



THIS MONTH'S DIARY

Friday 2nd May

9.30am

Ladies Sailing begins

Friday 2nd May

7.30pm

Senior Cadets Evening

Saturday 3rd May

Senior Cadets begin

Saturday 3rd May

1.45pm

Try an Asymmetric

Wednesdays

1030am-Midday

Informal Get-Together

Saturday 10th May

9.30am

Laser Training with

Richard Bowers

Saturday 10th May

1st Sat Series starts

Sunday 11th May

Open Day

Saturday 17th May

Ladies Race

X start 2.30pm Z start 2.40pm

Sunday 18th May

80th Birthday Party

Friday 23rd May

7.30pm

Junior Cadets Evening

Saturday 31st May

Junior Cadets begin

FROM THE COMMODORE



The last remnants of the pier being removed

Photo by Eric Barnes

The hectic work goes on and you will have noticed that our old pier has been removed, the railway bank slippage is being addressed and the stone jetty and pontoons are nearly completed. Yet again, we can only admire and thank the teams who continue to make these and all the other projects happen so that sailing from the new location can proceed smoothly. This reminds me of course that the keelboat launch was extremely well organised and went off perfectly in ideal weather, thus releasing more space on the Boat Park.

Perhaps a point for us to bear in mind now is that as we find out how to optimise our new facilities there will be much to learn. For instance, we now know that launching a single-handed dinghy from the slipways in a South Easterly is not easy and it may be better to launch from the beach in such conditions and indeed others. If, therefore you notice how we might do better or have an idea which would be helpful, please discuss it with the appropriate Committee member and record it in the suggestions book in the Chartroom. In this way we will all learn more quickly.

Turning to the major events of this month, our Open Day 11th May and 80th Birthday Party 18th May will both need your personal contribution and support. Again, please use all the sources of information available to you, including this Newsletter, to find out exactly what is going on, where and when.

Most importantly, enjoy your sailing and your new facilities and keep your fingers crossed for some more good weather.

Bob Turner

WELCOME TO NEW MEMBERS

Mark Bugler, Robin and Sue Carter, Wilfred Cox, Michael English, Colin and Lesley Rouse, John Surowiec, Michael and Joanna Whistler

Liz Grant – Honorary Membership Secretary

FROM THE HONORARY SECRETARY

Please would everyone be kind enough to accept this note as a sincere apology from me for the number of errors in this year's Handbook.

The most problematic error is the number of races that are missing from the yellow pages. Simon has pinned up a correct version on the Club Notice Board, there is a comprehensive schedule on the Website and you will also find a copy of the Sailing Programme herewith from Simon. The immediate omissions are:

4 May: Spring YCW and X series
 2 May: Ladies Sailing
 5 May: No racing on Bank Holiday

I am starting to address the errors in this year's Handbook and hope that with experience I shall do better next season.

General Advertising

Various organisations send advertising leaflets to the Club hoping we will pin these on notice boards. To avoid overload, those that are considered (by Judy and Diana) to be of some interest to members will be put into a ring binder in the Chartroom.

The ring binder currently holds the following:

British Red Cross	First Aid Courses
DAN-FENDER	Fenders
Hippo Marine	Mooring Buoys
Saltwater Solutions	Mobile Anti-fouling and Valeting Specialists
Zephyr-TVC	Burgee Printing (not woven!)
Jacquard Weaving	Hats, caps etc
Steve Churchill	Personal Trainer
Royal Hospital School, Ipswich	Sailing Scholarships

CAR PASS WALLETS

You will find your car pass wallet enclosed with this Newsletter if you did not receive one with your Handbook
 Spares available from the Bar at 50p each

Diana Gill

BOAT PARK NEWS

Work on clearing the eastern side of the boat park is running a little behind schedule but, hopefully, all dinghy sailors should be able to take up their allocated spaces by the end of the May Holiday week. The list of allocated space for dinghies and the layout will be displayed in the Clubhouse.

Concrete blocks are available for use as tie-downs. Bow rails will eventually be erected but, in the meantime, if car tyres are used as supports please can you ensure that the tyres are fastened together.

Anyone who has sailed over the last weeks will appreciate that recovery of dinghies from the slipway is most definitely a team activity. So as to speed up this process it would be helpful if you could ensure that both your name and boat class are boldly displayed on your launching trolley.

