



THIS MONTH'S DIARY

Saturday 5th April
Working Parties change to
Saturdays

Saturday 5th April
The Weymouth Lifeboat Ball

Sunday 6th April
1st and 2nd Race – Spring
Series
X Class 10.30am start

Wednesdays
1030am-Midday
Informal Get-Together

Saturday 16th April
Keelboats Lift-in starts

Wednesday 23rd April
1st Wednesday Series starts

Friday 2nd May
Senior Cadets Evening
7.30pm

Saturday 3rd May
Senior Cadets start sailing

FROM THE COMMODORE



The Old Jetty At Castle Cove

Photo by Eric Barnes

I have only 2 major points to make as we race towards launch time at the new site. The first is that work towards making us ready in all respects for sailing was falling slightly behind, as we simply did not have the human resources to get through all the work. The Committee therefore decided to call in a contractor to totally remove the old jetty at Castle Cove. This will cost nearly an extra £2000 to achieve, but it was considered important and more motivating to deploy the manpower that we have at the new site.

My second point is that this year's Club Handbook is out now and reflects a tremendous amount of hard work by Diana Gill and her team. They have put in about thirty man-hours to bind the Handbook themselves, thereby once again, saving the Club money. All I ask is that all members read it carefully, as together with all the information provided in our Newsletters and displayed on the new Club Notice boards it provides enough for the members to plan their sailing and duties relatively free of hassle. In particular please also note the effort by Serena Shone to allocate duties fairly and in accordance with most people's preferences. If you think you have a problem please remember that it is up to you to arrange a swap, using the members list provided, and it is so much easier if you do this earlier rather than later if possible.

Let's prepare our Club and our own boats in time for a season of great potential.

Bob Turner

WELCOME TO NEW MEMBERS

Andrew and Patricia Davies, John and Angela Elliott, Keith Grainger, Mike Harris, John Harrison, Laurie and Leslie McRae, David Milner, Stewart Regan, Tom Regan, Ian Russell, Peter Sale, Alex and Joanna Sloley, Anthony and Catherine Ward, and Melvyn and Tracy Wright.

ANNUAL SUBSCRIPTIONS

There are still 80 members who have not paid so please pay up! We need every penny to continue all our renovation work at the new site.

Liz Grant – Honorary Membership Secretary

FROM THE HONORARY SECRETARY

The 2003 Handbook:

With many apologies the 2003 Handbook has a number of errors. We ran out of time and had to go to press knowing that not all was correct. You will have received an errata slip with your copy, please make the necessary amendments plus those below under "Programme and Sailing Instructions in the CCSC Handbook 2003".

Car Passes

Our new site is expected to accommodate around 60 cars and we expect that our gates will be open most of the day during summer weekends. Although the land from the 'Lollipop' signs (close to the last house) belongs to the Club, we anticipate some difficulty in preventing the public parking on our land as there is a highway to the Eastern Beach. Each member (or family) is being issued with one car pass so that we have some means of identifying cars that have no right to be parked on site.

Please ensure that the Car Pass that is issued to you with your Handbook etc is clearly visible in your windscreen.

A wallet to stick to your windscreen is included in your pack. If you need a second wallet, they are available from the Bar at 50p each. Passes are easily removed from the wallets so you can switch cars. Unfortunately I was not aware that there would be a four-week delay for about 50% of the wallets we need! If you have not received a wallet with your car pass, please be patient. We will let you know when they come available.

Summer Holidays Job Opportunity: Assisting Weymouth Harbour Master

If anyone is interested in assisting the Weymouth Harbour Master over the summer (duties range from allocating berths, operating Town Bridge to cleaning showers and toilets) either contact Diana Gill for a copy of the Job Description or go straight to Corinne Gillard, 01305 838423 corinnegillard@weymouth.gov.uk

Diana Gill

FROM THE SAILING SECRETARY

Racing on Sunday 30th March

The X class Spring Series 1/6 race has been postponed to Sunday 6th April when it is hoped to run 1/6 and 2/6 back to back. Apologies to all those who were looking forward to getting back on the water but it seemed to me that I would not be able to get the marks and Silver Spray out until the last minute, if then, and there was no contingency for weather. With all the other work going on at the Club I thought it was wiser to postpone.

Programme and Sailing Instructions in the CCSC Handbook 2003

There are a few typing errors in the handbook as below.

