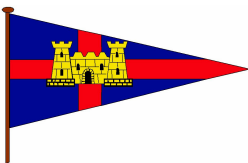


# Castle Cove Sailing Club



# December 2005 Newsletter

## DIARY

**Saturday 10th December**  
Pre-Christmas Social Evening

**Sunday 18th December**  
Commodore's Punch Party

**Sunday 26th December**  
Boxing Day Fun Race

**Wednesday 18th January**  
Fiona Campbell Weather Talk

**January**  
**Diesel Course**

**Tuesday mornings - 10.30 - 12.00**  
Easy Exercise/Relaxation session

## FROM THE COMMODORE

It is sad that my first letter has to start with the announcement of the death Frank Turner. He was our 5<sup>th</sup> Commodore, from 1959 to 1963, and loved to talk about sailing especially J24s, and of course the move to the present site. He will be sadly missed by the Club, and our best wishes go to Bob, Immy and family.

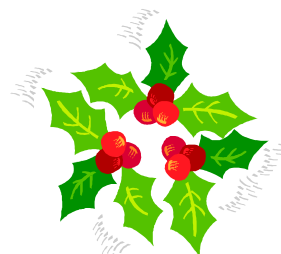
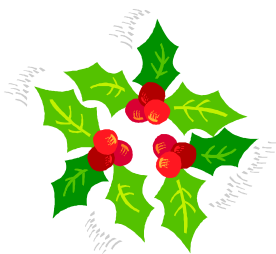
In true Clarke tradition, having accepted the post of Commodore am promptly vanishing to Canada on the 2<sup>nd</sup> December to attend the wedding of my niece! But Andie and I will be back to witness the last of the winter series on the 18<sup>th</sup> December. I was pleased to witness the classic sailing conditions on November the 20<sup>th</sup> for the winter series rather than the previous few weekends, and I hope the trend continues for the remaining races in the series.

The 18<sup>th</sup> December is also the Commodores Punch Party to which you are all cordially invited, and Mrs C (Commodore or Clarke – take your pick) reminds me to say that a small plate of something savoury or sweet finger food would be very welcome.

Winter working parties have started already. The first set of pontoons have been cleaned and repainted, and Malcolm Spicer would welcome a few more willing hands to complete the remainder before work starts on site maintenance. Barry Grant is also looking for volunteers (list on the Notice Board), not just on Sunday mornings after Christmas, but in the run up to the New Year – work completed now is 'in the bank' and reduces the load around Easter next year. Next to Barry's list is another for the Christmas Social on the 10<sup>th</sup> December, organised by the 'Friday Crew' namely Sara and Diana, with help from many of Friday sailors. (Going to miss that!).

In the mean time, Andie and I wish you all a Merry Xmas and a good sailing season next year!

**Paul Clarke.**



### CHRISTMAS SOCIAL 'DO'

**SATURDAY 10<sup>th</sup> DECEMBER 2005**

The Christmas Social will take place as a Club Supper organised by the 'Friday morning' sailors. This is always a good 'do' so why not start off the Christmas festivities by putting your name down on the list which will go up on the Social Notice board shortly or phone Sara Lloyd on 787222 or Dee Gill on 775854 to book.

## **YOUR NEW COMMITTEE**

Many thanks to all who attended the AGM on the 11<sup>th</sup>, and supported the relatively smooth transition to the new club structure. For those not at the AGM, the following is a summary of the elections and serving members of the new committee.

The change in the structure required a reduction in the number of elected club members to the general committee to three, two without Portfolio, and the other as the members' representative on the forward planning committee. This required an election of three of the four current members who wished to continue as committee members.

Those elected were,

Geoff Armstrong, a Wayfarer sailor and previous Chairman of the House Committee,  
Celia Rushton, laser sailor, newsletter editor, and bar assistant, and  
Malcolm Spicer, previous committee member (many times on different committees), organiser of maintenance of the pier, the pontoons and the bi-annual boat lift, and a keel boat sailor.

So the complete general committee is as follows;

Your Flag Officers are

Paul Clarke – Commodore,  
Sara Lloyd – Vice Commodore,  
Sally Fielding – Rear Commodore Sailing, and  
Peter Davies – Rear Commodore Shore.

The other General Committee Members are

Diana Gill – Honorary Secretary,  
Judy Kemmis-Betty – Honorary Treasurer,  
Alison Stephens – Sailing Secretary,  
Geoff Armstrong, the club members' representative on the Forward Planning Committee,  
Celia Rushton, club members' representative without Portfolio,  
Malcolm Spicer, club members' representative without Portfolio.

