

THIS MONTH'S DIARY

Fridays

9.30am

Ladies Sailing

Saturdays (most)

9.30am

Cadets

Sunday 3rd August

Try an Asymmetric

Saturday-Sunday

9th-10th August

Basso Cup and Devon Yawls

Friday-Saturday-Sunday

15th-16th-17th August

Weymouth Regatta

Saturday 23rd August

Single Handed Race

Monday 25th August

Long Distance

Saturday 30th August

Crews Race

Sailability

Sunday 31st August

Cove Cup

FROM THE COMMODORE

While sailing and holidays will bring August to a rushing conclusion, I would like to encourage members to spend a few moments to think ahead towards the end of the season and how they can help their Club as well as themselves.

First, if you are a dinghy sailor, you need to decide early whether you intend to compete in the Autumn and Winter Series. If you have a keelboat, and need Winter storage or a crane out you need also to get your bid in.

The reason for this is so that the planning and management for the Boat Park can proceed smoothly, and it will make the task of the team very much easier if you communicate your requests early.

Similarly, a great deal of effort and thought has gone into the revision of the Club Rules and Bye-laws. Please make any comments on the drafts NOW so that Diana Gill and the Committee can distil them in good time for the AGM. The whole point is to avoid lengthy and unsatisfactory wordsmithing at the AGM, to everyone's advantage.

Finally, one of our Club volunteer Officials (OD Co-Ordinator) is planning to stand down after 3 years in the Role. If you think you have the time, skills and commitment to fulfil this position please contact Serena Shone directly. Here is yet another opportunity to assist your Club.

Do enjoy the rest of the Summer, good racing and cruising, and just spare a few moments to plan ahead.

Bob Turner

WELCOME TO NEW MEMBERS

Jayson Cook, Christopher Armstrong, Philip Darke and Family, Gareth and Christine Jones, Dave Elston, James Chalmers, Peter and Jane Barfoot, Peter and Sarah Mickelwright, Michael and Claire Dillistone, Roger Welch, Sarah Ayton, Nick Dempsey, Alan and Christine Baker, Paul and Jenny Jackson, Celia Rushton, Stuart and Amanda Rankin, Michael Westlake, Jeff and Jackie Waters, Henry and Susanna Merewether, Sandra and Malcolm Hicks (temporary)

Liz Grant – Honorary Membership Secretary

Another 80th Birthday celebration!

Congratulations to Eric Barnes, 80 on 10th August 03 - born the same year as CCSC!

Eric's involvement with Castle Cove started in the summer of 1936 (ferry boy) and has continued right through to the recent premises move.

Over the years he has held various committee positions, raced Vikings V1 and V8 and driven ferry and rescue boats. As CCSC has only two pre 1939 members we all wish Eric many happy returns from family, friends and members.

Swanage Regatta

2nd and 3rd August

4 races

**2 Saturday pm - 1st start 2 pm
2 Sunday - start 10.30**

Lasers: This regatta counts towards Southern Travellers Points

FROM THE SAILING SECRETARY

Dinghy parking during the Autumn and Winter series

All those hoping to race in the Autumn and Winter series are reminded that unless they have paid for winter berthing they must remove their boats from the Boat Park by the 21st September.

RYA Club Race Officer Course

To boost the number of ticket holding race officers in the Club we are running a one day 'RYA Club Race Officer' course on a Saturday in October, all those interested please contact me.

Helpers for the Dinghy Regatta, 16th and 17th August

The Weymouth dinghy regatta is going to be based 100% at CCSC, and Barry Grant (01305 785192) would like to hear from anyone who can help on, or off, the water.

Lyme Bay Challenge - 13th and 14th September 2003 Organised by Lyme Regis Sailing Club

CCSC has been invited to send a team to this three race series, more details from me or the event secretary, Margaret Wiscombe, 01297 442133, margaret@wiscombe.com

Simon Vines 01300 320084 sjpal@clara.net

"LYME BAY CHALLENGE 2003" **Saturday 13th and Sunday 14th** **September 2003**

Organised by Lyme Regis Sailing Club

To provide close racing, not dominated by any one group or class of boats, the "Inter-Club Challenge" trophy is for PY numbers from 1048 (Phantom) to 1087 ("420"). Dinghies (not catamarans) from the "invited clubs" with a PY number of 1100 or faster may compete for the open prizes.

