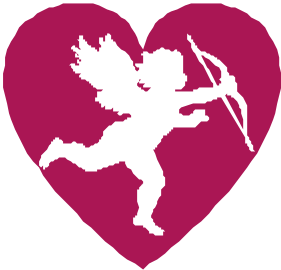




## THIS MONTH'S DIARY



**Tuesdays**  
10.30 am to 12.00 noon  
*Easy Exercise with  
Relaxation*

**Sundays**  
*Winter Work Parties*  
9.30 am

**Wednesday 11<sup>th</sup> February**  
*Start Racing Evening*  
7.30 p.m. for 8.00 pm

**Saturday 14<sup>th</sup> February**  
*Valentines Supper*  
7.30 pm

**Friday 20<sup>th</sup> February**  
*Talk 'The Bristol Clipper'*  
7.30 pm for 8.00pm

**Saturday 28<sup>th</sup> February**  
*Z Class Dinner*  
7.30 pm for 8.00 pm

## FROM THE COMMODORE

Despite a relatively quiet time of year there is still plenty going on at the Club. The Club Supper (New Zealand Style) was a huge success and the result of some inspired teamwork and planning by a large group of members. It is yet another example of how to have fun in your Club; is there another team out there who want to have a go?

The working parties have started well with some good progress achieved. However, it would be appreciated if the hard core of workers were supported by some new faces. Every talent can be catered for (in my case Barry Grant has sensibly kept me as far from any engineering works as possible so I am happily employed clearing brambles!!) Every little bit helps and even if your other commitments are heavy, a guest appearance would be appreciated.

Interestingly, last year there were some members who could not turn up for the working parties, but instead made a small cash donation in lieu. This was both very kind and of benefit to the Club in that we were able to bring in more materials/professional assistance to get the jobs done. If you feel that this method of supporting your Club would suit you better, please have a word with our Treasurer Judy Kemmis-Betty.

Finally, there has generally been an excellent response from the membership to get their annual subscriptions in on time. Many thanks, this is most helpful for the Club administration. Nonetheless, if there are any members who are not planning to renew their membership this year please let Liz Grant know as soon as possible so that if vacancies occur we can elect new members from the waiting list.

We will be sailing again in about 8 weeks time.....!!

**Bob Turner**

**WORK PARTIES**  
**Sundays**  
**9.30 am**  
**BE THERE!**

## GRANTS FOR THE NEW RIB

The Club has received grants from two local organisations towards the Pacific 22 RIB we purchased towards the end of last year. West Dorset District Council gave a grant of £875 (around 1/3<sup>rd</sup> of the Club members live in West Dorset), and the Dorset Playing Fields Association gave a grant of £750. The RIB is a great improvement to our safety cover, so important in our sport, and we are very grateful to both organisations for their generous support.

**Hugh de longh, Forward Planning Committee**

We will all miss

## SAM WALKER

who sadly passed away on 30<sup>th</sup> January 2004

She gave great support to our Cadets and her thoughtful nature and hard work was an inspiration to those of us who worked closely with her

