

June 2011

Apparently



Upcoming Events

06/06/2011

Start of Laser Short Course Racing

06/06/2011 - 11/06/2011

Sail for Gold Regatta WPNZA

11/06/2011

Z Class Poole Race

18/06/2011 11:00

Allen Welling Z Class
Long Distance Race

18/06/2011 11:05

Allen Welling Dinghies
3 Races back to back

19/06/2011 10:00

J24 Class Training

02/07/2011 - 03/07/2011

Weymouth Dinghy Regatta

From the Commodore

May has been busy for all the right reasons - Sailing and Socialising! The Cadets & Tinker Fridays are becoming a weekly social evening not to be missed with a great mix of members from all aspects of the club and Olympic sailors enjoying the informal bring your own barbeque and bar. The Contender & Fireball Open was a great success with excellent conditions. Special thanks goes to Dave Rollinson who stepped in at the last minute as race officer and was applauded by sailors and race teams alike for the excellent and efficient way in which he ran the racing. We finished the month with a spectacular barbeque with visiting members from Redclyffe Yacht Club catering for over 100 members and guests.

We have also seen some notable successes in racing away from the club: Alex Adams sailing in a J105 in RORC Myth of Malham Offshore race to Eddystone Lighthouse - 6th/24 in Two Handed Class and 22nd/125 overall as well as achieving a 5th/24 at Parkstone Moth Open. In the J24 Southern Area Championships at Poole - Bob Turner with Rorie, Mike and Nathan on the crew came 2nd/15. In the Toppers Ross McFarlane 11th/215 at the Weymouth National Series Regatta and Emily White 4th/17 in the SW Area Championships at Stithians and 2nd/54 at Chew Valley Topper Open.

Looking forward to June, we are reaching the decision point on the extension if we are to build this autumn. Brian and the strategy group have continued to raise more money and Val has pursued the questions over VAT & corporation tax and has now established a definitive position and reduced our liability significantly. The balance is now between more team spaces, local members' dinghy spaces and the space potentially lost by building. We are asking for those members who are willing to voluntarily forego their P1 spaces next year to come forward now. Finally, the Weymouth Regatta is now only a month away, booking is online at www.weymouthregatta.co.uk and dinghy entries are limited.

Richard White



Castle Cove SC

From the Sailing Secretary

Summer is nearly upon us and turn-outs for racing are ever increasing which is great. The first Intro to Racing course and Short Course Racing on Saturdays had a great turnout with a few of the visiting team members joining in as well giving our club members a run for their money!

The first series are now complete, there was a few closely fought battles... well done to: Nick Orman for winning both the Monday and Wednesday night series in Class 9, Jeremy Belling and Paul Robbins took Class 9 in the Spring AM and PM series, with Jon Jenkins winning Asymmetric Spring AM and Nick Griffin taking the PM series and 1st Monday; in the Keelboats the 1st Monday series went to Echo sailed by Gary and Morag Warr and crew, 1st Wednesday Fast series was won by Joskin 2 sailed by Bob Turner and crew with Slow Keelboats going to Ella – E Clabburn and crew.

Well done to Emily White for coming 2nd at the South West Area Topper Traveller event at Chew Valley on the 15th May.

May also saw Castle Cove descended upon by a large fleet of Contenders and Fireballs for a great weekends racing out in the bay, I was very jealous watching from the committee boat! A big thank you to Paul Robbins and Nick Grace for organising such a well run event and Rob White for lending us his boat. And thank you to all the volunteers that helped out over the weekend – too many to name here – you know who you are!

Due to the weather conditions over the May Bank Holiday the Cherbourg race has been postponed – watch this space for more information.

And a small apology from me – you might have noticed a few flags missing from round the harbour – a now have them and they will be out there very soon! This year we did decide to put flags on all marks hoping it would help everyone find the marks more easily – any views on this please let me know!

Debbie Bowers has kindly agreed to take on the job of organising our lovely Trophy collection – Thank you! All trophies will be awarded at the Dinner Dance this year so watch this space for more news on this.

Plenty going on at the club this month – check your calendar for details of events! Good luck to everyone competing in Open events over the summer – please let me know any results so we can tell the rest of the club how our members are doing.

Helen Rollinson



2012 Boat Park Spaces

Planning for next year is well underway and we now have the difficult task of balancing the desire to capitalise on the revenue we can potentially make from increasing the number of Olympic Team spaces with the level of restriction to the number of dinghy spaces allocated to local dinghy members. If we do manage to go ahead with the construction of the club extension, this will create additional pressure on spaces.