The Inter-Club Challenge will be decided on the total results of the best six (provisionally) boats (PY1087 down to 1048) from each club in each race. For the Pursuit race the scratch start will be for the slowest boat competing in the Inter-Club trophy, namely the "420".

The entrance fee for all three races (including harbour launching fees) is expected to not exceed £15.

Please contact Simon Vines if you would like to take part

TENDERS

There seems to be some confusion about tenders. Some have been paid for down at the old site and appeared up at the new. There are a lot of boats just lying on the ground because these are taking up spaces. We cannot identify some of them because there is no means of identification. See Article 10 on p.16 of the Handbook. All tenders must be identified on the inside of the transom.

The tender racks were a bit late being erected and so I would ask everyone to be patient this year. There will be no formal allocation of spaces. If someone is obviously in possession of a space please leave it for them. If your tender has not been paid for please contact Liz Grant and pay asap. If your boat is on the ground please make sure you are not stopping the ones in racks from getting out. If your tender is very large please think about replacing it with one that will fit in the racks if we build some more next year. If you are one of the offenders with no identification you will find a note attached to your boat. Please ring me about it.

Sally Fielding (01305) 263162

Advance Notice: Race Officer Guidance: A Saturday in October **Suitable for all who race and want to know more**

As those of you who have been OD know, being responsible for a race is challenging and very rewarding, especially when people acknowledge a good race. CCSC is justifiably proud of the quality of racing we achieve within a small Club and we want to maintain and improve on the standard.

One Saturday in October (date tbc) we shall hold a Race Officers Course that qualifies you to run local races. It will be of interest to ODs, AODs (anyone who wished they knew a bit more when helping out on Silver Spray) and is useful information for competitors.

Castle Cove Quiz **Results**

1st Julie Dunn
2nd Rick Pegrum
3rd Malcolm Lofts

Just over £200 was raised. Thank you to all who bought a copy. A copy of the results will be posted on the Club website.

Paul and Andrea Clarke

FROM THE SOCIAL SECRETARY

The Weymouth Regatta is 15th - 17th August. We need help on the 16th and 17th. Please contact me if you can help.

Jane Davies holvalcots@aol.com 01305 852817

KEELBOAT SAILORS

Now that we are well into the sailing season, and the Ferry Service has settled down (for the present at least), we would like to raise several points which will assist the Ferry Drivers and make the service more efficient.

Manning of the boats at peak times, such as when racing, would be quicker when are where possible complete. Individual members giving way to complete crews. Early manning subject to the Ferry boat being available also helps to relieve congestion.

When in the Ferry boat please sit down (we appreciate that on occasions the seats may be wet) giving the Ferry driver a clear view of the water ahead in order to avoid the many buoys and the occasional swimmer and diver, also to give him a clear view to get alongside, particularly when the sea is rough. When the Ferry is alongside, assistance to keep the bow into the boat will be of great help (a short boat hook is available).

When radioing the Ferry please remember the name of your boat is familiar to you but possibly not to the Ferry driver, so please speak slowly and clearly so the repeats are not necessary. The Ferry boat engine is noisy making communications at times difficult.

A Ferry boat routine in non-peak times has been posted. The intention is that the Ferry boat will leave the pier on the hour to pass through the trot dropping crews and picking up on its way back.

When the Ferry is moving, please attract the driver's attention; he will acknowledge your signal. The Ferry keeps watch on channel 37 and has a mobile phone number 07817790115. Perhaps we can agree on a flag to be hoisted when the Ferry is required; flag 'F' foxtrot could be a possibility.

We still require Ferry boat drivers; if you would like to fill one of the positions, please contact Joe.

Andy Holland, Club Boatman Joe Isaacs, Chairman-Boats

SCORPION NEWS

The Scorpion Open is now over and I cannot tell you how much praise was offered by our visitors. The sailing was brilliant and their stomachs filled with excellent food and drink.

The sunny weather and the consistent Force 3-4 was down to me!, but everything else was provided by an army of volunteers. I'll start with the Race Team who set excellent courses, were very quick with the results, which were available in the Clubhouse within minutes of the finish. So keen was Barry to set good courses that he ignored the DERA boat which was towing a submerged object (a torpedo?).

