

July 2011

Apparently



Upcoming Events

08/07/2011 - 10/07/2011
Weymouth Keelboat Regatta

16/07/2011
Introduction to Racing and Short
Course Series

23/07/2011
Ladies Race

30/07/2011
Crews Race

From the Commodore

Construction of the extension will start this autumn; as you will read in detail elsewhere in the newsletter, we have enough money in the bank, clear advice as to our corporation tax and VAT position and have identified that the building the extension will not impact significantly on boat park spaces. In our preparation for the Olympics, we are now actively looking at revenue from moorings and anchorage with plans to provide a day & evening ferry service during August 2012. There also looks to be real possibilities of partnering with a hospitality organiser which would be inclusive of our club members. I should like to say a huge thank you to all those investing hours of effort into developing these opportunities.

June has been a busy month on the water too; the Cadet Race Day extended the fun of the informal Friday evening sessions to a whole day of activity. The strong wind led to great entertainment with sailing with bin bags and a good deal of very wet games close to shore. The more experienced sailors did venture out for two races in 20 – 25 kts with First Prize to Sam Barker, Alex Hutchings 2nd and Ross McFarlane 3rd. It was especially good to see sailors from Weymouth and Sutton Bingham Sailing Clubs.

July is the month of the Weymouth Regatta. Our Keelboats should just about have recovered from an exciting and challenging Round The Island Race ready to compete alongside the other 50 entries (nearly a quarter from Castle Cove). The Weymouth Dinghy Regatta brought both our dinghy sailors the opportunity to sail in the bay and for all of us to welcome visitors to our club. It was pleasing to see 135 entries this year with over a quarter from Castle Cove. Most gratifying were the comments our visitors made regarding our club being very friendly and welcoming. I am particularly grateful to all of you that parked outside the club as it made managing the car park and dinghy drop off and departure very much easier.

In July we are also looking forward to the J24 National Championships, Shambles Race, Ladies Race, Crews Race and some cadets races with Weymouth S.C. – good luck to you all!

Richard White



Castle Cove SC

From the Sailing Secretary

Well I think the only thing to be said about the June weather is: Weird! It has done a very good job of messing up our race schedule with only 5/12 Sunday races being sailed. Well done to Nick Griffin for winning the Asymmetric Class and Marcus Scrace for winning Class 9. The Allen Welling was also hit by the weather with the Keelboats being abandoned due to lack of boats and 4 dinghies venturing out – well done to those that did and congratulations to Emily White for winning!

Our members have been very busy sailing away from the club this month, with many reports later in the newsletter about our Cadets and Keelboat adventures.

One special mention must go to Emily White who sailed with 17 other sailors from Plymouth to Fowey on the 4th June 6 hours. A number of Castle Cove sailors took part in a very windy Morgan Cup Race from Cowes to Cherbourg earlier this month, all in the Two-handed class! Peter and John Eustace retired and Peters tales of the race are later in the newsletter. Alex Adams sailed with Simon Curwen on the J105 Voador and won Class 3, came 2nd in the Two-handed fleet and 10th overall! Congratulations to them! Alex has now qualified for the Fastnet, good luck to Peter and John in completing their qualifying passage. The Round the Island Race was also a wee bit breezy... I'm pleased to say all 11 Castle Cove boats entered finished the race – great work! The Poole race also took place in breezy conditions with only 4 of the 10 entered racing! Well done to Gary and Morag on the win. Report and Results from Poole and RTI are below.

Happenings this month:

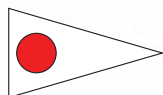
- Weymouth Dinghy and Keelboat Regatta's with a great entry of 136 Dinghies and so far 51 Keelboats.
- Ladies Race is on the 23rd July
- Crews race is on the 30th July
- Intro to Racing and Short Course racing kicks off again this month on the 16th

A few dates for your diary – after complaints about no Single handed race for Keelboats being scheduled we have decided to hold one on a Sunday when other racing is on so the Race team is already in place. Put them in your diary now!

- Keelboat Double Handed Race - Sunday 4th September
- Keelboat Single Handed Race - Sunday 11th September

See you all on the water!

Helen Rollinson



Clubhouse extension - construction to start in September 2011

Clubhouse Extension

I am pleased to announce that the club has sufficient funds for the General Committee to take the decision to commence construction of stage 1 of the extension in September 2011. It is further expected that we will complete part of stage 2 (waterproofing and decking) before the start of the 2012 sailing season.