We are all welcome at All Saints Church, Portland 12.30 p.m. Friday 6<sup>th</sup> February

~~~~~

Nigel Walker and family wish to thank you all for your support during Sam's difficult illness. She is now at peace.

## Z CLASS HANDICAPS FOR 2004 SEASON

In order to start the season with a complete and updated list of Z Class handicaps, it is intended that there will be a meeting of the Handicap Committee in early March. Any owner wishing to add a new yacht to the list, make adjustments or appeal for a change to their 2003 handicap should contact one of the following before the end of February:

**Michael Gill** – Chairman Handicap Committee (01305 775854) [dmichaelgill@aol.com](mailto:dmichaelgill@aol.com)

**Sara Lloyd** – Z Class Captain (01305 787222) [sara@spinahse.force9.net](mailto:sara@spinahse.force9.net)

**Ben Evans** – Hon Sailing Secretary (01305 750163) [springcottage@tiscali.co.uk](mailto:springcottage@tiscali.co.uk)

### IRC Certificates

Z Class owners wishing to take part in the IRC (J Class) in the Wednesday evening series (starting from 21 April) are reminded that a copy of their 2004 IRC certificate must be sent to the Hon Sailing Secretary before the start of the series.

Owners are also strongly encouraged to take part in the YCW IRC Spring Series (first race on Easter Sunday – 11 April). Copies of 2004 IRC certificates will be required by the race organiser (Derek Abbott) prior to the start of the series.

**Michael Gill**

## FROM THE HONORARY SAILING SECRETARY

### Forthcoming Events

There may not be any sailing at the moment, but at least you can now talk about it at two events coming up in March! Firstly, on the 10 March, Adam Bowers will be giving a talk for 'improving' sailors. Details will be in the March Newsletter - all are welcome.

This is followed on the 31 March by an 'OD' evening run by Derek Abbott. This is always a good event, explaining how to run a CCSC race and including discussions on course design for different classes. The talk is again open to all and is a MUST for all those of you who think you may have an OD or AOD duty this year. Improved race quality was a key wish from the Z and X class meetings, so please come along and lend your support. Further details to follow in the March Newsletter (provided I start typing now.....).

**Ben Evans – Honorary Sailing Secretary**

### ~ Round the World on Bristol Clipper ~ Richard Butler

Friday 20<sup>th</sup> February 2004  
7.30pm for 8.00pm

An amazing adventure, an incredibly close race, some stunning places; a few disasters; some fantastic triumphs; the windless doldrums; the not so reliable trade winds; the heat of the tropics; all wrapped up for a winter evening in the Clubhouse

### TENDER WANTED

Anyone have an unwanted tender?  
We need a rigid and inflatable tender for our newly acquired boat  
**Ken Reed 01305 772654**

## Start Racing Evening

If you have ever wondered whether you would enjoy dinghy or keelboat racing but not had the opportunity to try it, or thought that you might enjoy it but were worried that you didn't know what was going on then the 'Start Racing' evening is THE event for you!!!

On Wednesday 11th February the Sailing Committee will be hosting a 'Start Racing' evening in the Clubhouse - bar opens 19.30, with the main event kicking off at 20.00. If you are a racing novice and would like to learn a little about how racing works and how to take part then please come along. Talks and demonstrations (with a little audience participation!) will be used to take you through a typical Castle Cove Race Evening, telling you everything you need to know to get you started. Key topics will be:

- arrival and how to get to the committee boat;
- the terms and rules which you really, really need to know (you'd be surprised how few there really are!);
- how to understand the course boards and find the marks;
- how the start works;
- trouble free starting;
- trouble free racing and some useful tips;
- how to know when you've finished.

Like all good races the event will finish off in the bar, giving you a chance to meet your (and other!) class captains, as well as hearing about (or, if you wish, joining) our new 'Racing Buddy' system.

Talk is open to all ages and abilities -a lack of racing experience being the only pre-requisite for turning up!

Hope to see lots of you there!

**Ben Evans**

## Z CLASS NEWS

I am sure there are some amongst you who will be pleased to know I haven't much to say this month, but I am flattered that so many of you read my ramblings each month.

This is my last opportunity to remind you of the Z Class Dinner on Saturday 28 February – please get your applications in as soon as possible (form in last month's Newsletter or print it out from the website) so the catering can be sorted out in good time. Also those of you who have said you are coming but haven't paid me any money yet, your cheques please.

No news from the Z Class but as the year progresses and the sailing season approaches there is plenty going on and I will try and keep the Z Class up to date with regular notices on our Class board in the Clubhouse. If you are in the Club for working parties or any other reason don't forget to look and see what's on.

