

Castle Cove Sailing Club

June 2008



Dates for your diary

3rd July

Deadline for penalty free regatta entries

5th July

Mirror training

8th July

Ladies Race

10th -13th July

Weymouth Regatta

19th July

Cadet racing

9th August

Basso Cup

From the Commodore

Many thanks to those members who turned up on Friday 6th June for the general meeting. The questions and general discussions covered the breadth of the proposal concerning the formation of a Company Limited by Guarantee to take on the job of interfacing to the world outside CCSC with matters relating to the 2012 Olympics. I would like to take this opportunity to thank both the Forward Planning Committee and the Olympic Planning Committee for their not inconsiderable efforts in bringing together the many threads and necessary understanding of the legal and financial benefits of proposing the formation of the Company Limited by Guarantee.

I am still receiving messages that the Club House and Site are found to be unlocked by the first person arriving in the morning. Please be diligent on leaving the site, whatever the time of day – if you cannot see anyone (ignoring all parked cars), then lock the site up. **This includes slipways (4 of them!), changing room, boat storerooms (3 of them), the Clubhouse (3 doors and all the curtains), and finally the galvanized steel gates!**

On a brighter note, the CCSC flag was really flying when Bob Turner and the other members of “Headcase” came 2nd in the J24 Worlds in Sardinia. They were the top amateur boat, top UK boat, and the crew included ex CCSC cadets into the bargain! Congratulations to Bob and his crew.

In the meantime, we have the Regatta to look forward to and the possibility that summer has arrived at last! Enjoy your sailing – wherever it may be.

Paul Clarke

Weymouth Regatta

I hope you are planning to take part in this year's regatta. As well as great racing, there will be masses of things happening as part of the Weymouth and Portland's Maritime Festival - Spirit of the Sea (<http://www.spiritofthesea.org.uk>). It will be great fun for all the family, both on and off the water.

The regatta will be a four-day event for keelboats, from Thursday 10th to Sunday 13th July, and two days over the weekend of 12/13 July for dinghies.

The deadline for entering without paying a penalty is fast approaching. Your entry must be with Sharon May, the regatta secretary, by Thursday 3rd July.

You can download the notice of race and entry form at <http://www.ycw.org.uk/KeelRegatta.aspx>

Peter Hopford

Chairman, Yacht Clubs of Weymouth Coordinating Committee
01305 263524

Summer Barbecue

at

Castle Cove Sailing Club on

Saturday 9th August

(Basso Cup)

Please sign up (list on notice board) or phone Andrea Clarke on 01305 782220

Fireball looking for a good home

I have a Fireball No 13828 made by Malcolm Goodwin which is ready to sail, its in good condition and with full set of sails and servicable combi.I have spent £250 replacing parts, varnishing and putting it ready. Adam Bowers has given it the once over and has given it the nod of approval.

What I would like to do is offer it to a youngster/s at Castle Cove who would like to sail a trapeze boat and enjoy it, all I would like is £250 to cover the expenses.If somebody want tuition then that can be arranged, possibly by Alex or with a bit of arm twisting Adam (a F/B World Champion). Its dry stored at Cerne Abbas and there would be no additional cost to go sailing. As I say- for a young pair its ready to go.

Please phone me on 01300 341734 if you want to see it. Adults need not apply!!

Bob Green

Letter to the newsletter

When we stumbled across CCSC a couple of years ago we discovered something totally unique and very, very special. In two short years we have made so many new and special friends and learnt so much more than we ever thought possible in such a short time. To us it feels like being a part of a big caring family.

They say the average American spends half his life saying 'Hey! look at me!' At Castle Cove nobody ever says that, ever... There are no snobs and no one gives a damn how little you know or how broke you are. If you're there to join in and have fun you have what it takes - it's an amazing place and we absolutely love it, and we desperately want so see it survive and prosper.

But recently we have become worried, we see a big ugly storm on the horizon and we know that if we are not very careful it will take everything good Castle Cove has to offer and swallow it whole. The storm is 'Legacy Funding' - or more accurately just plain 'Money'.

I have some experience in this area having been involved with some incredible sporting events over the years and I have seen all this before. These events were born out of extraordinary passion, but they ended up being consumed by simple greed. Greed was never the intention of course, but money always has an insatiable appetite for yet more money, and it just swallowed them whole. By any measure that matters what was left was worthless.

Unless we are very VERY careful this will happen to Castle Cove. 'Legacy Funding' is not free money, it's more like playing poker and the stakes are very very high - we will have to mortgage our soul just to join the game.

So I urge all members to please ask yourself, what it is that makes Castle Cove special to you, why it is you spend your time there rather than another club somewhere else – or even doing something different altogether, and then ask yourself if that were lost, would money buy it back again?

If it won't, at the very least please make your feelings known - but please, whatever you do, don't do nothing!

