



Spring Newsletter 2016

Those who haven't visited the club recently will be astounded by the brightness brought to the clubhouse by redecoration; a small band conceived and executed it all. Look after it!

There has been other much other work done and I applaud the many who helped keep the club and boats tidy and functional. Turn out this year has been excellent, with many new members joining in. They are the future of the club, the first few visits are difficult for them and they must be welcomed to keep the club vitalised.



With reference to keeping things smart and tidy, Glen Truswell's new I14 Scrumppet has won the Concours d'Elegance at the Ally Pally dinghy show. Congratulations to Glen; is there nothing he can't win?

Not long before the season starts and most work is to plan, except that we have a problem with Idler . She is unlikely to be functional in the early part of the season but we have adequate ferrying and mark laying capacity in Tern Too and Beaver, supported by the RIB safety boats.

If you got to the last page of the winter newsletter, under the Guess Who? words, there was a photo of a gunter rigged, carvel built Hamble Star sailing on the lower Thames in the 1950s, well, that was me.

Every year four boats went to Holland via a coaster from the pool of London, and we spent two weeks sailing the canals, camping on the boats with a tent rigged over a raised boom and sleeping bags laid out on floorboards resting on the thwarts.

You can't do that on a Laser.

Stephen Green
Commodore



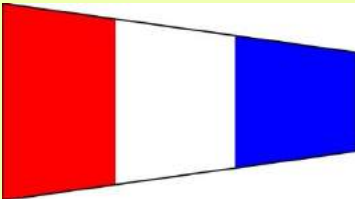
So what are **you** looking forward to?

Keelboat sailing on Sunday mornings? Look out for the Notice of race for start times and start lines that will alternate between CCSC and WSC.

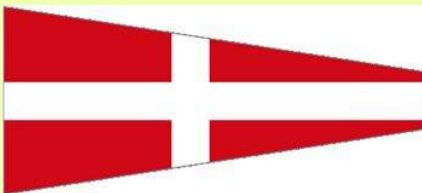
Keelboat racing on Mondays, Wednesday and Friday evenings?

The new Racing Classes:

Class 3 Fast Keelboats



Class 4 Slow(er) Keelboats



There is no change to Z Class, all keelboats.

The Keelboat Cruising programme? – so exciting – so shiny – so see Neil.

The Dinghy Cruising programme? Steve Williams tells you more elsewhere in this newsletter.

The Dinghy Racing programme? – so much to do, so little time to do it all, get out there and have a go.

Ladies Sailing on Friday mornings? Cadets on Friday evenings? Sailing for all on Saturday afternoons through June and July?

One of our Cup events? New for this year no discards in the Alan Welling and a long distance race for Z Class – who has true grit?

The Topper Open in May and the Club Push the Boat Out event? The 2000 Nationals in August? The Scorpion and Enterprise Open in September?

And just the fun of being on the water be it sailing, paddling, competing, relaxing, supporting events, eating, drinking, being with old friends, making new friends or spending time with family.

Everyone is welcome – enjoy.

Ian Green

Hon Sailing Secretary



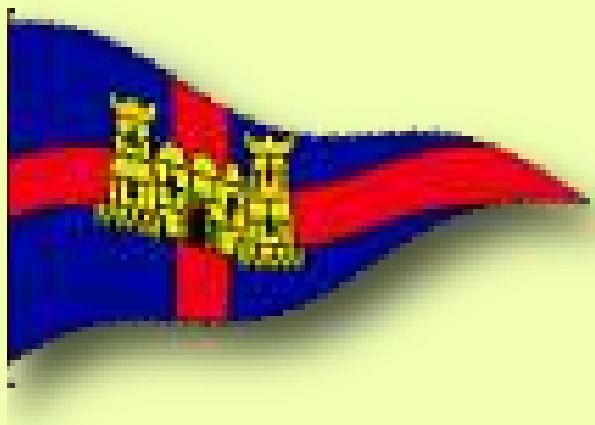
Class Captains

Do you know who your Class Captain is ??

If not track them down in the club they would love to hear from you.

Your 2016 Sailing Committee:

Hon Sailing Secretary	Ian Green	Cadets	Jock Fellows
Rear Commodore Sailing	Richard Bowers	Laser	James Bishop
Z Class	Kirsty White	Laser 2000	Peter Barfoot
Z Class Assistant	Bill Barker	Scorpion	Richard White
Keelboat Fast Class (3)	Des Quick	Cruising	Mike Conroy/ Neil Stroud
Keelboat Slower Class	Adrian Everitt	Ladies Sailing	Micky O'Toole
Asymmetric	Mike Dencher	Social	Michelle Pascoe
Class 1 (Slow Handicap)	Jock Fellows	Race Results	Alison Stephens
Class 2 (Fast Handicap)	Marcus Scrace	Boats Committee	Chris Forrest
Class 2 Assistant	Paul Robbins	Cruising Dinghies	Steve Williams





CCSC Champions Roll of Honour

For some time, the Sailing Committee has considered that an Honours Board showing the names of past and current Club Champions would be an appropriate way to celebrate outstanding achievement and inspire us all in our sailing endeavours.

The 2015 victory in the International 14 Worlds by Glen and Sam has prompted action and I have the pleasure of asking you each to help set the ball rolling as we try to recall past victories by club members. The strict criteria for nominations are below.

I will collate the list of nominations and hold the copies of provenance for the Sailing Committee. I will from time to time circulate an updated list of nominees to the current membership. If you have any questions, please contact me.

I hope that you will relish this task, thank you for the time that I have no doubt you are about to spend on it, and I very much look forward to receiving your nominations.

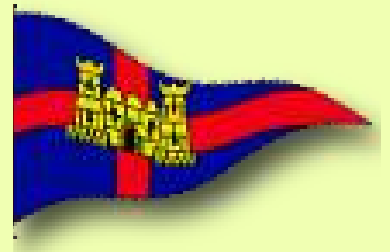
Selection Criteria:

1. The event must be a World, European or National Championship. Inshore, offshore or ocean races of equivalent status will be eligible.
2. The nominee must be the winner of the event, they must have been a member of CCSC at the time of the victory and must have sailed under the CCSC burgee.
3. Provenance in the form of race results, race reports or photographs should be available and copies provided for each nomination.
4. Nominations are invited from the earliest days of Castle Cove Sailing Club.
5. The opportunity to nominate will last for a minimum of 6 months from 1st April 2016. The intention is to seek nominations from members past and present in the hope that no one is missed.
6. Nominations and provenance must be sent to the Sailing Secretary by email or post.
7. An updated list will be circulated to the current membership from time to time. The final list of nominations will be agreed by the Sailing Committee for approval by the General Committee.
8. The intention is to commission and erect an Honours Board in the club house showing the names of past and current Champions.