Amendment to the Start Times (Page 39)

The Winter series start on the 21st December is 30 minutes earlier

Amendment to the Classes (page 40)

The lower PY limit for Fast Dinghies and Asymmetrics is now 880, not 925

Amendment to the Sailing Instruction 10, Time Limits (page 50)

Evening races dinghies 1³/₄ hours

Z class backstay flag

The sailing instructions now require keelboats in a Z class race to fly IC flag Z from their backstays. If I can organise a Z flag for Silver Spray I shall amend the sailing instructions so that the Z class warning signal is IC flag Z instead of the present IC flag E. This may help avoid confusion in the Z class.

Simon Vines

BOAT PARK - NOTICE TO ALL DINGHY SAILORS

As the keelboats will still be occupying much of the eastern end of the Boat Park for most of April it will not be feasible to complete all the essential remedial work to the Boat Park before the end of April.

As it will not be practicable to store any dinghies in this area whilst this work is carried out it will not be possible to completely open the Boat Park, and hence accommodate all the planned number of boats, before the first week in May.

So as to provide for those members who plan to participate in any of the races during April a temporary storage area, at the western end of the boat park, will be created to accommodate a very limited number of dinghies from Saturday 5th April.

If you do not plan to sail during this period it would therefore be appreciated if you could delay bringing your boat on to the site until the beginning of May. If, however, you plan to participate in any of the race series during April you can bring your boat down to the site from Saturday 5th April. **Boats must not be moved to the site before this date.**

The Committee regrets any inconvenience that this may cause but we will try and keep you all updated on the situation through the Club Notice board and Web site.

Please contact me, by e-mail or phone, if you should have any questions.

Mike Clarkson - Boat Park Administrator mestclark@aol.com 01305 853966

FROM THE SOCIAL SECRETARY

Boat Jumble and Table Top Sale

Due to a clash of dates with the Beaulieu Boat Jumble, our Table Top Sale will now be on 14th June.

80th Birthday Party - Sunday 18th May

Lets get every boat on the water (weather permitting)

There will a breakfast of bacon rolls with tea and coffee served in the Clubhouse from 08:30 to 10:30.

A grand Sailpast, with hopefully every boat in the Club, at 12:00 noon on the water.
Class Captains will organise the fleet.

Bring your own picnic lunch to eat on the water or ashore.

Keelboats will have a Treasure Hunt after the Sailpast. Ashore there will be music and activities to keep the party going. Late afternoon/early evening there will be a hog roast. Please buy your hog roast tickets (£6.00) in advance; there will be the option of sausages for children for £3.00. See me (Jane Davies) for tickets.

The bar will be open throughout the afternoon and evening with music and a disco in evening.

If you wish to volunteer to help before or on the day, please contact me
Tel: 01305 852817 or email: holvalcots@aol.com

There will be more details in the May Newsletter.

Jane Davies holvalcots@aol.com 01305 852817

WORKING PARTIES CHANGE OF DAY FROM SUNDAYS TO SATURDAYS

Racing starts on Sunday 6 April but there is still a lot of essential work to be done. To avoid the clash of activity working parties will transfer to Saturdays starting on 5 April.

Barry Grant - Coordinator

SAILABILITY

To all

Just to let you know that Sailability is running a Disability Awareness course at Rockley Point on the weekend of 5/6th April. There are still a few places left; if any of you are interested in finding out more, please let me know.

Anya and I will be going, so opportunities to share lifts

Hugh de longh deiongh@btinternet.com 01305 251190

CASTLE COVE SAILING CLUB OPEN DAY – SUNDAY 11 MAY 2003

A fairly informal occasion, when CCSC opens its doors to the general public, shows them around, gives them a glimpse of how much fun we have sailing, racing, socialising, how welcoming we are and how we are a part of the local community. So this day is planned to inform the local community, other organisations and influential groups/individuals about the Club as well as to recruit new members, especially youngsters and their families.

We need volunteers to assist with parking and show people around the Club. It would be nice to have successful young sailors to talk to prospective young members and families. Weather permitting, we hope to have demonstrations on and off the water. Please contact me if you are able to help. Meanwhile, if you know anybody who might be interested, please mention the date.

Jacqui Gisborne – 01305 838383 – jacquigisborne@weymouth.gov.uk

YOU CAN BE A BLACK BELT SAILOR

Learn the secrets of racing sailboats without even thinking. On Friday nights in May, there will be a series of sessions for all sailors who want to be more effective on the water. There will be onshore exercises and on the water exercises to encourage you to take a wider perspective of racing. This is an opportunity to have fun on and off the water.