Dinghy sailors - Don't forget that if you wish to sail after the 21st September (i.e. in the Winter series and/or the remainder of the Autumn series) you will need to apply, before the 30th June, for a 'Period 2' space on the Boat Park.

Keelboat owners - Please can you ensure that any cradles, trailers, pieces of timber, etc are removed from the Boat Park by Sunday 4th May.

Yacht Tender owners - A tender was taken from the Boat Park last weekend by vandals who then used it to row out to a keelboat, forced an entry and damaged some equipment. Please can you therefore ensure that all tenders are secured by padlock to the tender rack or, until the racks are installed, to the fencing on the eastern side of the Boat Park.

Dinghy Frapping

You may remember that over the winter the stored keelboats were asked to prevent their rigging frapping as we had received a letter of complaint from Weymouth and Portland Borough Council. The keelboat owners all responded quickly and the problem was resolved.

Since the dinghies arrived, frapping has started again so please could all dinghy sailors get into the habit of tying halyards away from masts. I have it on reliable authority that the noise carries into Hillcrest Road and thus is likely to irritate our neighbours. With a little care, we can avoid this problem. Many thanks in advance.

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

80TH BIRTHDAY CELEBRATIONS

On Sunday 18th May, we will be holding a party to celebrate the Club's 80th Birthday and to 'wet the head' of the new site.

It would be wonderful to have as many of the Club's boats on the water for a Sail Past (imagine the sight of all those sails - a good venue for the video camera!). From Oppies to Keelboats, from the youngest to 'oldest' members of the Club. A lot of Club members do not race, so this is a rare opportunity for us all to all get together on the water and ashore afterwards.

Ashore there will be a hog roast, a late bar, live music and disco - something for everyone!

Lets hope for good weather, a fair wind and plenty of crackling!!!

FROM THE SAILING SECRETARY

Reprinted below are the current amendments to the Sailing Instructions, and also a correct version of the Sailing Programme is enclosed with this Newsletter. Both are on the Club Web site and the 'official' copies are on the Club Notice Board. Once again, apologies for the errors and omissions in this year's Handbook.

Amendments to the Sailing Instructions and Programme

Amendment to the Classes (page 40)

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

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

Evening races dinghies 1¾ hours

Simon Vines Sailing Secretary 29th March 2003

Amendment to the Sailing Programme

Amendment to the Sailing Instruction 5.2 - Z class backstay flag

The Sailing Instructions are amended to remove the requirement for Z-class keelboats to fly an identifying flag from their backstay. The Z class Warning flag will remain IC flag E as before.

Sailing instruction 5.2 is therefore amended to read:-

(a) Keelboats are raced in classes as set out in the sailing programme.

(b) Keelboats sailing in J class races shall fly code flag J from their backstays, keelboats racing in K class races shall fly code flag K from their backstays.

Portland Harbour marks

On 21st April 2003 the WGS84 positions of the racing marks in Portland Harbour were as below:-

1	Dan buoy with flag	50 35.51N, 02 27.35W
2	Orange sphere	50 35.32N, 02 27.37W
3	Orange sphere	50 35.05N, 02 27.37W
4	Dan buoy with flag	50 35.77N, 02 27.06W
6	Yellow sphere	50 35.15N, 02 25.49W
7	Yellow sphere	50 35.43N, 02 25.87W
8	Orange sphere	50 35.74N, 02 26.42W
9	White sphere	50 35.91N, 02 26.83W
W	Yellow sphere	50 34.76N, 02 27.15W

Simon Vines Sailing Secretary 23^d April 2003

IRC Certificates

Could all keelboats intending to race in the Wednesday evening J Class please let me have a copy of their IRC certificate for 2003 (Sailing Instruction 3.1c refers).

Sail numbers

If you intend to race with a sail number other than your registered number please enter the details on the form provided on the Notice board opposite the office AND inform the race officer (Sailing Instruction 3.4a refers). Re-attributing results to the correct sail number is a long and tedious process, please do this little thing to make my life easier.

Simon Vines

CCSC 'FAVOURITE RECIPES' BOOK

We would like to thank all of you who supported the Club by buying a copy or copies! of this wonderful book. All copies have been sold and a total of £250 has been handed over to the Club.

Andrea Clarke

BOAT DRIVERS WANTED

We need to build a team of Boat Drivers, in particular Ferry Boat Drivers, for Wednesday evening sailing and the Weekend Ferry Service.