Nominees So Far

Date	Name(s)	Event
September 1974 - 1976	Bob Turner	10 Square Metre World Speed Record Holder Weymouth England
July 1997	Bob Turner Rick Bowers Jon Pegrum	International J24 National Championships Holyhead Wales
May 2010	Nathan Batchelor Bob Turner Jon Pegrum	International J24 National Championships Poole England
June 2010	Nathan Batchelor Bob Turner Alex Adams	International J24 European Championships Roomport Holland
July 2011	Nathan Batchelor Bob Turner Adam Bowers Sam Barker	International J24 National Championships Weymouth England
3 - 17 January 2015	Glen Truswell Sam Pascoe	2015 International 14 World Championships Geelong Australia

Introduction to the Programme 2016



Welcome to the Castle Cove Sailing Programme 2016. Details may be found on the following pages and a PDF copy available from the CCSC website. Any changes to the programme will be posted in the clubhouse, circulated by email (CCSC newsletter group) and included in the newsletter or news bulletin (where possible).

1 Programme Notes

- 1.1 The Club provides racing for members on Sunday mornings and Monday and Wednesday evenings as set out in the programme April to September. An autumn and winter series is run on Sunday mornings October to December.
- 1.2 Monday evening races and some Sunday series (see programme) have shorter courses (shorter beats) for Lasers & Class 1.
- 1.3 Cup events are run through the sailing season. Keelboat Cup events (other than Alan Welling) are run on weekday race nights (see programme).
- 1.4 Best Points: Races to count are shown at the beginning of the calendar; details on how they will be counted are given at the start of the programme (yellow pages).
- 1.5 The racing programme relies on club members completing their duties as allocated or, if necessary, arranging a swap in good time.

2 Other Clubs & YCW

- 2.1 Races identified as 'Yacht Clubs of Weymouth' (YCW) are open to members from local sailing clubs to enter. Members are only entitled to trophies awarded by their own club. Members of more than one club must state the club for which they are racing before the event takes place.
- 2.2 The RDYC/RNSA Friday series provide races for cruisers and other keelboats, changes to the programme will be posted in the Club house and notified as soon as details are available.
- 2.3 WSC & RDYC programmes and SI's are available in the CCSC Clubhouse.
- 2.4 CCSC competes in the Dorset 'triangular' inter club challenge with Sutton Bingham and Lyme Regis Sailing clubs presenting a unique Inland, Bay and Sea sailing challenge.

3 Cruising Programme

- 3.1 The joy of cruising is making the best of the freedom to sail where the wind and our preference takes us. The cruise may last a few hours or a few weeks, or even longer and cruising in company brings different pleasures.
- 3.2 We organise cruises throughout the sailing programme, many are subject to weather conditions so if a cruise interests you be sure to make contact with the organiser in case of changes. Planned events will be notified in the Club house, by email circulation and in the Club Newsletter/ bulletin/calendar whenever possible.
- 3.3 See the separate cruising booklet or the yellow pages here for planned cruises 2016.
- 3.4 We want to encourage cruising keelboats to sail Friday evenings.
- 3.5 We have a growing interest in dinghy cruising in the club. Planned activities are listed in the sailing programme.

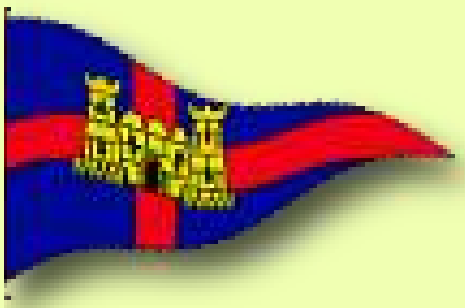
4 Cadets

- 4.1 Sailing sessions are organised for cadets on Friday evenings during the summer season. Cadet Members and Club Members' children who are aged up to eighteen are eligible to attend these sessions and will be very welcome.
- 4.2. Parents are responsible for ensuring that their child's boat is seaworthy and that their child is suitably dressed including personal flotation devices.
- 4.3. Parents of children aged under 12 must stay at the club during the session and be prepared to help with the session which could include standing waist deep in water.
- 4.4. The Cadet Officer of the Day may stop a cadet from sailing if the cadet's behaviour or conditions are judged unsuitable, or his/her boat unseaworthy.

5 Ladies Sailing

- 5.1 Ladies' (and honorary ladies') sailing is held on Friday mornings, 9.30 am to midday, May - September. Please be ready to go afloat on time. The Club's rules regarding safety and the use of club dinghies apply. Those new to sailing are recommended to complete an RYA dinghy course before participating.





6 Sailing For All

- 6.1 Saturday afternoons through June and July provide sailing for all. This is intended for anyone who wants to spend a few hours on the water in the enjoyable company of others, and for any group of members, or class of boat, that wish to use the time for coaching or to improve skills. Members new to sailing are advised to take an appropriate RYA sailing course, Sailing For All is not suitable for those with no previous sailing experience.
- 6.2 Each afternoon will have a coordinator and a safety boat will be available. Classes are invited to run some of their own activities during these times.
- 6.3 Short course racing, Series A and Series B, will run concurrent with the Sailing for All afternoons, see the programme for details.
- 6.4 The Club supports other events specifically for training both on and off the water. Please read notice-boards, newsletters and the website or contact a class captain for details.
- 6.5 Saturday May 14th is 'Push the Boat out Day', our Open Day when visitors are especially welcomed and able to try going on the water. If you know anyone who may be interested in trying sailing this might be the day to bring them down to the club.

7 Handicaps

- 7.1 The dinghy classes use the Portsmouth yardstick scheme with some minor adjustments
- 7.2 Keelboats will race under IRC or NHC
- 7.3 Keelboats uncertain of their handicap should contact their class captain.

8 Club boats

- 8.1 The Club has two Lasers, one Optimist, three Toppers and a 420 available for members, at times of recognised club sailing activities. Cadets have priority of usage on Friday afternoons/evenings. Any damage must be reported to the Sailing Committee and noted on the defects board to alert other users. Please note Byelaw 11.7.

9 Dutyman and Rota:

- 9.1 Dates: The rota for duties is given in the programme. Please check and note your dates.
- 9.2 Reminders: You should be reminded by email or post of your allotted duty, but the reminders may go astray if your contact details are not up to date on DutyMan and Marusa.
- 9.3 Swaps: If you cannot manage a date it is your responsibility to arrange a swap with someone doing a similar duty.
- 9.4 Confirmation: If you are notified by email, please acknowledge receipt by ticking against the duty on the online DutyMan rota. 'Dutyman' can be found on the club website under 'Members' 'Members Passworded' 'Duties' area.

If you do not have access to Dutyman, arrange your swap in the traditional way by phoning other members, and afterwards please advise the Duties Coordinator of the details so that they can update DutyMan.

