

FROM THE HONORARY SECRETARY

The draft new rules and bylaws (together with an introduction to the revision of these) are enclosed with the Newsletter and can be found on the Website. Your help is needed to ensure the Club has a workable set of guidelines that balances the needs of all members. Please read and comment on them to me by 5 September.

Diana Gill

RISK ASSESSMENT

The Committee in their wisdom have appointed me to be the Club Safety Co-ordinator. In that role I have to make and implement a Risk Document and also the strategy for removing the Identified Risks or reducing them to an acceptable level. Whilst there was a Risk Strategy for the previous site, due to the very different nature of the New Site it has been decided that we should start with a completely clean sheet and not only start afresh but endeavour to implement the strategies before some of the more risky activities that we do have been identified and some policy to reduce the risks has been found.

To get the maximum benefit from a Risk Assessment it is very important that Castle Cove Sailing Club, as a complete organisation, identifies as many of the Risks and Dangerous situations that are likely to arise at the New Site. Unfortunately CCSC is also responsible for the safety of other people using our site whilst no Club members are present, and therefore we need to be as certain as we can be that the Risk of Injury is reduced to the minimum level and we are able to show that we have not just identified risks but taken the appropriate actions to reduce them. As a consequence of this enormous task I would greatly appreciate if all members could have a few moments thought whilst undertaking all their activities both on the shore and also out on the water. If you can think of any areas of risk please either contact a member of the relevant Sub Committee, Class Captains, member of the General Committee, one of the Officers or myself and tell us what the risk you have identified is. Expect to be asked how you would reduce the risk and also expect to be asked to put your thoughts in writing to me. The most important thing currently is if you or anyone near you suffers an injury that could have been prevented this needs to be reported quickly so that the appropriate measures can be implemented as soon as possible.

If CCSC can get all this together and make a comprehensive policy on Safety then it should have a direct effect on our insurance costs. For those of you that go away to other clubs and sailing venues if you see or find something that will help please let me know.

I can be contacted either by email (preferred) or by phone (see below). If neither of those methods works leave me a note in the Clubhouse on the notice board.

Thank you.

Charlie Watson - charliewatson@btopenworld.com - 01305 777485

FROM THE OD CO-ORDINATOR

Race Officer Support Group

Is there a group of individuals out there in the membership that are not doing a great deal of sailing and would be prepared to train up/pass their experiences onto other ODs – who, after all, do it only once a year and are perhaps a little out of practice and date? (new boats, distance of marks etc).

Attendance at our pre-season "Race Nights" has not been fantastic - perhaps we need to run a telephone advisory service? Or perhaps a bimonthly social at the Club to chat about the many factors that come into play when running multi-class races, identification of dinghies etc., and using the computer to get the results out. - *making it clear of course they are not offering themselves as substitutes!* This 'support' would be very useful now as we are having an unprecedented intake of new members who are joining the volunteer rota without having used the Club facilities much - maybe this could even be extended to AODs? The success of such a group would depend on its well-advertised availability - so that people would know how to access their help. If anyone out there is interested in getting involved - and I'm sure it would not be very onerous - contact me.

Serena Shone

Sunday 6th July
 Castle Cup Dinghy Racing
 Cream Tea with Strawberries
 Try an Asymmetric
 Presentation to CCSC Quiz winner

The Castle Cup is two races in the morning - then in for lunch. One race in the afternoon followed by a Cream Tea.
 Anyone wanting to Try an Asymmetric can do so after racing (and a Cream Tea?).
 The Cream Tea is not just for racers, all members are welcome.
 The Quiz presentation will be at about 5:00pm.
 See you there.
Jane Davies

WINDSURFERS AND KAYAKS

In order to reduce congestion on the launching ramps, members who bring windsurfers and kayaks to the Club must launch from the Eastern beach. This is the first beach on the left as you drive into the Club. Launching from the beach will also help to increase our presence on the beach (which the Club owns) and Club Members' cars parked in the area above the beach will reduce spaces for the general public.

Peter Davies

BOAT PARK

Some members have recently raised concerns about various aspects of the boat park. I hope these notes following recent meetings of the boat park sub-committee and the security working group will re-assure you that we are aware of some of these problems.

The concrete blocks for tie-downs were ordered on the basis of 1 per boat in the expectation that there would be 1 between each boat and both would tie to it. However, some people require more and some used several blocks to prop up the bow. This was not the intention; tyres, neatly tied together or wooden props should be used under the bow. More blocks have now been ordered.