We have already had a very useful consultation meeting in early March and your class captains have been asked to consult with their classes as a follow up to the meeting. We have received great encouragement from many members to seize the financial opportunity that the arrival of the 2012 games brings. Equally, we have received clear demands from other members that they want to continue sailing throughout P1 during 2012. Both views are vital to the success of the club next year, as without continuing to run a full and well supported sailing programme we will have fallen short of continuing to be a vibrant sailing club. Equally, it is a financial opportunity that will not be repeated.

Currently we are thinking of implementing only the most popular measures: of encouraging boat sharing, 1 boat per membership and asking those people who sail infrequently to voluntarily give up their space for P1 in 2012.

We are therefore asking those of you who are prepared to voluntarily give up your space during P1 in 2012 to advise us and commit now.

- If several of you feel you can share a boat or boat space through-out P1 please let us know of your plans.
- If you are a Wayfarer owner and are happy to occupy a mooring in P1 next year we really want to hear from you now.
- If you are happy to trail-sail, again please tell us know.
- If you have nowhere else to keep your dinghy, but would be happy to move it if an alternative place could be found, again now is the time to please tell us.

Send your details to:

Ian Green: i.greens@virgin.net

Extra Ferry Hours - Reminder

Friday 29th July 09:00 to 17:30

Sunday 31st July 17:30 to 21:30

Sat 6th Aug 17:30 to 21:30

Sun 7th Aug 17:30 to 21:30

Sun 28th Aug 17:30 to 21:30

Helen Rollinson



Class Training – A little guide

We would like to encourage more training at the club when there is space available to do this. This would primarily be from September – December and April, possibilities also in January – March – work party dependent. The summer season will also give possibilities but we will have to be more careful at this time until the Olympics are over and other event clashes – If in doubt just ask – we want to get as much happening as possible!

Class members first point of contact should be their class rep. The class rep can then liase with Sailing Sec/Sailing Committee/Ian Green and others on what needs to be organised/when things can happen.

The class rep (or class member if delegated) will be responsible for organising the training event (not the Sailing Sec!) This includes organising any ribs/marks/radios needed and other on water needs plus all shore side activities – food/bar/parking etc. The more people from your class you get involved the easier it will be. Sailing Sec is happy to give advice but not do everything!

Costs are set out below:

Costs

Weekend rate - £15 (incl. £3 PP) / per boat

Day Rate - £10 (incl. £3 PP) / per boat

Boat fees

Jennies, Beaver: £30 per day (hirer to provide fuel)

Camelot, TT: £60 (hirer to provide fuel)

Idler Too £120 (including fuel, but only with CCSC flag-officer-approved driver, with whom separate payment arrangements should be made if appropriate)

Helen Rollinson

Winter Talk DVDs

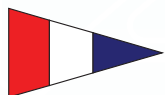
Keith Ellis has kindly put together all the footage from our training sessions this winter – for anyone that took part that hasn't received their DVD already please collect it from below the Computer screen in the Chart Room.

Helen Rollinson

Laser short course on a Monday night

The second Monday series starts on the 6th June and there will be a shorter course set for Laser sailors. The start will still be with Class 9 but a separate course and series result. So a call out to all those Laser sailors that like a shorter course – this one is for you!

Helen Rollinson



Racing and the Rules

It is great to see more and more people out racing at the club and I will do nothing but encourage it. But just a little friendly warning that everyone racing still has to obey Racing Rules! I have heard about a large number of rule infringements being discussed at the club recently, many of them being about people barging in at the start line. Some infringements have been subject to protests (outcomes of all of these are on the board in the clubhouse) – and I would encourage anyone who feels they have been infringed with no 720's being done on the water to pursue this route! Some might not think this is healthy for a club but I would say otherwise – if sailors start to realise they won't get away with not doing their turns and get DSQ'd they will soon start doing them! And if someone really doesn't think they were in the wrong it is a chance for all concerned to look over the rules.

And please also remember that due to a wide ranging fleet at the club there are boats that go at very different speeds. All high performance boats at the club (RS800/I14/49er/RS700/Moth etc) have the ability to go upwind at 12+ knots so be aware of what other boats you need to look out for when you go racing. And if you sail a fast boat maybe be a little more vocal so other sailors know your there!

Any problems come and see me... if it's late in the evening a drink helps ;-)

Most important message –ENJOY YOUR RACING!