Dinghy Park Spaces in 2012

Following consultation with both the Sailing Committee and Ian Green, it is considered undesirable to implement a 1 boat per membership restriction next year as this will unfairly impact family members. Individual members who do have multiple boats are asked to consider whether they would voluntarily either concentrate their sailing on one boat or only have one of their boats at the club at any one time.

The club will be looking closely at dinghy usage this year with a view to restricting members who have not used their boats very much this year to not having a space during P1 in 2012. This will be in accordance with the normal boat park renewal guidelines, but we are keen to help any members who do not have a place to keep their boats away from the club to find a suitable location.

The aims of these decisions are to encourage us all to increase our participation throughout 2011 and to keep sailing whenever possible in 2012 while allowing us to maximise the potential opportunities open to us in 2012.

One result of these decisions is that the club will not increase the number of Olympic spaces for 2012 until both the extension is in place and we know how much space we actually have available next year. This will be reviewed in February 2012.

Richard White



2011 Membership Packages

The following members still have yet to collect their 2011 membership package-

Archer; Archibald; Baird; Bishop; Covington; Critchell; Cropper; Debbage; Elsworth; Gallego; Grainger; Hargreaves; Haslar; Henville; Holding; Jackson; D Jenkins; M Jenkins; McGregor; Marchment; Rabson; Read; Riddoch; Sansom; P Smith; Tinsley; Turner; Westlake; Winterton; Woodbury.

Please do so.

Steve Green

Cadets: RYA 2011/2012 Squad Applications

Any of the cadets sailing Optimists, Toppers, Cadets, Mirrors, Fevas, Lasers, 29ers or 420s, and thinking of applying to get in an RYA training squad, you can now apply on line by following this link which will give you full details of the application process and squads you can apply for: [RYA Squad application](#).

Also, if you want to know the benefits and fun to be had by getting in a squad, just talk to someone already in one or their parents...

CCSC Cadets currently enjoying squad places are:

- Alex McFarlane – Topper 4.2 National Squad
- Emma Bishop – Optimist South West Zone Squad
- Emily White – Topper Junior Development Squad
- James Bishop – Optimist South West Zone Squad
- Ross McFarlane - Topper National Intermediate Squad
- Sam Barker – Laser Radial Transition Squad
- Tom Rowell – Topper South Zone Squad

Richard White

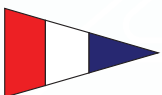
SI Ammendment

1st June 2011

The sailing programme is changed as follows:-

Action 1. The Laser class will have a shorter course set than class 9 (an inside loop of what Class 9 shall sail) This will be a shorter course NOT a shorter race with emphasis on a shorter beat. There results shall be separate for this series – It is still handicap racing as radials and full rigs will race together. This change shall take effect from the 6th June 2011

Helen Rollinson



Moths at Castle Cove

Members might have noticed that the moth fleet at Castle Cove has doubled in size recently, we now have 4 foiling moths and 1 lowrider, hopefully soon to be joined by another foiler - the homebuild of Mikey Robbins - possibly the slowest moth build on record!

We have had a lot of people wanting to have a go in a moth and also a lot of comments like 'If only I was younger' Well I have two points to put to everyone:

1. You are not too old! In 2010 the average age of the top two in the world was 50! Putting the younger generation firmly in their place. And if still in doubt read this: <http://bit.ly/mSGVWJ>

2. We would love to organise a day/evening where people can come and give mothing a go. A hard one to organise as it would be very weather dependent. So what we would like to do is get an idea of how many people are actually keen to have a go and go from there. I will put a form up in the clubhouse. We will do our best to take smaller sailors out with us. Warning: It's addictive!

And for those that have maybe moaned about the handicap of a moth in the past... I am happy to say I finished last on corrected time by 20 minutes on Wednesday night :-) - the only way is up!