**Sara Lloyd - Z Class Captain**

## HANDY HINTS AND IDEAS

***There must be a wealth of experience throughout the members of the Club in the maintenance, upkeep and running of boats. Why don't we share that experience for the benefit of other Club members by posting a few hints and ideas in the Club newsletter?***

***Here is one to start it off:***

### **ANTIFOULING**

What a horrible job!

I have found the best way to remove old antifouling is first of all to use a pressure hose which will take off most of the loose bits and then to use a wallpaper scraper with the corners rounded off to prevent any scratching of the gel coat. It is important to wear goggles or face shield and a mask and to keep the antifouling damp with a wet sponge as this seems to help the removal of the layers and stops the dust. It is a long job which only has to be done if the old layers of antifouling build up too much but it will add half a knot to your speed!

Once the old antifouling has been removed, carefully inspect the hull and fill and cracks with marine filler. If there is any starring, the lines can be dug out slightly then filled. Run masking tape along the boot line to obtain a nice clean finish on the waterline.

Some owners prefer to paint the new antifouling straight onto the bare hull; I prefer to paint the hull with two coats of Micron primer put on with a 6inch sponge roller which takes no time at all as the paint dries fast.

The easiest way to apply the antifouling is again using a 6 inch sponge roller. The roller can be bought very cheaply from any paint shop with a supply of sponge rollers which are normally used for gloss paint as they give a smoother finish. The rollers (but not the handle!) can be thrown away after use or kept soft over a few days in a plastic bag and re-used.

Two coats of antifouling should be used with two additional coats on leading edges such as the rudder and the front of the keel. Again, always wear a face mask or goggles when applying antifouling with gloves (marigolds are good!) to protect the skin.

There is nothing a skipper and a boat love more than a nice clean bottom!

***Well, that's my contribution for this edition. Anyone care to add a few pearls of wisdom for the next newsletter?***

**Richard Salt**

### **CHANGING YOUR INBOARD OIL?**

The Club has bought a vacuum operated oil extractor which works through the filler or dipstick hole.

If you want to use it, put £1 in the tea moneybox.

The user is responsible for cleaning the unit after use and disposing of the old oil.

**Stephen Green**

### **YANMAR YSE8 DIESEL**

Does anyone have an owner's manual that I could copy?

**Stephen Green 01305 789191**

### **TRAINING TRAINING TRAINING**

The Diesel course run by the RDYC will now take place at Thornlow School 28th and 29th April from 1900 to 2200. If interested, please contact Mrs Tye at the RDYC (01305 786258 - mornings only)

### **Sailing Club Clothing**

Sweatshirts - Polo Shirts - Rugby Shirts

Many colours and sizes. All shirts are embroidered with the CCSC Logo and your boat name OR sail number (if required) inclusive in the price.

If you would like to order any of the above please enter your details on the list posted on the Social Notice Board at the Club.

Please go armed with your chest size!

The order will be placed end March and delivery 3 weeks later

Cheques payable to CCSC on delivery  
**Any queries to Rose Abbott - 788994**

## SAILING AWAY - 12-19 JULY 2003 WITH FLAMINGO ON THE FIRTH OF CLYDE

*In the summer we chartered a Moody 31 called Flamingo on the Clyde. We travel by tandem most years and keep a diary. The person on the back of a tandem is universally known as "the stoker". When it came to writing about our charter we used the same term because boats also have stokers who generally are kept in the dark and get nasty things thrown at them from a great height.*

*Ken is mainly a dinghy sailor and currently sails his Finn at the Club. But he has done lots of sailing over the years. Anne had, until this trip, only been on a yacht once before, in Portland Harbour as a 'passenger'. She has limited mobility following a DVT a couple of years ago.*

### Saturday 12th July 2003 Largs Marina to Rothesay

It has to be said that the management is not very good at staying put in one place for very long. The stoker was sad to leave our very nice holiday digs in Helensburgh and we were both not a little apprehensive. The digs were on a lee shore and the roof tiles had been rattling for a couple of days. This was not the weather we wanted for our first ever sailing holiday which was to be on the Clyde.

We loaded our Bromptons and trailer and caught the train into Glasgow and out again to Largs. The train service here still seems to work. They obviously didn't trust Stagecoach to run railways even though the boss is a Scot, which shows considerable judgement lacking in Southern England.

The marina in Largs is large, not unlike some of those on the Solent. The marina office directed us to our boat Flamingo, a Moody 31. Everything was pleasantly informal and John Allen, part owner of the charter company, carefully and patiently explained all the workings of the boat to us. All we needed before leaving were the supplies we had ordered from Tesco which arrived soon after 3pm.