Helen Rollinson, Sailing Sec

Allen Welling

This month is the Allen Welling race on Saturday 18th June. For Keelboats it's a Long Distance race and for Dinghies it is 3 races back to back. The sailingcommittee have been asked to help encourage some of the slower handicapboats to race so we will have a separate start for Slow Handicap with a shortercourse. So... calling all those Oppies/Toppers/Mirrors that have maybe thoughtabout racing – this one is for you!

Helen Rollinson

Clubhouse Wi-Fi

The Clubhouse has had wi-fi internet access for a little while now and to improve access for our Olympic visitors, a second line has been added.



If you have a wi-fi enabled device you can connect to either CCSC or CCSC2 to access the internet. The Passphrase/Key can be found on the notice board in the Clubhouse.



Remote Electric gate opening

Within a week we expect to have a remote video/release link between the Electric gate and the Galley server area. A person at the gate can call the galley to open the gate. The galley can identify him on camera and reply via a handset then enable the gate release, the button is also on the handset.

It is intended that that this can be used for special functions. The Galley has to be manned. The Gate handset is in a grey box which has to be opened with a special key and left open for the period of use and then locked up again. In the event of any problems please contact myself or Steve Green.

Our thanks go to Bob Ward and Paul Clark who did most of the work for the system and David Gwatkin who helped on the final commissioning.

Barry Grant
Site manager

Wanted: 420 Mainsail

The club 420 needs a replacement mainsail. If you have an old one, or know where we could source one, please contact me.

Steve Green
01305 789191

Olympic Stewards Required

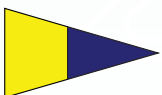
If you are able to give up some time and act as a Club Steward to assist our visiting teams then please add your name to the rota that can be found at <http://news.ccsc.org.uk/stewards.aspx>.

Duties will involve

- Answer any queries from the teams
- Create friendly atmosphere
- Manage locking up at end of shift
- Please wear Stewards yellow jacket for ID
- Times: 16:30 - 18:00 per day

Many Thanks

Brian Shaw
01305 776659



Short Course Racing



Introduction to Racing

The first of this season's Introduction to Racing sessions took place on Saturday. We covered the absolute basics of the course and looked at starting, and the flag sequence you can expect; before taking to the water and practicing starts. It was wonderful to see some of our really young cadets joining in with the briefing and starting to think about racing. It proved a good session with the more experienced sailors demonstrating how to start well and everyone improving.

Short Course Race Series

Following on from the Introduction to Racing we were joined by more sailors looking for some fun and informal racing. The weather and wind was perfect – sunny and a nice 8 - 10kts breeze. It is marvellous to watch such a wide variety of boats and experience all enjoying the racing – we had very keenly contested racing amongst Lasers, RS Teras, Toppers, Lark, Laser 2000, LaserEPS, Optimist, Scorpion and International Canoe. We even had a special guest appearance by Iona & Audrey in a Drascombe Lugger.

This year we are again sticking with a 3 minute start sequence and will introduce a variety of courses as the season progresses. It is ideal for parent and child combinations to introduce your young sailors to racing with short beats and lots of rounds – the lasers managed 6 laps on race 2!

A really big thank you to Rob White, Phil Dickinson, Tim Jones, Tony Brace-Girdle, Ben Elliot and Harrison Reid for their help and providing safety cover.

If you are looking for practice as driver, crew or just to get out on the water for an afternoon your help is welcome – richard@azurelogo.co.uk

Ricahrd White



Weymouth Olympic newsletter link

E-newsletter continues with the latest version online here and the opportunity to sign up at <http://www.dorsetforyou.com/400484>

Richard White



Fabulous Bank Holiday Weekend Barbeque with Redclyffe Y.C

Over 100 Castle Cove members and guests from Redclyffe Yacht Club and the Russian Olympic Team enjoyed a spectacular feast of barbequed chicken, sausages and burgers with a vast array of salad dishes, finished off in great British style with Strawberries, chocolate gateaux, ice cream and other deserts. It was a terrific evening after a rather blustery weekend.

Special thanks to the huge effort put in by everyone who contributed salads, but especially to the galley team who slaved away preparing and then washing up by hand after the refusal of the dishwasher to get hot. Above all thanks to Charles Aggett who organised the function with the help of Gill Watkin. We have an invitation to Redclyffe Y.C. and plans are now in process for a return visit.