Helen Rollinson

CCSC at Round the Island

Just thought our clubs should congratulate themselves on some amazing results in Round the Island yesterday especially to:

Paul Barford who won Div 8B (ISC handicap) out of 44 completers coming
Nick Massey who came 2nd in Div 5B (ISC) out of 39
and Ian Bowker who was 5th out of 33 in Div 3C

Diana Gill

CCSC at Round the Island Results

ISC

- TUMBARUMBA - 2nd in class & 26th overall
- SERAPHIM - 6th in class & 48th overall
- ECHO - 10th in class & 154th overall
- TIGERLILY - 10th in class & 173rd overall
- MANANA - 16th in class & 242nd overall
- IOLA - 27th in class & 388th overall
- SYRENKA - 42nd in class & 535th overall
- ALMADA - 29th in class & 547th overall

IRC

- SNOW GOOSE 9th in class & 138th overall
- CREWCUT - 10th in class & 176th overall
- RATTLER - 21st in class & 222nd overall



Tumbarumba Round the Island

The triumphant RTI 2011 crew of 'Tumbarumba' which is a MGC 335 owned by Nick Massey of Castle Cove Sailing Club, we managed to achieve 2nd in our division, 3rd in our group and 26th overall in the ISC Fleet.

The race conditions were very challenging with 25 knots of wind gusting up to 30 knots on occasions, however fortune favours the brave and we were one of a minority of boats that held the spinnaker all the way to St Catherine's Point, dropping it to achieve the gybe and then re-hoisting as soon as possible for the ride down to Bembridge Buoy. This proved to be a critical decision as many boats were overtaken on these legs. Everyone had a great days sailing in what will be remembered as a classic Round the Island race.

The crew were;

- Skipper & Helm: Nick (Rescue) Massey
- Skippers Lacky and Winch Wizard: Andy (Clinging on to youth) Williams
- Main Trimmer: Rick (The Brush) Bruton
- Navigator: Richard (Round the World) Butler
- Winch Wizard: Rick (Cookie Bear) Mead
- Foredeck: Dan the Man (Almost)
- Deck Fodder: Roy (Silver Fox) Griffiths

Roy Griffiths

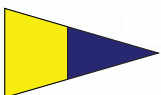
Four CCSC Cadets Compete in Dorset Schools Regatta

Four CCSC cadets competed in the Dorset Schools Regatta on 21st June at WPNSA. The boys sailed in winds gusting up to 30 knots in school teams. James and Alex sailed for All Saints and Ross and Bradley sailed for the Gryphon School.

In the individual events Ross picked up gold and James bronze, with Alex coming in at 20th and Bradley at 22nd. Ross's school The Gryphon came in 2nd overall. All the boys are already looking forward to next year and improving their school's positions.



Cordelia McFarlane



Castle Cove Fastnet team retire but get another chance

Castle Cove Sailing Club's father-and-son team Peter and John Eustace retired from last weekend's windswept Morgan Cup Race from Cowes to Cherbourg, but their hopes of qualifying for the classic Fastnet Race in August remain alive.

"The weather forecasts for the Channel last weekend were horrendous," said Peter, "and it was blowing 25 knots and heavy rain just before the start on Friday evening. We started with reefed main and our heavy-weather jib, but the wind went easterly and died away to about 10 knots, leaving us very under-canvased as we sailed towards the Owers buoy off Selsey Bill. At one stage, when it went back to the south west, we put up a spinnaker, which did the trick with a vengeance. The wind was soon back up to 25 knots and more, by which time the spinnaker was safely back in its bag.

"Once round the Owers, we found the seas were very confused and the wind was still rising. We had the main reefed as small as it would go, still with the small jib. The next step would have been to get out the storm sails. The prospect of more than 12 hours of that sort of thing, plus crossing the shipping lanes and possibly arriving off Cherbourg with foul tide meant the only sensible decision was to head back into the Solent while it was still an option. We felt we should seek shelter before we broke anything on the boat or injured ourselves. We are campaigning in the two-handed division, which means safety has to be even more of a priority than on the fully-crewed boats. Six out of the ten boats in 2-handed made it to Cherbourg, but over half the fleet of fully-crewed yachts, some of them much bigger than our 10-metre 'Scherzo', retired for one reason or another.

"Along with the rest of the fleet, we were very shocked and saddened to learn of the death of a crewman who had fallen overboard from one of the other boats. By then, though, we were well on our way back to shelter.

"We completed the Myth of Malham Race to Eddystone and back three weeks ago. Retiring from this race means that we are still 70 miles short of the 300 racing miles needed to qualify as a Fastnet entry. The Royal Ocean Racing Club, organisers of the Fastnet, have kindly agreed to accept a 100-mile passage under sail instead of insisting we participate in another race, with all the expense and logistical problems that would entail. So, early next month we plan to do a quick there-and-back -again from Portland to a suitable turning point. Then we shall be able to focus on getting ready for 630 miles from Cowes to the Fastnet Rock and then back to the finish in Plymouth."