While the stores were being stowed the management put together a passage plan to Rothesay. Even though John had said that most sailing in the Clyde is by eye the management had no intention of missing an opportunity to set a proper course and draw lines on the chart. It was worthwhile because it is easy to get disorientated even on a short passage when one is on unfamiliar seas.

We left our marina berth with a flourish at about 4.30pm. Possibly rather too much of a flourish but as luck would have it the management didn't actually hit anything. Once outside the marina entrance we found ourselves on a nice flat sea with a steady SW wind about force 4. The stoker took the helm and set a course just off the wind as directed while the management put the sails up. It is of course not a part of the stoker's duties to steer but she had to do it if we were to get sailing.



Management in charge

We then had a great sail with the wind just aft of a beam (broad reach). The two turning points were reached on schedule and it was certainly reassuring to have a compass course to steer by. We approached the moorings outside Rothesay harbour and soon furled the sails and got the engine running. We poked our nose into the harbour but could not see a space on the pontoons so came out again. We went north along the shore and picked up the last visitors' mooring buoy.

The procedure for this manoeuvre was satisfactory but its execution was not so good. The management took the helm and approached the buoy from down wind. He slowed the boat and then went up onto the foredeck. From here he was supposed to catch the buoy with the boathook. Meanwhile the stoker steered the last bit and killed the engine. By a combination of unforeseen circumstances we did not succeed until the third attempt. The first time the management failed to pick up the buoy even though the stoker brought the boat right onto it. The second time the stoker pushed the tiller the wrong way at the last moment. On the third attempt we got it together at the same time.

Soon the kettle was on and not long after tea that great standby of spaghetti, pesto and mushrooms was on the table. Strawberries and yogurt went down nicely for pudding. After dinner the management pumped up the Avon dinghy but failed to get the outboard working so a run ashore was out of the question. He did eventually realise that outboards go better if the fuel is turned on.

As the gloaming came on the wind dropped and the beauty of this evening is something seldom experienced. The lights of the town reflected in the water to the south. To the north rising from the sea are the hills and mountains through which we expect to sail tomorrow.

### Sunday 13th July 2003 Rothesay to East Loch Tarbert (Loch Fyne)

The management did not sleep well. It could have been that he had become too accustomed to the luxury of the Helensburgh digs. Or more likely the responsibility of command. Anyway all was well in the morning though the stoker was persuaded to pay a whole five Scottish pounds to a man in a boat for using the fine mooring. While the stoker was doing things below the management put up the sails and slipped the mooring. He headed north up the East Kyle of Bute with a fine force 4 following wind. The stoker then came on deck for steering practice. On the whole she managed this very well for someone who claims not to be a sailor. The wind then went a bit shy risking a gybe so the management took over. On this fine morning we had a panorama which most sailors would die for. Ahead were high mountains and on either side steep agricultural land and wooded hills. Looking behind with a following wind is not a good idea but we are sure the scenery would have been fine. At the head of the Kyle we came to the spectacular and difficult to navigate Burnt Islands. The channel narrows and becomes twisty. The management had however got his times right and we were swept through by the 3 knot tide in our favour.



Stoker at the helm

We then turned to port and hardened up onto a beat. We had entered the West Kyle of Bute. There would have been a lot to be said for anchoring in one of the beautiful sheltered bays. But as usual the management wanted to press on. After a good number of tacks in an increasingly fickle wind we reached the southern end of the Kyle. We then rounded the headland and set a course on a close fetch up Loch Fyne. By now the management, who had not been able to go below, felt he was being starved. Calls of nature could be coped with on or over the deck but hunger and thirst were more difficult. The stoker did her best but cooking below while going to windward makes no sense for one who bruises easily. Now that the boat was on a slightly more even keel tea and bits were served and quickly devoured.

East Loch Tarbert, our destination, is a loch where access is gained via a narrow entrance. We hit it on the nose and were soon motoring gently in with the sails furled. By southern standards the harbour is quite small with one long floating pontoon for visitors to moor alongside. The management managed to find a 31 foot gap for our 31 foot boat and even managed to put her in without hitting anything. However the boat aft was not very happy and even though she had room would not move back. The woman on board was also a bit of a dragon so when a floating gin palace decided to roar back to civilisation we moved to a longer berth.

