



Summer News 2016

After a cold and breezy start to the season, things are looking up and turn-outs for racing are as expected. The dinghy park is now overflowing although not everyone has claimed their place. There are several new keelboats this year reversing a gradual decline

The Push-the-Boat-Out Open Day was a great success with excellent weather, allowing visitors to try dinghy and keelboat sailing. We have 33 new memberships completed or in progress this year but that about equals those leaving for various reasons. The club's costs are nearly all fixed so the way to control subscriptions is to increase membership. We all need to spread the word that sailing is not a rich man's hobby; it can cost less than a satellite tv subscription and is better for one's health.



Barry Scutt and I have had a meeting with the architects to refine the scaled down changing room plan. As soon as they complete it, we will display it in the club for comment. It's been a long time since the earlier plan was on show so I am sure that you will need reminding of the layout. The reduced scheme does not exclude further enlargement to the initial plan when and if finances and need allow.

Thanks to the team who supported me in this grant application, and I am reminded that much work by committee members goes unreported because it has not come to a satisfactory conclusion. I have therefore asked Barry Scutt to outline his investigations over several years into pontoon replacement, and you will find that in this newsletter. Other subjects such as boat and car park surface to follow.

We have responses from many members to the survey. As David Brock has been away, we have not had the opportunity to discuss it, so that will be in a later issue.

When you read this the dinghy regatta will be over. I am sure all of our visitors were wowed the organisation, our location and facilities and may thinking of joining.

Thanks to all who made it a success.



Stephen Green
Commodore

Class Captains

Do you know who your Class Captain is ??

If not track them down in the club they would love to hear from you.

Your 2016 Sailing Committee:

Hon Sailing Secretary	Ian Green	Cadets	Jock Fellows
Rear Commodore Sailing	Richard Bowers	Laser	James Bishop
Z Class	Kirsty White	Laser 2000	Peter Barfoot
Z Class Assistant	Bill Barker	Scorpion	Richard White
Keelboat Fast Class (3)	Des Quick	Cruising	Mike Conroy/ Neil Stroud
Keelboat Slower Class	Adrian Everitt	Ladies Sailing	Micky O'Toole
Asymmetric	Mike Dencher	Social	Michelle Pascoe
Class 1 (Slow Handicap)	Jock Fellows	Race Results	Alison Stephens
Class 2 (Fast Handicap)	Marcus Scrace	Boats Committee	Chris Forrest
Class 2 Assistant	Paul Robbins	Cruising Dinghies	Steve Williams





CCSC Champions Roll of Honour

For some time, the Sailing Committee has considered that an Honours Board showing the names of past and current Club Champions would be an appropriate way to celebrate outstanding achievement and inspire us all in our sailing endeavours.

The 2015 victory in the International 14 Worlds by Glen and Sam has prompted action and I have the pleasure of asking you each to help set the ball rolling as we try to recall past victories by club members. The strict criteria for nominations are below.

I will collate the list of nominations and hold the copies of provenance for the Sailing Committee. I will from time to time circulate an updated list of nominees to the current membership. If you have any questions, please contact me.

I hope that you will relish this task, thank you for the time that I have no doubt you are about to spend on it, and I very much look forward to receiving your nominations.

Selection Criteria:

1. The event must be a World, European or National Championship. Inshore, offshore or ocean races of equivalent status will be eligible.
2. The nominee must be the winner of the event, they must have been a member of CCSC at the time of the victory and must have sailed under the CCSC burgee.
3. Provenance in the form of race results, race reports or photographs should be available and copies provided for each nomination.
4. Nominations are invited from the earliest days of Castle Cove Sailing Club.
5. The opportunity to nominate will last for a minimum of 6 months from 1st April 2016. The intention is to seek nominations from members past and present in the hope that no one is missed.
6. Nominations and provenance must be sent to the Sailing Secretary by email or post.
7. An updated list will be circulated to the current membership from time to time. The final list of nominations will be agreed by the Sailing Committee for approval by the General Committee.
8. The intention is to commission and erect an Honours Board in the club house showing the names of past and current Champions.