This is a paid job; if you can help or know someone who can handle a boat, please contact me soonest to discuss availability. My telephone number is below and there is an answerphone when I am not at home.

The situation is urgent.

Joe Isaacs Boats 01305 823614

FROM THE OD CO-ORDINATOR

To help explain the complexities of duty allocation – the “tick” distribution for requested duties goes like this –

Duty type	Number needed to cover race program (does not include extra events)	Number of ticks
OD	84	75
AOD	138	196
Rescue	120	228
Teas 2003	108	82
Teas	147	Hopefully more of you!

From this you will realise why you may not get put down for the duty you requested.

We have to press-gang “suitable” 9 members into being Race Officer.

We have a 25% surplus of volunteers to do Assistant Race Officer duty.

We have twice as many volunteering for Rescue crew duty than we need.

And we need more members to help with Teas.

Please note that 4 of us are taking on all of the Wednesday hot-suppers with a new member each time to help because we see this as an opportunity to get the members in for a jolly good social every week.

From this rough breakdown of data I surmise that -

Members like Committee boat work but have reservations about whether they are good enough to be the actual race officer in charge – how about contacting the Sailing Committee to get on the approved list with the help of the OD Evenings?

The majority of us would like to do Rescue crew duty because you get a good chat with Nick - and in good weather, a tan. It is also the least onerous of all the jobs (although can get wet).

Teas! – Clearly it is the most demanding and time consuming of jobs and to all of you doing it – none of us would enjoy our racing half as much without your contribution. Thank you on behalf of the whole Club.

But you will see that next year the Club will need even more of us to help with a Tea duty – an increase to 147 volunteers. We now need to have a minimum of 2 volunteers for every tea duty because of the new kitchen layout and the increasing membership. The exceptions being Saturdays during the Cadet season when any Cadets racing after their morning training could be conscripted to help with the clearing and washing up. A way of giving back something to the Club for all the free training they get?

The Future –

I think the time has come when the task of organising the volunteers across the club program could be better done by computer – more egalitarian and efficient and we hope to obtain a program by next year.

It could make finding a successor for this job a lot easier too!

Meanwhile – thank you for all your help and keep it coming!

Serena Shone

CASTLE COVE SAILING CLUB OPEN DAY SUNDAY 11 MAY 2003

The leaflet being circulated to promote Castle Cove's Open Day on Sunday 11th May is attached at the back of this Newsletter. Please could you display this copy on a notice board at work or if you have the facility – photocopy some off and hand out to those people/families who you think may be interested in finding out more about our Club. An electronic version is available for those who may want to email the information out.

Any queries please call me at home in the evenings 01305 832512 or catch me at the Club on race nights.

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

The Afloat section of the Dorset Evening Echo has just assigned a new journalist – Steve Belasco. Steve is no stranger to the area or sailing. He has asked if we can keep him informed with any news snippets from the Club for a new column called ‘Sea Views’.

His contact number is 01305 830967 or email
steve.belasco@dorsetecho.co.uk

Please could all articles contain those beloved words that are so close to hearts and makes us stand out as the pro-active Club that we are – namely – Castle Cove Sailing Club.
Jacqui Gisborne

FROM THE SOCIAL SECRETARY**80th Birthday Party - Sunday 18th May****REVISED PROGRAMME**

All Club Members - dinghies and keelboats - are invited to take part in a Sail Past and Treasure Hunt followed by a Birthday Cake, Hog Roast, Live Music, Disco and Bar.

Boats will assemble at 14:00 hrs in close proximity to the Club Start Boat, Silver Spray, in an area indicated by the Club Rescue Boats. The Sail Past will commence at 14:15 hrs.

Sailing instructions for the Sail Past will be posted on the Club Website (www.ccsc.org.uk) and in the Clubhouse in the week commencing 12th May. Entry forms for the Treasure Hunt will be available in the Clubhouse from 09:00 hrs on the day, the Treasure Hunt can be completed before or after the Sail Past. Boats coming from Weymouth Harbour may telephone the Clubhouse and ask for an entry form to be delivered to their boat when they arrive in the assembly area.