Still hungry we had dinner going. It was not a gourmet meal, just chilli beans, potatoes and greens in agricultural quantities. We ate in the cockpit and this at 6pm in Scotland. The stoker's Uncle Frank says one fine day makes a Scottish Summer. We have had at least that.

After ablutions the evening involved a walk around the village. It was four years ago that we were last here on our first epic bike journey. I suppose it has to be put down to our age but neither of us could remember exactly what we did then, but between us we managed to piece it together. When we get home we will check the diary.

As the gloaming descended all we could hear was the cry of the sea birds and tonight sleep would be no problem.

### Monday 14th July 2003 East Loch Tarbert (Loch Fyne) to Loch Gair

It rained during the night and the management had to get up and get his towel in and at the same time close some of the cabin windows. We awoke to a flat calm and a steamy day. It must have been at least 20°C which must be exceptional for Scotland.

We ambled about until about 10.30am and bought a few odds and ends which Tesco had forgotten to deliver to the boat. We neatly sprung ourselves off the pontoon and hoped the dragon lady was watching. The management set a course north up Loch Fyne for the stoker to steer. We set the sails but there was little point as the wind did not settle in. Even the visibility was a bit misty (not a nautical term). We could however see the craggy outline of Arran astern and the steep edges of the loch abeam. The main problem was in front. We had a narrow bit to navigate and it was quite important to start it in the right place.

As we approached the narrow bit the management, who had taken over the helm, noticed that the depth was falling rapidly. We had been in about 70 metres of water and were now down to about 10 metres. Now to southerners

this may not sound very important. It is here. It is very deep in most places but when it is not deep it is very rocky. The management turned the boat 180 degrees towards the deep side and was pleased to watch the depth increase. We were back on course and soon piloting ourselves into Loch Gair. It is another place with a narrow inlet which opens into an oval loch about half a mile long. Unlike last night there are no visitors' moorings let alone a pontoon.

The management worked out his tidal heights and picked a nice safe place to drop the hook (anchor). The Clyde Cruising Club book which the charter company had put on board is invaluable up here. It gets you into these lovely places and then tells you the best place to anchor. Even the locals use it.

Lunch was a bit late at about 2pm but at least we had lunch today in peace and quiet. The quiet ended when we decided to go ashore in the dinghy. This is a blow up affair made by a firm called Avon and as far as I know they don't call. The management attached the outboard motor (supplied). He had already lowered the steps at the rear of the cockpit and carefully arranged the dinghy by means of several warps (bits of rope) across the transom (back of the boat). The stoker was then able to descend the steps and place a wobbly foot into the fragile looking craft. Having cast off (untied the ropes) the management got the outboard going and we gained dry land.

The village was small and without even an ice cream shop which was a bit disappointing. However we had a pleasant walk before thunder clouds loomed and we got a few drips of rain. We were without waterproofs and had left the boat hatches etc open. Worried that a storm was on the way we quickly got back to the dinghy and made for the boat. The management is notoriously bad with small engines and could not get the outboard to start. The stoker excelled herself by doing an excellent job of rowing.

Back aboard the rain stopped and the storm went somewhere else. The weather was still humid and clothes were cast aside with no risk of being overlooked as we relaxed into the evening. All that remained was a nice meal and a few glasses of wine.

The GPS was set to watch the anchor and let us hope it starts the engine and does all that is necessary to see that we are safe.

### **Tuesday 15th July 2003 Loch Gair to Minard Bay**

The GPS anchor drag alarm went off at 1.30am this morning. It did not however initiate any action except to wake up the crew. The management very reluctantly got up and went on deck to check. Even wearing little the fresh wind blowing from the north around his vitals was refreshing rather than cold. The anchor chain was still made fast and his bearings looked more or less correct. All that seemed to have happened was that the light south wind had gone around to the north. He came down and reset the GPS anchor alarm to go off after the boat had moved about 60 metres instead of 40 metres. As we have some 40 metres of chain down this seemed to solve the problem. It was not however conducive to a quick return to sleep in view of the closeness of the rocky coast. But that is the way of sailing.

We up anchored at 10.30 having had a leisurely breakfast in the sunshine. In the interests of safety the management started the engine but we up anchored and sailed away without even putting her into gear. The boat that is, the stoker was already in gear because it was she who was at the helm while the management lifted the anchor.