Richard White



SW Topper Sailors in 25 Mile Sea Marathon

On Saturday 4th June, a group of 19 young sailors aged from 12 to 15 from across the South West will sail the 25 miles from Plymouth to Fowey. They will each be sailing a Topper dinghy to raise funds for 4 maritime causes: The RNLI (Royal National Lifeboat Institution), The National Coastwatch Institution, Fowey Gallants Sailing Club (Youth Sailing), and the International Topper Class Association (South West).

Full details are available on the event website www.topperchallenge.com.



Optimist Inlands

So Friday lunch time, time to chill out before the weekend. No wake up James time to rush out of your music lesson and out of school to go to the Inlands at Grafham. On Friday mum picked me up in the new car let me tell you about the new car. Basically we won the inlands competition to go there in a brand spanking new Volvo XC 90. So here we are going to pick Emma up then go to the inlands.



Saturday morning time to go sailing turn up at the club to be welcomed by a 25 knot breeze YES. Rig the boat up then go to registration. Half an hour later, just to fill you in, I'm only in the middle of the queue. Any way now me and Emma are all registered and ready to go Bring It On.

Finally on the water and getting some proper racing in. I had a fairly AMAZING day with a dodgy 56th (mast rake issues) 18th and a 20th. Overnight I was ranked 72nd not bad out of 232 competitors.

Sunday I had a consistent 30ish sort of day. So after a good weekend I end up ranked 73rd best oppie sailor in the country (Take away one from 73rd there was an American kid who came over from the states as well.)

James Bishop

Warning To All Keel Boat Owners On Moorings At The Club

We had a break-in and theft from our boat moored on a club mooring, which we discovered on Sat 15 May 2011 at ~15:00.

Boat: Wild Affair (Jeaneau Arcadia - 29' sloop), joint owned by myself and Catherine. Mooring: currently on temporary mooring belonging to Rod Scarr while ours is re-instated. I think the number is 147, but it is located 0.3NM SE (119deg) off Sandsfoot castle at 50 35.583N 2 27.279W.

We were last on the boat on the morning of Sat 30 April so the incident occurred during the last two weeks, but probably after 4th May as the winds up to that point were strong and from the E/NE and the motion would have precluded the gymnastics required!



We found that the Rutland 913 Wind Powered Generator mounted on its 8'+ pole had been taken, the washboards forced and some damage to headlinings and the electrical distribution panel inflicted below (as well as items moved around and papers/manuals strewn about the cabin). However, no other items appear to be missing and there does not appear to be any wanton damage. From this we deduce that the thief/s were probably stealing to order and their only intent below was to find and remove the generator regulator unit (thankfully unsuccessfully) and any related paperwork.

We contacted Weymouth Police immediately and (eventually) were able to give them the details and they have issued a Crime Number: C11D021394.

I later met PC Kevin Hoff from the Marine Police unit to show him (and a forensic colleague) the boat.

If you have any further information, we can be contacted as below:

agoward1@virginmedia.com
catherine.ward@virginmedia.com
Home Tel: 01722 328620

Anthony Ward

Entrance Gate CCTV System

The volunteer team of club members, Paul Clark and Bob Ward, are installing a CCTV system for visitor access via the maingate.

It is almost complete and needs half a days work to finish it-pauls estimate!. All the wiring and main components and wiring are in place and the remaining task is to commission the system.

Is there any one out there who has the skill to accomplish this task? Your help would be gratefully appreciated. We would like to complete in the next week or so.

Barry Grant
Site Manager

Wanted - VHF radio

The VHF radio in our moorings vessel GRAFTER has been repaired recently but is starting to play up again and may have to be replaced shortly.

If any member, who has perhaps upgraded to DSC, has a serviceable/reliable non DSC VHF set with handset and preferably mounting bracket which they might be prepared to donate, please contact me on 01935 83378 or j.scott-foxwell@virgin.net. We would be most grateful as it will help to keep our costs down.

