

From Our Past Commodore

Winter Newsletter 2015

Well, I could not sign off without saying a huge thank you to everyone who has served on the various Committees during the past three years and of course the Trustees who have always been there as a great source of advice and support.

Last but certainly not least a big thank you to my long suffering wife, Debbie has played a major part of the team, organising some brilliant Dinner Dances, Safari Suppers, Christmas Lantern Parades and the forthcoming "Master Chef comes to Castle Cove".

So the end of an error..... Sorry era.

I am really pleased that Stephen Green has agreed to stand for Commodore, if anyone understands the workings of Castle Cove it is Steve, and he is certainly more organised than I ever was and I will look forward to working with him in my new role as Rear Commodore Sailing.

But before I go, I am really happy to introduce to you our restyled, quarterly newsletter, Neil Stroud has taken on the production and we have made a few subtle changes to the format and content. You may remember that I have been regaling you with my tales of my sailing past and deeds of daring do.

Well now my friends, it is your turn, so we invite you to send us any stories of interest or anecdotes of times gone by. We shall also be including articles on racing technique, tactics, boat speed, cruising Etiquette along with many other topics.

This edition contains a "guess the member" article and Alan Sampson has written of his adventures as a lad. Brian Wilkins reminisces on meeting Sir Francis Chichester whilst Bob Turner remembers Reg Bratt's achievements in speed sailing with many other articles.

In the next edition Jon Emmett has kindly allowed us to reproduce some of his book "Be your own Sailing Coach" which is a fantastic offer so thank you Jon for that.

I hope you enjoy and if you have any suggestions for articles or just general comments on how we can improve the newsletter, please do let us know.

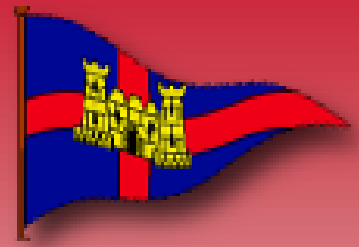
So, that said, let's skip to the good bit.

See you on the water !!

Richard Bowers

Rear Commodore Sailing





From Our New Commodore

Hi Everyone,

Well looks like it's my turn, Rick, and Debbie, will be a hard acts to follow; both have been involved in many aspects of the club and I am thankfully pleased that Rick is remaining on the General Committee to aid my transition.

I announced my resignation as Rear Commodore Shore to the Committee so that new faces with new ideas would take over and I am pleased to say we have a couple of new faces.

Richard White also announced his resignation which is a shame as we always look forward to his cheerful input, however this is where our past Commodore steps in as Rear Commodore Sailing.

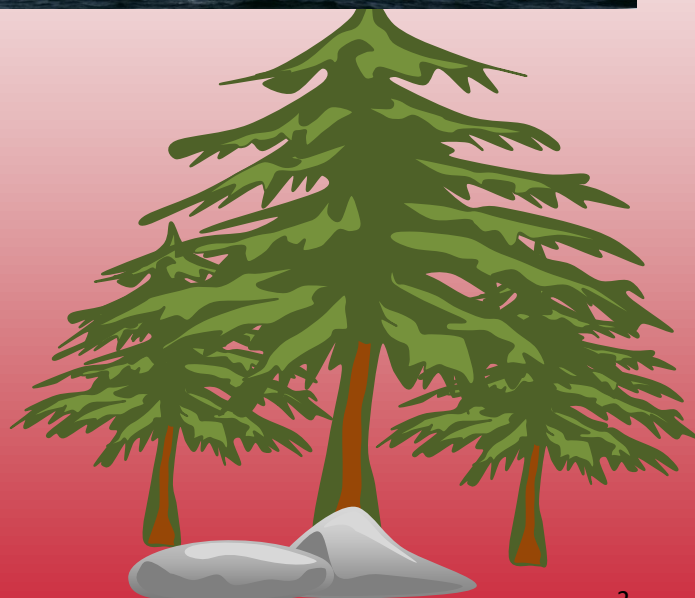
So two familiar faces in different seats, and a couple of new faces:

John Harrington has taken my previous position and has already started contributing his skills, we can look forward to more of that, Brian Shaw has completed his three years as members representative and David Brock has been elected to replace him.

David has already indicated that he has much to contribute, so we can look forward to that, other than that it's business as usual and we will look forward to a great sailing season in 2016.

Stephen Green

Commodore





From Our Sailing Secretary

The big news of the sailing year has been the return of IRC to CCSC as the rating system of choice for keelboat racing, championed by our Z Class Captain Richard Woof, and he hasn't finished yet.

There are expanding plans around the bay for IRC sailing in 2016, if you haven't taken the plunge yet then the introductory discounts will still be available next year. IRC is not the only story.

Our cruising keelboats have been cruising a plenty this year, encouraged by Mike Conroy and for 2016 joined by Neil Stroud, have you seen the plans they have for next year – in colour.