We sailed through the narrow entrance of Loch Gair and hardened up onto the wind to head further north up Loch Fyne. At first we had a fresh breeze and the management was even a little concerned for a little while. The almanac warns that the winds on Loch Fyne can blow very hard from unpredictable directions. However it was not to be. The strong winds declined to nil and then went round in circles before blowing a bit and then stopping again. During the next 90 minutes we did about 4 miles and even when the wind did fill in it was very light.

It was very pleasant sitting in the sun with these wonderful surroundings but we were getting hungry. The management in particular is always reluctant to miss a meal time. Consequently we furled the sails and put the engine on and motored gently to Lachlan Bay. We anchored a couple of hundred metres off the ruined castle and had a lazy lunch while watching local children braving the presumably cold water.

After lunch we motored the couple of miles to the other side of the loch and anchored again and went ashore in the dinghy. The stoker if not blasé about using the dinghy is at least a little happier. The management also excelled himself by getting the outboard to go first time. It was nice to have a walk in the warm sunshine and to buy an ice cream in the local shop.

After ice cream we weighed anchor (a nautical term meaning the management hurts his back getting the thing up). We then motored south to a pretty little bay where we anchored for the night. When we arrived there was no wind but as the evening progressed a breeze sprung up from the north making it a lee shore. What with a low spring tide and 40 metres of chain out we moved very near to the shore. The depth was always fine and the anchor was holding, so we stayed. The weather forecast was for light winds. It is unbelievably warm for Scotland and any wind blowing through the boat is welcome as long as we stay clear of the rocks.

### Wednesday 16th July 2003 Minard Bay to East Loch Tarbert (Loch Fyne)

The management was on anchor watch during the night. That is the polite way of saying that he was more than a little concerned that the anchor would drag. Because of this fear the slightest thing woke him. Even though we were in 6 metres of water at low tide it would have been possible to get ashore by letting the dinghy blow ashore on a long line. The wind actually blew quite hard and we were on a lee shore. Consequently the stoker complained that the noise disturbed her sleep. On one of his inspections the management had the unforgettable privilege of seeing the loch at dawn (4am). The full moon was just setting and the surrounding hills were silhouetted against the morning sky.

The management was not therefore all that happy when he was disturbed by the stoker at 7.30am. This was because she had woken earlier than she wanted to because the boat was noisy.

After breakfast we weighed anchor and put to sea under engine in a flat calm and wonderful warm sunshine. The wind filled in and, what the heck, we cut the engine expecting to drift along looking at the view. The wind however had a different idea. Soon Flamingo on a beam reach under full sail really had the bit between her teeth. She was roaring along at 6 knots. The stoker, having been put in charge of steering while drifting was the name of the game, was beginning to find the strong gusts off the shore challenging. The management, having quite often leant a foot to the tiller in the gusts, finally took over.

He did however get his comeuppance. His baseball cap blew off and was left in the wake. It is a much liked hat. Following a discussion with the stoker we turned round and retraced our course. Seeing the hat in the water the boat was brought to a stop beside it and the hat overboard recovered. We both felt that the Royal Yachting Association should have a procedure for recovery of hat overboard.

Following this event the wind increased to an estimated Force 6 and the stoker took charge of the tiller again. This was essential while the management put two reefs in the sail and reduced the size of the jib. After this Flamingo was still making six and a half knots. The management could not resist the opportunity to take some photos of the stoker in charge. He grabbed the camera, clipped on his lifeline, and wedging himself in the pulpit recorded the event. It is a shame that such photos always look so ordinary.

The entrance to East Loch Tarbert came up on cue and we then went through the routine of stowing the sails and starting the engine. Having found our way into this port on Monday it was easy a second time. Fenders were put out, a bollard lassoed and Flamingo brought alongside the pontoon with the minimum of fuss. In general we were very proud of our seamanship today.

The afternoon was very hot indeed. Having had a late lunch we made up for the sleep lost on anchor and worry watch last night. By the time we had cooked dinner we had two boats outside us. Let's hope they are quiet when they come back from the pub. We have our whisky onboard.

### CASTLE COVE SAILING CLUB QUIZNIGHT

Friday 19<sup>th</sup> March  
7.30 pm at the Clubhouse



### QUIZMASTER ROY GRIFFITHS

Teams of 6 - 8