Castle Cove Ladies Sailing

Ladies Sailing

We started sailing on 6th May and over the last 2 months have had 9 very successful sessions averaging 20 sailors per session and 45 different people participating. Exercises on the water have included: coming alongside, mark rounding, race starts, tacking and gybing on the whistle, slalom-style courses and, of course, capsizing (we have had a couple of hair-wetting sails with winds gusting at 29 knots)! Sara Lloyd is becoming very attached to the loud-hailer, but as a result everyone's skills are improving immensely!

It was great to see that everyone taking part in the Ladies Race last weekend

is a participator in Ladies Sailing (including Nick Hollis who somehow managed to trick the OD, despite his distinctive beard!).

Well done to Alison Stephens and Chris Forest who won the race in a Scorpion.



Next Friday 8th July, we are planning a picnic sail. We are hoping to have a longer sail out in the bay and have then arranged to tie up to the pontoons at the Sailing Academy and have our picnic on their balcony.

Here's hoping for a lovely sunny day and a consistent F3.

If you are interested in joining us, please contact me on micky@hotmealsonwheels.com or just turn up on a Friday morning ready to launch by 10am. You will receive a warm welcome.



Micky O'Toole

Ladies Sailing



Castle Cove Cruising 2016,

What a great season so far, the group has grown in size from where we started 2 years ago with a really friendly group of people, so what have we done, well we started the year off with the normal Portland Manoeuvres but this year a coincided with the Queens Birthday Parade so it was a must to do this first, anyway a number of new members did the manoeuvres that really set us up for the rest of the season. Unfortunately the next trip was cancelled to Poole Quay due to weather, following this we had the Open Weekend where a few of our skippers took people out for a sail to entice them to join up it was a great day, followed on the Sunday by the Ramble around the Shambles of which 6 Keelboats went, and I must say WOW !! What a great sail was had all came back with huge smiles on their faces.



So up next came Lymington, the weather was great Lymington Sailing Club looked after us very well and yes 2 ladies in a sailing dinghy for the first time, I do think that engine stopped mid flow and where was the life Jackets ladies.



Our next trip saw a few boats to Worborough Bay for a beach barbecue, with one boat braving the night and staying, Vlad did mention it was a bumpy night. Ah yes Vlad more to come, I do think you will win the vote for the brightest shirts.



So next up was Cherbourg a great turn out for CCSC we all had a wonderful time the museums were great the market was full of fresh produce and the sun was shining plus of course the wine and delivered straight to the pontoon.

I have to mention the walk around the Nuclear Sub and the Aquarium it was superb.



Our thanks must go to Mike for organising the French trip I know he spent many a call talking to the port getting it sorted and the restaurant on Saturday night was superb, and we wont mention the deserts.



Still time for more as we look forward to the next few trips to see us through the rest of what seems to be so far a great season.



Cruising Officer

Neil

Dinghy Dayboat Sailing

Because of family and work commitments, I have not been able to organize much in the way of day sails since the last newsletter.

I did a quick ring round for one Saturday afternoon but nobody other my family could make it., So off we sailed across to the old castle for cake and hot chocolate. We did turn a few heads, having 2 adults, 2 children and 2 dogs on board.

It turned out to be a cracking little sail with both of the girls taking the helm at some point.

I would like to seize on opportunities like this with a more efficient system.

Please if you are at all interested in mini trips, let me have your email details. Please send to jsa.williams@btinternet.com

We could also perhaps get together some for some Thursday evenings and do some on the water practice. Please also let me know if you would like that.

The last 2 Thursday sessions that put on were poorly attended.

The Wayfarer association has some good things going on. Please visit their website for further details. Their 'Ullswater Gathering' is a real winner.