Hose pressure is poor because all the water comes from a tank and we are hoping to provide a pump to boost this.

Other issues we shall be considering are:

- The possibility of re-structuring the fees to a fairer level.
- The change over in September and Spring between keelboat storage and dinghy park. Sailing is most certainly the core activity of this Club and the Committee are very aware of the potential problems of providing too much keelboat storage. But it does raise a considerable income, which in turn helps to keep down costs and facility fees to members. Please be patient with us during this year while we try to sort out the teething problems.

Sally Fielding

MEMBERSHIP

Due to the high number of membership applications received, the Committee has reluctantly had to introduce a waiting list. This has been necessary to ensure that the full range of facilities are available to as many members as possible. In some cases it may not be possible to provide new members with the facilities they request.

FROM THE SOCIAL SECRETARY

Thank you to everyone who has supported the Galley this year. From proceeds raised we have managed to buy a new dishwasher and a new freezer. 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

CADET COURSES

WOEC ran a set of courses for Cadets from CCSC in May, which were highly successful. The children had a wonderful time; made new friends and learnt a lot more about sailing. The next set of courses will be in the week of 3-8 August. Exact dates for each course are to be decided later. There are a few spaces left for each course; Beginners, Stage 1/2, Stage 3 and Red. So send your forms to me **ASAP** before the deadline in **one week's time!** Forms can be found on the Castle Cove Website www.ccsc.org.uk. Come on all you young budding sailors, this is where the fun really starts! Do not delay - send forms to me today.

Maria Ellison, 18 Oakwood, Broadmayne, Dorchester, Dorset, DT2 8UN - 01305 854042

CASTLE COVE CONTENDERS - NOW INCORPORATING FAST CLASS NEWS

As I am sure you are all aware, Barry Grant has sold his Fireball and bought a cruiser. Yes I know it's a J-24, which have been known to plane down wind and are said to be quite exciting. But, its still got a lid, handles like a bus and rights itself when it falls over, so, it's a cruiser! Still age catches up with everyone in the end, even Barry. On a serious note we'll all miss Barry on the dinghy race circuit and wish him luck in his new venture. I'd also like to thank Barry for all his work as Fast Class Captain over the years, that is, up until the point that he co-opted me into taking over.

So, I am the new Fast Class Captain. I am conscious that I haven't been elected so if anyone out there feels the need to take on the role please give me a call! I've already attended my first few meetings and I think I looked serious and nodded at the right moments so, so far so good. If anyone has any issues they wish to raise relating to our class please give me a call (number below) or better still, come and have a chat in the boat park (My sail number is GBR 700, unless I've done something to annoy you, in which case it's still GBR 636).

Since my last article singing the praises of the Contender things have certainly moved on in the fleet. Paul Horlock joined us at the tails end of last year and is getting to grips with things (the centreboard mostly but then it was a bit of a baptism of fire during the winter series). I've now upgraded to a new boat and have sold my old one to Dave Murley, who I know is keen to get back on the water after achieving only a few sails in his Fireball last year. Marcus Scrace has also upgraded to GBR 634 so we now have a core of four competitive boats, all keen to push on and improve, with another two boats in the Club that we hope to also see on the water. In addition there are a couple of other Club members seriously considering moving into a Contender, at various levels of kit, so there is the potential for a healthy turnout of Contenders with a good cross section of experience and equipment. (STOP PRESS – Adam Bowers has now taken the plunge so we'll all be looking nervously over our shoulders while he gets to grip with things). So the message is, if you think you may fancy sailing a Contender now is an ideal time with so many "newbies" making the jump. If you just want to try one out, give me a call and I'll arrange a sail for you.

Regarding other boats in the Fast Class, Barry's Fireball has been sold into the Club (into the competent hands of Jeremy Belling) so that will still be racing along with hopefully a couple of others. It would be good to see more Fireballs on the water so again, if anyone fancies a go just let me know. Other classes out on the water so far this season have included Finn, RS300 and Osprey so there is a good cross section to race against. With such excellent facilities now available to us it would be downright rude not to go sailing!

See you on the water.

Nick Grace - GBR700 – 01305 848093

FOUND

One pair of medium sized hiking shorts (velcro on type)
Found on Laser racks
Contact Peter Davies
01305 852817

Z CLASS NEWS

Well done the Z Class.

