



Winter 2020 – Covid Edition

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AGM 2020

Colin Munz has recently circulated an email with the Minutes from the 2020 AGM and, if you had his email, you will have had the Minutes already. So, I'm not going to duplicate any of the information you already have. In particular, you will have to refer to those Minutes for the Commodore's and Treasurer's reports. There are a number of Officers' reports on the Club's website but not in the Minutes and, for convenience, I have included copies of all those in this Newsletter.

A new Members Representative was elected at the AGM, Charlie Camm. Here is a brief introduction from Charlie.

I've been a member of CCSC for ten years now but I actually learnt to sail at the club in the early 1970's as a cadet. I had an Opi called Nuts and Portland harbour became my playground for many years, often accompanied by our yellow labrador, William.

My Dad had a part-restored classic sloop built by Camper and Nicholson. It was about 70 years old then and probably had some of the original rigging and no engine; we had to paddle it back from Lulworth Cove on one occasion. We had a lot of fun in her and our labrador definitely preferred her to the Opi.

I then discovered motorbikes (still have a few) and left for art college in London, finally returning to Dorset 20 years later, setting up a studio with my partner Helen, designing and building scenery for theatres. We are now working on various new projects especially in the light of the pandemic; not much demand for scenery at the moment!

I'm now sailing an RS100 (without labradors, although the extra ballast would be handy at times). I enjoy creating and problem solving and look forward to contributing to the club as a Members Rep.

Charlie Camm



Sally's Drystone Walling

Some of you may be aware, because I do tend to bang on about it, that my passion - which often conflicts with sailing - is dry stone walling. If it's too windy to sail I swap my wetsuit for my steel toe-capped boots. I have taken various qualifications and last year decided to try for the next level of certification (advanced). For this, you have to build a couple of features in your own time, before doing a timed stint to take down and rebuild 4.5 metres of retaining wall in seven hours!

I duly built a lunky (a sheep-hole) up on the Ridgeway at Goulds Hill, last year and successfully passed that feature. Unfortunately, though, my curve was not up to scratch and I could not proceed to the retaining wall part. This year, as lockdown was announced I decided that I had to continue this activity. It is a mental and physical workout that helps to keep me sane. I spent a very happy lockdown building a curved feature at the entrance to Bayard Dairy on the old Ridgeway road which is now a very well used path and cycle route.



I met lots of interested people, socially distanced, whilst they were out exercising, including several club members. Luckily, when lockdown lifted, we were able to squeeze in a visit from the examiners (who came down from Yorkshire at the beginning of October) and they have passed this feature. So now I don't really have an excuse, other than advancing age and Covid, not to continue to the next stage next year. (A metre of wall involves a ton of stone so there is a lot of lifting by the time you've taken it down and re-built it!)

Sally Fielding



Sally's Lunky

Jurassic Coast Path Walk in aid of Prostate Cancer UK

I was diagnosed with prostate cancer in November 2018. This was thanks to my then GP, Dr Craig Wakeham. It was as a result of a PSA reading which, in comparison with my previous readings, had risen dramatically. I had further tests and had my prostate removed by robotic surgery. The whole process was very speedy. Initial diagnosis to having treatment was completed inside six weeks. I can say now I'm cancer FREE! I cannot sing praises enough of the care I received (nurses, surgeons and support staff) at both Dorset Community Hospital and Bournemouth Hospital, where I had the surgery.

So, I decided in the middle of the night, (as you do!) that I would walk the Jurassic Coast Path (Exmouth to Studland, about 95 miles) to raise funds for Prostate Cancer UK, which will go towards funding research into this disease. Prostate cancer is the most commonly diagnosed cancer in men and by 2030 it will be the most commonly diagnosed cancer. More than 11,500 men die from prostate cancer a year, in the UK, that's one every 45 minutes.

Prostate Cancer UK has a simple ambition: to stop men from dying from prostate cancer. More money is needed for research and treatment, hence my plan to complete this walk and raise, I hope, loads of money! Accompanied by an average of ten people over nine days a total of £9,000 was raised. The money came from my Just Giving page (search Ben Wightman, Jurassic Coast Path), donations collected during the walk, and money through our letterbox. I was supported, every day, by Brian, a friend from my village.

Ben Wightman



In Defence of Scows

The great thing about racing Scows is the craic.