It is open to all sailors from single handers through two man boats up to cruisers, you don't necessarily need a boat. Turn up anyway - you need your boat ready rigged for 6.30pm and yourself dressed for sailing.

It is open to all Club members and should be useful to all levels of sailors from Cadets through to experts, in fact experts would be really welcome to help those who need a little encouragement.

So if you want to have more fun on the water, learn more about strategy, or just win more often, book out your Friday nights in May. Your Commodore will be there to encourage monitor and give advice, along with Bill Barker who has vast experience of sailing at all levels.

If you are interested please phone for more details and to register your interest, places limited.

Paul Wallis - 01305 269059

RYA Small Craft First Aid Course

This is an excellent Course - aimed at water users and is very practical. It will be run by WOEC – date to be arranged. If you are interested please contact me.
Ian Green – 01305 788793 - i.greens@virgin.net

Z CLASS NEWS

By the time you read this many boats will be back in the water and the racers preparing for the first race on Sunday 13th April. It is intended to start running the ferry the first weekend in April, although a limited service may be in operation for the first couple of weekends. Check in the Clubhouse for ferry boat times or give me or Joe Isaacs a call. The first evening race is on Wednesday 23rd April and with the extra distance to travel for some boats, will everyone please be patient for the first few weeks while we try and find the most efficient way of running the service. It is intended to start running the ferry at 5.30 p.m. on Wednesdays so if you can get down early please do so and, if at all possible, get your crew together so you all go out to your boat at the same time. There is a full cruising programme in April and if you want to join in any of the cruises give Rupert a ring and he will fill you in on the details.

For those of you who were unable to attend the Z Class Dinner this was a splendid evening with superb food and wine and Mike Burgoyne was an excellent speaker keeping us all very well entertained. So many people were involved with the organisation that it is impossible to mention them all here but once again Jane Davies pulled out all the stops and thanks to her everything ran very smoothly on the night.

Some of you will have noticed the very smart notice boards in the Clubhouse and you will see the Z Class have done very well with one board for Racing and one for Cruising. I will try and keep them topped up with up-to-date information so check them regularly to find what is going on.

Finally, don't forget Roy, Rupert and I have been elected as Class Captains to help and represent you so please talk to us especially if you have new ideas or suggestions to improve and expand the Z Class.

I look forward to seeing you on the water for another great summer's sailing.

Sara Lloyd

FOXTROT OF RHU (Rival 38)

requires 1 or 2 seaworthy and convivial crew. Experience not vital, for voyage to unknown destination taking about two weeks in early June.

We will start from Weymouth and head west as the weather permits.

Foxtrot of Rhu is 'well found' and 'well victualled'

Contact -Bill Ludlow
Friar Waddon Farmhouse,
Friar Waddon,
Weymouth, Dorset DT3 4EP.

Tel.:+44(0)1305 81 34 46

Fax: +44(0)1305 81 53 41

Mobile: +44(0)7966 29 35 59

e-mail BillLdlw@aol.com

Have you a Mooring for SALE???

Second Hand Mooring
Urgently Required
By new Club member who needs a
MOORING for
18 foot Shallow Draft Keelboat
Please contact
Mike Harris
01305 769190
Flat 8, Granary Wharf, Commercial
Road, Weymouth

A FUN QUIZ

has been devised to raise funds for
CASTLE COVE SAILING CLUB
and one pound will buy you the quiz
sheets. Prizes of £20, £10 and £5
for the top three returned sheets will
be given. Copies will be available
soon!!

WEEKLY INFORMAL GET-TOGETHER at CCSC Clubhouse

Wednesdays 10.30am-Midday
to raise a little money towards purchase of plants
as well as a social occasion

Rosemary Spicer (01305 782125)

SCORPION NEWS

(Cheaper than an Asymmetric and cooler than a sports car)



John Mursell - Full Flight in Bottyburp The Barbarian

I have asked some of our more experienced sailors for non-expensive pre-season tips to make your Scorpion go faster - so here goes:

Ensure that all your control lines are running freely, especially those that run up the mast or through the boom. If you are not careful lines cross and cause friction - when feeding new lines ensure that all the other lines are tight so that the new line does not loop around them.