The food was once again brilliantly provided by an army of 'galley slaves' who, if they were footballers, would cost a fortune in transfer fees. From early morning to late in the evening somebody was providing fare from The Galley. Well done to everybody who helped out in their own way, either in the 'hot house' at the Club or at home, making cottage pies and cakes, they made a good 'open meeting' - the best.

The beer was great as well, thanks to Michael and his staff.

Somebody who never gets a mention is Simon, our Racing Secretary, who is everywhere helping out and ensuring that Joe has enough rescue boats on hand. Thanks to you all.

I'll leave the actual racing to others, who if you ask them, will keep you bored with a leg-by-leg account of how they did, some of whom were further out in front than others!

Three young Cadets stepped in at the last minute to crew for those without crew and proved well up to the task, showing great talent, especially as the wind was at times blowing Force 4 and it was their first time in a Scorpion and sailing an Open; one of them walked away with the 'First Scorpion Open Crews Trophy'. They can be very proud of their performance especially as they all flew the spinnaker in every race and the Scorpion spinnaker is not small.

Whispers from my contacts are telling me that a couple of old Scorpion sailors are about to return to the fleet and may be doing the Winter Series.

Bob Green

Z CLASS NEWS

July has been a busy month for the Z Class with plenty of racing at weekends as well as weekday evenings. The Monday evening racing is still not very well supported and I would be interested to know if those that do race would consider joining in with WSC on a Monday evening but retaining our own trophies. I realise it would mean sailing out to the Bay, perhaps making it a long evening, but it would mean more boats to race with and probably longer more interesting courses. This is only a suggestion at the moment and obviously I would have to discuss it with WSC. If acceptable to WSC this will be an item for the Z Class Meeting in October.

The Cherbourg Race was well supported this year with almost perfect weather. We had a spinnaker run from the start line to the finish and a good reach all the way back on the Sunday. The sun shone the whole weekend, the Hypermarket had a good supply of J.P. Chenet which was somewhat diminished after Castle Cove's visit and the evening meal was great fun. Fortunately the trip back was starboard tack all the way and a good wind as our cockpit locker was overflowing with beer and wine and the spare fuel was at the bottom!

The Lulworth Race again was well supported this year but Castle Cove boats were sadly lacking – I'm afraid we were one of the absentees due to mother's 90th birthday. We also missed the Lymington Race as we were busy in the Solent taking part in the X Yachts Gold Cup and as we "mislaidd" our propeller in the Solent we missed the Shambles Race. Thank goodness there is still plenty of sailing to come in August. If you are intending to take part in Weymouth Regatta you need to put in your entry before Monday 11 August to qualify for the discount. Likewise, if you are intending to go to Dartmouth entries should be in by the beginning of August. Dartmouth is great fun during Regatta week whether you are racing or not. We are going, along with Harmony, and Stand Easy intends to come along for the fun though we might persuade them to race. It would be good to see more boats in Dartmouth during the week, flying the flag for Castle Cove.

Finally on the cruising front Harmony has been away for 6 weeks, Cornelius Jones is still based in Brittany, Cornish Lady has been to Cherbourg and the Channel Islands, Satsuma is still in Brittany, Avalon has been up to the Solent, Canopus has vanished across the Channel for the summer holidays and judging by the empty moorings and pontoon berths I am sure many others are away. When you are cruising it would be nice to receive postcards to pin on the board.

Sara Lloyd - Z Class Captain

A DIFFERENT TYPE OF CRUISE

Yes there is life after "Sailing", we have chosen navigating around America. Our trip to the USA has proved such an adventure to us. We arrived in North Carolina at the end of June, discovering the need for wheels rather than feet, and life without air-conditioning would be no life at all!

Driving is a doddle with no tuning in to shipping forecasts at unearthly hours, and head winds/foul tides - what the hell! One big highlight for us must be celebrating 4th July.