The Bar will be open after the Sailpast at about 16:00 hrs - The Birthday Cake will be cut at about 17:00 hrs and the Hog Roast will follow the cutting of the cake. Tickets for the Hog Roast (£6.00) will be for sale during race teas or directly from me prior to the Birthday - on the day Hog Roast tickets will be £7.00 - save £1.00 - book early!! Into the evening there will be Live Music and a Disco.

Jane Davies holvalcots@aol.com 01305 852817

FROM THE C CLASS CAPTAIN

Please accept my apologies. I changed my telephone number and forgot to tell anyone!! My new home telephone number is 01305 251482. My work number is 01305 784197. My email address is below.

Dave Cumber dtcumber@aol.com

LASER NEWS

1 Laser Training

All welcome as long as you can beg, borrow or steal a Laser for the day

The training day has been combined with the start training -
10th May 2003

Coach Richard Bowers

Cost £5 a head to cover costs, plus a little for maintenance of the Club Lasers

Approximate Program (Subject To Change)

12:30 indoor talk (bring packed lunch to eat while Richard is talking)

13:30 Get changed and rig boats (Richard can eat his lunch!)

14:15 Start training exercises using the Club line

15:00 Series of short races 10 mins each to bring the theory/practice together

16:00 Debrief in the Club

2 Also as the racks are now built and more or less in the final position (I hope). I will be posting a list of allocations on the Notice board soon.

3 Club Birthday, will all Laser sailors who intend to sail in the sail past get in touch with me ASAP so that I can get an idea of numbers.

Mark Wildman 01305 771050 mark.wildman@virgin.net

WANTED**Small Launching Trolley**

Club Tender trolley stolen

Do you have a small trolley to sell?

If so, please let me know.

Joe Isaacs 01305 823614

WEEKLY INFORMAL GET-TOGETHER at CCSC Clubhouse

These get-togethers have been enjoyable and an excuse to socialize.

It is pleasing to say also that these sessions have raised funds to enable us to purchase (and lay) turf for the sitting-out area. Hopefully the bare patches will soon grow over!

We will probably only have a couple more Wednesday sessions for now, but anticipate trying them again in the Autumn.

Rosemary Spicer (01305 782125)

TRY AN ASYMMETRIC!

Following on from the success of last year, the asymmetric group is planning to run a further series of 'try an asymmetric' events this year. As before, all are welcome, with basic instruction (if applicable) being provided on the day.

This year's events (weather permitting) are being held on:

- Saturday 3rd May, starting at 13.45 (ish – we like to be flexible!)
- Sunday 1st June, starting at 10.30 (ish)
- Sunday 6th July, starting at 10.30 (ish)
- Sunday 3rd August, starting at 10.30 (ish)
- Sunday 7th September, starting at 10.30 (ish)
- Saturday 4th October, starting at 10.30 (ish)

The event on the **3rd May** will follow on from the first senior Cadets session. We are hoping to provide some **hot food** (jacket potatoes + fillings) at lunch time for helpers and participants. If you would like a potato, then please would you **sign up** on the list in the Clubhouse or **email** me so that we have some idea of numbers.

Thank you and look forward to seeing you there!

Ben Evans springcottage@tiscali.co.uk

SCORPION NEWS

The 'Open Day' is on the 11th May and it is intended that we have a stand with a Scorpion displayed. Please cancel your weekend break as we will need **your** assistance to man/woman (politically correct you will notice) the stand and be available to tell the awe struck visitors what a great dinghy we sail.

'Mr FB' (1894) is for sale and if you are interested then contact Paul Wallis - my informant tells me that it's a good first boat and will more than hold its own in Club and 'open' racing. I have some 'inside knowledge' of another boat (a Turner) which might be available. 'Phone me for further information.

We have a new wooden Paintcraft boat on the Park which is owned by Dave Elston, a new member. He has teamed up with Gavin (yea! I know!) and they have already posted one win.

You might remember that Dave came to one of our open meetings and brought his dinghy to Castle Cove in the back of his Volvo - literally!! Dave then broke his arm just before the Nationals at Weymouth which he had to miss. Oh! I forgot he also borrowed a Scorpion from a local and said 'hello' to our old reef - another centre board bites the dust! Welcome Dave.