Prizes

No sailing knowledge required!

Cost: £2.50 per person (including nibbles, but not a meal this time)

Please let us know numbers. If you haven't got a team, let us know, and we will fix you up on the night!

Liz & Hugh de l ongh

(tel: 01305 251190, email: [deiongh@btinternet.com](mailto:deiongh@btinternet.com))

### The Weymouth Lifeboat Ball

Saturday 17<sup>th</sup> April 2004  
7-30 pm until 1-00am

At The Pavilion Ballroom Weymouth

Dancing to "Alcudra Sands" from 9-30pm

Superior Buffet from 8-30pm Black tie/Lounge Suit  
Tickets £22.50

Please contact either:  
Rose Abbott Tel. 788994 or Di. Ludlow Tel. 813446

If you would like join the Castle Cove SC table you would be very welcome.  
OR possibly organise your own table of up to a party of 18.

**Thursday 17th July 2003 East Loch Tarbert (Loch Fyne) to Loch Ranza**

There was much noise during the night as strong winds came and went. Neither management nor stoker were much worried being safely tied up to a pontoon. Our sleep was however slightly disturbed and consequently we slept in till gone 8.30am.

The boat was all ready for going to sea by 10.30. All the hatches were closed and lines ready to be cast off. Not bad after a late breakfast. The wind was blowing the boat onto the pontoon and we sprung the bow off nicely and cast off the last remaining stern line. The idea was that it would run through the cleat on the pontoon and be recovered onboard. Just as the last bit was running through it snagged. The inevitable effect was to bring the boat back towards the boat next to us. The owner, a very pleasant Scot, was immediately on deck and together with the management fending off took place. No damage was done to boats but the management's ego took a dive. He was miserable almost to lunch time.

As soon as we could after leaving harbour we had the boat under sail. It was a beat against the fluky wind. To start with we enjoyed some pleasant sailing but the wind gradually reduced and we were forced to motor for a while.

We rounded Skipness Point on Inchmarnock Water and set a course for Loch Ranza on the Isle of Arran. The wind filled in and we were able to sail gently right into the loch. The stoker now took the helm with confidence though she denied that she had the slightest idea of what she was doing.

We were lucky to pick up the last unoccupied visitors' buoy for the night. This task was not made easy by the harbour authority. The buoys have rings on the top through which we had to pass our warps. This involved two distinct areas of difficulty. First we had to approach it and stop on it. Then we had to reach down at least a metre from deck level and thread our warp through a small ring. With great skill and some ungraceful acrobatics on the part of the management we managed it at only the second attempt.

Arran is described as being Scotland in miniature. Certainly this harbour is very impressive if in most wind directions very uncomfortable. It is a bay about three quarters of a mile deep and half a mile wide. On either side there are steeply rising hills fringed at their base by a line of cottages. Inland are the high mountains of Arran. We were lucky to get a safe mooring on one of the rare days when the shelter was at least not bad.

Having relaxed for a bit we took the dinghy ashore. We hoped to meet our friend, Alan Beesley from Swanage, who is cycling with a group from Land's End to John o'Groats. We found him in the pub and joined him for a beer. He was looking good and pleased to have got more than half way. We were also happy having managed despite all the odds to get to this mooring at the right time. Furthermore the stoker has not only managed to steer the boat as required but also get into and out of a wobbly rubber boat with a degree of confidence.

**Friday 18th July 2003 Loch Ranza to Largs Marina**

We awoke for the first time this trip to typical Scottish weather. It was not actually at that moment raining but it looked as if it was about to. A low mist hung over the mountains which looked moody and disgruntled. We knew that Alan had his one day off from cycling today and felt sorry for him.

Clyde Coast Guard gave the usual weather forecast on the boat's radio at 9.30am. The wind was supposed to come in from the south west and blow nicely and the weather clear. By 11am the wind had picked up but by now we had proper rain and poor visibility.

The management had programmed a course to Largs into the GPS. Because he did not trust his own keying in, he

**EASY EXERCISE WITH RELAXATION**

"Get-togethers" for an hour of  
 "Easy Exercise with Relaxation"  
 (any age, any gender, any condition!)  
 followed by Coffee/Tea and Chat on  
 Tuesday mornings  
 10.30am-12.00

Wear comfortable clothing allowing for layer to  
 be removed during exercise  
 Bare feet or non-slip soles  
 Bring mat blanket or sleeping bag to lie on  
 during relaxation

**Rosemary Spicer**  
**Tel 01305 782125**



**Roy's Friends**

Do you recognise these characters and in what year do you think this photo was taken?

**Jacqui Gisborne**



had also done the same thing on the charts. With poor visibility and being a bit short handed for a lively sail, doing this in advance was essential.