We had been invited to a largish function. An 80-year old local dignity of Scottish descent uses his home at Lake Waccamar. He has a pier bedecked with plants and flowers, which encourage humming birds and dragonflies to be abundant. Proceedings started with 6 pipers in the McNeil tartan leading 4 small children each proudly carrying a folded flag to take up position at focal point of pier. The Scottish St. Andrew flag was raised, followed by the Veterans flag. Then it was yours truly with Malcolm at my side facing about 300 people. The two of us sang 'God Save the Queen' whilst the Union Jack was raised (most of you will know that we definitely are not extroverts - we leave that to Brian). Felt very patriotic, and we got a huge applause. Then the Americans sang their National Anthem whilst the Stars and Stripes was raised. The Constitution was read and then their Allegiance to their flag was recited. We were treated as celebrities after that.

We have been overawed by wonderful scenic views from high in the mountains, alongside lakes and rivers. We have climbed gorges to enjoy waterfalls and to crown it all, we've viewed and marvelled at the Niagara Falls from both US and Canada - to say it was breathtaking just doesn't do justice. Although this is our non-boating holiday, we just had to take a boat trip around one of the Finger Lakes (although we inwardly groaned as on boarding, a crew member placed a tacky plastic garland around our necks) surely only the Americans would do this. We've browsed and chatted to members at a couple of yacht clubs.

We've experienced driving on Interstate highways (rather a rat race) during the most awesome thunder and lightning storms.

The huge variety of trees, flowering shrubs, blossoms and wild plants and grasses are great - Julie Chapman would so appreciate them as I do. Of all the wild animals we've seen (so far no bears) the chipmunk is our favourite and an alligator the most fearsome.

Well we may not be on Pieces of 8 at the moment, but she still remains in our heart, as do all our family and friends at Castle Cove. Returning the beginning of September.

Have a good sailing summer.

Rose and Malcolm Spicer

SHIP'S DOCTOR ON TENACIOUS

I stumbled upon Tenacious by chance. I had offered to help host the Small Ships Meeting at Weymouth over the Jubilee weekend of 2002. The first briefing meeting was to be on the Friday morning, but since I was working then, Judy Kemmis-Betty suggested that I should come down to the harbour on the Thursday morning when she would be setting up the office. That morning Tenacious was visiting Weymouth on her way from Southampton to Ireland. Mark Kemmis-Betty is the local representative of the JST (Jubilee Sailing Trust) and a previous captain of Lord Nelson. He told me that they were always looking for ship's doctors, and so I was shown around. I no longer had school age children to look after at home. I love tall ships. As the doctor I could go half price. The idea immediately appealed to me!



Tenacious – Under Full Sail

Tenacious had her maiden voyage in September 2000. She is the sister ship of the Lord Nelson - built by the Jubilee Sailing Trust - a registered charity. They are the only ships in the world specifically designed to enable people with physical disabilities to take a full and active part as the crew. Tenacious is 64 metres long and was built in Southampton with much help from volunteers. She is a wooden ship – made of Siberian larch.

There are nine permanent crew and forty visiting crew – of whom up to twenty can be disabled (with a maximum of eight wheel-chair crew). There is a buddy system whereby each disabled crew is paired with an able bodied crew. The ship is fitted with three lifts, and it is even possible for wheel-chair crew to be hoisted aloft up to the first platform of the main mast. The visiting crew are divided into four watches with a watch-leader (somebody who has had experience from previous voyages). We were each issued with a watch-card which showed our duties over the nine day voyage. A 24-hour watch had to be maintained and each watch varied from 2 hours to 4.5 hours. The night was divided between midnight and 4 am, and 4 am until 8 am. I was decidedly short of sleep by the end of the voyage!

I chose to go on the voyage from Southampton to Falmouth which included going to the Armada at Rouen. (I had hoped that we might visit Weymouth, but we didn't!) The Armada happens every four years. Many tall-ships assemble at Rouen before the start of a race. It was a most spectacular event. On the Saturday night there was the most amazing display of fireworks I have ever seen. On the Sunday morning we set off in procession down the Seine. We were eighth in line behind Mir, the enormous Russian ship. I was lucky enough to be at the wheel as we left Rouen. There was a French pilot telling me what course to steer. It is 75 miles from Rouen to the mouth of the Seine and the riverbanks were lined with thousands of spectators who cheered and waved and shouted "Vive la France" and sometimes sang "God save the Queen". As the crowds cheered we waved back and blasted on our hooter. It was a quite unforgettable day.