MAY MUSIC

Several Club members are involved in musical activities as well as their sailing interests. Karin Cox blows a mean Cornet, Dave Symonds broods on his Baritone and Roger Chapman tootles his Tenor Horn in the Weymouth Concert Brass. They have a performance at the end of May on Portland at the Salvation Army Hall opposite the Grove. Saturday 31 May, start at 7 pm, tickets £3 (adults) £1.50 (child). The programme will include songs from the shows, popular medleys, film themes and all time favourites. It's always an enjoyable evening so do come along. For tickets see or phone Roger Chapman (01305 812170)
For the full 2003 programme of Weymouth Concert Brass see www.veybrass.co.uk

LADIES SAILING 2003

Friday 2nd May is when it all happens again.

If you've been before you know the drill, turn up, have a chat, rig your boat, have a chat, get changed, have a chat, go sailing, have a chat, put away boat, have a chat, get changed, have a chat and finish with a coffee and a chat.

Newcomers, novice or otherwise, very welcome, just turn up on Friday between 9.30 and 10.00 a.m. or if you want more information give me a ring on 01305 787222 or Diana Gill on 01305 775854

Sara Lloyd

You will have noticed that our web site has collapsed so it's not been possible to get up to date with what's happening as far as the class is concerned, but I'll try to get all the up to date information that I can, especially as to 'Opens' and will post it on the Scorpion board at the Club.

The coaching day is still going to happen and as soon as I can confirm it I'll let everybody know.

The Boat Park Coordinator is trying his best to sort out dinghy park spaces so don't fret if you have to wait for your allocation. This winter has been a 'suck it and see' period as far as keelboat storage is concerned; there are problems which are not unsolvable given the will.

Have you purchased your Scorpion logo designer gear yet - see Kate and get amongst the 'beautiful people'. I'm told that it's first class clothing and the envy of the 'asy.....' classes.

Christian where are you? - I've looked for you and your boat on the Boat Park without a sighting.

Bob Green

Z CLASS NEWS

Against all the odds most of us are back in the water, the racers have had their first races and some have had their first cruise of the season.

It has been a difficult period for everyone and despite everyone's best efforts the ferry service is still not running properly. Joe Isaacs did a fantastic job to get all the boats ready for the beginning of April but with the pier still not completed the ferry can only run two hours either side of high water. By the time you read this though, with a bit of luck on our side, normal service should have resumed. The tender racks are not yet completed and if you want to leave your tender on the boat park it would be prudent to lock it to something. If you are worried about where to put it give Mike Clarkson a ring and he will advise you. Thank you for your patience and please remember everyone is a volunteer and doing their best to get the sailing season going.

On a more positive side there is much to look forward to in May. The Birthday Celebrations on 18th May should be a good day, so watch the Notice Boards to find out how you can join in. Let's have a good turnout from the Z Class, both cruisers and racers. At the end of May is the first long distance race – an overnight (by popular request) race to Alderney. This is also the Bank Holiday weekend to give everyone a chance to enjoy a day or two in Alderney or perhaps go on to Cherbourg to stock up on beer for the summer. If you don't want to race why not come along and join in the social side of the weekend. Sailing Instructions will be in the Clubhouse in the next couple of weeks.

Finally the Z Class have been allocated two good sized Notice Boards in the Clubhouse – check them regularly to find out what is going on. I will do my best to keep them up to date. If you have any notices you want to put up please pin them on the board neatly.

Sara Lloyd

CRUISING NEWS

Canopus like many CCSC boats wintered at Osprey Quay where the facilities are excellent. Disdane as usual led the way in promoting the social scene with some of the best cups of Bovril I have tasted since leaving school.

With most of the fleet now afloat and moored so it seems on C and D pontoons in the council marina, it is perhaps worth mentioning that at low water springs it is possible to go aground on a bar that runs parallel to Commercial Road and the centre of the bridge.

Pieces of Eight is back on the water with her hole duly patched. The skipper came aboard last season to find her holed above the waterline. There was no note and nothing had been reported to the Club. Such irresponsible behaviour suggests that the perpetrator was not a CCSC member. Equity has kicked the cruising ball with a five day cruise to Poole and Wareham. Excalibur enjoyed a trip to Cherbourg returning in under eight hours. I am reliably informed that at one point they recorded 15 knots with just the main and genoa up. Avalon sent a Powder Monkey aloft to retrieve a lost halyard and sort out some bent masthead instruments. The skipper claims it was a seagull, perhaps the crew has another version. Canopus duly went for a short shakedown sail only for the skipper to be jolted from his day dreaming by a shout that water was coming up through the bilges. A frantic search of the boat revealed no obvious holes. A quick taste of the water in the newly painted bilges revealed that it was fresh water. The flexible water tanks had burst.