Dinghy sailing has been just as busy and exciting, whether racing, (thank your Class Captains), cruising (with Steve Williams) or dabbling there has been plenty going on through the season.

As a club we ran and supported the RS700's and RS800's Nationals in August and a mixed MPS/Scorpion Open in October, both events hugely enjoyed by competitors, beneficial to the club and a rewarding experience for everyone who helped out.



Ladies Sailing came of age, celebrating 20 years up in September. A remarkable achievement for a club activity that has been the focus for supporting women, and honorary women, to develop their sailing skills in a safe and encouraging environment, well done ladies. Perhaps I should say celebrated your first 20 years.

Plenty of action from the Cadet Group (thank you Jock and Andrea) and Sail for All in 2015 and they make up the set of club sponsored activities intended to provide entry and development points for sailors across the ability, and age range. If you don't already know I am admitting it now, I am not that good at knowing what our sailing members have been up to once they leave the premises so my thanks goes to Rob Smith for his super reports and keeping all of us in touch with member's achievements around the country – and yes even around the globe, well done Glen and Sam.

OK, so now I have upset everyone else who has done well abroad this year, hey ho, did I say I was any good at this bit? My thanks to the Boats Committee and the leadership of Chris Forrest for the careful planning and tireless effort put into maintaining the fleet of club boats, 100% reliable in 2015 (with a little running maintenance by Keith Williams), a remarkable achievement. No pressure for 2016 chaps.

Imogen continues to deliver, mostly thanks to a smallish but dedicated group of carers and drivers, I can't not mention Edward Gibbs and James Cash, but there are others, and what a boat! So can I cram any more names into this report – everyone who has done an OD duty maybe, their race teams, and certainly Nick Spicer and Carl Lock deserve a mention. There is not enough space here to name you all, sometimes it is too easy to take those who run our races, those who support our sailing, those who feed our sailors, for granted but thank you.

You have an enthusiastic and forward looking Sailing Committee representing your sailing interest in the club. My thanks to them. Keep giving us your ideas and don't be slow to volunteer to help make things happen.

Ian Green

Hon Sailing Secretary



Cadet/Class 1



The Friday night Cadets started back in May with the team starting off a new season of fun and some sailing. We have also had good Monday night turn outs with a regular core of toppers, lasers, feva and sometimes a 420. Monday's night is the short course sailing with added on water coaching/ rib Support by me. The beauty is that the regular sailors can race on a shorter course and the not so regular sailors can give it a go with the extra cadet support on the water.

Some of our cadets have had a very good year outside the club, James Bishop was picked alongside another club member to take part in the Red Bull Challenge in foiling catamarans, at WPNSA this was a series based on under 18's competing in a knock out series of races. With only minimal practice in these high speed and powerful boats they were

CCSC also had a strong turnout at the Topper nationals with 9 cadets competing. Oliver Fellows winning a race in the Bronze fleet and finishing 4th overall in Bronze fleet. Alex McFarlane finished a very good 17th in Gold fleet. Will Adler made it into the Gold fleet and finished 44th overall.

Lucy Jones competing in her first topper nationals made it into Sliver fleet finishing 53rd. George Fellows and Joe Stosiek competed in the 4.2 fleet competing 21 races in the week finishing 37th and 25th and Ben and Tia Adler with Jamie Richards all taking part in the Regatta fleet including a picnic sail to Castle Cove beach for a BBQ. .

Emma Bishop had a trip aboard to take part in the laser 4.7 Worlds sailing in Holland on the inshore sea at Medemblic, in very windy and choppy seas. The cadets also had a good showing at the Scorpion Nationals with 4 cadets competing in the week long series, the Bowers family winning the biggest family turn out, the CCSC winning the most club boats at the nationals. Erin Pank spent a week in Poole doing a very enjoyable Poole Youth Week, which is well worth doing as it's a very organised week specifically aimed at youth sailing of all ages and abilities. Jono Pank organised a summer weeks sailing aimed at the younger cadets giving them a fun but intensive weeks sailing, with a small band of Oppies and toppers sailing every day. Keep an eye out for news about this week next year. As always none of this can happen without the help and support of the other helpers and coaches, Paul Wallis who along with the coaching, gave us a week by week training on Royal Navy sailing tactics at sea, also Richard Woof and James Bishop for standing in a few times to help out, and Andy, Mark, Lucy, Cara, Leigh plus others who I have forgotten.



Jock Fellows

Cadet/Class 1 Captain



Z Class



This year has been a recent milestone in getting the majority of the keelboats that take part in club races adopt IRC ratings. In fact CCSC and WSC have been so successful that the Rating Office is using us as a model for other areas. Apologies to the yacht owners that have wanted IRC certificates and have yet to receive them, I'm afraid that work overload and miscommunication is to blame. Rest assured that I will make sure that the original start-up deal will still apply.