We had glorious weather throughout the voyage – perhaps not enough wind for some people, but good for people like me who were on their first voyage and did not want to be seasick. Tenacious has a total of 21 sails. The permanent crew taught us how to brace the yards and furl the sails. Some crew needed to go aloft to untie the gaskets, but I preferred to stay on deck. Everybody had a turn at mess duty – helping the cook to prepare and serve the meals. The ship was sparkling clean as every day we had Happy Hour when all the crew helped to clean the ship. I discovered that diluted malt vinegar applied with newspaper is an excellent way to remove grease from windows!

Luckily for me there were no medical emergencies. I was amazed to see how well the disabled crew integrated with the able bodied crew, and everybody was so obviously thoroughly enjoying the experience. Next year I plan to take my 82 year old mother who has had bilateral knee replacements, and I will be her buddy, and also the ship's doctor. I am already looking forward to my next voyage on Tenacious!!

Sarah Thacker

FOXTROT OF RHU

Early Season cruises 2003

The first week in May with nephews aboard we sailed to Braye in Alderney, St Peter Port in Guernsey and to Sark. Good weather and found splendid hotel/restaurant in Sark "Le Petit Champ" (when moored in Havre Gosselin walk up cliff and turn left at duckpond!!)

Good moorings have now been laid on both sides of Sark.

Second week in June with all CCSC crew a gentle cruise good weather cruise to Falmouth. Jilly Francis and son Angus with Colin Rowe. Photograph shows crew training in Dartmouth. Newton Ferrers, Polkerris, Fowey and Helford River were visited en route to Falmouth where Foxtrot was left in marina after educational visit to the new Maritime Museum - you can berth just outside.



Di and I returned to Foxtrot with Fi Brookes on 1st July. Visited Helford again to dine at Shipwrights and then sail to Isles of Scilly for a week of perfect weather and neap tides. We visited 8 anchorages and walked many islands.

Finally in St. Helen's Pool. An exciting low tide departure from there and then a wonderful sail in NW4 to Lizard and into Durgan at 2200.

Visits to Truro River and Percuil River before again leaving Foxtrot in Falmouth pending return on 8th August for a return to Weymouth by 'the pretty route'.

People always ask where you are to be going at the beginning of the season; I always reply either Lulworth or I'll tell you when I get back. This year we intended to go to the Isles of Scilly - of course!!

Bill and Di Ludlow

CAROL GOES WALKIES

July 2nd was a nice day – I had a few things to do and thought I would be on the beach by about 1200 and the rest of my day was mine in Weymouth Bay. I was just about to put the dinghy into the boot of my car when I noticed a call on my answering machine. It was Portland Coastguard – in rather sonorous tones – was I still the owner of Carol of Bosham? Having established this simple fact, I was told she had been stolen, but fortunately recovered and was now in Yarmouth Harbour.

Then began a series of calls, Portland Harbour master, Yarmouth Harbour master, the Police and finally Customs and Excise. The latter wished to board Carol and look around and on questioning it was determined that boats are often stolen for the passage of drugs and people. An hour later, the customs rang to say that they were no longer interested in Carol but did I have any knives on board? Well, I did, kitchen and all that kind of thing but they were interested in throwing knives, which had been found and impounded. I was grateful for that at least. Later I was told that there had been five customs and excise men involved.

Having informed my insurance company and taken the necessary advice, I set off for Yarmouth the next day by rail and ferry. Carol of Bosham was found in the disabled berth looking rather sorry for herself; there was a kayak on the side deck (not mine), the boom was stuck up in the air, only one rather broken washboard in situ with my waterproof trousers covering the remainder of the hatchway. The washboard keeps had been ripped off together with the dodgers and the mainsheet runner had come off the track.

Inside everything seemed OK and not to have been disturbed but there was a nasty, dirty, smelly sleeping bag on the starboard berth, a bag of food containing biscuits, raspberry sponge cake, some bottled water and a chicken pie. There was an almost new edition of the "The Times Map of the World" with the Balearic Isles encircled and a rather tatty Spanish Dictionary.

A story emerged - the thief had taken a kayak from the beach at Castle Cove (presumably with a single paddle found inside the kayak) and boarded Carol of Bosham. He had then broken into the cabin by ripping off the

washboard keeps and breaking the hasp and staple by twisting them. The gas alarm had been cut out and has disappeared and the dodgers removed, presumably because the name was rather conspicuously displayed.