It's racing pared to the bone. Take off the cover, raise the lugsail and trundle her into the water: sailing ten minutes after you arrive, and racing right after that. Scows are simple boats with a really simple rig, so you have only yourself to blame if you don't win.

My brother races Scows at Keyhaven and says that there is rarely more than three or four minutes between the first and last boat over the line. This is level racing at its best!

The first Scow was built in 1912, for a Captain Nicholson, by Dan Brand, a Lymington boat builder. Clinker initially, they now have a GRP hull, although plenty of wooden ones survive. Amazingly, the class spread as far afield as Malta and New York, where the J class skippers apparently loved racing them. I like to imagine Bus Mosbacher trouncing all-comers, but that is just my imagination, not a fact.

This brings me to their popularity with the best sailors. In Lymington, the Jardines used to sail them, as did Ben Ainslie and Emma Wilson. Now, I don't know if you have ever sailed against an Olympian, but they just disappear over the horizon and there is nothing you can do about it. Maybe our fleet should preclude anyone with an Olympic medal!

Usually sailed single-handed, the rules allow you to add a jib if you have a crew, and a spinnaker if the combined crew weight exceeds 22 stone.

There is a complication: there are several varieties, all with slight differences. There are Lymington, West Wight, Christchurch (same as Avon, I think) and Keyhaven Scows. All have the same rig and are within an inch or two of each other's length and breadth. Some have GRP centreplates with friction positioning, while others have steel centreplates with teeth to hold them where you want them. There's not a lot of difference in performance, except that the ones with GRP plates are quicker in light conditions and the steel platers are better in a breeze.

To sum up, they're great starter boats (I once saw a nine-year old with his seven-year old crew winning a race); obviously good if you are at the height of your Olympic powers. Terrific for decliners like me who can't kick the racing habit.

The point of this article is to spark some interest in regular racing for people who like dinghies, but don't like capsizing:

- perfect social distance sailing as you can launch, race and recover all by yourself
- Scows are also terrific fun to race and a good way to make friends as the racing is so close
- Tough enough to sail all year round
- Minimal maintenance (they are only little)
- Close to impossible to capsize (not a lot of fun at the best of times).

What's not to like!



If anyone in the club would like to join me in investigating whether we can start a class, please contact:

David Brooke-Smith. dbsknapp@gmail.com or 07909 111512

My thanks to John Claridge Boats for letting me use the photos.

Wooden Boatbuilding During Lockdown

I am a Weymouth-based traditional wooden boatbuilder and also a CCSC member. I have a workshop near Hardy's Monument which I share with two other boatbuilders, where we are developing an interesting and fun hub of wooden boats.

The first COVID-19 lockdown gave us all restrictions, like everyone else, and we went into a two-watch system in the workshop; sadly we had to stop all visitors and started sanitising everything.

I used the workshop time to progress a 9ft 6in wooden clinker pram dinghy which I was building from iroko, oak, larch and some mahogany. She is a bit of a patchwork, but she is very pretty. The boat is mostly varnished, except the outer hull which is painted cream (of course!), and she is now available for sale. A previous pram dinghy I built now lives on the moat of a magnificent Elizabethan manor in Kent and looks very grand.

Otherwise, during the lockdown, I kept myself busy in my home garage by building, from scratch, a 4ft wooden clinker boat which is destined to become a glass-topped coffee table. I made such a boat a couple of years ago so still had the building moulds and templates. I was able to prepare and machine the wood at the workshop and then put the bits together at home. The boat is made completely in the traditional way, with larch planking on an oak centreline and the whole thing is held together with copper fastenings.



Lady Isobel following a refit

As restrictions eased, we were all able to spend more time in the workshops and I have been busy with a steady stream of wooden boats turning up for restoration, renovation and repair work. I would much prefer to build new boats but, unfortunately, such commissions are rare. Being able to work on beautiful wooden boats is a real joy. Most of the boats are local and you may have seen them out and about. Some repair and restoration jobs are small and straightforward, but others are more challenging trying to work out what has gone wrong and how to resolve the issue. This can lead to things like full- and part-plank renewals, a lot of replacement wooden knees and loads of varnishing.

Other woodworking tasks often come my way. I have a small contract to make test tube holders, toy catapults and trebuchets and Christmas decorations. Furniture repairs also turn up and I have invested in a 3 axis CNC router cutter, so keep busy making wooden signs. Never a dull day.