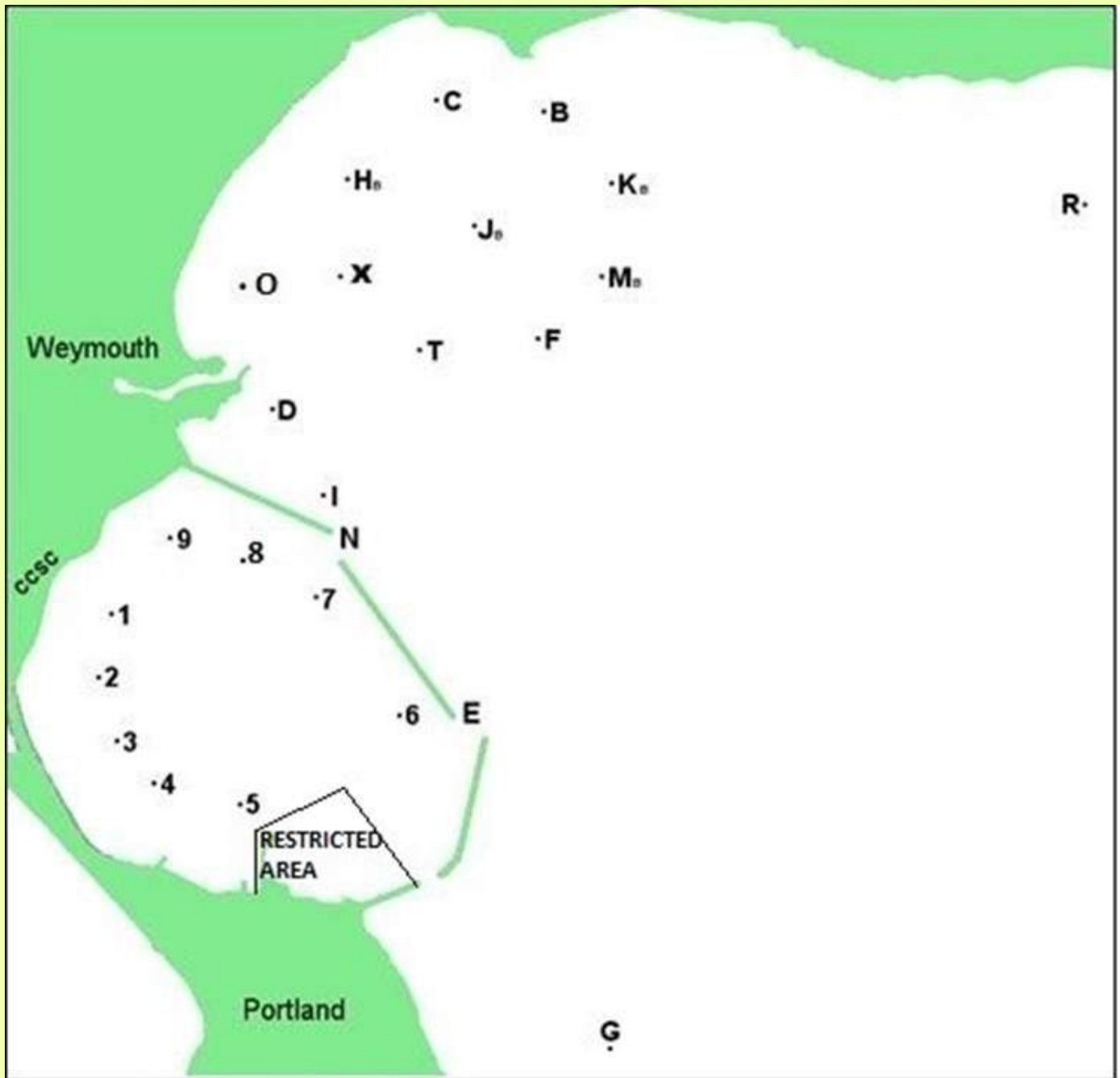
- 9.5 Instructions for using DutyMan can be found by clicking the link "how do I" in the top LH corner of the DutyMan entry page, which is accessed from the club website as described above. The two most commonly encountered problems are:

- You have forgotten your DutyMan username and password. On the DutyMan entry page, find the heading "Need a log in reminder?" and click the button underneath that says, "Yes, please". Then you will be invited to type in your e-mail address and click on "send welcome message". A reminder of your username and password will then be e-mailed to you.

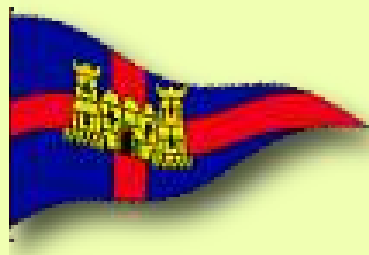
- DutyMan doesn't have your correct e-mail address. Advise the CCSC DutyMan co-ordinator (duties@ccsc.org.uk) of your correct e-mail and they will update DutyMan.

- 9.6 Types of duty: The club 'Duties' area also includes guidance for each type of duty.





	Minute s	Signal	Flag	Sound	
	5	Warning	Class Flag Raised	1 sound	
	4	Preparatory	Flag P Raised	1 sound	
	1	One Minute	Flag P lowered	1 sound	
	0	Start	Class Flag Lowered	1 sound	



Castle Cove Ladies Sailing

Our first session on the water will be on Friday 6th May starting at 9.30 and is open to anyone, male or female, to join. We have a mixture of boats taking part including Lasers, Toppers, Laser 2000s, Laser Picos and keelboats, with opportunities for crewing.

We are a very friendly and supportive group, and usually spend a couple of hours on the water followed by coffee.

Just turn up for a warm welcome or email Micky at micky@hotmealsonwheels.com for more details.



Not Long now Ladies!!

Just a few of our Ladies from the Ladies Sailing Group deep-cleaning the galley on a Friday during the Working Parties. As a group they set aside 2/3 Fridays to help out with the working party tasks. As a group the Ladies get involved with all sorts of tasks from cleaning to Boat Maintenance—our thanks to the Group.





Castle Cove Sailing Club

Keelboat (Z Class)



IRC Certificate application. Forms can be downloaded from

<https://drive.google.com/file/d/0BwADecYfFQ1RQkxVR1I5TFdiUDA/view?usp=sharing>

Save the form on your computer, complete it and email it to me -

sales@richardwoofmarine.com

The Rating Office has kindly held over the deal of $\text{£}12.55 \times \text{hull length (LH)} \times 50\%$ which equates to $\text{£}6.28 \times \text{Hull Length}$ from last year for those owners that missed out (I think that there may have been two or three). This sum of money should be sent to the Club Treasurer (Val Graves) marked up with your name and boat name. This money is then pooled together with other boat owners' payments and sent to the Rating Office as a bulk payment. Remember no payment, no certificate.

IRC Revalidation (this is for boats that had a certificate issued in 2015). It is the annual opportunity to advise the Rating Office of any material changes to your yachts and is the Rating Office's opportunity to overview everybody's rating and realign rating numbers in line with modern developments and performance reviews. This means that yachts designed and built in the 70s are correctly rated against the latest 2016 canting keel design.

For revalidation for the 2016 season download the form from:

<https://drive.google.com/file/d/0BwADecYfFQ1RWktUMzZYTxl0SXc/view?usp=sharing>

Save the form on your computer and complete it as instructed (you will need your 2015 certificate for reference).

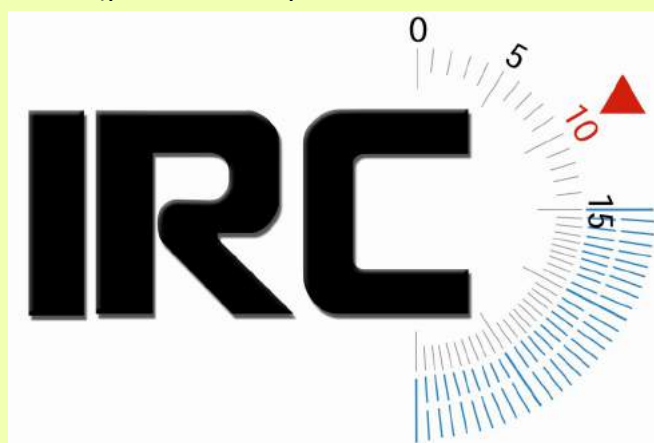
Email it to me sales@richardwoofmarine.com.