Size does not matter when it comes to cruising. Those of us with smaller boats will take heart from the experiences of RDYC member Philip Walker who has twice sailed the Atlantic; once in a Sadler 25 and then in a Contessa 26.

Those of you looking to buy a yacht with pedigree might consider Tenacity, a Rival 34 which has recently crossed the Atlantic twice. Last year she cruised to the West Coast of Scotland and back via the west coast of Ireland. She is now on the market because her owner has purchased a larger boat. Details can be found in the classified section of May's issue of Yachting Monthly.

At the other end of the market, Dobbin is well worth a view. Built along similar lines to the Twister this boat could take you safely around the world. Details can be found at the Weymouth Yacht Brokerage.

With the Beaulieu Boat Jumble next week-end, Canopus will be cruising down to Brixham for the May Day Bank Holiday week-end. This is a marvellous opportunity to cruise in company around the inshore passage of the Bill. I shall endeavour to put a list up on the board for interested parties.

Canopus also intends to sail for Brest during the last week of May following the published cruising itinerary. At present two other boats have signalled their intentions to cruise in company with us.

Please don't forget the 80th Birthday Party Celebrations on May 18th.

Finally, don't forget your documents if you are going foreign. Last year a WPCA boat March Hare was fined a substantial amount for not having a valid SSR certificate.

HAPPY CRUISING

Rupert Fowke

NEW BOAT TRAUMAS!

5.30am is no one's favourite time of the day, but launching day has arrived. My 10 year old daughter has been "pulled" from her bed and few minutes later is being lifted 20 foot in the air by a gigantic crane (an experience she does not want to go through again!) A few minutes later and Pimpernel is in the water after some extensive winter painting work.

The second pull of the outboard and the motor bursts into action... gear is engaged and we are on our way to the mooring.... then the problems begin... a pin in the throttle cable is seized and we do not seem to be able to get out of gear. The only thing possible is to cut the engine short of the mooring and hope that we can "drift" in the right direction. Unfortunately we miss our mooring but luckily manage to drift onto another buoy which we manage to pick up. As well as the engine not working we discover the engine's wooden mounting is coming away from the GRP!

I unfortunately have to go to work, and have to leave it my wife to sort out the mess! The first step is to get the boat towed back to the Boat Park and then lifted back out again... certainly not in our plans! Then, the full advantage in being a member of a Club suddenly becomes very apparent.

The engine in Pimpernel is mounted in a very confined locker. Clive and others (who I am afraid I do not know the names of) did some sterling work for some hours negotiating the very large 6hp Mercury out of a very small pint pot! The engine is taken to Kingfisher where a quick squirt of the appropriate lubricant seemed to free the throttle pin. A piece of wood is soon shaped and we are back in business.

Pimpernel, when she was craned back out of the water is on a cradle at the top of the slipway. Bank Holiday Monday sees the right weather conditions to see the first keelboat launching on the slip.... First the tractor is used to push Pimpernel to that "point of no return" at the top of the slip and then slowly allowed to creep toward the water with the help of the tractor acting as the brake... soon we are once again afloat and with some judicious driving from Joe on "Don's Choice facing in the right direction to steer for our mooring.

Conclusions to this tale.... Firstly a really big thank you to Malcolm (mastermind of anything boatyard!!), Clive, Joe, Alan and many other unknown helpers who were such a fantastic help in getting Pimpernel back in the water. Secondly, as this our first season ashore, you certainly "live and you learn" by experience. We are definitely taking the engine out for a service next year! Lastly, this saga would have cost us a fortune if we had not been members of Castle Cove... i.e. crane lifting the boat out of the water, repairs and crane lifting the boat back.

Thanks!

Martin and Alison Lee and Family



Music Maker hits a high note as she is lifted back in for the start of the season

Photo by Jacqui Gisborne



Early riser Trips East gets off to a flying start!

Photo by Jacqui Gisborne

21 May 2003

Christie's Maritime Sales London and New York
For more information see Club Notice board or

www.christies.com

FROM BRISTOL CLIPPER

This has definitely been a month with lots of ups and downs.