Peter and John are supporting fellow Castle Cove members Kay and Kevin Stibbs in their effort to raise funds for Sail 4 Cancer through their own Fastnet campaign. Donations can be made direct to Sail 4 Cancer at <http://www.sail4cancer.org/DraigFastnet>

PVE



Soft Anvil

Many thanks to all those who braved the cold, wet & windy Sunday to help our boat during her perilous time on the reef and our special thanks go to Barry Grant who coordinated the rescue.

We were not 'abroad' as thought, only on the Isle of Wight!

Thank you also to all those who kindly left messages.

Gill and Graham

Trolley Dolly

Michael Gill in action as a 'trolley dolly' at Sail for Gold on the Saturday

With Penny Clark and Katrina Hughes wmn 470 – finished 10th overall!

Regards

Trevor Bevins



Doorbell For Sale

Wireless door bell with two receivers, up to 200m range. Bought for club gate, but on opening, instructions say 'do not use near metal structures', like gates!! Works over length of car park OK

Cost about £25

Contact me on 789191

Steve Green

Disaster Strikes Draig o'r Mor and the Race is ON

If you have ever seen a mainsail lashed to the boom by a lifeboat crewman you will recognise it in an instant. No nonsense, practical, no matter how high tech the sail, it gets the same treatment when lives are at stake. Back in Weymouth I looked down into Vertigo's deserted snakepit and thanked my lucky stars that we had got off so lightly.

The RORC Myth of Malham race, Cowes to Eddystone Rock and back is a 230 mile taster along the start of the Fastnet route. The drama of our entry began with Kevin and Nic delivering Draig to Cowes under tri sail and storm jib. With winds gusting well over 30 knots they surfed down waves and made record time - in safety. The crew gathered like a reverse Red Arrows manoeuvre from Holland, Sherborne, Weymouth and Alton. Kevin, Kay, Nic, Helen, Neal, Albert and finally Andy converging for a strategy meeting in The Anchor. We all slept well that night.

At 6am there was little breeze and we pondered our choice of headsail. As we headed out to pass through the identity gate we could see the white tops building past the end of the headland. Two



fire extinguishers to show this time. I remember saying to Nic to make sure they were properly secured afterwards. Kevin had been on an offshore once where a girl had received a nasty blow to the head when a fire extinguisher had worked loose. We knew we were in for a rocky ride with a long beat to Eddystone.

Starting with a favourable tide was a novelty. With moderate north westerly breeze the northern limit of the line was favoured. With a smaller jib we hoped to hold starboard tack the length of the Solent. Second away behind our rivals, Hebzibah, we fought to gain height and worked hard to overtake them by Beaulieu. We couldn't shake them off until we eased sails at Hurst to make for the Needles Bridge buoy. Amazingly a couple of Sigma 38s, who had started mid line, had managed to hold a high enough course so they didn't have to tack and had taken advantage of stronger tide in the middle of the channel. We pushed on level pegging with an X34 Sunfast 37 and First 34.7 beating down the channel for hours waiting for the wind to back. Offshore from Portland Bill we struggled for breeze and changed up to our biggest headsail. The pressure built later on and we reverted back to our new code 3. With neap tides the tidal gates were not so critical and we pushed on making good progress into the night. As predicted a favourable wind shift and we tacked for Start Point as darkness fell.



Discovering your company when dawn reveals is always exciting and this time encouraging. We rounded Eddystone with Persephone, Sigma 38, and Storm Trooper Sunfast 37 at 0620. Andy said there were seals positively scattering. Albert, on the helm, decided we must bear away – now. Unfortunately he didn't tell Neal on Mainsheet and Draigy responded by laying on her side and ignoring Albert. After I had shouted a few words of encouragement(bleeding ears all round), Draigy was back on her feet again and a coordinated bear away was achieved. We had overtaken Storm Trooper and our kite was up and pulling. Just Persephone to overcome now. It took some time but with each roller we surged a little faster than the Sigma, peaking at 14.5 knots and eventually we were past and putting good distance between us. We watched the J97 Jika Jika struggling with their Assymetric gybes then heading off at breakneck speed only to stop for another gybe as we caught up (Known in Weymouth as doing a Melges!)