The cost for 2016 revalidation is $\text{£}11.15 \times \text{LH} \times 0.75$ (25% discount) which equates to $\text{£}8.36 \times \text{LH}$, send the payment to our club treasurer with your name and boat name.

These payments are amalgamated and paid to the Rating Office, again remember no payment, no certificate.

Once the 2016 certificates or revalidation certificates have been received, I will let Alison Stephens, our Class results recorder know the yacht name and rating number as without this information you will not be recorded under IRC.

The discount scheme at the Rating Office closes at the end of March 2016.



2016 Race Program.



One of the problems CCSC and WSC have had over recent years is very poor turnout for weekend racing held on a Saturday so with due deliberation we have decided to move the weekend racing to a Sunday morning and at the beginning of the season (March - May) and end of season (Sept - Dec) combine the Sunday morning racing with WSC, alternating the start line between CCSC & WSC. This will give us a great opportunity to race against additional yachts. During the Summer (June, July & August) CCSC will run its own cup races on Sunday mornings (as will WSC).

The popular Monday and Wednesday evening race series will continue and there will be gentle racing during the summer months held on a Friday evening. This is being organised by Ian Bowker of RNSA and details will be published as they become clear.

Owners that do not hold IRC certificates can race under NHC. All are welcome and I would suggest if you are a novice Monday or Friday evenings would be a great place to start. Although you are welcome at any start you could find the Wednesday evening or Sunday morning start line a little busy.

For the 2016 season Rob Smith is searching the store cupboard so that NHC competitors can be awarded trophies.

Our headline event is the Combined Yacht Clubs of Weymouth Regatta incorporating the IRC Small Boat Championships held over the weekend of the 3rd & 4th September. There will be three classes + squibs. Yachts of 36' and under with an IRC TCC of 0.960 and below, this class will be racing for the IRC small boat championships.

Yachts of over 36' and/or an IRC TCC greater than 0.960 will have a separate start and prizes.

Sports Boat Class - open to light displacement, asymmetric spinnaker yachts (as detailed by the Sports boat GB organisation) will have a separate start & prizes.

As per last year, the overall winner will be awarded a grand piece of silverware from the Royal Dorset collection.

The Weymouth Regatta showcases local sailing so we need to show that we are well and truly alive so we can attract more yachts and sailors to our fold and to this end could we have a go at attending Poole Regatta on the 28th & 29th May with a passage race up there on the Friday evening so that we can twist some of the Poole sailors' arms to come down to our regatta.

Over the last 12 months I have seen a renewed vigour in our yacht racing with Club members purchasing new sails and better boats. This is also happening at WSC, we also because of IRC, understand more about

our yachts which leads to better sailing so let's make 2016 a great sailing season.

Racing Detail

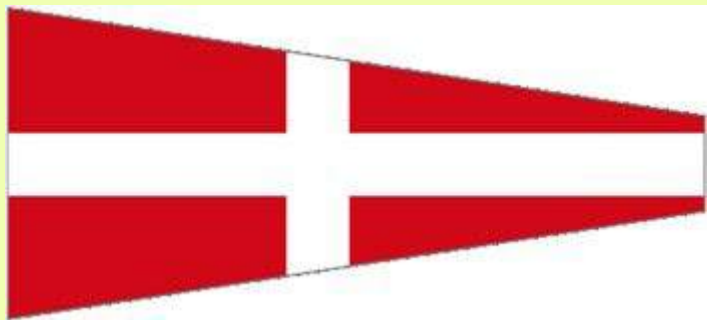
Class Flags

To bring our Castle Cove fleet into the 21st century and so make the rest of the world understand our results, a decision has been made to rename the racing groups so that Slower K Class will now be called Class 4 and will need to fly a numeral 4 pennant (white cross on red background) and J Class will now be called Class 3 and will need to fly a numeral 3 pennant. (red white & blue vertical stripes)
Please make sure that you all display the correct pennant as a courtesy to your Race Officer.

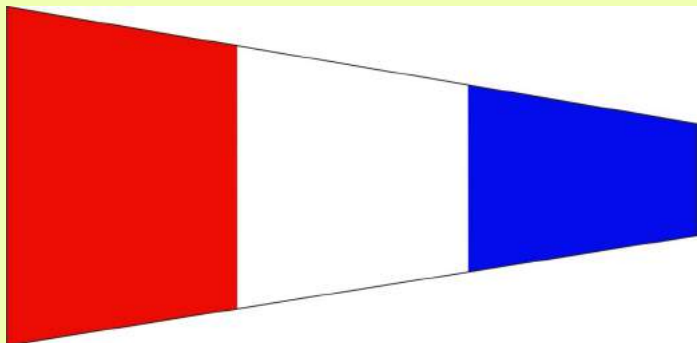
Race Courses

Bill Barker and I are in the process of designing some new course configurations which will improve our racing using the Harbour & Bay. These will be advisory to the R. O. of the day, working towards some classic courses.

Numeral 4



Numeral 3



Richard Woof
Z Class Captain



CCSC Cruisers

Well that's winter over and done and what a great many events that took place at this point in time I would just like to say thank you to all who attended, it makes the effort all worth while.



Anyway on to the more important things spring has sprung and our boats are all shiny and about to go back in the water for those who have been parked up at Castle Cove for the last few months, what I would say as being one of those boats what an enjoyable time its been. Being ashore for so long you can take your time in carrying out those little jobs that need doing whilst picking up hints and tips from fellow cruisers, I for one have learnt many things about my engine this year even tried some new products. Did I say you had plenty of time always seems to run out as you get closer and closer to Lift in day.

And the shiny Boat award goes to



So were back in the water and what a great round up of trips we have planned I do hope many of you can make them, the booking forms will be on the board in the Club House please add your boat , the first trip will be the long standing tradition of manoeuvres over at Portland Marina but before that you will need to dress your boats for the Queens Parade in Weymouth Harbour. This has always been popular as you get the chance to pick up on some handy hints when mooring, what a great way to start the season, so if you are a little nervous with such things here's the chance to have a go under the watchful eye of Mike Conroy.

Many of you will have seen that the Cruising Section of the Club has grown in numbers during last season and the winter period and we welcome any new members wanting to get involved, just come and chat to any of us, were a friendly bunch.

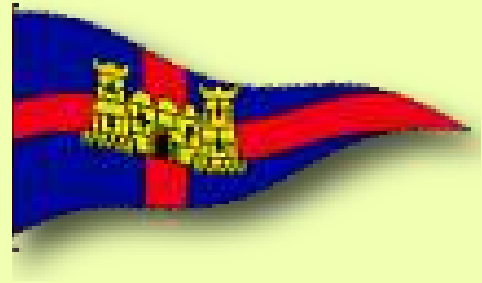
Here's looking forward to a great Cruising Season and a safe one, if you have any questions please do come and ask either Mike Conroy or myself we are more than happy to help.