Julian Scott-Foxwell



Draig O'r Mor Cowes to Le Havre Race report

I looked at the course that had been emailed to me with astonishment. We were on delivery passage approaching the Needles when it came in. I was pretty surprised that I had a signal & marvelling at modern technology then it hit me that this course was not exactly what I had expected. When we did the Le Havre race two years ago it was pretty much straightforward and straight there. This time we were to depart the Solent to the West leaving the Needles fairway buoy to port then beat against the tide round the island to Nab Tower on the East side and use this as our departure point for Le Havre 125 miles. Good Game Good Game. It's not that I mind beating against the tide. But there's something pretty sadistic about a course where you fight the tide for hours and just start to enjoy it as it turns in your favour. Then after about half an hour you turn a corner and have to fight back against it again - TWICE. Call me old fashioned but I'm more of a downtide downwind gal any day. (there's a song there somewhere)



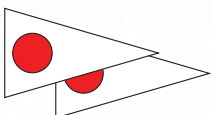
Anyway we had a good run ashore in Cowes Friday night and our new crew toasted the start of the campaign. Nic & Neal new to us from the RORC crewlist and Helen M-S on loan for the weekend— special thanks to her for turning down some distant relative's wedding invitation. Other crew had not been available for this race so we were 5 up with Kevin and me (normally 8).



We had an interesting start (0800) narrowly avoiding the biggest boat you have ever seen, adopting some starting strategy of sitting stationary, broadside on the line with pole up ready to launch their spinnaker – reminiscent of the old WSC start line??? So we were not exactly in the best position on the line we had hoped for. Never mind we were clear away spinnaker up no trouble. Dead running, fighting the tide for an hour, keeping to the shallows. Exciting close quarter stuff. Not many Sigma 38's as they had their nationals in Weymouth. A 101 like Terry's sailed double handed doing well. Our old rivals Winsome Hepzibah & Iromiguoy running down towards Hurst &

eventually some favourable tide. So here we were bombing along past the Needles to the Fairway buoy & after some discussion Kevin eventually decides to change the headsail ready for the beat. Now I'm not saying it was a bad decision. In fact we all applauded the headsail when it went up. It's just I wish we had started just tad sooner. Before we knew it I was counting down the seconds to the mark – no pressure eh! All went well with a couple of seconds to spare but we certainly realised what the extra 3 crew members do!

Now we were beating towards St Catherine's point. During RTI is a relatively easy duck from the Needles into the Bay out of the tide but from the Fairway buoy it's a major detour & more of a balance – keeping check of the foul tide on each tack & tucking in fairly close. From St Catherine's it was a proper old fashioned short tacking beat keeping in really tight with big holes in the breeze, dodging boats like Partouche (Class 40) with its amazingly long bow sprit (ooh err !). We were doing reasonably well until the port runner jammed in the block & we had to tack away from the others until it was hacksawed off. A spare soon in place and we were back in contention. As we approached Nab Tower we started



to enjoy the favourable tide but looked over with dismay to see that no one had launched a spinnaker, as we had hoped, for the long haul across channel. As we followed we could see why and carried our largest head sail on this close reach against the tide out into the channel. Here we launched our new Code Zero with high hopes of carrying it through the night. Something was not quite right & we need to experiment more with this sail. We were rather bows down & rounding up dramatically which is not like Draig at all. Anyway we decided to drop in favour of the genoa at sunset & really didn't lose any speed and were far more controllable.

Our approach to the turning mark A5 was pretty spot on (So I'm told. I was asleep at the time – confidence in my navigation? – no just knackered) and we took many places as others struggled to get round. From here it was a slight harden up and straight for the finish line as dawn approached. Its so fascinating to identify the boats whose nav lights you have been sailing with through the night. We finished alongside a Challenge yacht, a First 34.7 & X34 and were pleased to hear others from faster classes arriving after us. We were 15 out of 39 not bad for a first effort. We learned some valuable strategies and beat some serious competition.



With a forecast for stronger winds on Monday we sailed straight through the line & put the spinnaker up and headed for home – Kevin sneaked a beer in celebration at 0600 while the rest of us waited until at least 0800. Arriving in Weymouth Bay just as the fireworks started on the seafront was a real buzz. We had sailed 242 miles non stop over 38 hours, beat the rain and more importantly caught last orders.

As we toasted our homecoming I suggested an extra race in 2 weeks time & everyone thought it was a brilliant idea. A great team really working together by the end of the race and with full complement of 8 next time we should do even better. The De Guingand Bowl is a race around marks in the channel over 24-36 hours on Saturday 14th May.

Kay & Kevin Stibbs are campaigning Draig O'r Mor through the Fastnet to try and raise £10,000 for the Charity Sail 4 Cancer. The charity gives cancer patients & their families free sailing holidays both in the UK & abroad at a time when it is really appreciated. Please help their campaign by donating through their website www.draig4fastnet.co.uk. All money donated goes straight to the charity – none is used to finance their campaign.