We had rounded Start Point, the finish in our sights. An easy downwind blast with only places to be gained along the way. We knew we were doing well, then at 1225 the unthinkable happened. A combination of a hasty gybe a large wave and a big gust. Nic and I were below. We heard a big bang and a bucket of spanners being emptied??? Shooting out on deck to look for damage all appeared well but the boom was rather high. Back down below I was horrified to see a crease in the mast from side to side around the front where the coach roof anchoring points are. We span Draigy round and simultaneously put back stay on to support the rig. The crease opened up as the mast righted and I shouted to nick to keep well away in case it broke off. With sails down we admitted defeat and motored.

Emergency procedures became a priority. We were 20 miles downwind and tide from Dartmouth.



Turning into both with a dodgy mast was not an option. 33 miles to E Shambles and another 7 miles to Weymouth we wondered about our fuel. We had half a tank which might be enough, but what if it wasn't? I radioed Persephone the nearest boat – but no reply. I tried Brixham Coastguard – no reply. I tossed Andy the hand held VHF and after discussion with Helen we agreed to put out a Pan Pan. Many thanks to the yacht who relayed the Pan Pan to the Coastguard – I never did get their name. We agreed to push on to Portland Bill and then contact the Coastguard again when we were in a better range for both VHF and mobile phones. We were pretty miserable but not in danger so only one thing for it – we had a beer.

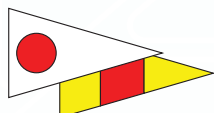


An otherwise uneventful motor back was broken by the turn of events on Vertigo. We listened to the VHF in horror. A crew member overboard who had been recovered, was conscious but obviously in a bad way. No sails or engine, the coastguard helicopter airlifted them off in the distance. We did not hear any of the Liquid Vortex rescue. They were nearer Start Point. Apparently someone hit by the boom and airlifted off. As we rounded East Shambles we saw the Lifeboat go to the Bill to escort Vertigo in. They had a rope around their propeller

Vertigo and Liquid Vortex came up Weymouth Harbour together minutes after we had arrived. I stood on the quayside and looked down on them tied alongside each other, deserted, one could only imagine they must have raced to hospital to seek news of their fellow crew members. Our plight seemed trivial by comparison.

Our hopes for the Fastnet are dashed – for now. If we manage to fix Draig in time we have shown good form for a high placing result. Prior to our mast break we were putting good distance between Draig and Persephone who are on the same handicap. They finished 7th so we could easily have achieved that or better – would have, should have, could have. I have asked RORC if they will consider the section of the race we completed as counting towards the remaining 48 qualifying miles we need (125 Le Havre, 127 De Guingand, 300 needed)

Frantically seeking a 6 metre section of Proctor mast or a new mast (minimum 6 week lead time). We are putting out a plea to anyone who has contacts in the Marine industry to help push Draigy's repairs on. We really want to compete and succeed in our campaign to raise £10,000 for Sail 4 Cancer. All money donated goes straight to Sail 4 Cancer – none is used to finance our campaign. Radar Extremely realistic kind of electronic game often found on larger sailboats. Players try to avoid colliding with “blips” which represent other sailboats, large container ships and oil tankers.



Fun Stuff - Sailing Dictionary - Last Part!

Regatta

Disorganised sailing competition that pits your luck against your opponents' luck.

Sailing

The fine art of getting wet and becoming ill while slowly going nowhere at vast expense.

Satellite Navigation

Sophisticated electronic location method that enables sailors to instantly determine the exact latitude and longitude, within just a few feet, anywhere on the surface of the earth, of whatever it was they just ran aground on.

Single handed sailing

The only situation in which the skipper does not immediately blame the crew for every single thing that goes wrong.

Spinnaker

Large beautiful balloon shaped sail used in powerful downwind sailing, collapses at the sides to make control difficult and when lowered stores neatly into the galley and main cabin and heads all at the same time.

Tides

The rise and fall of ocean waters. There are two tides of interest to mariners: the ebb tide sailors encounter as they attempt to enter port and the flood tide they experience as they try to leave.

Yardarm

Horizontal spar mounted in such a way that when viewed from the cockpit, the sun is always over it.

Yacht Owner

A person who used to have some disposable income

For Sale

193011 was imported from Australia in 2008 and came 1st, 1st, 2nd in the 2008, 2009 & 2010 Nationals. The boat comes ready to race and win (rigged to my specification plus with top, bottom and foil covers plus trolley). I would love her to go to a good home and I am happy to sell with brand new (used) foils and carbon tiller + extension.

My mobile number is 07748 902679 and I shall be around Weymouth most of the summer coaching international teams.

Jon Emmett