Neil Stroud
Cruising Officer

Mike Conroy
Cruising Officer

CCSC Cruisers



Look after you

Keeping warm and dry is important. Once you start to get cold your ability to think and function properly will deteriorate.

Wear clothes made from man-made fabrics rather than cotton which soaks up body moisture and makes you cold. Always take spare clothing with you so you can add layers if necessary as well as a waterproof jacket and trousers, and a hat.

Conversely in hot weather remember your sun cream and hat and keep yourself hydrated.

Lifejacket or buoyancy aid

Make sure you and your crew have the right personal safety equipment, that they are well maintained and fitted correctly. Lifejackets should have Crotch Straps attached to them to stop them coming off when activated, please also ensure they are checked and in date.

Carbon Monoxide

Often dubbed the 'Silent Killer', Carbon Monoxide can kill quickly if inhaled in high concentrations. Check your on-board appliances are safe. If you don't have a CO alarm, install one and test it regularly.

Fire

If a fire does occur, it is imperative that you have sufficient firefighting equipment to hand and that you know how to use it, if the fire is to be extinguished quickly and effectively.

First aid

It's a good idea to have two well-stocked First Aid Kit on-board; one for day-to-day use and one for incidents. Know how to use it and keep the contents up to date.

Cold water shock can kill

Cold water shock occurs well before the effects of hypothermia and so it is far deadlier. It can cause a number of instant and powerful involuntary respiratory reflexes that can lead to death in minutes. It can happen at any time of the year; it only takes a water temperature of 15°C and below.

Safety briefing for your crew

A skipper should ensure that everyone on board knows where the safety equipment is stowed and how to use it. Talk them through your plan as well as your contingency plans should something go wrong. Other aspects are: check that they know how to start the engine, how to send a Mayday and to make them aware of any on board hazards.

Good Preparation makes Happy Sailing !!

Wayfarers @ CCSC

Dinghy/Dayboat Cruising and Day Sailing

First evening meeting— Thursday 21st April 2016

Please attend.

If you are interested in doing any cruising or daytrips in either a dinghy or day boat please come along to our first evening meeting this year.

We will discuss

- ◆ What skills people would like to learn.
- ◆ Where they would like to go.
- ◆ How we can increase support
- ◆ How best to share information and events

We will also have a fish and chip supper that will be collected locally having made a telephone order, so please bring some money with you if you wish to partake.



I really want to make full use of our Thursday training evenings and our day trip dates this year. These will be shown in the Club Handbook.

Even if you have a passing interest please give us a go.

For any further information or questions please contact me on 07557226408 or jsa.williams@btinternet.com

I have just been awarded The 'Golden Bucket Trophy' by the Wayfarers Association for services to cruising. It was awarded for my inputs at their Cruising events and for resurrecting dinghy cruising/day sailing at our club.

I was presented with the award at the association AGM held at 'The Dinghy Show' on the 5th of March.

Steve Williams

Wayfarers Captain



Mexican Dinghy Dinner



Mexicans dance on their hats- or do they?

The theme of the Dinghy Dinner was Mexico, and there were Mexicans attending masquerading as club members. Or perhaps the other way round.

Thanks to Kate Gurner and Dave Hinton and their elves for producing mountains of guacamole, tacos, sour cream and salsa, and that was just starters. It was followed by chilli con carne, hot or not-so-hot, plus chicken with peppers (of course) with fajitas, rounded off by lemon mousse.



Naturally there was a quiz; when were the Mexico Olympics, what bird is on their flag; what is a Flying Dutchman that has crew. The older members seemed to have the edge in terms of knowledge, but were let down by their memories. Then hit the piñata blindfold; this is really a child's party game but there were plenty of childish takers.

Samples of Tequila with salt and lime, but we learnt that this is not the national drink of Mexico; but by this time, who cared.



Club work party 2016

The work parties has finished for another year. Hoorah !!

A lot has been achieved across all areas of the club. Chris Forest led the work on club boats, all 6 of them plus the work on Imogen led by Richard Woof and the Laser 2000 team of workers.

John Kirby once again headed up the pontoons, see picture of his team.

In addition to overhauling the sewer pump! John Harrington led the clubhouse activity, sterling work by many especially Sandra and Debbie with the redecoration of clubroom and access corridor.

The ladies sailing did a magnificent job with the kitchen deep clean.

The grounds team did well and the major task of laying more drainage supervised by Nick Browning, was completed plus fence painting, filling holes in the sea wall and clearing the accumulation of mud behind the top fence.

Rose and her ladies have given the garden and embankments an overhaul.

Thanks to Carol and Sara and ladies who supplied the refreshments.

Thanks to everyone who turned up to help with out your help we could do half of the things we do to keep costs down and the club looking great.

Barry Grant Coordinator



Members Articles

I competed in the Adams 10m Australian National Championship in Sydney in January. It was a seven race regatta. We went into the last race with a 2 point lead, which was looking like enough until the last 50m of the last race when the 2nd place yacht put in a sneaky gybe on the finish line, took two sterns and got his spinnaker ahead of both yachts by about 2 feet while we looked on in dismay. We finished with an excellent 2nd by one point. Results are at <https://www.facebook.com/Adams10m/>. My boat is Another Dilemma . MH26.



Note that in Sydney we sail in shorts and t-shirts!



Tim Gallego

The Adams 10m is a fantastic boat to race. Suitable for One Design, IRC and a Perfect Twilight or Wednesday boat. The Adams 10's are loved by all who have sailed them.

A tough Fastnet Race – thirty years on

The Fastnet that lives on in popular memory is 1979, when the loss of life made headline news. At that time I was still sailing dinghies and had yet to discover the joys of offshore sailing. My first Fastnet was the 1985 one – where Simon le Bon's boat lost its keel. What few people nowadays remember is that the weather in 1985 was almost as bad as 1979 – but fortunately, the storm came through on the first day of the race, when the fleet was still in the Channel and ports of refuge were conveniently close. As a result, 142 out of 236 starters retired, an attrition rate of 60%, compared with 72% six years previously. Fortunately, there were no fatalities, and perhaps that is why it has faded from memory, except for those who took part.

So, this year was a special one for the crew of "Enchantress", a Sigma 33 (a keen one-design racing class in the eighties) belonging to the BP Yacht Club, which was one of the 142 non-finishers. Five of the six of us held a thirtieth anniversary reunion cruise aboard Castle Cove-based "Scherzo" to coincide with 2015's light-airs marathon. With a century and a half of additional experience between us, we were wise enough to keep well clear of the race course, and instead headed for St Vaast, which had been one of our favourite destinations three decades ago when we were doing RORC and JOG races to train and qualify for the Fastnet. Needless to say, there was a great deal of reminiscing, and some digging around in photo albums and scrapbooks. This article attempts to summarise it all for anyone else with an interest in sailing nostalgia.