Additional changes are;

Mary and Alan Sampson will be taking over the post of Membership Secretary in March 2006 from Peter Davies.

Steve Green has taken over the post of Club House Chairman from Geoff Armstrong.

### **Paul Clarke.**

A few immediate points that emerged from the AGM:

Social/Open events income

It was stressed that the preferred classes are the 'centre of gravity' for the Club. Their Open events promote enthusiasm but also need volunteer support. Fewer 2 day events has had a negative impact on bar and social income. Whilst not wanting to overload the Club, a return to former practices (eg mutual assistance between classes etc) will be an aim for next year

### **Toys wanted for Boys (and girls)**

We would love all donations of toys for the club for the kids to play with when they come down. Just bring them down or give me a call on 01305 812107.

Many thanks,

**A grateful mum - Andrea Fellows**

## **LASER CLASS**

### **Autumn series**

Congratulations to Alec Asker (standard) who is the overall winner on handicap of the Autumn series. The racing was incredibly close, with Diana Gill (radial) one point behind Alec followed by Steve Green (standard) a further 2 points behind.

The series was one of the best of the year providing some very close and enjoyable fleet racing.

Standard

1<sup>st</sup> Alec Asker, 2<sup>nd</sup> Steve Green, 3<sup>rd</sup> John Shone

Radial

1<sup>st</sup> Diana Gill, 2<sup>nd</sup> Mike Clark, 3<sup>rd</sup> Sally Fielding

4.7.

1<sup>st</sup> Celia Rushton

Winter series

So far the first 2 races have been sailed with Chris Brann and Diana Gill taking the honours.

### **Training**

SW Training - are holding training weekends on January 21/22 at Roadford Lake, February 11/12 at Roadford Lake, February 18/19 at Falmouth and March 18/19 at Falmouth. These events are recommended. Further details can be found on the Laser Class Association web site or on the club notice board.

Club training - We are planning from April next year laser training on a regular basis on Saturday mornings in conjunction with senior cadets. These will be open to all club members and would be structured events with coaching provided.

The intention is that the events will be self supporting ie we will be relying on class members to provide the coaching and drive the safety boat. Nick Orman has agreed to help with the coaching and others have offered to assist with the safety boat. Thankyou!. We are keen to spread the load so that everyone has the opportunity to take advantage of this in-house training. SO PLEASE LET ME KNOW IF YOU WOULD LIKE TO HELP WITH THE RUNNING OF THESE TRAINING EVENTS.

### **Communication**

We are increasingly using emails to keep laser class members updated on news relating to the class. If you wish to receive these updates and are not already doing so please let me have your email address. For those of you who do not have access to email I will keep the class notice board refreshed.

Finally please do not hesitate to contact me should you wish to discuss any matters relating to laser sailing at CCSC.

**JOHN SHONE** (jhnshon4@aol.com)

### **DUTIES 2006**

Thank you to everyone for their support during 2005.

Please may I remind everyone to fill in next year's application form for renewal of membership with as much detail as possible.

It means I can try to fulfill your wishes so you are happier and the rota runs more smoothly.

Keel boat helms - if you want all your crew on one duty please give me your boat name as well as the names of the usual sailors.

I was a bit short of ODs this year, please volunteer if you think you can manage - you can request a quieter OD duty eg spring or winter, saturday.

We are lucky to have some very experienced race organisers who, kindly, are very happy to support where necessary - just ask me.

If possible please give your email address on the form. I may use these to communicate reminders of duties.

Please return forms in January ASAP.

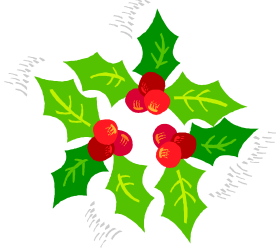
If anyone knows that they are not rejoining next year, please please tell me so you are not put on the rota, it will save me a big headache!!

In anticipation.....

**Sarah Winterton Duty Coordinator, 01305 813000**

[sarah.winterton@talk21.com](mailto:sarah.winterton@talk21.com)

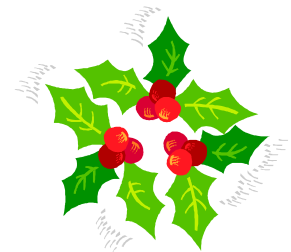
**Commodore's Punch Party  
Sunday 18<sup>th</sup> December**



Request for a small donation of a plate of either savoury or sweet finger food

Please keep this in a safe place as a reminder.  
We are in Canada only arriving back in England on the 17<sup>th</sup> December and therefore not around to ask nearer the time.

Just bring it along to the Club on Sunday mid-day where we look forward to meeting you all.