Gary Warr

Rescue Boat Training

A good breeze, and a good turn out. All club boats were used for practise by non-driving rescue crew who have a duty in July. Out of the 20 or so members scheduled for crewing we had 10. Very encouraging to know we have 10 more rescue boat crew who know their responsibilities, how to dress, and what to do!

This no doubt will be of enormous use to club drivers who have a rescue duty in July.

The classroom session produced a great deal of interesting and lively debate on subjects, ranging from rescue crew responsibilities, and accountability or not, to the speed of compressions during CPR. This prompted various renditions of that timeless classic "Nelly The Elephant" (Sung at approx 100BPM).

We moved on to the 'Petrol Store' for a few basic Do's and Don'ts, then to the boat store for a detailed look at the VHF sets.

We had intended to take Silver Seal off her mooring and get some anchoring practise, but the fog closed in, so we took the view that there was no view, and stayed inshore.

Now concentrating on the all-important skills of 'Righting a capsized dinghy', we took every advantage of our resident stunt sailor, the intrepid Richard White (In dry suit), and his Mirror.

Remembering, that no two capsizes will be the same, we practised different righting methods. Tugging (In case of a Mirror. Heaving is more likely with a Wayfarer) on the centre board. This is till pretty much the best method for an inversion, but slow.

Attaching a rescue line to the leeward shroud. This is effective, but once again slow, mainly because of the mirror's heavy wooden bits, and Richard hanging on in the hope of being to be scooped in at the 'Right' moment.

Standing on the quarter to break the vacuum seal works, but this relies on having a crew person in the water to complete the process. (Dress code!).

While we're on subject of dress code, I recently asked a class captain, "What would you be looking for in rescue crew?" Top of the list was: "Someone in a wet suit to help me right the boat". (Thanks to Nick Browning)

Anyway, back to the righting techniques. We approached the mast tip, and walked it up (Good old standby method), simple, and we all stayed dry.

More seriously, we approached the inverted boat on the bow (That was a little bit eerie, because we knew Richard was in there somewhere). The crew lifted the bow, and called to him. There must be a bit of 'Am Dram' in Richard, because he needed Two calls! Apparently, he was very busy, fixing the kicker, and didn't hear the first call...

If you have counted heads and one or both are missing, this is an excellent method of making contact, and equally important, assessing the nature of any possible entrapment.

This brings us to our final method. 'Spinning up'. This is a very effective way of getting a boat up FAST! But it MUST BE PRACTISED!

After lifting the bow and calling, the rescue boat is at the right end.

Take hold of the painter, or attach a rescue line to the forestay. With the rescue boat at 90 degrees to the inverted dinghy, and the bows attached (Take a turn, don't tie a knot). Start driving round in circles at a brisk pace.

This works! Because the main sail acts as an aqua foil, bringing the boat to the upright position.

Communication between driver and crew are paramount, and the crew MUST have an understanding of what is happening.

As the boat progresses to the upright state (Two or three turns, depending on conditions), the driver will inform the crew "Next turn I will stop head wind". This mitigates the possibility of the dinghy sailing off, and gives the driver a chance to grab the dinghy's gunwale or shrouds, and pull her along side. **IMPORTANT NOTE...DURING THIS TIME THE CREW IS GRADUALLY RELEASING THE HEAD ROPE TO ALLOW THE BOWS TO SEPARATE.**

The painter or rescue line can now be made off, and a line put on the stern of the dinghy. Both driver and crew are kept very busy (No time for instruction). All of this demands that the crew person knows what they are doing and has practised this, as well as the other techniques.

The boat can now be boarded, and things sorted out.

Some boats don't have forestays. Toppers, Lasers, Fins, and that lovely little practise boat we have, thanks to Mark Wildman's generosity.

Getting a line low down (Or high up when the boat is upside down), round the mast is about the only way of doing it (Same as a Cat), when no centre board is present, or you have no paddle. (Both Jennies and Camelot do have paddles).

We also covered Man over board (Both methods of approach), mooring, and casting off Ribs and Jennies (Thanks To Chris Forrest).

All non-driving crew had a drive of the rescue boats (Under instruction), and safe to say everyone enjoyed the day and learned something.

The July training (For August crews, and anyone else who wants to join in) is 26th July. It's the fourth Saturday of July, so as not to clash with calendar events.

Drivers who have not attended, or for whatever reason do not intend to. Once again you are urged to read the relevant pages on our web site. Remember the training, and practise advocated is Club, and Class specific. By way of giving members the benefit of any doubt, you will find the letter 'E' next to your name on the training schedule calendar, (On the web site) which denotes exemption from training. However many drivers do not hold a 'Current' rescue certificate, which makes attendance at training sessions quite important. If you DO have any doubts, contact me and we can go through any points you are unsure of.

Alternatively, see you there on Saturday the 26th July 12:00 noon.

Bob Richardson. 01305 832518

Next newsletter

The deadline for contributions for the next Newsletter is the **20th of July**. 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 (This will always forward to my current e-mail address) – or **07977 912407.**

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