Back then, the 1979 experience was still very fresh in everybody's mind, though only one of our crew had been a participant. The organisers, RORC, had introduced a number of safety measures, including a qualification requirement for the boat and a proportion of the crew. Also, since 1983, offshore racing yachts were allowed "electronic aids to navigation", which effectively meant Decca. No GPS, plotters, AIS or trackers in those days, just a chocolate-box sized piece of kit that processed signals from land-based radio stations to compute a lat-long position. But that was a huge advance on the old methods of RDF (Radio Direction Finding) and dead reckoning, confirmed by compass bearings and Mk1 eyeball when there was something to see. At least a Mayday or Panpan casualty could now give rescuers a reasonably accurate position, rather than where they thought they might be.

In 1985, the Fastnet start was on the final Saturday of Cowes Week, and the slower classes started first, perhaps to give the Admiral's Cup fleet clear water for its start.



Here are a few extracts from “Enchantress” account, published a few weeks later in a BP staff magazine, with a few added thoughts of my own:

With a steady 30 knots of wind in the Solent and the promise of more in the Channel, we opted for minimum sail (3 reefs in the main, number 3 jib) for the start. The sail down the Solent was hard, wet work. By the time we reached the Needles Channel, the big boats had caught up with us, and a steady nerve was needed as 240 boats cross-tacked in the restricted waters. Once in clear water, we headed out into the Channel to keep well clear of Portland Bill. In the small hours of Sunday, the wind shifted and eased, and we were able to set full sail on a course that would take us direct to the Lizard.

The wind started to strengthen as day broke and we soon had to shorten sail, first one reef, then the big jib had to be replaced by a smaller one, then more reefs until we were back to the minimum rig we started with. (We were overtaken at first light by “Velsheda” – in those days the only J-class still in sailing condition and following the fleet as a spectator boat. She had set a trysail and a small jib and looked like a ghost ship in the grey light of a stormy morning.)

Still increasing, the wind suddenly shifted back, so that it was blowing at us straight from the Lizard again. We had no option but to head towards the coast. The change in wind direction made for very confused seas of about 15 feet and every so often, a big one would break over us, knocking the boat over to a crazy angle.

Then an exceptionally large wave, perhaps thirty feet high, laid us almost flat and deluged the cockpit. One of the crew on deck fell across the boat as it heeled, bounced over the lifelines and, as the boat came upright again, was left hanging outside the boat on his safety line, up to his chest in the water. With help from the other two on deck, he was able to scramble back aboard as the next wave heeled the boat almost as far again. He had been in the water so little time that, apart from waterlogged boots, he was almost dry under his oilskins – certainly no wetter than the rest of us.

During the knockdown, “Enchantress” had lost a lifebelt and the emergency marker buoy (by chance, they were later recovered by another yacht in Christchurch Bay). Appreciable quantities of water were finding their way below through vents and locker lids and, to add to the chaos, one crew member had fallen out of the pilot berth and landed on the cabin table, knocking it off its mountings. Fortunately, he had sustained only a few bruises, nothing more serious. The skipper sensibly ordered a change of course, bearing away for Dartmouth and shelter some 17 miles away. With the main stowed, we were still doing 6.5 knots, just under the number 3. As we neared the shore, we saw another Sigma, similarly rigged and thrown about by huge waves. We realised that was what we looked like, too.

The original idea was to sail into Dartmouth, anchor in the river mouth and see if the storm abated, but a Coastguard radio report of hazardous conditions at the entrance made us decide to use the engine, thus disqualifying ourselves from the race (under the rules as they then stood). We radioed the Coastguard to tell them of our decision. “Thank you, Enchantress, message understood. Out.” For us, the Fastnet was over.

Dartmouth was full of Fastnet competitors, and finding a berth was a challenge. Initially, we moored on the Britannia Naval College pontoon, where a RNVR officer welcomed us and told us where the shore side facilities were. But that was Sunday. The next day, the permanent staff were back on duty, and a rather officious Petty Officer shooed us off, along with TV presenter Chris Searle who was making a “zero to hero” documentary aboard a Sigma 36. We motored downriver and rafted up outside four other boats to finish sorting out the chaos and make plans for the return delivery trip. It was an enormous disappointment after two seasons focussed on this one event which had ended after less than 24 hours. My wife Sheila and our two children visited on the Tuesday, and she described us as “like a bunch of little boys who have had their toys taken away”.

The skipper gave a good summary in the published account, though: *“Our training paid off – one of the great fears is losing somebody overboard. As it happened, everybody responded magnificently. There is always 1987 – we are not going to be beaten!”* He was right – in 1987, in more reasonable conditions, we finished the course seventh out of 15 Sigma 33s.

And in 2015 the five of us had a pleasant cruise – a mix of gentle sailing and motoring – to St Vaast and Cherbourg on a boat the same size as a Sigma, and wondered how we ever managed to sail six-up without treading on one another’s toes. Andy, the table-demolisher, was unable to join us because he is the only one of us still young enough to have a job – one in the USA which pays more in a year than the rest of us have earned in our lives. If he comes with us on the 2017 reunion cruise, we shall charter something bigger and more comfortable, and he will pick up the tab!

Peter Eustace

Enchantress” moored at Britannia, sorting out the mess. The dark-haired bearded one in the cockpit is Peter...



Yachting Monthly

I had been communicating with a journalist from Yachting Monthly last summer for advice about fridge installation and other riveting matters - about which he was very helpful.

At one point I sent him a photo of the boat (Quetzal) to show what he was dealing with. Probably because

YM were rather short of stories, he suddenly asked whether I'd like him to do a feature on the boat in something called "Used Boat Test". Hardly something, I imagine, anyone would turn down (I think?!).



On a very unusually brilliant sunny weekday in September, they arrived (they being Duncan the journalist and Colin the photographer).

Barry Scutt kindly agreed to drive the photographer in a fast boat and Duncan and I sailed Quetzal.

Colin came aboard first and took a very large number of photographs. Every square inch was covered so the picture editor must be a busy man. We sailed off - mostly in Portland Harbour - with Barry and Colin in hot pursuit and getting rather damp. It was a perfect day with a 3-4 SW wind.

I was lucky to be able to ask an expert any questions and to have a large supply of first rate photographs. Colin also took some of the club.

A great day out I reckon!

Guy Dickinson
Quetzal



Accidents do Happen

Thursday 10th March was down for as a standard sort of day for me just a bit more of the boat rubbing down and making just a little progress towards getting the Negende ready for lift in. Sunny and cold. At the gate a ccsc member I recognised seemed to be giving an introduction to the club to a nice looking chap. I walked in with my bucket giving a friendly hello.

I undid the yard tarpaulin ropes put up the step ladder and rolled back the sheets which ridge on the winter stored horizontal mast. Climbing on the bow deck on my knees I decided that I could leave some of the tarpaulin hanging on the bow sprit to save time putting it all back latter. I remember having a conversation in my head that no good would come of moving about on my knees and I better stand up and get on with it. Next thing was sensing my foot snagging on the jib runner and loosing balance and landing on my side with my waste sort of level-ish with the mast seating. I was stuck and as I tried to move I realised it was not just my jeans keeping me from getting up. So I looked around and started yelling for help.