9ft 6in Pram Dinghy finished during Lockdown

I am also a local diver and our club has been working with the Moorings Officer, Dick Moore, to search for lost moorings. We have managed one set of dives and found two unmarked sinkers and

discovered why another mooring had wandered off towards Ferrybridge. Dick has given us more positions to search and, lockdown permitting, we will continue through the winter to see what else we can retrieve.

And, finally, a quick update on Weymouth Sea Cadets of which I am Chairman. Clearly the unit has been closed since the beginning of the first lockdown but, due to the exceptional efforts by the staff, the training syllabi have moved to the virtual environment and we are pleased to report it has been surprisingly successful. The unit is always on the lookout for additional adult instructors. Please get in touch if anyone would like to become involved.

Let's hope we get a sailing season in 2021.

Geoff Bowker

Bowker Marine Services www.bowkermarineservices.co.uk Tel: 07772 366578.



14ft Clinker dinghy just taken off the building moulds

Anne and Paul's Med cruise

On 9 March we drove south, through France, to Port Napoleon to provision large items on 'Jacana', our 36ft. Hallberg Rassy.

With outboard motor, other essentials, and our bikes, we planned to sail away after a flight out on 1st April. Covid-19 restrictions were yet to be announced, and we were lucky to catch the last return car ferry home from Cherbourg for the foreseeable future.

Our April flights were cancelled. Plans were on hold due to lockdown. But on 1st July we ferried overnight from Portsmouth to Bilbao where the temperature was 16°, then 24° at our destination.

Masks and goggles on (not because of Covid), we anti-fouled the hull and Jacana was popped back on the water. Then we tackled the essential TO DO LIST, with not a little swearing. Fully stocked, we managed a day out on the Camargue to see flamingos and wild, white horses.



The following are notes from our log. Unfortunately space does not permit the full story and details.

- First stop at La Ciotat, strong wind - we had help mooring up with a lazy line on the bow
- Overnighter from La Ciotat to Corsica; on way hoisted their courtesy flag which goes below the French one
- To Italy, Elba Island with more flag swapping

- Passed by Giglio island, site of the Concordia disaster, and via Santa Marinella to Anzio
- Porto Miseno next stop, an old volcanic bay, then Torri del Greco with great views of Vesuvius, then to Amalfi Coast



- Stromboli had a steep sea bed and was difficult to anchor
- On to Greece to wait three days for Greece residency from the police station
- Finished at Cleopatra Marina in Preveza, Here we met up with a stainless steel specialist who will be making a gantry and davits for us over the winter and arranged for the sails to be collected for cleaning and repairs. Then we ordered a taxi and put our boat to bed.

We were back in UK on Oct 5th 2020 via Preveza, Igoumenitsa, Corfu, Athens, Marseilles, Martigue, Port Napoleon, Caen, and Portsmouth using taxi, bus, ferry, 2 planes, bus, Uber taxi then our car and car ferry.

Anne Varlow and Paul Simpson

Vice Commodore's Report 2020 AGM

I joined the committee in 2019 and never, for one second, thought that within six months we would be closing the Club and worrying that we would not be able to launch the yachts from the dinghy park due to the landslip which had nothing to do with the Club. Some things in life we have no control over however they affect us and we just have to respond.

We have had to do most of the committee work over Zoom this year which has been challenging at times. However your team in the Forward Planning/Operations Committee have turned up, delivered and managed through this difficult year.

Barry Grant organised the winter work parties with the usual efficiency until Covid hit, at which point we had to take Safety as the priority. We finished refencing the club in July! Not quite winter, however, in time for sailing to start and for those who wanted to get onto the water. The CCTV was finished and that enabled everyone to observe their boats during lockdown.

The new pontoons have been created and the first one connected to a new bridge. We look forward to next year and having the full pontoon system working. Due to the popularity of the pontoon as a bathing spot we have had to install various anti-climbing techniques to discourage people getting to the pontoons. This will never be 100% however it seems to be helping. Next year, with longer pontoons, the problem should be diluted.

We continue to investigate the lifting options for the yachts. Thankfully, after significant concern over the viability of the approach road earlier in the year, concerns have now eased and it looks like we can continue to use the 100T crane. We are looking into other options which look expensive or involve changing how we do things.