The annual revalidation of IRC certificates will have a discount applied for the coming season - 2016 and I will be forwarding some helpful information shortly.

I have been pleased to see a renewed enthusiasm for competitive racing now we have a more level playing field and rule book under IRC which rewards skill and preparation rather than a lottery draw at the hands of amateur handicapping. Rest assured all racing is dual scored with IRC and NHC, the NHC is designed for the novice or occasional sailor and you do not have to have a certificate however the results are not as accurate as IRC and very frustrating as a racer but it does give you the opportunity to participate and if you want to go further, then an IRC certificate can be obtained for your yacht.

The other side effect of IRC certification is that owners now know their boats better, in particular sail sizes are now known which will allow owners to look around more easily for replacement sails rather than relying on a sail maker telling you what you need.

I am in collaboration with my counterpart Steve HB at Weymouth SC to co-ordinate racing so we can enjoy a larger competitive fleet. To this end I can announce that for 2016 joint Sunday morning racing will be organised with alternate Sunday starts between WSC and CCSC during April, May and September. June, July and August will be raced as individual clubs but still starting at 11am. The race each Sunday will be of decent length 1½ - 2 hours and will utilise harbour and bay locations. So barring special occasions as a CCSC keelboat (yacht) sailor you will have decent races on Wednesday evening and Sunday morning with Monday evenings a more gentle affair.

Talking of special occasions, the Weymouth Keelboat (Yacht) Regatta will be held on 3rd & 4th September and will incorporate the IRC small boat championships, so lots to look forward to in 2016.

One of the tasks Bill Barker and I are undertaking this winter is to design a series of racecourses specifically designed for keelboats to bring out the best in the Club's diverse fleet. The course designs will be displayed in our committee boat wheelhouse and wherever possible I will talk to the duty race officer to ensure that our fleet get the best race the weather will allow.

The problem of crew supply and then training is a significant factor in the growth of the keelboat (yacht) fleet . I have some ideas including local advertising and talking to local sports clubs but I would welcome ideas by email so as a Club we can put a plan into action. I have also taken the step at sailing committee level to ask crew medals to be awarded with trophies, there are some details to sort out but I am keen to see the implementation so crews get their just recognition.

CCSC has done well in the local regattas with Tim Galligo winning his IRC division and your Class captain winning the other IRC division at the Weymouth Regatta and the IRC division at the RDYC 1 day regatta.

Nationally, Alex Adams has done well winning the RORC two handed class in the Cowes-Dinard, St Malo Race sailing a J105 with Chris Holliman (non-member) and winning the West Princessa Double(Royal Southampton Race) with Kevin Stibbs and for their efforts will be jointly awarded the Austin Hannam Trophy for best outside performance. I apologise if there are other notable outside race wins by Club members, for next season we will come up with a better reporting system.

Mike Conroy has done a great job with the cruising fleet and is now joined by Neil Stroud to bring extra dimensions to this important element of CCSC activity. The Friday evening cruise around a race course has been gaining momentum and other practical exercises have been well received helping crews gain confidence. I am now organising Winter talks which will include: - Bob Turner on Race tactics and weather Richard Woof on boat preparation & IRC revalidation and I welcome requests for other subjects.

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Bob Turner on Race tactics and weather

Richard Woof on boat preparation & IRC revalidation

Richard Woof



Z Class Captain

Cruising Group

Club members in the cruising group have had an eventful and generally successful 2015. The monthly talks last winter were well attended and included two evenings on navigation and talks on cruising weather, diesel engine maintenance, rope work and by Coastwatch.



Many thanks to club members who shared their expertise in these evenings for the benefit of the rest of us.

We have put in place a similar programme this winter on Wednesday's rather than Friday evenings, with talks that have already happened such as Simple Gelcoat Repairs, Basic Navigation and a Fun Quiz night. Still to come.

Wednesday 6th January	—	Knots/Splicing/Whipping
Wed/Thurs 13th/14th Jan	—	Basic Navigation Part 3 and 4
Wednesday 27th January	—	Castle Cove Cruising Stories/Community Seagrass Initiative
Wednesday 24th Feb	—	RNLI Safety on Board Talk
Saturday 5th March	—	Cruisers Dinner
Wednesday 30th March	—	Masterchef comes to Castle cove in this Galley Cooking Competition

The nature of cruising is that it is weather dependant but we were treated kindly this season and there were successful group cruises to Warbarrow, Cherbourg in conjunction with WSC, Yarmouth, Poole and Round the Bill. Along with the cruise to Portland Marina for the popular berthing exercises and subsequently the Safari Supper with a fleet of 14 boats.

We have prepared the programme for next season with more short cruises as these have been much enjoyed and a full colour programme has been produced, all details are available, we are hoping for an on the water MOB exercise early next year all being well.

We have a new team, a new look and a new feel to the whole cruising scene, so please do come along and get involved.