Things could have turned out very differently especially if Barry Scutt had not heard my call for help and sorted the 999 call. Malcolm Spicer with such calmness helped me take the weight off my other leg so I didn't move. An amazing hand was offer by a person I had never met before who I remember as Rob? And that hand let me hold on tight – real tight. Thank you so much for being there!

I was so lucky to have not only the ambulance turn up and the 2 amazing ambulance ladies got to work but also a helicopter was wiring overhead. The air ambulance doctor took over then firemen appeared together with my husband Hans. The fact that I was teetering on the edge of my boat shoulder height above the ground presented some tricky issues. I asked them why they couldn't just lift me off the stanchion bracket – but that was not approved of at all.

Horribly as I lay facing into the boat I could see the twin stanchion on the other side. There are two to connect the shrouds to; one big and one small. I tried not to focus on them too much as it was the big one that I knew I had interacted with and certainly the awe from those free to see the predicament from behind me was obviously rather a nightmare. I could remember the feeling of my jeans giving way and then the slicing into me like butter. Amazingly apart from other bits of me complaining about the situation the actual impaled bit didn't hurt – but by then maybe they had injected some goodies? And also thankfully I couldn't really see what I had done to myself – all out of my view.

So the firemen and Hans agreed the best way to cut me free. The vibration of the cutter was not so bad – simply that. They transferred me so cleverly onto a stretcher and carried me round the pontoons to the ambulance with the idea that they would helicopter me to Southampton to the special unit. The medical team were immaculate and so controlled. The air ambulance doctor assessed my situation in the ambulance and was pleased to say I had actually missed all the really nasty issues – bone and major blood vessels so they could stand down with the Southampton option and I was being taken to Dorchester. The helicopter was waiting at All Saints School playing field so off we went. I have never been in an ambulance before. With the sirens going they decided that to transfer was not so efficient and so they took me to A&E Dorchester with the helicopter following the air ambulance doctor stayed with me the whole way. How can one thank such dedicated people enough? Thankyou Thankyou.

The preparation for the operation to remove the 10"stainless steel stanchion was made more humorous because Hans and I asked for our important piece of rigging back. The hospital all the nurses and doctors were so brilliant I was so well looked after. I found myself in Purbeck Ward and they are simply angels there; working flat out with all beds full of very demanding patients. I said yes to all pain relief and so found I could walk gingerly as needed. They did a second operation to check the open wound and sew me up late on Sunday night and back home Monday for lunch. I have always wanted shinny upper thighs but in this case a good bit of padding has done me proud!!!

Your kind wishes, lovely cards, hospital visitors and Serena's foot massage were so so welcome. Castle Cove Sailing Club has brought me such lovely brilliant friends I am so sorry to be such a nuisance, time waster and drain on resources but so grateful to receive the help provided. The great thing is that Clark's Boatworks are doing our hull this year!!!! Yes!!!! J

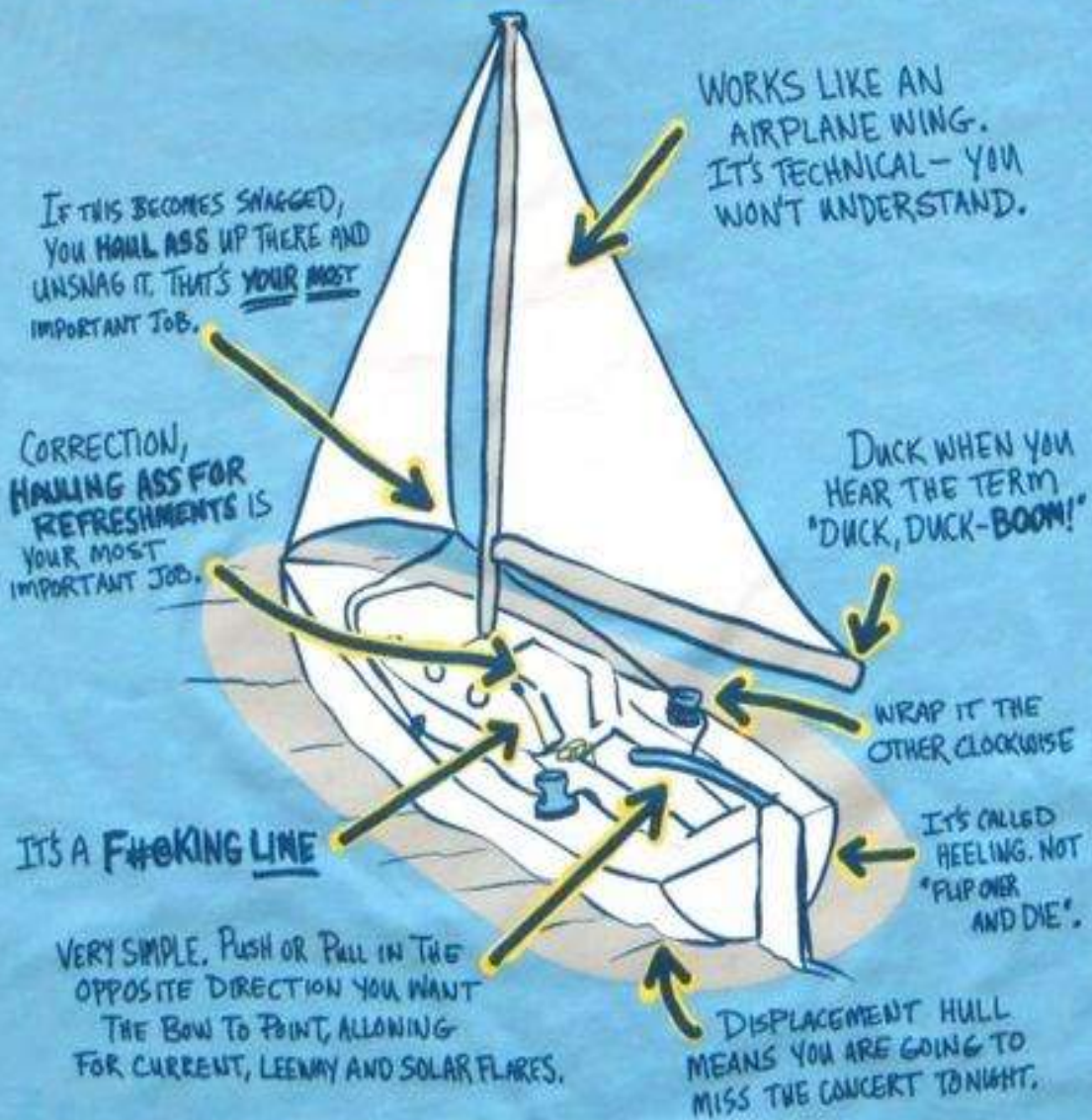
Thank you all you marvellous people x x x x

Paula Klaentschi

PS -The wonderful Ladies Sailing presented me this morning with a most gorgeous bunch of roses and best wishes what a super surprise.