**The Commodore and his Lady**

**BOAT PARK - Unauthorised dinghies and tenders**

There are still a few dinghies and tenders on the boat park that should have been removed from the site by the 1<sup>st</sup> October. If you only paid for a 'Period 1' space for your boat please can you therefore ensure that it is removed from the site immediately.

Thank you.

**Mike Clarkson  
Boat Park Administrator**

**PREFERRED CLASSES**

There has been a lot of discussion recently about how we can improve dinghy racing in the club. The conclusion is that class racing would be more competitive and more satisfying for the participants. To this end we are trying to identify suitable classes to meet different sailors' abilities and requirements. These will then become preferred classes and we will look at ways of encouraging members to sail those classes of dinghy.

Jock Fellows (long time member and very keen Scorpion sailor) and Nick Grace (very keen Contender sailor) are working on this issue. The hope is that by Christmas they will have defined the criteria for the broad categories of boats we want eg. beginner family, extreme racer etc. and that in the New Year they will look more closely at which specific classes of dinghies will fill those needs.

If you feel you have any useful input, particularly initially on what general categories of boats we should consider please talk to Jock or Nick or e-mail Jock on Fellows1980@tiscali.co.uk

**UNWANTED ITEMS**

In order to make best use of our existing space, we must have a clear out of unwanted items, both club property and abandoned members goods.

The end store has sails and boat covers on the floor, and window frames from the old club. If items are yours, take them, if they are the club's, make me an offer. Unwanted and unclaimed items will be thrown out.

The same applies to the middle store which has unwanted doors and much miscellanea and to the spare loos and cisterns in the changing room store

**Stephen Green, House**

## **PRIORITIES FOR CASTLE COVE; WHAT YOU THOUGHT**

In the autumn of this year, we asked members for their views on future priorities, both through a questionnaire (90 responses) and a meeting (80 people attended). Many thanks to all those who took the time to give your views, as your views really help the Club to plan for the future.

As Castle Cove members tend to have quite strong opinions on most things, there was a wide range of views on every issue! However, a broad consensus on priorities did emerge. High priorities included:

- Encourage more members to get out sailing on a regular basis (including increasing racing numbers, promoting preferred classes)
- Security as a whole, with security fencing on the west, north & south sides, and the idea of an electric gate at the main entrance
- Club boats, issues of maintenance & reliability
- Early planning on the long term options for the pier/pontoons
- Covered work area for Club boats with possible veranda
- Resurfacing of slipways
- General need to tidy up the site (which would also help with security)
- More immediate improvements, such as improving changing rooms, parking
- Improved boat park surface & Dinghy tie down system were seen as medium priorities
- Insulation in Clubroom roof (primarily for sound) also seen as a medium priority
- Staff. General view that members did not want the Club to have staff, except those to run the Club boats, and the possibility of a bar steward. Some felt that we should use paid help to get some jobs done, and there were also concerns about losing the character of the Club if we had more paid staff.

How do we fund improvements? Again, a wide range of views, but the general consensus was:

- Increase entry fees
- Increase the membership (although this is limited by moorings, dinghy park space and car parking)
- Increase membership fees

Others included hiring out facilities, increasing facility fees & Life Memberships (for one-off fundraising).

There were concerns about raising income both by increase borrowings, and by running more Open Events (concerns about the capacity of the Club to run too many events).

There was a strong view that the Club should generate more income from its existing membership, by putting on more activities which encourage members to use the facilities more (e.g. bar & galley). There was also support for fundraising for specific improvements.

Looking at the forward budgets, it is clear that the Club can only continue to invest in the improvements members want if it generates significantly more surplus income in future years, which will have to be raised through some of the preferred options above.

What about the Olympics? The Club could run the site just for member's benefit during the Olympics, it could help by providing a training base facility for an Olympic squad (which would generate some income) or it could take a very commercial view and maximise income (e.g. media use). Again, member's views ranged across all of these. There is work ongoing to see how the Club can best contribute to, and benefit from the Olympics, and once the options are clearer, I am sure this is a subject we will come back to!

More detailed results of the consultation, which include some really good ideas, are being incorporated into the forward planning work for the General Committee.

**Hugh de longh**  
**Forward Planning Committee**

### **CORRECTION:**

John Milton has kindly corrected my vocabulary: The term 'to frap' means to tie sails or halyards to secure them; it does not mean that they are making a noise on masts.

This seems a good opportunity to remind anyone with a dinghy or keelboat on the Boat Park to check that their halyards remain tied away from masts to prevent noise (pulling them taught often increases the noise level). Many thanks.