And if that's not enough many thanks to Steve Williams who is developing the dinghy and day boat cruising group. Two events took place this season and he is also planning an extended programme for next season. Watch your emails.

Other than the group cruises club members have also cruised to the Solent, West Country, France, Brittany, Biscay, the Baltic and down to Gibraltar and on into the Med. As always some inspiring trips.

Enjoy your sailing.



Mike Conroy

Cruiser Captain



Class 2



Class 2 has had another good season with good turnouts generally for most of the Club and Cup sailing events. Overall turnouts are slightly down on last year though. Once again the Weymouth dinghy regatta was well attended by Class 2 club members. This year the sailing committee has been experimenting with slightly different racing formats for both club and cup events. The committee is always open to suggestions as to how we can improve your racing.



Class 2 has once again been well represented at various Open meetings, National and World Championship events and reports on the events, fleets and the competitors have already been circulated elsewhere so I won't repeat them here except to say well done to all the travellers who have represented the Club both at home and abroad. It was particularly pleasing to see the number of prizes won by the Club at the Scorpion nationals including the highest turnout of boats from one Club – 7 in all I think.



The winter series is now upon us and you may have spotted that your sailing committee has also experimented with the format of this series and, again, feedback welcomed!

Enjoy the rest of the season, if you are still sailing, and can I again thank all the fleet representatives for their help and support over the season.

Marcus Scrace

Class 2 Captain





September has been a big month celebrating 20 years of Ladies Sailing with a BBQ at the club with approx 100 people attending, including some of the original 'Ladies'. The club was decorated with special Ladies Sailing bunting and Rachel and Richard Wood cooked up a festival of meat, accompanied by delicious salads and the now famous, Ladies Sailing desserts. A special Ladies Sailing cake, made by Ellie Doyle, was cut after Sara Lloyd's speech, and Sara and Diana were each presented with a very special driftwood boat in recognition of all they give to us at Ladies Sailing.

Sara explained in her speech how 20 years ago Geraldine Rennison had asked her and Joe Isaacs to set up some sessions where women could gain some skills in sailing in a non-pressured environment away from their 'expert' husbands and children! So Sara and Joe started running a safety boat for a couple of hours on a Friday morning with some basic instruction.

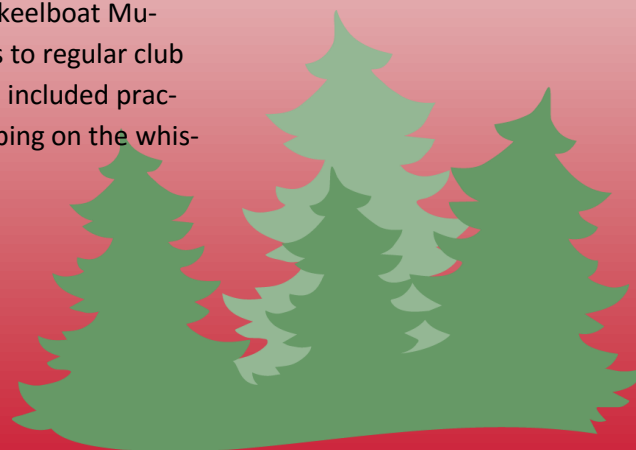
For several years Ladies Sailing met every Friday throughout the summer with 7-10 sailors coming along sailing Toppers and Lasers and enjoying a friendly morning on the water. Somewhere along the line Diana Gill became very good at Laser sailing and it was thought she would be more use in the safety boat than sailing so the "safety" team became 3 and we were able to have a novice and an advanced group. To this day Joe's patience with novice sailors is still missed. In his honour, we now hold an annual Ladies Sailing race for the Isaacs Trophy. This year it was an honour to have one of the founding Ladies sailors, Geraldine Rennison, to present the Isaacs Trophy at the BBQ.

Over the years, the Ladies Sailing group has raised funds for various charities by organising the Christmas Social, which usually raises around £600. We see this as CCSC's chance to give something back to the community. Last year, Ladies Sailing set up Project Zoe which raised nearly £30,000 for Chesil Sailability. Many Ladies Sailors volunteer for Chesil Sailability as well

These days we are a very supportive and inclusive group of over 40 people. Of those, about 14 are 'honorary Ladies' i.e. Men! Over the years (in fact almost every year) we have a discussion about changing the name from Ladies Sailing but every year we all agree (including the men) that the name Ladies Sailing should stay as it portrays a vision of no pressure, no shouting and friendly sailing. Everyone helps each other and no one is ever left to struggle on or off the water.



This year we have had a regular 15/17 boats on the water including Toppers, Lasers, Laser 2000s, Picos, RS100, Enterprise, Mirror, Hawk 20, Devon Yawl, Mary Rose and even the keelboat Mucismaker. Our sailors range from relative novices to regular club racers. Our activities on the water this year have included practising race starts, slalom courses, tacking and gybing on the whistle, sailing around the harbour, and sailing in the bay.