This year Dick Moore retires as the Mooring Officer, having worked tirelessly. We are delighted that Clive Fowler has taken on the role and found a team to help.

Going forward this winter should be a little easier. There will have been less wear and tear on the club and boats due to the lack of use, and some of the big issues of last year have now decreased in risk. Our focus is to get the mooring work done, and the area around the pier dredged so that in April we can launch the yachts and get the whole dinghy park back in use for the 2021 season.

I would like to thank all the members of the Forward planning/Operation Committee for their dedication to the club and their ability to tolerate a Chair with no engineering skill.

Andy Adler

Rear Commodore Shore report 2020 AGM

I accepted the role not knowing entirely what to expect, but as the former Rear Shore 'John Harrington' was going to be my support and mentor, I took it on. Well I certainly did not have Covid as one of the challenges I would be facing when I was elected in.

The year began as normal with the work parties; very many willing volunteers completed the majority of the routine maintenance work before having to lock down.

Locking down was easy. Opening up again not so!

I was concerned that we should begin to open up various parts of the clubhouse, to support the sailing on offer, but in a Covid-secure way. Hence the very many safe working documents that you will have seen. I have never spent so much time studying the use, and safe working practice of toilets (particularly Mens)!

We did make the most of the time the galley was idle to have the floor replaced, as the old one was becoming quite uneven due to water damage.

We were fortunate that the summer provided such glorious weather; that alfresco dining was possible with the wonderful Brown Goose Catering, and a pint from the bar.

I would not have managed any of the challenges without the amazing support of a large number of the membership. Thank you for that, and let's hope for a more normal year to come.

Grace Martin

Rear Commodore Sailing report 2020 AGM

This year has been the story of the Covid-19 infection and of our resilience, as a Club and as individuals determined to make the best of a difficult situation.

Thank you to Jon Emmett and Mike Conroy who gave us virtual races, and virtual cruises early in the season.

Thank you to those individual Club members who led the way back onto the water as soon as they were allowed in June.

Thank you to the members who made it possible for some of our keelboats to escape the Hard, and to the mooring and pontoon teams that enabled the pontoon and bridge to be put in place at that time.

Thank you to the Boats Committee, to Bill Barker, and Keith Williams for launching and maintaining our three ribs through the season.

Thank you to Monica Wolff and the Sailing Committee who saw and planned beyond the lockdown to give us a safe sailing programme as close to normal as possible.

Thank you to Portland Port for the rebate for the months we were not allowed to sail, and to Anne Midona and the Marusa crew for doing the sums.

Thank you for the generosity of those who chose to donate their refunds to the Club, and to those who gave up their boat park spaces to make room for others.

Thank you Jo Young - where would our boats be without you?!

Thank you to Grace Martin (RC Shore) for working tirelessly so we could have as much access as possible to the Clubhouse and our indoor facilities (the toilets!) within the Covid guidelines.

Thank you to Gareth Jones for organising duties with a much-reduced list, given our many members who have had to shield, and to those members who have willingly stepped up to fill the gaps.

Thank you to WPNSA for providing a summer home for *Imogen* while she has been without a mooring.

Thank you to our regular safety coordinator/mark layer: Nick 'Weekday' Spicer and to our new Sunday drivers Carl Lock and Andy Bird.

Thank you to those who, this year, have donated their no-longer-needed-boat to the Club, and to Steve Green, in particular, for the maintenance and care of the Club boat fleet.

Thank you to the General Committee and to everyone who has in some way supported the on-water activities at Castle Cove this year.

Ian Green

Rear Commodore Sailing

Sailing Secretary's Report 2020 AGM

For this year we made quite a few changes to the sailing programme, taken from suggestions at the annual meetings. We introduced a Sunday afternoon racing series for the Dinghies, Sunday Keelboat Racing and added a few more cup races for those that didn't want to sail a full series. We also had plans to do a few fun races and dinghy cruises during the season. Then along came the pandemic and the Sailing Committee had to work hard to stage any form of racing we could with the ever-changing restrictions put in place by Government to curb the spread of the virus.