I had been on board Carol of Bosham on Sunday 29th June and she was found off the Needles by the Freshwater lifeboat at 1830 on Tuesday as a result of a 999 call on a mobile phone to the coastguards saying that all power had been lost and the sails were torn. People had been rather suspicious when Carol was taken into Yarmouth because the thief had no keys to open the lockers and did not know the whereabouts of the fenders. He later gave himself up and confessed to the crime and it is expected that a court case will ensue.

In Yarmouth, I had the engine inspected and new washboard keeps fitted and then returned to Castle Cove. Since then the hull and rigging were inspected and found to be OK. The sails weren't torn and the engine has again been examined and found to be in good order. The various other bits will take time and insurance company approval and it will take a few months to completely restore Carol of Bosham's pristine condition.

I am often asked what it is like to have one's boat stolen. I can only liken it to hearing of a serious accident to a best friend – the initial trauma is numbing and frightening and the cause of much anxiety. This followed by a period of hectic activity to diagnose problems and work out a programme of recovery and then there is joy and relief as things begin to get better. Finally a long period of convalescence is to be expected.

Ronald Coatsworth

FROM BRISTOL CLIPPER

In last month's report, we were 200 miles from the finish of the race from Mauritius to Cape Town with Jersey Clipper, sadly, 11 miles ahead, but the rest of the fleet far behind.

On the penultimate night, the wind gradually picked up from the west and we were close hauled gradually working through the reefs and headsails as the wind has increased. The morning's sched was great. Overnight, we had caught up miles on Jersey and were then only 5 miles behind.

The wind was quite shifty, as we beat around Cape Agulhas, the southernmost tip of South Africa and the point where the Indian Ocean becomes the Atlantic. We left the Atlantic on Christmas Eve last year as we entered the Panama Canal. Now we are back but still a long way to go.

We didn't have a good forecast in the morning, but at lunchtime, I got two forecasts, one on the Sat C and one on VHF. These indicated that there was a front coming through and that after it, the wind would go round to the south west. On a beat, if the wind is going to shift, you head for the shift. So, we tacked out to the south west. As the front came closer, the sky clouded over, it started raining and the wind built, from 30 to 40 knots and we changed down to no 3 yankee. Mid afternoon, the sky cleared behind the front and the wind suddenly backed through 70 degrees. We tacked and were then able to make course for Cape Town. Much better.

As the day went by, the wind gradually decreased, so we changed back up the headsails and took the reefs out. Through all this, we had no idea where Jersey were. However, we found out on the sched. We had gained 6 miles on them, by getting the beat and the front right and were now one mile ahead, with them on our leeward beam.

After it got dark, the wind had backed and died enough for us to get the kite up. To start with, this looked good for us as we could sail deeper downwind than Jersey, but as the wind got lighter, Jersey could sail higher and with better apparent wind, faster.

With our course to Cape Town further to leeward, requiring us to bear away further, Jersey's position looked better and better. When the wind backed even more, we decided to gybe which actually took us across behind Jersey. However, a few good gybes on the wind shifts saw us ahead after a couple of hours and as we lined up for the final approach to Cape Town, Jersey were about a mile behind. There was still a challenge to come though. With the wind from the south east, the final few miles were in the lee of Table Mountain. How far out should we keep to avoid the calms and would Jersey sail even further out and around us.

The wind died away and we had to get our windseeker, MR W Seeker, out. The final three miles were at a snail's pace in hardly any wind at all. Jersey followed us though, so didn't get past. A mile out, Colin, the race director, and a TV crew met us in a launch and blinded us with their many bright lights. About 100 yards from the line, we got out of the lee and the wind suddenly picked up to 20 knots. We were lucky not to wreck Mr W but the crew ran forward and got him down in one piece, much to the entertainment of the film crew who captured it all on video. We then had the indignity of finishing the final yards under mainsail alone.

This gave us our 4th yellow pennant as Jersey finished 40 minutes later and the rest of the fleet 36 hours after that. The view of Table Mountain as the sun rose a few minutes later was truly awesome!