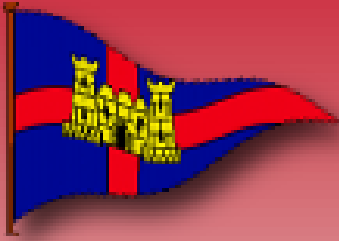


Off the water, we had a successful Mother's Day Lunch at the club where we raised £726 for the new changing rooms and the 20th years BBQ raised a further £198 for club funds.



So if you haven't joined us on a Friday, to see what we do and you have the time and fancy giving it go, why not come on down, you will receive a warm welcome.





Castle Cove Presentation Dinner Dance 2015



This was the highlight of the Sailing Calendar, the one we all look forward to every year, a chance for the men to scrub up a little and the ladies to put something more glamorous on than the usual Waterproofs and Wetsuits.

Well this year was no exception, the tables were laid beautifully, the trophies sparkled on the table and everyone looked very smart indeed.

So we were all very nicely greeted on arrival by the lovely Debbie & Richard Bowers and pointed to the wine ordering table and seating plan, before heading to the bar for drinks.

Once all seated and awaiting the arrival of the food, it was a traditional thing to play around with the whizzing balloons with the rules being, who could get them the furthest or who could get them to land in the most compromising positions all very good fun, which took a certain amount of skill and concentration.



The food consisted of a traditional 3 course dinner washed down with some very fine wine and a fantastic cheese board that our very own Debbie Bowers sorted for us, we will say no more.



It was time for the Commodores speech which lasted "Woops" someone forgot to time this years and no bets running, Richard they must be getting shorter, anyway followed on by the presentations.

A huge well done to all the trophy winners don't forget to keep them polished ready for 2016.

So the night was still young and John Kirby still had his trousers, so all was well, the night continued with the Live Band "Blazin Strings" who were once again excellent, and funny enough we all seem to get better at dancing as the night went on.





Club Announcements

Flag Officers for 2016

Commodore	-	Stephen Green
Vice Commodore	-	John Kirby
Rear Commodore (Sailing)	-	Richard Bowers
Rear Commodore (Shore)	-	John Harrington

Members Representatives

Members Representative	-	David Brock
Members Representative	-	Martin Davies
Members Representative	-	Kay Stibbs

Castle Cove Sailing Club Lantern Walk & Xmas Carols

Christmas Eve 6.30pm

Mulled Wine & Mince Pies

Sandsfoot Castle for Carols

Festive Cheer at the Club

The Bar will be Open



Members Articles

THE QUEST FOR SPEED - RACING FOR REG



Only those very longstanding members of CCSC will remember the Speed Sailing campaign initiated by Reg Bratt who still lives at the last house on the left of Old Castle Road before you get to the Club. Reg is a highly qualified Graduate of Cambridge University and his academic achievements, M.A. (Cantab) C.Eng, M.I.Mech.E. speak for themselves. For many years a CCSC member, he was always interested in the challenge of sailing faster and had worked on a series of small monohulls to test his designs.



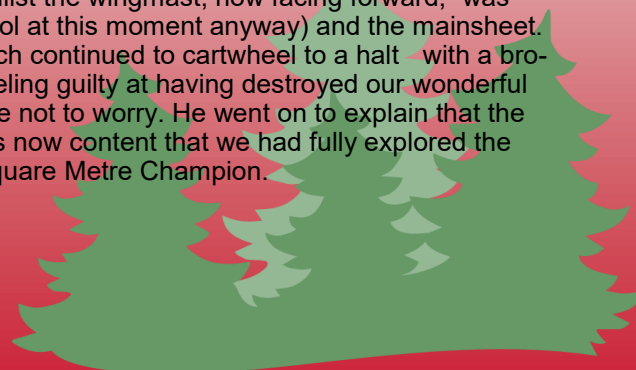
I was lucky enough to sail one of Reg's boats in the 1965 IYRU Trials to select a new Olympic single hander to replace the Finn which was considered to be too old for the Olympics.!! We were not successful, but it was fun and I also learnt that starting at the pin end on Paul Elvstrom's lee bow was not a good idea as he was going considerably higher and faster.! However, the undaunted Reg continued his development and in 1975 he asked me again to sail his latest design, the Hydrofoil Catamaran Boreas which was based on the Unicorn hull shape.

We did plenty of development sailing and trials ; the wing mast and sail were a dream to handle. I should point out that Reg was years ahead of his time by building very light weight but strong rotating wing masts and his hydrofoils were beautifully engineered from stainless steel. The main foils were fitted via the centre-board cases in both hulls and the angles of attack of these could be easily adjusted by simple but superbly designed and engineered control levers which reflected Reg's experience in aeronautical science.. Having trained as a Royal Navy Helicopter Pilot, I can recall some good conversations on fluid dynamics with Reg, which normally revolved around lift/drag ratios and the equation $Lift = Clift \times \frac{1}{2} \rho V^2 \times S$. Reg had a slide rule which he worked dextrously to modify his theories.