I am in the process of researching the possibility of obtaining an electric capstan winch to assist in the recovery of the larger dinghies and day boats. If you know of any great systems, at any other clubs then please send me details on the above email. I am sure that such a provision would enable more of us to get on and off the water more regularly. Let me know what you think.

Many thanks

Steve Williams.

Lasers @ CCSC

Great to see so many Lasers out this season racing and joining in with Ladies sailing. So far at least 20 boats have raced (although not yet all at the same time). Monday evening is proving particularly popular as we have our own start and Saturday afternoon is a great introduction to racing. For any Laser sailors who are thinking of



starting racing, don't be shy, come and join in. If you need any advice on rigging or sailing your boat please feel free to ask me or any of the other regular Laser sailors.

Hope to see even more of you on the water soon!

James Bishop

Laser Class Captain

Members Stories

Even utmost care can fail

As many know, Snow Goose embarked last year on an adventure to reach the Eastern Mediterranean and back in 4 years. We decided not to risk our 25 year old engine and took out an extended warranty on a new Volvo D1-20. Sadly after only 390 hours it let us down on the passage from Galixidi to Corinth. Luckily we were only 6nm out so managed to sail and push with rubber dinghy back into harbour.

Volvo took 2.5 weeks to disclaim liability, the new engine and spare parts for water cooling realignment have taken 2 weeks to arrive so we are into our 5th week and now wholly dependent on when the Patra Volvo agent decides he has 2 days available to make the installation.

We could have been in worse places the people in Galaxidi have been charming; Maria of Cafe Liberty, who has grandchildren living in Liverpool, has organised a hire car for trips to the Argolis peninsula (where we bumped into Jolyon), Meteroa, Vergina, Dion,

Thermopylae and Thermon; also haircuts, laundry, showers and loo (no pump out facilities here).

The bus to Athens took 4.5 hours but was well worth it; we also visited Delphi and the medieval monastery of Osias Loukas by bus. Neighbours have included many nationalities - American, Australian, South African, Italian, Greek, Swedish, Swiss and lots of Brits including Irene Robinson and Ed Gilliver's brother in law! Come what may, we shall be in Weymouth on 16th. Our best hope is to leave SG in Lavrion (east of Athens) for the summer but she may still be here in September.

The port police who (sometimes) collect the €5 daily charge (water and electricity included) are also charming; we shall settle at the end.

Diana Gill (Snowgoose)



Basic Navigation

My first cruise was in the early 60s across to Cherbourg on board Ron Freke's Daydream. The late Ron is a legend, he was a commando in North Africa during WW2, with bullet wound scars to prove it, through his cheek and grazing his shoulder. His lasting claim to fame was to invent the 'Freke' rules for passage racing, whereas engines could be used but carried a x2 time penalty during use. This ensured that most boats ended the race reasonably together and crews were able to get drunk en masse rather than in sequence. The photo below is a part of Ron's wedding photo with Ron in his 40's and a very young Malcolm Spicer as his best man!

Daydream was one of the few cruising boats at Castle Cove and it was not easy to get a berth on. At that time I was crewing for John Glover, he cruised regularly with Ron so that was my intro.

Navigation at that time was pretty basic, consisting dead reckoning and DF (Direction Finding). A DF set was a portable instrument that picked up a sequence of continuous Morse code signals transmitted in rotation from coastal stations. You swung the set around until you picked up and identified the signal hence the station, then moved it slowly to and fro until you obtained a null and noted the heading on the attached compass, then moved onto the next station. In theory you chose the most suitable 3 signals and plotted a 'cocked hat' on the chart to establish a fix. Unfortunately the hat was usually so big that it merely confirmed that you were still in the Channel. Anyway, on with the story.

Daydream had a Stuart Turner 4HP petrol engine and Ron never carried enough fuel to get us across the Channel under motor. Our winds are often convectional, wind near the coast with none in mid-channel, and was the case on this passage. For hours we swanned along with bare steerage way and eventually approached the French coast, but as so often happens it was completely blanketed by a thick fog bank. Out came the DF (again) and eventually after lots humming and hawing, Ron decided that we might be to the west of the rhumb line. So we turned left and ran along the edge of the fog bank.