Draig Enjoys the Breeze in the Rorc De Guingand Bowl

Peering through the spray on the Red Jet's window we knew it was going to be an exhilarating weekend. Just visible in the distance was Draigy charging down the Solent under her storm kite. Lucky Kevin and Nic had an excellent delivery on Friday whilst Helen and I had been working. With a rendezvous in West Cowes, a strategy meeting was formed in the Anchor Inn. We had been emailed the course – Cowes, Needles, Greenwich Light Vessel, Cowes, 127 nm and the forecast was for moderate to strong westerlies

We awoke to a breathlessness hailed by the marinas bunting. Everyone knew the plan. A good team, well rehearsed, we slipped out of the marina for an 0800 Saturday start on the Royal Yacht Squadron



line. Usual drill, beating, adverse tide, so the Squadron was the favoured end. Except you couldn't lay the line on starboard. Mid line there was a massive wind shift with a freshening breeze which put Hurst Narrows in our sights. Taking advantage of this we had a cracking start, windward boat and were arguably in first place for the first mile but then the wind eased. We had to foot off and drifted onto a leeward boat. Forced into a killer tack, which took us to the back of the fleet, unperturbed we chased on picking off our rivals one by one. By the time we cleared Hurst we were in 6th place. Staying high towards the needles others were forced to tack behind us and we took a couple more places. Some of the faster class, who started after us, began to catch up. We rounded the Needles Bridge buoy, big bear away and hoisted the biggest kite we have.

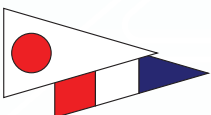
The fleet divided here. Some went radically close behind the Needles to dodge the tide and others sought the breeze offshore. We had studied our tidal streams and took a midline until the tide really began to pick up then sought refuge inshore about half way to St Catherine's point. We certainly didn't lose out by this strategy. The wind was steadily increasing and as we rounded the headland the seas increased and we saw more and more boats broaching. Keeping in really tight we were chomping up the miles but then some of the extra fast boats started careering in amongst us with their asymmetrics. We had a couple of near misses with bowsprits missing our push pit by inches so decided to keep out for a few minutes until they had passed.



Pushing away from the island, on a lay line for Greenwich Light Vessel, the wind really got up and the seas rolled on. We watched more and more competitors getting into trouble and changing down to smaller spinnakers. An X34 alongside us had a massive wrap around the forestay and struggled for half an hour before admitting defeat and retiring. Draigy never faltered and we enjoyed the roller-coaster ride carrying the same kite all the way. We were whooping with delight at each surge down the waves with a record speed of 13.5 knots. Spirits were high & concentration imperative otherwise a wipe out. Getting the spinnaker down after 8 hours was some feat and just as we positioned ourselves for the drop a big wave picked up Draigy's stern and twisted her around. Helen and I let out a shriek in spite of ourselves.



With trepidation we cornered the light vessel for the beat but we need not have worried, Draigy handled the seas impeccably. Sometimes my imprecise helming highlighted by a slam and a shower for those on the rail. Forced to concentrate hard, determined not to lose our downwind advantage, we beat on into the bitter cold wind of the night. The wind eased a little as we neared the Solent and we changed headsails but immediately it sprang up again to mock us. Trimming as if racing around the cans we held the larger sail but eventually had to submit to changing back to the smaller jib.



The lights of the Solent are a bewildering and fascinating sight offshore. Spinnaker tower like some crazy helter-skelter. As we drew nearer and dawn approached our competitors appeared and it was clear we were doing well. At 5 miles from the line everyone has to radio the Committee boat to warn of arrival. It was good to hear some competitor's position but not that Major Tom was 1.5 miles ahead of us. We had a tacking duel to the finish with an IMX 40 and finished within seconds of a Grand Soleil 45 at 0530 Sunday. We celebrated our finish with a breakfast beer.

Tired but elated we sailed into Cowes and had a couple of hours sleep until the tide turned and then headed for home at 9am. A typical beat all the way home we arrived on our mooring at 3pm and went ashore a very happy but rather sleep deprived team.

Delighted to have finished 6th in class out of 24. We beat all the other British entries – just the French and Dutch to beat now. This put us 7th in the series so the pressure is on for a good result from the Eddystone Rock race over the bank holiday weekend. Also Jubilant to have been given £929 in donations for Sail 4 Cancer with a big chunk from the WSC Tea by the Sea party. Not far from our first £1,000 – can you help?