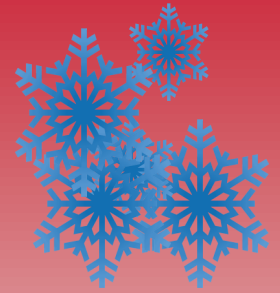
Despite all his ideas we still had, as Reg had anticipated, the problem of the centre of effort vector of his powerful and highly efficient rig forcing down on the front surface piercing hydrofoils. This reduced lift, increased drag and threatened fore and aft stability. However, we had done enough to establish the best performance settings and evaluate the risks so were ready for the 1975 IYRU World Speed trails to be held, conveniently, over a 500 metre course in Portland Harbour.

While the big boys in British Oxygen and Clifton Flasher were winning their Classes during the event, Boreas was well ahead in the 10 Square Meter Class. I should point out that by modern standards the 15.2 knots average speed over the course was very slow, but as Reg said, a World Record is a World Record and that is where the sport of sailing was in speed terms in those days. There had already been plenty of outrageous claims about speeds achieved, for instance a double Olympic FD Gold Medallist had claimed 20 knots but under ideal conditions he could only achieve 12. The fact is that you cannot beat the stopwatch however fast you think you are going.!

On the last day, with even more breeze, Reg and I discussed the risk/reward of going for a higher speed. Despite the stability problems mentioned above, he instructed me to "give it a go " which I duly did. At about the 350 metre mark all was well and I knew we were going faster than ever before. For the first time Boreas was actually flying steadily on the foils albeit with a slightly nose down attitude. The water was very flat and Boreas was stable. Unfortunately at this stage a small wave, probably the wash of a spectator craft, hit the front leeward foil. Boreas started a small harmonic pitching and I sensed trouble. I eased the mainsheet but too late; the leeward foil stalled completely and Boreas started to pitchpole I next recall seeing the leeward hull approaching the vertical whilst the wingmast, now facing forward, was nearly parallel to the sea. I let go of the tiller extension (not a useful control at this moment anyway) and the mainsheet. I then whipped off the trapeze hook and parted company with Boreas which continued to cartwheel to a halt with a broken wingmast some way ahead. I clambered onboard the rescue boat feeling guilty at having destroyed our wonderful craft. However, Reg in his usual calm and measured temperament told me not to worry. He went on to explain that the harmonic had developed into an "undamped fugoid "of motion, but he was now content that we had fully explored the design potential of Boreas which was still the World Record holding 10 Square Metre Champion.



Reg went on to develop more craft and I was sorry to be working away from Weymouth so unable to help him. Nonetheless, in recent years it has been very interesting to see just how speeds have literally rocketed. Our record from 1975 was soon dramatically eclipsed by the Windsurfers who had so simply adjusted the vector to eliminate the nose down problem. The Moth sailors have since shown the way for controlling the foils and of course the best of them all, Sail Rocket, is still going faster and faster.



Racing for Reg was a huge amount of fun. Both mentally challenging and exhilarating, it was also a great pleasure to sail for and learn from such a knowledgeable and visionary Engineer.



THE end of a fast week. Presentation night with (from left), Robin Knox-Johnston of winning catamaran British Oxygen, and the owner of Boreas, which won the 10 square meter class, Reg Bratt of Weymouth with Bob Turner, helmsman when the speed was recorded, and Mark Cady. (ED)



Two Years in!!



We class ourselves as newbies, in more ways than one, we joined Castle Cove Sailing Club - January 2014 to be exact, a little overwhelmed of the many things this Club had to offer, the other worry was would we be accepted, will we fit in, we all know what some clubs are like!!

We had been sailing for a few years, but mainly on inland waters with dinghy's, but it was now time for the big sea, we came to the club with a Laser and a Topper Xenon, the laser being our very first boat, and the Xenon was the family dinghy purchased from new at the Southampton Boat show in 2008 after being in the club for 6 months we sold this on. At the time we also had a Keelboat 'Cobra 750 twin bilge' something that was still relatively new to us, it had been kept inside Weymouth Harbour.

So it was our first season at Castle Cove and our first season on a swinging mooring, and yes unfortunately the inevitable happened, the boat left its mooring one morning without us, and parked itself on the beach luckily no damage and missed every other boat on its journey, so a lesson very quickly learned and thanks to Commodore Richard for helping us out.

We continued to sail the Cobra venturing out on those pleasant days when the wind wasn't too strong, building our confidence. We noticed an advert for sailing for all one Saturday morning incorporating spinnaker training, this was great we had never flown our spinnaker in fact we had never taken it out of the bag before.