In the Allen Welling Series the Z Class had more competitors than the Dinghies which must be a first – I'm only sorry we were unable to swell the numbers even more. Secondly, the Poole Race was another excellent turnout with 10 starters and 9 boats making it to Poole where we had an excellent evening in the Yacht Club. Joe Isaacs stood in as Race Officer and set an excellent line with everyone fighting to be first across the line. The wind was from the east and with a beat all the way tactics played an important part in the race. As I write this I am still waiting for declarations so haven't been able to calculate the results but, whatever the results, congratulations must go to UWho who completed their first passage race and also to Orion who damaged their genoa just after the start, went into Weymouth, had the sail repaired and continued the race. Unfortunately the sail back on Sunday was a bit of a trial for some boats with too much wind, no wind, thunder and lightning and engine problems. Still you can't win them all and after all the unexpected is part of the attraction of sailing.

Other than these two excellent races the Wednesday night turnouts have been good and Monday and Friday evenings are also better supported this year. I would like to see more boats on Monday though especially as the Race Officers are giving us better and, most of the time, longer courses this year. It is worth remembering that there are only 8 more Monday evening races this season and 11 more Wednesday evenings so make the most of the summer!!!

Next month there is a full programme of long distance races at weekends including the Cherbourg Race on 11 July. I have booked a restaurant for Saturday night so anyone thinking of coming along and wanting to join us should let me know by the week before. Watch the Notice Board for details of this and other races during July.

Finally don't forget Weymouth Regatta in August – the Notice of Race and Entry Forms are in the Clubhouse. The Regatta Committee have taken note of the suggestions made after last year's Regatta in an effort to give us all better sailing and an enjoyable weekend. Let's make sure we have a good turnout from Castle Cove in all Classes. If any newcomers are a bit unsure about entering the Regatta, don't be - it's great fun and any of the more experienced sailors will be happy to reassure you.

Sara Lloyd - Z Class Captain

SCORPION NEWS

Open Meeting

With the Scorpion Open on the 12/13th July you may well get 'the call' to help out in some small way, either on the water or off, so don't start thinking up excuses as to why you cannot help. One thing is for certain - we need as many Scorpions on the water as we can muster. There will be no excuses!!

Racing on the Saturday will start around lunch time so we need a couple of volunteers to help prepare the breakfasts - sausage/bacon/egg rolls etc, with lettuce leaves for the Veggies!

The evening meal is being prepared by the Social Committee, whilst the class will be responsible for the food on the Sunday. Cottage pies please plus volunteers kitchen staff.

I have your home telephone numbers so expect a call.

Other News

The Open Day proved very successful with new members joining the Club, although most seemed to be interested in keelboat crewing. That said - the obviously more intelligent and better looking ones expressed a desire to go dinghy sailing and I have taken a note of their names - both of them!

I am trying to sort out our places on the dinghy park and if you find your boat moved a few places don't be surprised. We are trying to keep them together but every now and then a strange boat takes up one of our spaces.

Amber, the 'god daughter' to two of the 'chosen' was taught a new game at Lyme Regis, throwing sand and pebbles down 'Baldies' centre board case but it still didn't work - he was way out in front again, although somebody was able to undo the toe straps to one of our boats, dumping the crew into the sea. It's a poor team which fails to do pre-sail maintenance.

Overheard at the same meeting was somebody saying that they have given up drinking and it's wonderful not to wake up with a hangover. What's going to happen to the bar takings and the Pimms party at our 'Open' meeting?

I've a wonderful photo of Katie and Sandra entertaining the holidaymakers to a show of sailing expertise whilst negotiating Lyme's harbour entrance. A joy to watch - sailing wasn't bad either!

Bob Green

LASER MASTERS 2003

The Laser Masters Nationals 27th to 29th June was the first YCW regatta to be hosted at the new CCSC site. There were 112 entries comprising 100 visitors and twelve of our own Laser fleet. Some travelled from Germany, Netherlands and Belgium since this was also part of the Laser Masters Euro series.

The three days had something to offer for everyone. Force twos for the feeble and lightweights, force fives for the macho and overweights, and warm sunshine for the comfort of sailors and supporters alike. Friday started with a bit of drizzle and a gentle shifty wind. This, together with a general recall, delayed the first start sufficiently to limit us to two races that day despite the wind building later. Gentle sunny conditions on Saturday required black flags to instill sufficient discipline to enable three successful starts. Keeping clear air in a fleet of 112 is no simple matter!