**Diana Gill**

## **Fiona Campbell—Weather talk**

8pm, Wednesday 18th January  
At Castle Cove Sailing Club  
Cost only £5

This is a fascinating talk based on David Houghton's book, Wind Strategy.  
Fiona advises our country's top sailors on meteorological matters, and is currently working with the GBR team in preparation for the 2008 Olympics. She also has extensive local knowledge of Weymouth Bay

[http://homepages.rya-online.net/weather/fiona\\_campbell.htm](http://homepages.rya-online.net/weather/fiona_campbell.htm)

### **Club Notice Board: Corridor - For Sale and Crew availability**

1. If you wish to crew in a keelboat or dinghy in 2006, please note the forms on the noticeboard have been renewed. If your name was listed this year you will need to sign up again for next year or put your name on the list on the web-site
2. Large advertisements take up too much space and become untidy. In future the maximum size will be A5 and post-cards are preferred. PLEASE do your bit to keep this area neat. D. will be ruthless from now on and will take down any big ads. Also ads must be related to sailing, the space is limited and houses, furniture, cars ads are not welcome! THANKS in advance.
3. I get many unsolicited advertisements. Some may be of interest so they can be found in the red ring binder (Advertisements) in the bookshelf so if you are looking for deals on sailing holidays or antifouling - take a look. But please don't remove entirely as others may be interested.

### **D GILL**

#### **FOR SALE**

#### **Proceeds donated to CCSC improvements funds (Thank you Tony)**

Dinghy paddle  
Spinnaker + Halyard & Sheet (Kestrel or Wayfarer)  
2 unused safety harnesses  
A Walker Knotmaster log MK11 in box with fitting and maintenance instructions  
A masthead light, port and starboard  
An inflatable dinghy (barely used) in carrier bag with plywood floor with bow spray hood and outboard bracket  
Pair of oars (lock onto dinghy)

**Contact: D Gill 01305 775854 or Tony Miller 787076**

### **TRAINING**

#### **Safety Boat**

There are still places available to do a Safety boat course with the Sea Cadets on 14 & 15 January and 25 & 26 Feb (£125 ). The course is a two day event and powerboat 2 is a pre-requisite.

#### **Radio Courses**

There are also 2 VHF/GMDSS Courses being held on the 4th & 5th February, one course each day. (£75 ). This is also run by the Sea Cadets.

A diesel course is being held in January. I am not organising this one, so am not sure of the date, but I can find out more if you are interested.

**Celia Rushton, 07977 912407 or [newsletter@ccc.org.uk](mailto:newsletter@ccc.org.uk)**

## Snow Goose Summer Cruise 2005 – A Normandy idyll

Our aim this summer was to follow last year's D Day commemoration with a proper cruise along Normandy coast, no rushing and no racing. However we started with a longish haul - 120 miles to Fécamp departing midday Saturday in August. I was worried that, whilst Michael would keep going, I might not wake up for my watch; my fears were unfounded and our hour-on hour-off through the night worked well with plenty of traffic to keep the mind occupied.

Early morning, with land in sight, M's parting remark as I took over was 'head for the tower'. Still sleepy, my nonchalant 'yeah, yeah' was optimistic. 15 minutes later I began to doubt my course and picked up the binoculars. Sure enough I was fetching firmly towards a tower ... one of three. It was important to get the right one as the tide was sluicing up Channel with wind against, so thank goodness for GPS. Fécamp is home to Benedictine (the drink), is steeped in a heritage of Newfoundland fishing but a short stop was sufficient. Heading SE, we hugged the Alabaster coast (not as spectacular as Dorset) until forced seaward by the rules about crossing the Port D'Antifer channel. In a pleasant breeze we rocketed into the Seine with wind and tide; channel buoys hurtling towards, past and into the distance at alarming speed especially as shoal water was close to port and tankers passing inches away in the channel to starboard on their way up to Rouen and our way to Honfleur.

Honfleur has a tiny inner basin, cut off by a lifting bridge, surrounded by tightly-sandwiched, eight-storey, two sash windows width, chestnut-tiled houses. There is a strong artist tradition (bigger than St Ives), stunning medieval churches built by English invaders (Henry IV) and a hat shop that nearly made me insist that our daughter Jess shelved her plans for a year in The Gambia and get married just so I could buy one. We learned that grockles are called 'les beoufs' and were warned our calculations on when to get out of the basin, into the lock, out of the Seine and down the Channel to Ouistreham were completely wrong - with a minimum 3 knot current in the Seine the Channel tide becomes insignificant. After three days we left the basin dressed in shorts but hurriedly donned oilies when faced with greeny-grey foam as the lock gate opened and we sluiced diagonally across and down the Seine.