Another tip to improve under water performance is to look at your slot gasket; it's no good buying new sails, fitting new foils when your slot gasket looks like corrugated iron. A new slot gasket is the cheapest piece of 'go fast gear' you can buy. To improve performance even more, visit your sail maker and purchase a piece of insignia cloth (the stuff numbers are made from) which is the length of the centre board slot and about 5 inches in width,

cut the cloth length ways and fix it so that it covers most of the slot gasket with about an inch and a half fixed to the bare hull on each side. Then smooth with a cloth. The idea of this is to cover the stitching and fixing screws of the gasket which can cause turbulence. Oh! I forgot! - **never ever pull your boat onto its launching trolley - always lift it on to save that slot gasket.**

Wash all the cleats and blocks with hot soapy water, using a toothbrush and a very small bottlebrush. It's very important to wash the blocks in the mast as these soon corrode. Never leave lines in a cleat after sailing; the springs will soon go if you do.

Use 1200 wet and dry (wet) on the centreboard and rudder to clean off the gunge and to give the foils a smooth finish then buff with car polish. Any play can be eliminated by using 'jap tape', either on the centreboard case or the rudder stock. If you have failed to paint the hull then a 'wet and dry' with a polish will also give some improvement. At least it will make you look under the boat!

If everything works well then you can concentrate on the sailing and keeping out of the way of 'out of control asymm.....!'

Egg sucking lesson - over now to the gossip - Paul Barford has the mother of 'Dolly,' which he aims to fit out and be sailing by the start of the season, at present it's in four parts ready to glue together, but apart from a little cosmetic surgery, looks the business. He's waiting for high tides so he can walk the beach looking for gear to fit it out. Chris Turner is also busy making new Scorpions from this stuff called epoxy and already has orders. Chris will always welcome sailors to his workshop in Coombe Street, Lyme Regis, at the bottom of the hill. Wonderful place if you need advice about something Scorpion or want to see one being built. The same applies to Kevin Gosling at his workshop, if you can find it down the country lanes of Devon.

If you like the lifting rudder on 'Dolly' then watch this space as I am reliably informed that a mould will soon be available and production of a much cheaper blade and stock will soon start. We will be the first to know.

I'm working on getting our 'racing coaches' to do at least two early season coaching days on the water, after they have given each of our boats a look over and pointed out all the things which have slowed our progress to the front of the fleet - like corrugated slot gaskets! Crossed control lines and badly set up rig etc.

In the last Scorpion News top RYA Coach, Alan Olive, stated that the Scorpion was an 'easy boat to sail but a difficult one to sail well'. So let's have some coaching and ensure that we get the best from the boat and we actually know what is going on when we pull those 'bits of coloured string' we love so much.

All but three of the asymmetric boats listed in the Cadet News are not 'preferred classes' but we are - so we should be explaining to the parents, who foot the bills, that our class can offer much cheaper second hand boats, certainly better 'open and national' events and the best social scene available. 'Easy to sail but hard to sail well' - as Alan Olive said - so tell everyone that if you can sail a Scorpion well then you can sail anything and understand the dynamics of the sport. We also know that our boats are made for individuals not for a market!

Bob Green

FROM BRISTOL CLIPPER

At the end of February, we were mid Pacific on route from Hawaii to Yokohama in Japan. At that point we were in 6th place, based on distance to go to the finish. This was because we had chosen, along with Jersey Clipper to start off by heading south a bit (down to 19N) to pick up, and maintain, the north east trade winds, whereas the rest of the fleet stayed up around 21N which gave them a shorter route to the finish, but less reliable winds.

Eventually, our plan appeared to be working as we started to do better daily runs and started to gain in westing on the more northerly boats. One day, they had a very bad run, with calms all day, while we made lots of progress and our plan was looking really good. Then the reverse happened, which was quite a set back. However, as the more northerly boats started to head even further north, we heard tales of stormy weather and the cold, whilst we continued our trade wind sailing in shorts and T-shirts! Eventually, it came time for us to start going north west towards Yokohama as well, and we gradually found out what the others had suffered for the previous week, getting a depression pass over every couple of days, with strong head winds for a time. However, the weather systems worked really well for us and for 6 radio scheds which we do every 12 hours, we gained on every boat in the fleet, soon taking us in to 2nd place.