We sailed off the mooring at 11am, neatly gybed around the boat in front of us and went to sea. After about half a mile the jib furler jammed and the jib sheets consequently got into something of a mess. The management had long ago ceased to blame any of his boats for things which go wrong. It is always the fault of the skipper. On this occasion however he could not see what he had done wrong but it must have been something. The boat was hove to in a rough sea and the stoker put in charge of the tiller. The management clipped onto the safety lines and spent 40 minutes on deck sorting out the problem. Both Flamingo and the stoker were perfectly behaved in this position.

The stoker mentioned afterwards that she thinks that on this trip she has either gone into denial when it comes to fear or simply got blasé about it.

We then ran off with the wind behind us to the first waypoint and then headed up a little onto a broad reach. With all the mainsail set and just a little bit of jib showing to balance the helm Flamingo really took off. She surfed down the waves almost like a dinghy and we found out afterwards that she had done at least 8.5 knots. We even hove to for a few minutes without a problem in order to take a hedge stop in comfort.

Our passage took us north between the Isles of Bute and Cumbrae and then east between Little and Great Cumbrae Islands. The visibility had improved and the wind moderated. Lunch came up as we passed Millport, the holiday resort of choice for the stoker's extended family. The passage came to a pleasant and quiet end as we came gently alongside the finger jetty at Largs marina.

We both felt very pleased with ourselves having done about 100 miles mostly under sail. Furthermore we had had weather which we did not believe Scotland was capable of. Until the next time.

**Ken Reed and Anne Neale**

## FOR SALE

The following items are offered for sale. Please contact me for more details.

| DESCRIPTION OF ITEMS FOR SALE                                                              | Asking Price |
|--------------------------------------------------------------------------------------------|--------------|
| ICOM M3 Hand Held VHF never used still in box. Price new £150                              | £100         |
| Plastic Sextant never used still in box complete with 2 manuals Price new £80              | £50          |
| High speed battery powered dinghy inflator never used still in box Price new £60           | £40          |
| Jabsco 1950 Bilge Pump never used still in box. Price new £90                              | £60          |
| Jabsco toilet service Kit never used still in box. Price new £17                           | £10          |
| 12v DC Circuit breaker/switch panel never used still in box. Price new £82                 | £50          |
| 2 x Gib sheets 15M x 14mm never used.                                                      | £50 the pair |
| Yamaha outboard engine lock never used still in box. Price new £20                         | £15          |
| 3 strand mooring/anchor rope 40M x 12mm little used                                        | £10          |
| Main sheet 17M x 14mm little used                                                          | £10          |
| Main sheet 13M x 12mm little used                                                          | £7           |
| Anchor warp 26.5M x 18mm complete with hard eye. Little used                               | £30          |
| Plastimo plastic manual fog horn, never used in anger                                      | £7           |
| 2 x Remploy adult manually operated lifejackets, complete with safety harness. Little used | £40 the pair |
| Crewsaver bosun's chair little used                                                        | £10          |
| Motoring triangle and Anchor ball                                                          | £10 the pair |
| 1 x Lewmar and 1 x Harken spinnaker block                                                  | £20 the pair |
| 2 x 12v DC CB radios                                                                       | £20 the pair |

**Frank Swinton – 01305 786331**

## MARCH NEWSLETTER

The deadline for the March 2004 Newsletter will be 24<sup>th</sup> February 2004.

Save the Club (much-needed) money! Have your Newsletter by e-mail! Usually I just send a link to the website so you can download the Newsletter when you wish - see [www.ccsc.org.uk](http://www.ccsc.org.uk) and click on Social, then Club Newsletters. If you also print it out you will get a vastly superior copy to the one sent through the post and it will be in colour!

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

# Dinghy Dinner

**Saturday 13 March 2004**

**7.30 p.m. for 8.00 p.m.**

**in the Clubhouse**

**Guest Speaker**

**Grahame Forshaw**

**(RYA Instructor and Dinghy Magazine contributor)**

**£12.50 a head including wine**

Members and partners only as numbers will be limited.

Applications to Jane Davies, Holcombe Valley Cottages, Chalky Road, Broadmayne, Dorchester, Dorset, DT2 8PW by Friday 5 March 2004. Cheques to be made out to CCSC

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**Dinghy Dinner      Saturday 13 March 2004**

Please reserve me.....seats at £12.50 each

Names .....

.....

Telephone number .....

Please indicate if vegetarian meal required

I enclose cheque for.....