Kay & Kevin Stibbs are campaigning Draig O'r Mor through the Fastnet to try and raise £10,000 for the Charity Sail 4 Cancer. The charity gives cancer patients & their families free sailing holidays both in the UK & abroad at a time when it is really appreciated. Please help their campaign by donating through their website www.draig4fastnet.co.uk. All money donated goes straight to the charity – none is used to finance their campaign.

'Scherzo' joins 'Draig O'r Mor' in the Fastnet and supports campaign to raise £10,000 for Sail 4 Cancer

Peter Eustace and his son John have entered their 33 foot yacht 'Scherzo' in the double-handed class of the Fastnet Race. Cancer having touched their own family with the death of John's mother-in-law in 2009, they are supporting Kay and Kevin Stibbs in their fundraising campaign.

Peter and John open their campaign by racing in the RORC Myth of Malham race this weekend (230 miles, Cowes to Eddystone Rock and back) as their first qualifier, and they plan to do the Morgan Cup race to Cherbourg in June to complete the required 300 miles.



The father-and-son team are experienced two-handed racers, having completed the Azores and Back Race with 'Scherzo' in 2007. They entered the Royal Southampton Yacht Club's 500-mile Biscay Challenge in 2009, only to be defeated by light winds which meant that John would not have been able to get back to the UK in time for work. They had to retire 40 miles past Ushant and motor back via Ca-maret and Guernsey.

"We have been planning our Fastnet campaign since late last year, when we found that this year's running of the Biscay Challenge clashes with another (non-sailing) commitment," said Peter.



I've already got a Fastnet in my log book – back in 1987 when I sailed on a fully-crewed Sigma 33. John has sailed all his life – at 30, he's half my age – but has not yet managed to complete a Fastnet. He entered it in 2007 as mate on a Beneteau 41.1, but they only got as far as Weymouth! We thought that doing it two-handed while 'Scherzo' and I are still in a fit state would be a good way to celebrate my sixtieth and the arrival of John's daughter Maria last February.

"When we heard Kay and Kevin were racing for the charity Sail 4 Cancer, we were happy to lend our support to their campaign in memory of the grandmother Maria will not know. This is perhaps the first time in history there have been two boats from Castle Cove Sailing Club competing in the Fastnet Race, and it will be great to be part of a united effort. The 'Draig O'r Mor' team have been doing very well in the races they have completed, and we would encourage everyone in the Club to show their support for the charity campaign."

Donations can be made direct to Sail 4 Cancer at <http://www.sail4cancer.org/DraigFastnet>

Fun Stuff - Sailing Dictionary Part 2

Hatch

An opening in a deck leading to the cabin below with a cover designed to let water in while keeping fresh air out.

Hull speed

The maximum theoretical velocity of a given boat through the water, which is 1.5 times the square root of its waterline length in feet, divided by the distance to port in miles, minus the time in hours to sunset cubed.

Jibe

Course change which causes the boom to sweep rapidly across the cockpit; also, frequent type of comment made by observers of this manoeuvre.

Lanyard

A light line attached to a small article so that it can be secured somewhere well out of reach.

Leeward

The direction in which objects, liquids and other matter may be thrown without risk of re-encountering them in the immediate future.

Life jacket

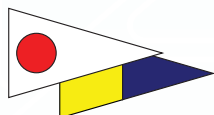
Any personal floatation device that will keep an individual who has fallen off a vessel, above water long enough to be run over by it or another rescue craft.

Mizzen

The shorter aft mast on a yawl or ketch. Any mast that is no longer there.

Moon

Earth's natural satellite. During periods when it displays a vivid blue colour, sailing conditions are generally favourable.



Motor Sailor

A hybrid boat that combines the simplicity and reliability of sail power with the calm and serenity of a throbbing engine.

Ocean racing

Demanding form of sailing practised by sportsman whose idea of a good time is standing under an ice cold shower, fully clothed while re examining their last meal. Most hardy Ocean Racers are distinguishable by the scars left from their lobotomy.

Passage

Basically a voyage from point A to point B, interrupted by unexpected landfalls or stopovers at point K, point Q, and point Z.