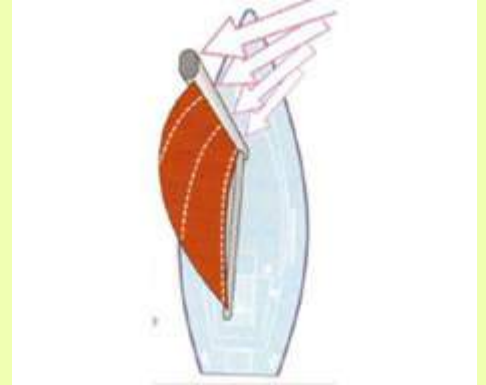
Funny 5 Minutes

HOW I EXPLAIN SAILING TO MY GUESTS



Hints & Tips

Trimming the main-sail



Using the kicker, mainsheet and traveller

to best effect.

The mainsail is primarily set and controlled using the mainsheet, kicker (vang) and traveller.

Their combined affect is to adjust the sail angle to the wind and the amount of twist in the sail.

Twist

Wind speed increases and frees a little with height. Therefore the top of the sail is trimmed freer than the base of the sail.

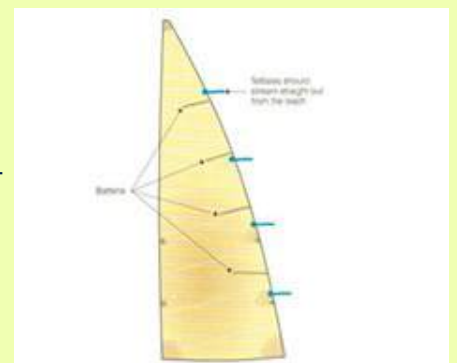
Mainsheet

The mainsheet not only adjusts the angle of the sail to the wind, it also affects twist when sailing close to the wind.

The sheet exerts a large downwards force on the leech of the sail when the boom is directly above it, much more than the kicker.

Adjust the mainsheet so that the top batten is roughly parallel with the boom or the top telltale streams straight out from the leech.

Too much sheet tension and the top telltale will fall to leeward as the leech closes and



Traveller

When going upwind, once twist is set using the mainsheet, the traveller is used to power or depower the boat.

It is normally centralised but can be hoisted to windward in light airs or to leeward in heavy airs.

Moving the traveller to windward, easing the sheet and kicker allows the boom to stay near the centreline with the sheet eased.

The eased sheet allows the boom to rise in the light airs, creating twist.



If weather helm is detected or boat heel increases, ease the traveller to leeward. This retains sail shape and twist but reduces heeling force. The luff spills wind but the leech keeps driving.

If you are still over-pressed with the traveller to leeward; reef, centre the traveller and start the process again.



Kicker or vang

The kicker controls leech tension and twist when the boom has passed to leeward of the traveller.

Easing the kicker allows the boom to rise, opening the leech and increasing twist.

Tightening the kicker will close the leech decreasing twist.

Often the kicker needs adjusting to stop the top of the sail twisting too much when sailing off the wind and on a run.

Rod kickers

Contrary to belief, rod kickers do not exert more force downwards. Their role is to create more upwards force in light airs.

They push a heavy boom upwards using gas struts or springs allowing the leech to open instead of the weight of the boom pulling down in light airs, closing the leech.

Twist rules

Going upwind

- ◆ Light airs: traveller to windward, sheet eased to centreline or just to leeward.
- ◆ Medium airs: traveller centralised, main sheeted normally to achieve twist.
- ◆ Gusts: leave the sheet alone, ease the traveller.
- ◆ Increasing wind: reef, centralise the traveller and start as (2)

Reaching and running

- ◆ Use the kicker to adjust twist once the boom passes outboard of the traveller.



Crew Finder

Message in a bottle



Latest research shows that this is a very inefficient way to find a crew for your boat, coming third worst behind 'sobbing on the boat park' and the least successful 'raising your underpants as a burgee'. (btw knickers are surprisingly successful)

Don't be a lonesome star, try the Castle Cove recommended ways to find a first mate:

CCSC website: Crew available/wanted page for a campaign or longer term affair.

CCSC Crew finder on the day:

Using your mobile: If you are looking for crew text **SKIPPER**, your message and name to the number below. If you are available to crew and looking for a boat text **CREW**, your message and name to the number below.

Text Number: **01143597203**

Or, on the day, access Crewfinder via the CCSC website

And **New for 2016** there will be a **piece of paper on the notice board** to sign up or advertise your crew worthiness – we might even leave a pencil nearby.

(PS please do not put the piece of paper in a bottle)

Keel Boat Masts

A crane will be on site Thursday 7th April at 12.00 for the purpose of mast stepping and launching pontoons.

Will all owners ensure that their masts are ready for stepping prior to this time. A member of the lift team will be there to advise but it is the boat owners responsibility to ensure adequate crew are available to assist.

Unless by prior arrangement this will be the only opportunity to have your mast stepped before lift-in!

Boats masts to be stepped:

Feng Shui	Quetzal	Anam Cara	Scorcher
Clare III	Graealan	Beneteau First 25.7	

Keel Boat Lift-In

Fri 8th April First Lift 0600

M'Lady Jane

U-Beauty

Feng Shui

P of 8

Silver Girl

Ella

Wild Affair

Scorcher

Hobnob

Varne 1

Woolfee

Anam Cara

Almada

Scherzo

Karma

Larkspur

Diva

Trips East

Music Maker

Quetzal

Iola

Phoenix

WindRush

Buckeroo

Pimpernel

Sat 9th April First Lift 0700

Negende

First 25.7

Blue Mist

Syrenka

Myth

Graealan

Clare III

Heimdall

Eternal

All above dependent on prevailing weather conditions

The lift order may be subject to change on the day so ensure you are there and ready

Will all boat owners please make sure they are in time for the first lift-in as any delay will cause disruption to other boat owners

Remember this is a self-help activity so please assist with all activities during the lift period and this includes lifting pier fenders in and out!

Forward Planning Committee

Ever wondered who was on it and what they did.



The Committee consists of :

John Kirby as chairman,

Jenny Pillage Secretary.

Val Graves Treasurer.

Richard Bowers.

Rob White.

Derek Abbot.

Barry Grant.

Martin Davies.

Barry Scott.

We try to look to the future for the club (without the aid of a Crystal Ball) and work out a direction for development and improvement of facilities and the overall general well being of our club .

We report to the General Committee with our ideas and recommendations and they have the final say on any decisions.

We also look to ways to encourage new membership,(like reducing the joining fee). Open days, etc.

We are also try to encourage a path for flag offices to be filled with new blood, this then brings new fresh ideas and keeps up to date with technologies.

So what are we doing right now which projects are we looking at:

Some of the ongoing projects in hand are.:

- ◆ Awaiting the result of our grant application for the changing room improvements.
- ◆ Lighting for the car park/boat park and club entrance area.
- ◆ CCTV. Camera being installed. Supplied by Portland Port and monitored by them at night. We supply the mast.
- ◆ Looking into extending the dinghy park, (too expensive at the moment).

I hope this is informative about what goes on behind the scenes and how your club works., but if you have any questions please do ask.

John Kirby

Vice Commodore.

That's it for this Edition of the Newsletter , once again I do hope you have enjoyed its content , please do keep sending me articles as soon as you have them, it is great to hear what people are doing .

It's also what makes Castle Cove Sailing Club a great Club to belong to .

The Next Edition of the Newsletter will be the Summer edition so looking forward to hearing from you.



Neil Stroud

Editor