Cape Town was a superb stopover but all too short. I did all the top touristy things including Robben Island (where Nelson Mandela was imprisoned), Table Mountain, the Cape Peninsular and the winelands. Table Mountain features the longest commercial abseil in the world at over 100m.

For some strange reason, I decided to do this, an amazing experience. All too soon, the stopover was over and we were off again for the next race, 3300 miles across the Atlantic to Salvador.

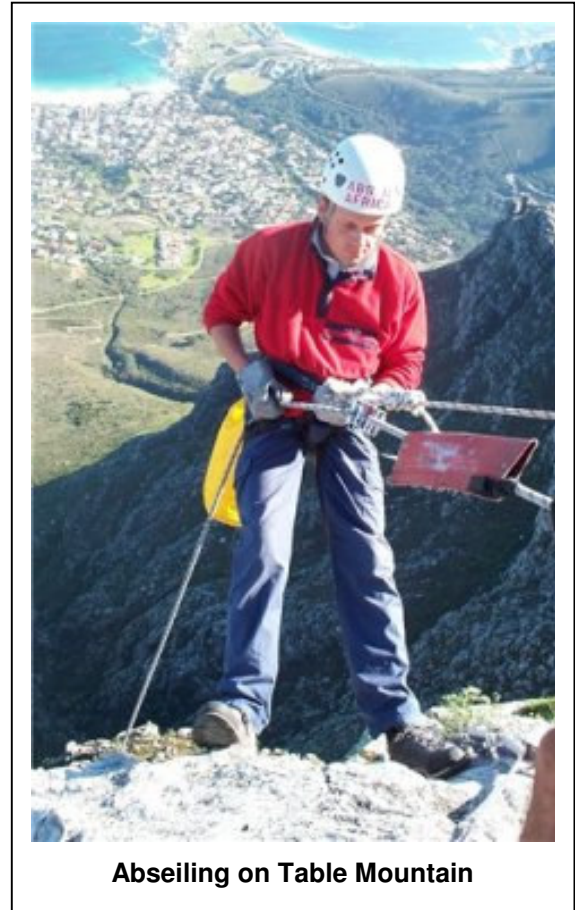
The key weather feature of the race is the South Atlantic High, which is on the direct line from Cape Town to Salvador, so it is necessary first to head north towards St Helena before heading west. The further north you go, the more reliable the trade winds will be, but the further you have to go. For the first few days, the fleet stayed quite well together, but when the wind came directly astern and we needed to choose a gybe, the fleet quickly spread out, with New York Clipper and Cape Town Clipper taking the most northerly path and Glasgow and Hong Kong the most westerly with us in the middle, keeping our options open.

When the high became more established, it left Glasgow, Hong Kong, Jersey and Liverpool windless for two days. Only 30 miles north of Liverpool, we kept the wind and kept sailing, though not as fast as the northern boys, who crept in to the lead. From then on, it was a trade wind procession for two weeks, with New York Clipper 50 to 60 miles ahead, Cape Town a few miles ahead, London close behind and the remainder of the fleet nearly 200 miles back. We had some cracking sailing, including a few days with the heavyweight kite, sometimes with over 20 knots apparent, storming along at over 10 knots, hour after hour.

We got past Cape Town and so finished in 2nd place, despite a steering cable failing, 20 miles from the finish which slowed us down for an hour or so, whilst we fixed it. Arch rivals Jersey Clipper finished 7th. This puts us 3 points ahead of Jersey Clipper and in the overall lead of the Clipper race!

Follow the race daily at www.bristolclipper.com

Richard Butler



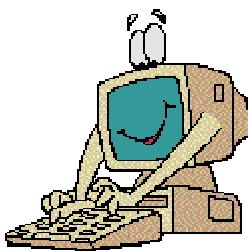
Abseiling on Table Mountain

YACHT BERTH AVAILABLE

If any Club member is looking for a temporary pontoon berth in the council new marina for a yacht up to 42 ft, available for immediate use.

Contact Frank Swinton on 786331 for details.

AUGUST NEWSLETTER



The deadline for the September 2003 Newsletter will be 25th August 2003.

If you are able to, please have your Newsletter by e-mail – the potential savings to the Club are enormous.

See it all in colour on the website www.ccsc.org.uk