Archive. The main content area is titled "Castle Cove Sailing Club News" and contains several sections:

- Weymouth Regatta - Volunteers Required**: A notice from the Yacht Clubs of Weymouth seeking volunteers for the Henri Lloyd Weymouth Dinghy and Keelboat Regattas (July 2/3rd and 8th/9th/10th, 2011). It lists a variety of roles available and provides contact information for Paul Robbins, the CCSC representative on the Regatta Committee.
- News Feed**: A section with a date filter set to 01/04/2011, featuring an article titled "Calling all Laser 2000 Sailors and Prospective Laser 2000 Sailors" about a pre-season meeting on Thursday 14th April 2011.
- Weather Widget**: A "Portland Harbour Anemometer" showing a current wind speed of 12 knots, with a range from 11 (Min) to 13 (Max).
- Left Sidebar**: Includes a "Castle Cove & Weymouth College 2012 Training camp" notice with a flag graphic, a "Castle Cove Sailing Club CADETS" logo, and the club's contact details: PO Box 5252, Old Castle Road, Weymouth, Dorset.

<http://news.ccsc.org.uk>