Pontoon

Harbour landing place that goes crack, crunch when hit

Pilotage

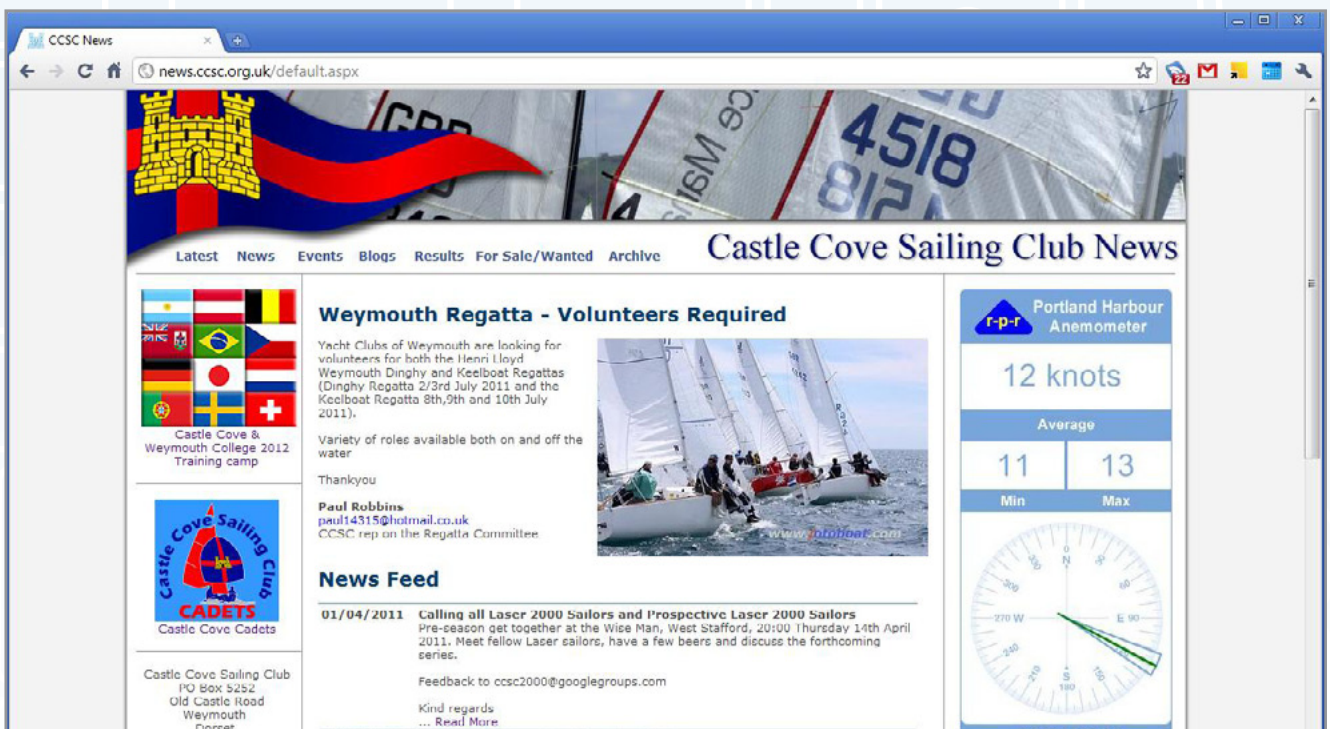
The art of getting lost in sight of land, as opposed to the distinct and far more complex science of navigation used to get lost in offshore waters.

Port

1. Left on a boat.
2. A place you wish you never left on a boat.

Propeller

Underwater winch designed to wind up at high speeds any lines left hanging over the stern.



The screenshot shows a web browser window displaying the CCSC News website. The browser's address bar shows the URL news.ccsc.org.uk/default.aspx. The website header features a banner image of a sailboat with the number 4518 and the text "Castle Cove Sailing Club News". Below the banner is a navigation menu with links for "Latest", "News", "Events", "Blogs", "Results", "For Sale/Wanted", and "Archive".

The main content area is divided into several sections:

- Weymouth Regatta - Volunteers Required:** A notice from the Yacht Clubs of Weymouth seeking volunteers for the Henri Lloyd Weymouth Dinghy and Keelboat Regattas. It includes a list of national flags and contact information for Paul Robbins.
- News Feed:** A recent entry dated 01/04/2011 about a pre-season get-together for Laser 2000 sailors.
- Portland Harbour Anemometer:** A weather widget showing a current wind speed of 12 knots, with a table for average (11) and maximum (13) values, and a circular wind direction gauge.
- Castle Cove & Weymouth College 2012 Training camp:** A section with a logo for "Castle Cove Sailing Club CADETS".

At the bottom left of the website, contact information for the Castle Cove Sailing Club is provided: PO Box 5252, Old Castle Road, Weymouth, Dorset.

<http://news.ccsc.org.uk>