Mr John Kirby kindly volunteered to help us and stepped aboard Jake (our Cobra 750) to fly our spinnaker for the very first time, we put the pole in the right place sorted the sheets and up went the spinnaker only to find that we had a Asymmetric it all looked a bit odd but it was flying and we got the idea. Thanks John!!

Time went on and we came across the first cruisers outing, it was called the Safari Supper well what can I say it was a great way of meeting new people and combining food and drink along the way all attached firmly to the pontoon, finding our way back to the mooring when it was dark and after a few drinks was interesting, must remember a torch on board.



Well, all this excitement meant it was time to venture out the Monday Evening Race Nights, this was a whole new experience, getting to a start line, going over a start line and last of all finishing, these were all things we had to experience. So how did we do, well we were late starting, hung around on the start line a few times and I can't recall ever finishing as the aroma from the food cooking at club was far too tempting and I am sure those on the committee boat were also pleased we had retired, we soon learnt that our Cobra 750 albeit a great boat to learn on was a little slow for racing, but it was all great fun and we were learning all the time.

As the season progressed we continued to meet lots of new and interesting people and this was great, everyone was so helpful. We finally decided to sell the Cobra and become a lot more adventurous, latter part of 2014 we became proud owners of a Gibsea 92, this was certainly an upgrade 31ft long, we had a galley, toilet and a sleeping area that didn't smell of diesel, and of course space, plus she was quick in comparison.



Awaiting the new season anxiously (2015) we enjoyed all the social events and talks the club could throw at us in fact I think we should have just moved in.

Anyway the new season arrives, and we couldn't wait, we signed up to all and enjoyed some great trips, a memorable one was Yarmouth we must remember to let the rope go at the back of the yacht before starting to move, how we turned in such a small space with so many other boats around I will never

know but it made for another great experience, we must also remember tides are a little stronger in the Solent than they are in Weymouth Bay.

We also dropped anchor at Warbarrow along with trips to Swanage / Poole / Brixham / Lyme Regis / Portland and Weymouth plus plenty of Monday Night Racing, which has really helped us to gain valuable experience in sail setting.





And we must not forget the 2015 Safari Supper one to remember, what a great night, too much to drink and a saloon full of people it was great to have so many on board, the plus side with all the bottles of wine gone it made for faster sailing on the Monday night...(I think that's what they call tactics.)

So to sum up it's been a great year for my wife and I, and we couldn't of done all these things without the help and support of many new friends.

I suppose I have written this to say to all new members out there, get involved, be inspired and enjoy what the club has to offer – We did and we love it !!

Neil & Leah (Karma)



Sir Francis Chichester

Recently Gypsy Moth was in Weymouth for the Fish Festival. It reminded Brian Wilkins of an event from his past.



"In 1964 I was in Newport Rhode Island as part of the British America Cup team.

At the time the boats from the second transatlantic single handed race were finishing.

Francis Chichester came second. His boat Gypsy Moth was moored at Port a Call, close to the 12 metre Norsaga which I was sailing on. I got to know him well.

One day he asked me to winch him up his mast. Which I did and cleated him on. However, a bit later our skipper, the famous boat designer David Thomas with whom I sailed for many years, called for the crew to go and practice starts.

Several hours later we returned. The owner of the pier told me I was to watch out for F.C. as he was after my blood because the fog had come in and for two hours no one could hear his shouts to be released.

Several years later, while sailing in the Solent, I went to tea with him and his lady where he signed his book *The Lonely Sea and The Sky*, with the following:

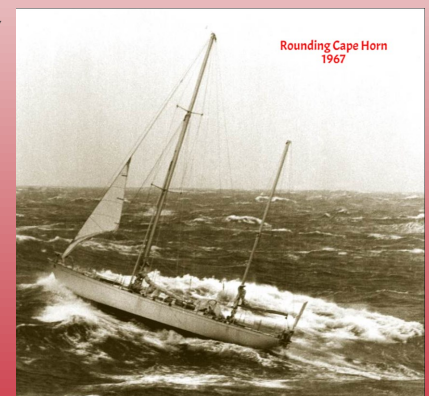
To Brian Wilkins.

Happy memories of Newport R.I. when Gypsy Moth lay alongside Norsaga, July 1964"

It is now one of my cherished possessions.

Woodbine Cottage. September 2015"

Brian Wilkins



Items For Sale



Yacht Share For Sale

How about 5 weeks of the year in the Med, well this is your chance enjoy warm, sheltered Sailing in the Ionian Sea.

The Yacht is a well maintained Janna 34.2, for £6000 it gets you a 1/5 share.



Quality Time Training

RYA VHF Radio Courses £50.00 to Club Members, plus the license fee of £60.00
Looking for a minimum of 10 people per course.