The class dinner on Saturday evening was a sit down affair for a full house of 120 or so. Like the popular breakfasts it was excellently catered by our own in house team led by Karen Horlock. With all good planning the chicken was prepared on Thursday and stored in the fridge. A check showed the fridge to have failed so the food was safely transferred to Rose Abbott's fridge, only to find later that it too had stopped working. Not willing to risk a salmonella outbreak, fresh food was purchased and prepared. It is rumoured that Jane Davies and her children were seen in Tesco's at 3 o'clock Saturday morning! All was back on track by the time the dinner was due to start, including the usual air of calm efficiency.

Sunday racing had different conditions again with steady force four to five winds. This changed the emphasis from the clear-air tactics of Saturday to the excitement of planing down waves and avoiding high speed collision and capsized boats at the marks. Our own Joy Wallis had only sailed a Laser for a few days before the start of the Masters, and towards the end of the first breezy race felt the need for some expert tuition. Cunningly she capsized in front of the rescue boat and became detached from her Laser. The dashing young rescue-boat crew jumped into the water, righted her boat and sailed over to collect her. Once on board she was able to pick up plenty of tips as he gave her a demonstration of planing and gybing in a force 5. This is just one example of about 40 people on the water, beach, administration and car park who helped the races run smoothly and safely.



Lasers everywhere... but this is just one ninth of the entry!
Photo by Sue Macpherson



Rare old Castle Cove Masters - Martin and Alec to the fore
Photo by Sue Macpherson



Upbeat
Photo by Sue Macpherson

The overall winner of the Nationals was Steve Cockerill (an Apprentice Master) with prizes also going to the best Radial rig, Lady, Master, Grand Master and Great Grand Master. The oldest sailor was 76! Ian Mathews was top CCSC competitor with a best race position of 29th. For all twelve Club entrants, the experience of sailing in such a large fleet of high calibre sailors was an interesting and valuable one, if only to see how fit you need to be to sail a Laser at top level.

It was a bold decision for the Club to cut our teeth on such a demanding and high profile event. The positive response we received demonstrated that the Castle Cove spirit comes up with the goods when faced with a challenge.

Keith Stevens

WHAT A WONDERFUL CLUB WE ARE ...

E-mails received from visitors after last weekend's Laser Masters:

"I took part in this event last weekend and would like to extend my thanks to all your Club's volunteers and staff who did such a fantastic job with the food (despite freezer problems) and the tight arrangements in the car park!

The courses were expertly laid and made for some of the best sailing I have experienced in nearly 50 years of sailing!

Everyone was very friendly which I know made the weekend memorable for all of us, thanks again."

David Gredley

"What a fantastic weekend we had at your club for the Laser Masters Nationals. This was my first big Laser event and I had a great time.

The friendly welcome and excellent organisation onshore at Castle Cove SC were a great example of how good a volunteer based club can be. I know that a lot of people gave a lot of time to make this work so well. The food and service in the galley were first class and the well kept local beer in the bar was an ideal refreshment!

The weather gods were kind to us and the Race Officer set good courses and managed a big fleet well.

I will look for Castle Cove on the fixture list and hope to visit your club again soon. Please pass on my thanks to the Commodore and the event team."

Paul Ward

SECURITY

We had a Magpie on the site recently and we lost one of our outboards. We have learnt a lesson which we can rectify by clearly marking Club gear. We will be painting our outboards and other 'nickable' property with garish paint making it undesirable to a thief.

There used to be a saying in the army that 'if it wasn't named, locked, painted or screwed down then its mine'. This would appear to be the motto of some of our undesirables, so please make every effort to protect your own and Club gear at all times.

With so many new members it is not possible to recognise everybody on the site so don't be afraid to ask someone you cannot recognise if they are members and don't get upset if someone challenges you. One working party weekend it was thought that 'travellers' had entered the site, but when challenged the man wearing muddy NATO camouflaged uniform and dirty boots (ex Navy) turned out to be the Commodore. He did not get upset when challenged but accepted that it was for the good of the Club - interestingly he was never seen in the gear again.

Finally, remember that the last member to leave the site has the responsibility to double lock the Clubhouse door and the main gates.

MARK IT - LOCK IT - OR LOSE IT

Bob Green

FROM BRISTOL CLIPPER

Writing these diaries for the newsletter really brings home to me how the months are passing by.