Firstly, thank you to Jon Emmett for putting on virtual racing, which I know was enjoyed by many of the members whilst waiting for actual sailing to start. In July we started with some informal racing, where safety was provided at race time, but sailors took your own times. Then a couple of weeks later we were able to resume a simplified sailing programme. The restrictions haven't stopped you all getting out there, some even getting single handers so they wouldn't miss out on any sailing. Sail4All has been extremely popular in its new format. Even the Cruising Keelboats managed to get over to the Solent and Mupe Bay with a good number of boats attending.

I would like to take this opportunity to honour Club members who have done well in outside events. Well done to Oliver Allen-Wilcox who came 1st in the ICLA 4 Fleet at the Laser Nationals, Jon Emmett who came 1st in the Laser Radials in Laser Masters European Championships in Andorra, and Sam Pascoe who came 3rd in the Musto Nationals. The cadets had nine competitors take part in the S&SW British Junior Championships in very windy weather! It was Bruno Greenfield's first event outside the club and Ben Adler and Amelie Hiscocks both got 3rd. Well done to all who entered.

Finally, my thanks go to the Sailing Committee for all their work this year, especially to Gareth who has worked tirelessly to get duty volunteers after the original duty roster was scrapped due to lockdown. Also, thanks to all the volunteers who signed up for duties; without your contribution this year's programme wouldn't have happened.

Monica Wolff

Cruisers Report 2020 AGM

2020, the lockdown year with little sailing? Well not quite.

The winter events took place almost as normal. Among other evenings, we enjoyed Tom Cunliffe's talk, the Galley Chef at Castle Cove evening with its usual high standard and imaginative dishes, Ann and Paul's trip through France to the Med, as well as the Lift Out Supper and - just before lockdown - the Cruisers Dinner.

Then, just when the keelboats were to be lifted in, we were all locked away and the club became out of bounds. So, four boats went on a cruise to the West Country as far as Penzance, virtually! This was voted a success and virtual cruising will be repeated. For those cruisers that managed to get afloat, this year has seen some superb sailing weather and many of us enjoyed some of the very best sailing for a while. Our members cruised to the West Country, the Scillies, Solent and even across the channel to France. The organised Club events saw cruises to Mupe Bay for a BBQ with boats taking part, and the Solent over the August Bank holiday, when seven boats managed to get there; the two trips were very much enjoyed and social distancing was maintained throughout.

Unfortunately, the winter programme is on hold until we are allowed to gather in numbers again, and the winter navigation training is also on hold. However we will be organising a couple of virtual cruises, destinations to be selected. This is a great opportunity to hone your passage planning and skills using actual weather and tides. Look out for details.

We hope to be looking at a programme for next year, however we will not be completing a printed version, just in case it's not needed. All details will be sent to the cruising group via email and Facebook. Booking will be done online next year to make it easier for those who are taking monies and booking moorings.

Before ending this report, it is with great sadness we lost one of our cruising members this year (Brian Wilkins) who gave us plenty of enjoyment over the years with his good humour and inspirational stories on our trips. Our best wishes go out to another one of our cruising members (Barry Scutt) to whom we wish a speedy recovery.

So, finally, let's hope we can get back to some great sailing in 2021 with a lot more boats joining us on some wonderful trips.

Cruising Officers - Neil Stroud, Mike Conroy, Ann Varlow

Moorings Report 2020 AGM

Summary: A year dominated by winter weather with gales recorded over two hundred and ten days. The rest of the year has been overshadowed by the Covid-19 pandemic restrictions. Despite this, the annual checks were almost completed just before the cancelled Lift-in. Thanks go to the hard work of the Grafter drivers, crew members and shore work parties.

The past year: Two themes over the winter - one to refurbish all the club race marks, and to recover and to refurbish the pontoon moorings - were carried out successfully. We held a lot of long link 18mm chain in an almost-new condition. This has been almost used up to provide the links and riser chains for the new pontoons, saving the Cub a lot of money.

The spring and summer have been a much quieter time, with only a few boats on their own or borrowed moorings. Most moorings remained set-up with their winter mooring buoys and chain. This has led to a number failing due to wear, and they are now lying on the seabed. The inshore ones have been recovered to the surface. When checked, most of the rest had to be replaced. For a second year no boats have been lost from our moorings. A boat dragged for a couple of hundred metres during 70mph winds is now safely at the Academy waiting to be lifted out.