The last 24 hours of the race were quite exciting. As a depression came in, the wind picked up behind us and we had a storming sail, initially with the heavy weight kite, until that went disastrously wrong. With the kite

up, it suddenly got very silly, as the apparent wind got up, which coupled with the swell, made the boat very difficult to manage. Before we could get the kite down, we broached, the boom dug in the water, broke the preventer and as we eventually came back upright and on course, we had a wrap of the spinnaker, around inside the inner forestay. We managed to sail the wrap out by heading on to a run and then up into the wind a few times. We then had a full spinnaker in over 30 knots of wind, broached and seriously fell over, to something like 50 degrees, with the coach roof in the water, and everybody madly hanging on. Once we came upright, we were all set for the drop, but it didn't quite happen and the kite, under too much pressure, split itself up into kit form, which we then got down, leaving us sailing under bare poles, with the speed dropping to about 6 knots, but the odd surf to 9 or more.

We carried on under poled out yankee and mainsail, with the wind gusting to 50 knots true, perhaps 30 apparent and at one point did a 20 knot surf. Wild!

Finally, 20 miles before the finish, we were headed and ended up with a very frustrating few hours trying to make progress in a rough sea and winds which were very flukey, both in direction and strength, going from perhaps 5 to 40 knots on a regular basis. That called for lots of headsail changes and reefs in and out. Eventually, we finished, taking 2nd place and also giving us 2nd place in the race overall.

After a few sunny but cold days in Japan, we set off for the next race, to China. We had the best start, which we capitalised on so at the first sched, we were in the lead, which we maintained for 4 days, until we reached the bottom end of Japan, where we had to make our way through a 15 mile wide channel, against tide and current. We found ourselves a wind hole for 6 hours, whilst we watched Glasgow Clipper sail past us only a mile or two to windward. By the time we had some wind again, they were 40 miles ahead. There is a lot of luck (or sometimes lack of it) in this game. We then had a drag race cross the East China Sea, the main feature of which was the enormous number of fishing boats, using a variety of different fishing techniques each of which is designed to ensnare any passing Clippers. The worst we have seen is the Clipper trap, where a net several miles long is towed out by a fishing boat in a big circle. This is marked every few hundred yards by a red flashing light, and at the end by a big white strobe light. If you are lucky, you see the red lights ahead and alter course to follow round the edge of the net until clear and can start heading on the correct course again. This happened to us 3 times, taking us way off course for over half an hour. The third time, I wasn't certain whether we were inside or outside the buoys as we headed down them. Had we been inside, we would have ended up having to reverse our course for a few miles to get back out of the net. Luckily this wasn't the case. Whilst we had to take this big diversion, Liverpool



I hope he shared that out.
Photo by Colin de Mowbray

only had to make some minor alterations for trawlers and so took a place off us. Just another bit of bad luck for us in this race. It's difficult to comprehend how there are any fish left here, there are so many fishing boats.

We finished yesterday, in 5th place, sadly our standard position on these short races, but that means that we are still in 2nd place overall, not too bad as we near the half way stage, of this race around the world.

Tonight, we pick up the pilot who will take us up to Shanghai where we stay for a week. It's absolutely amazing to think that we have sailed here from the UK. When the racing isn't going so well, it's important to remember what an amazing adventure we are part of!

After Shanghai, we race to Hong Kong, where the boats will have a lift out, and then off across the Indian Ocean via the Philippines and Singapore.

Don't forget that you can keep up with our daily progress at www.bristolclipper.com and www.clipper-ventures.com and if you want to sponsor me in aid of the race charity, the Philip Green Memorial Trust, which is currently raising money for the Fiveways School in Yeovil, you can do this at www.justgiving.com/bristolclipper. Fiveways School teaches children with profound and multiple learning difficulties.

Richard Butler

NEW IMPROVED WEB SITE

Your Club Web site <http://www.ccsc.org.uk> has been updated for the new season.

Look at the diary page to find out what's going on or to get the result of the latest race.

If you want something promoted on the web, see a page that is out of date or are experiencing problems using the Web site, then please email me.

So why not take a look and let me know what you think.

John Pym - CCSC Web Master - ccsc@ccsc.org.uk

SECURITY

DO NOT FORGET THAT WE NEED TO BE VERY AWARE OF THE NEED TO LOCK UP AT ALL TIMES AND TO DO THAT WE NEED A KEY - THAT MEANS EVERYBODY WHO WILL USE THE SITE SHOULD HAVE ONE. LOCK IT OR LOSE IT FOLKS!!

Bob Green

MAY NEWSLETTER

The deadline for the May 2003 Newsletter will be 22nd April 2003, but the earlier the better.

Do contact me to receive your Newsletter by e-mail – you will get it sooner than by post, save trees, and it looks much better in glorious colour!

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