A month ago, when I wrote, we were in an anchorage off a Chinese island near the entrance to the Yangtse River waiting for the pilots to take us to Shanghai. Then, we received the news that the planned berthing in Shanghai was no longer available as the necessary dredging had not, after all, been carried out and that all attempts to arrange alternatives had failed. The river through Shanghai has large ships passing up and down, so a sheltered mooring was essential to protect the boats from wash etc. Thus, unfortunately, our planned stopover had to be abandoned and it was arranged that after a couple of nights rest at the anchorage we would go straight on with the next race, to Hong Kong, giving us more time there.

For some races, where there is no obvious start line available, we do a Le Mans Start, where all the yachts line up on the heading of the next mark, with no headsails up and then at the gun, hoist sails as quickly as possible to get away first. The order of the boats is drawn from a hat. We had what should have been the worst draw, at the leeward end of the line, but as we were starting almost on a run, we gybed away immediately the gun went and turned our disadvantage into a positive advantage, getting away with a polled out yankee. To avoid too manic a time on these starts, the use of spinnakers is not allowed until 10 minutes after the gun.

During the first night, we kept ahead of the pack, except for arch rivals Jersey Clipper who crept past us. The course for this race took us round a number of waypoints designed to keep us out of Chinese territorial waters. The line linking these waypoints made a virtual coastline which we weren't allowed to cross. Just near the first waypoint, the wind died completely and a couple of boats drifted across the line, for which they were penalised later. That afternoon, Jersey crept further ahead of us, whilst we left the rest of the fleet behind. Throughout the race, we were desperately avoiding fishing boats. A couple of times, I counted 54 in sight at one time and at one point when we were becalmed, we counted 14 on the radar within one mile radius!

The race was a mixture of a decent breeze and calm patches. Once the boats split up a bit, they then start getting different weather and a small lead can quickly turn in to a big one. Jersey and Bristol quickly got a big lead on the rest of the fleet, but the two of us stayed in touch, getting no more than 5 miles apart in the whole race. The next night, Jersey found a wind hole and we caught up again. After a day fighting it out neck and neck, we got ahead and stayed there for the remainder of the race, match racing. When they gybed, we gybed to cover them, every gybe, day in, day out. The final night, we went from yankee to windseeker and then nearly kedged, before the wind filled in from behind allowing us to get the lightweight kite up. As the wind built, we quickly peeled to the medium weight and then heavy weight kits before a crazy run for the last 100 miles, eventually finishing 20 minutes in front of Jersey after 7 days sailing!

Now, half way round the world, we are in second place overall with 46 points, behind Jersey who have 53. Next is Liverpool with 38.5. There is lots to do in the second half but the Bristol crew can be proud of how they have acquitted themselves in the first half.

We arrived at the Royal Hong Kong Yacht Club, which is in the centre of town on Hong Kong Island, just as it was getting dark. All the skyscrapers and neon signs were an amazing sight after seeing nothing but fishing boats for weeks. Since the Shanghai cancellation gave us more time here, many crew members went off for trips to other places like Bali and Thailand. The outbreak of SARS had little direct effect on us in Hong Kong, but did mean that many friends and families had to cancel trips out, on the advice of the WHO. That was a real shame for me as I was expecting to see my brother, sister-in-law and two nephews.

Leaving Hong Kong, we were expecting to take part in the RHKYC/RORC San Fernando race, to the Philippines, but this was canned due to SARS a couple of days before the start. As a result, we are racing direct to Singapore. This is a light airs race, gradually getting lighter and is, so far, very close. 4 days and 400 miles out, we have 5 boats within 4 miles of each other. We are currently in the lead, though with patchy light airs, this is changing frequently! It is incredibly hot and sunny.

Best wishes for the Club 80th Anniversary celebrations.

Richard Butler

80TH BIRTHDAY CELEBRATIONS OLD PHOTOGRAPHS AND MEMORABILIA

Don't forget the Club is looking for any photographs and memorabilia to put on display at the 80th Birthday celebrations. Please look out anything you think might be of interest (newspaper reports, photographs of Club members and their boats etc) and send to Rose Abbott. She will ensure they are well looked after and will be returned to you after the 'do'.

Andrea Clarke

JUNE NEWSLETTER

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

Please e-mail me to receive your Newsletter by e-mail – I can then be sure of the correct e-mail address. Your e-mail address will not show up so please do not worry about it getting in to the wrong hands!

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