If you would like to know more or are interested in completing your VHF course.
Please email Bob At Quality Time Training he would love to hear from you.

bob@quality-time.info

If you would like to place a for sale/wanted
ad on the website, please email
ccsc-newsletter@googlegroups.com



Guess Who



The 14 year old helming this Hamble Star on the lower Thames didn't have the benefit of wetsuits, rash vests, breathable clothing and high grip footwear. He wore cotton shorts, a knitted jumper and basketball boots, since they were the only things that stayed on in the thick Thames mud until they rotted. His mum also made him a splashproof of nylon fabric proofed with linseed oil.

The race marks were those seen in the background, definitely not to be cut too fine, especially in a tideway, where they oscillated when not attached to ships or lighters.

He later built a National 12 from a kit whilst revising for O levels; both turned out reasonably

Later again, he became a successful navigator, not in boats but rally cars.

Who is he?

Answer Revealed in the Spring Newsletter

Well that's it for this edition of the newsletter I do hope you all enjoyed the content and the new look, and more importantly you get as much enjoyment out of reading it as I have putting it together.

For the future we will be issuing a Newsletter four times a year and I will always be looking for content to go into them so if you have any great stories/photos or just some general interest you would like to share then please do send them on to me.

ccscnewsletter@gmail.com



Neil Stroud
Editor, Media, Cruising Officer.





On behalf of everyone
on the Committee and
the CCSC Newsletter

We would like to wish all
our members a Merry
Christmas and Happy
New Year !!



An evening with

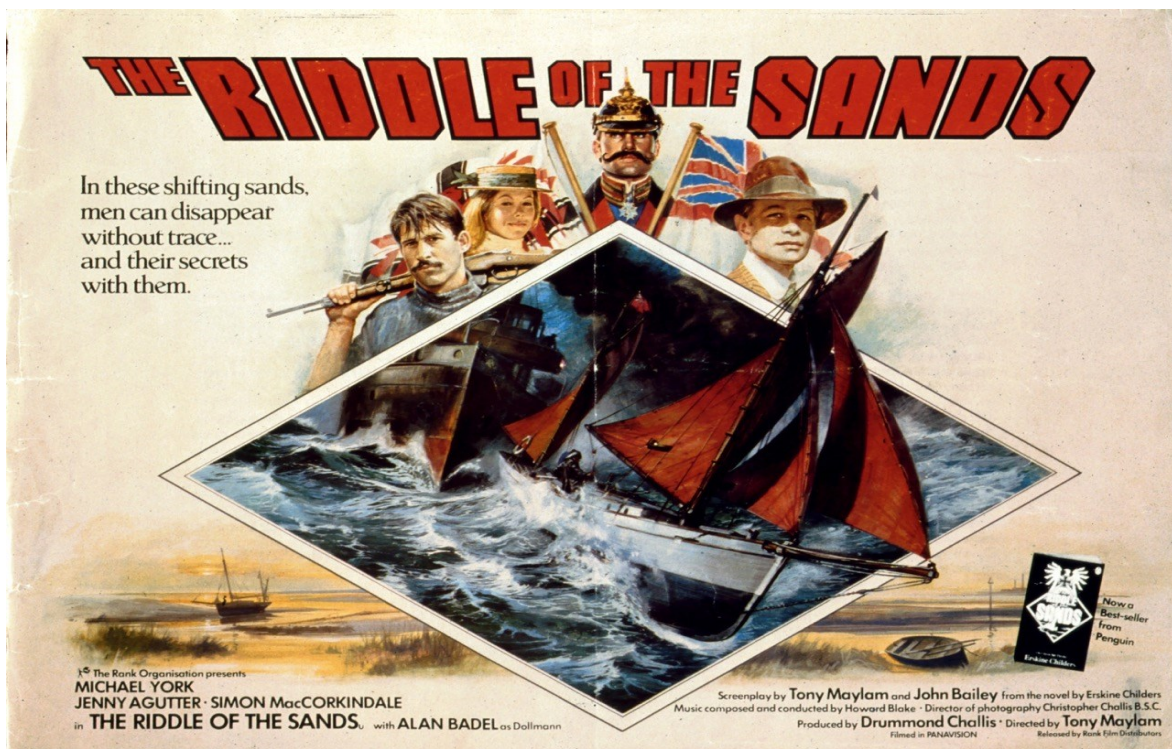
Drummond Challis

And a screening of his film

The Riddle of the Sands: A Record of Secret Service in a 1903 novel by Erskine Childers. The book, which enjoyed immense popularity in the years Before World War I, is an early example of espionage.

Involves
in a
the Fri-
lands
German

spying
yacht in
sian Is-
and the
Navy.



22nd January, 7:30pm (Doors open at 6.30pm)

Electric Palace Bridport

Tickets £10

The film's Producer, Drummond Challis will be attending the screening and answering questions from the audience.

Tickets available from Neil Stroud
Via ccsc-newsletter@googlegroups.com

In aid of Bridport Sea Cadets