Last month, I left you with us in the middle of the Indian Ocean with 1635 miles to go to Mauritius and with us in the lead, as we had been since about 24 hours in to the race. However, it didn't last. One morning, we got caught under a large rain cloud devoid of wind. On a dark night, the only way to see the dodgy clouds is seeing the rain on the radar. This large patch of cloud wasn't yet raining so we didn't see it. We were stuck for perhaps an hour going nowhere, watching Hong Kong Clipper gaining and gaining, before sailing straight past us a few hundred yards away. Then they noticed there was no wind and stopped well. After a couple of hours, we were clear of the cloud and ahead of Hong Kong but in the meantime, Liverpool Clipper who had been behind, sailed round the cloud and into first place, where they remained for a day or two.

Then, we had a very quiet 12 hours, going nowhere. With the fleet spread out over perhaps 60 miles north to south, it was inevitable that someone would have better wind. In this case, it was Hong Kong, now some 30 miles to the north who had their day and romped ahead to gain the lead which they maintained right until the very last 12 hourly radio sched (where we all report our positions) of the race.

The wind had varied tremendously, from calm to 40 knots. Running, above about 20 knots apparent, the swells and gusts make it difficult to hold the heavyweight kite, so we change to a poled out yankee, which gives a better course and almost as good speeds, whilst being much safer. A couple of days out from Mauritius, we were flying the kite in 20 knots of breeze, as a large squall cloud came up behind. It was obviously going to get windier so we poled out and remained like that for the next day as the wind remained high.

Liverpool who were a few miles ahead had some problems on a gybe and we sailed past them while they sorted it out. Each radio sched, we gained 6 miles on Hong Kong so that on the last sched, they were only 2 miles closer to the finish. However, we were in a better tactical position to round the north of Mauritius before sailing down to Port Louis on the west side. As our paths merged, Hong and Liverpool were both behind us and followed us to the finish, only 13 minutes ahead, giving us our 3rd winning pennant. All 8 boats finished within 7 hours and 7 minutes; incredibly close after 2 weeks and a couple of thousand miles racing. This puts us 3 points behind Jersey who are the overall leaders and 10 points ahead of Hong Kong Clipper in third place.

After an enjoyable week in Mauritius, joined by my brother Andy who came out to see me for the week, we set off for the race to Cape Town, 2 weeks ago today. The island of Reunion was directly in our path towards the bottom end of Madagascar. All 8 boats went north of the island in very light airs, before the wind filled in quite strongly from the south west, leaving us close hauled heading slightly south of west. Overnight, we went for heading rather than speed as we needed to get south. Others sailed slightly freer and faster, whilst Jersey and Hong Kong went for the fastest course. At the morning sched, we were joint last, but significantly south.

The wind which had died, filled in from the south and the next sched saw us well in the lead, a position we have maintained for two weeks, until yesterday. By the time we reached the bottom of Madagascar, after 24 hours beating in to a southwesterly gale, we were 60 miles ahead, whilst Jersey and Hong Kong were over a hundred miles behind.

Heading over to the South African coast, to pick up the Agulhas current, we maintained and improved our lead, except that Jersey, by keeping a more northerly course kept going all the time whilst the rest of us had a wind free day. By the time we reached the Agulhas current, Jersey had caught us up and for two days, we had them in sight; a stunning recovery.

The Agulhas current runs down the coast at up to 5 knots. When you get in it, it's like a magic carpet. In one 12 hour period, we did 151 miles, of which 46 miles was due to the current. That's an average of just under 4 knots current over the period.

Yesterday, the wind went very light and when it recovered, Jersey got ahead. With 200 miles to go, to Cape Town, they are 11 miles ahead. The next boat behind, London Clipper, is 98 miles away. By the time you read this, we will have passed Cape Agulhas (the southernmost tip of Africa), Cape of Good Hope (not the southernmost tip of Africa) and will be back in the Atlantic, enjoying a week's break in Cape Town.

Follow the race daily on the web at www.bristolclipper.com.

Richard Butler

AUGUST NEWSLETTER

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

Do look at the Newsletters (past and present) on the Website www.ccsc.org.uk - especially the pictures, as these look so much better than in the black and white copy sent in the post. If you would like to know as soon as the Newsletter is on the Website and download it yourself at your leisure, let me know. You can print it out yourself (if you wish to) and save the Club money in printing, postage, etc.

Cathy Ledger – 51 Whitecross Drive Weymouth DT4 9PA – Cathy@ledger01.fsnet.co.uk – (01305) 777568