Our arrival in Ouistreham should have been perfectly timed – except that the number of lock openings had been reduced to avoid water loss as the River Orme was low. A tourist pleasure-boat chugs up and down the canal from Caen to Ouistreham – if you get the chance, tuck in behind it to make sure the bridges open as you arrive. Pegasus Bridge is evocative – probably because the films are so memorable. Caen's Sunday morning market stretched for miles but we didn't dawdle as we were catching the train to Bayeux - only 20 minutes and WELL worth the visit. Back in Caen, the renovations to Bill Cong's castle are amazing, the exhibition of photos of the town immediately after the war in the Abbey des Hommes moved us as did the stunning war and peace exhibition (Le Memorial) reached by bus (sadly not by tram). There is just one tiny corner of old Caen left and it's full of good restaurants.

Our sail from Ouistreham to St Vaast was perfect, we hoisted the spinnaker, cleated it (unheard of on SG) got books out and trickled down wind and down tide, lifting our heads occasionally to scan the shore for views of Gold, Omaha, Arromanches and Pointe du Hoc. As we turned north for St Vaast having passed inside the Isles St Marcouf, we dropped the spinnaker and were up to a good 6 knots. Too fast; we would arrive off St Vaast about an hour before the gate opened which would mean rummaging hard for the anchor (Normandy is not the best coast for anchorages). To M's disgust, I dropped the genoa, then eased the main and feathered us down to a speed that matched distance to go to arrive as the gate opened.

Entertainment in St Vaast ranged from a charming Vivaldi concert in the local church, French Canadian folk singing outside the marina restaurant and ostrich racing (the latter was a mistake - definitely VERY tacky). With a spring tide, the oyster beds stretch for miles and miles. To M's annoyance, the amphibious bus was booked out but the walk to Tatihou through the beds was a joy (we were first over the causeway that tide).

The N Westerlies forecast made the decision to return home via Cherbourg sensible. An overnight blow on Thursday seemed to have abated so we set out after breakfast with a full main and No 2 genoa. A couple of French boats headed our way and all seemed set for an easy passage. WRONG. The French boats disappeared into the murk, mist obscured the Barfleur lighthouse; we reefed and bounced around the foredeck to go to the working jib as we beat due North. Finding ourselves headed, we had to put in a couple of tacks before clearing the headland. Huge lumpy green ones (wind against tide) made both hatch boards necessary as we eased off and enjoyed a spectacular sail covering the ground at more than 10 knots to arrive in Cherbourg wet and very happy to be welcomed for a late lunch by Iduna.

On Saturday the tide lee-bowed us on our Channel crossing in continuing NW winds. Lumpy seas slowed our progress but we sailed on - why motor when there is wind? By midday progress was better but 20 miles out of Weymouth the wind died and we were swept East. Then, with just 10 miles to go the wind popped up so we raised sailed again. Deciding Weymouth Harbour would be noisy, we picked up our mooring at about 10 pm, had a cup of cocoa and fell into bed, tired but relaxed and happy. A perfect holiday.

**Diana and Michael Gill: 'Snow Goose'**

## **E-MAIL ADDRESSES**

Every time I send out e-mails to club members, I get some returned due to problems with the e-mail addresses. If you change your e-mail, please let me know so I can keep my list updated.

Also bear in mind that if I have your e-mail, you will receive notices on club matters, amendments to events and reminders at short notice.

**Celia Rushton**  
**newsletter@ccsc.org.uk**

## **JANUARY NEWSLETTER**

The deadline for the next Newsletter, which will be out in January, is **27th December 2005**. There is no need to use special formatting – simple text is much easier to work with and any photographs are preferable as separate files. A few notes about the photograph or a suggested caption are helpful as well as the photographer's name.

Read this Newsletter on the website **www.ccsc.org.uk** - click on Social, then Club Newsletters. You will see it all in full glorious colour and the photographs are much more impressive than in the copy sent through the post.

**PLEASE GIVE ME YOUR E-MAIL ADDRESS and I can send you a link to the Newsletter as soon as it is out (instead of waiting for printing and the post). E-MAILS ARE SENT AS BLIND COPIES SO YOUR E-MAIL ADDRESS WILL NOT BE SEEN BY ANY OTHER RECIPIENTS. *It usually only takes a couple of minutes to download.*** The fewer paper copies we send out the more money we can save for the Club – you will be aware from the accounts that it is expensive to produce. And, of course, if you read it on screen, it saves trees.

***Celia Rushton – newsletter@ccsc.org.uk – or 07977 912407***