Looking forward: I have now been in post for three years and I will be stepping down following the AGM. There will be a new team taking over. Details will be sent out later covering the roles, contact numbers and emails.

It is difficult to predict what work will be carried out in the next few months due to the changing situation with Covid-19 and the winter weather. I will be offering my help to the new team and I hope that you as a mooring holder will be offering your help. There are currently quite a few applications for moorings in 2021; more are expected.

I want to thank everybody who has helped and supported me, in particular: Andrew G, Malcolm S, Barry S, Charles CS, Guy D, Michael C, Neil H, Jonathan M, Keith W, Bob T, Paul S, Neil S, Clive F, Adam L and Graham A.

Richard Moore
Moorings Officer

Social Secretary Report 2020 AGM

The year started off well but with the onset of Coronavirus a few functions were cancelled.

Our first event was the Prize Giving Dinner held at East Farm in The Fodder Shed at Bincombe on 23 November. This is always a great way to celebrate everyone's sailing achievements in style, and have fun at the same time. Next came our Galley Chef Evening on 30 November. We always get enthusiastic volunteers to delight us with their culinary skills for all to sample; called Galley Chef because each chef only has a galley-sized space and camping stove on which to produce a meal for four. They are restricted with prices of ingredients, and are only allowed to spend a total of £5 or less. The spectators then sample everything and vote - incredible what can be produced in such a short time!

The Christmas Party 14 December - always an evening we look forward to. The Ladies Sailing Group excelled themselves this year with the theme 'Under the Sea'. A lot of planning went into this night. The whole room was decorated, even the walls and games were organised with mini-quizzes. Guests could wear fancy dress (and most did). John Kirby won the fancy dress competition with his amazing deep-sea diver outfit. And the food, all home cooked and wonderful puddings, donated. Profits went to CLIC and The Lantern Hospice.

Commodore's Punch Party 22 December - a great afternoon to meet other sailors at the Club. Everyone brought a plate of food and a buffet was shared while we chatted and mingled.

The Lantern Parade and Carol Singing on 24 December was something special; a very beautiful evening where we walked with our lanterns from the Clubhouse to Sandsfoot Castle and sang some well-chosen carols. On the way back some people on the balcony of their home called out and asked us to sing to them. Then back to the club for mince pies and drinks.

Board Games Evening 11 January with a sharing platter - with a host of board games to choose from, people were even trying games they hadn't played before.

Quiz Night with chilli February 1st - Paul and I set the questions to test out your general knowledge. Outcome? – you need harder questions next year, you're far too good! The RNLI was the beneficiary of night's entertainment profits.

Z Class Dinner 8 February - another opportunity to dress in posh frocks if you so desired. On offer was an excellent four course meal. Topsy Toner was the speaker for the evening, giving us his sailing anecdotes. Whilst sailing on a Maxi, helmed by Dennis Connor in the infamous Fastnet Race, the squalls were so bad that emergency services would not be deployed if they had needed them. But he survived to tell the tale.

Dance Evening with Barry and Liz 22 February - Rock & Roll and Jive moves were expertly taught by Barry and Liz with people dressing up in clothes of the era. Some psychedelic shirts and skirts wowed the crowds. A delicious casserole and puddings were on the menu that night and certainly kept our energy levels topped up.

Cruisers Dinner 7 March - a welcoming glass of prosecco, followed by a delicious four-course meal of home cooking, followed by our speaker Dr Jeremy Parkinson who regaled us with tales of the Baltic and Mediterranean seas on his 28 foot keelboat. Running aground more than once, his advice was never rely on even the most up-to-date charts as they are not always terribly accurate.

14 March - Coronavirus, contracted by the chef, stopped play for the Dinghy Dinner which had to be postponed.

For the period 2019-2020 the gross takings made from social events amounts to £5,552.50. If anyone would like a breakdown of any event, I can provide this for you. This following year is going to be a difficult one with so many restrictions in place, but I am sure we'll find a way through it all. And lastly a very big thank you to all of you for your continued support and help at the Club.

Ann Varlow
Social Secretary

Editor's Closing Words

I am very grateful to all those who've given me articles, especially Ann and Paul who gave me permission to edit down a lengthy text, and to all those who supplied photos with permission to publish them.

I hope you have found some things of interest. I would have liked to have given you more articles but, as the saying goes, 'It is what it is'.

Tony Dobbs