In my innocence I assumed that Ron was doing a Mr Micawber and hoping that something would turn up. Oh, yea of little faith. In the 60s the big trans-Atlantic liners were still plying their trade from Southampton to New York via Cherbourg. As we sailed along with the fog bank providing an ever thicker wall, what should come along but the Queen Elizabeth. 'Ah' said Ron 'we'll follow her in'. And so we did, right up to the whistle buoy. I have often asked myself, was this chance or was it experience?

On a later occasion I was on a different boat, coming back to Weymouth in thick fog and naturally hopelessly lost. A Channel Island ferry passed by bound for Weymouth and by luck we had Eddie Horton on board. Now Eddie worked on the docks and knew the all the arrival times. So we were able to get a fix by estimating its speed, arrival time, the tides and doing a reverse calculation. It worked.

Here endeth the first lesson in basic navigation – always use any aid available and don't be too proud to do so.

Good Sailing
Des Quick



CCSC Cadets Out and about

This year Dorchester Schools Sailing team all of which are all exclusively CCSC cadets took on the responsibility of trying to hold last year's position as Champions. Teams should consist of twelve sailors and Dorchester schools had only seven; there was clearly a great deal of work to do!

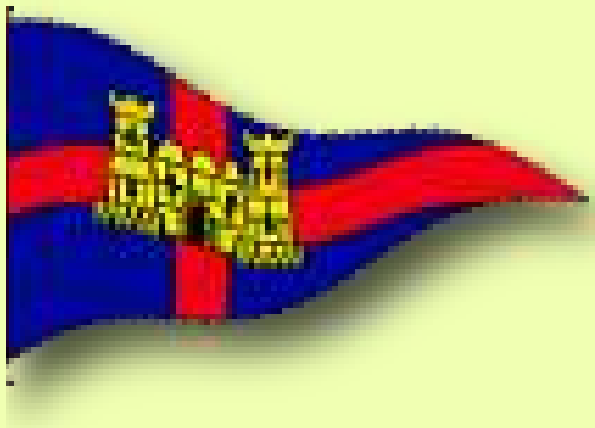
This event was especially challenging as it was a secondary school event and our intrepid team members were drawn from years 6 to 9. Ben Adler (Yr6 St Osmunds) and Jamie Richards (Yr6 DMS) teamed up to sail double handed, both sailing in this secondary competition whilst being of primary school age.

They achieved an outstanding 5th place in the challenge fleet against some quite scary looking year 10s! By the time Tia Adler (Yr7 St Osmunds) and Ben Richardson (Yr8 DMS) crossed the start line for the 3rd of 5 finals there were wind gusts of well over 20 knots - Ben took 2nd place receiving a Silver Medal. George Fellows had excellent morning results in the heats which took him to the 2nd Final where by this time most of the rest of the fleet struggled to get round the course upright or make every mark as the conditions became harder.

The Grand Final was a tense affair, as many of the contenders for the medal positions shook out the reefs on their sails hoping to maximise any possible advantage; for many this pushed them beyond their limits leading to multiple capsizes to entertain those on dry land, but not for Will Adler (Yr9 THS) who took 6th position and Ollie Fellows (Yr 9 THS) who sparred for second position for the whole race and took the Grand Final Silver Medal.

The team were rewarded for their efforts, achieving 3rd position overall for Dorchester schools, out of 13 teams competing and earning themselves a bronze medal each.

The team would like to record their thanks to Dale Rhodes, School Games Coordinator and Rockley Watersports for organising such a great event.



Pontoonology

A feasibility study was carried out in 2007 by an independent engineering company appointed by the club to look at the longevity of our existing pier and pontoon system. At the time the pontoon element of the system was given an estimated life expectancy of around 10 years. Due to an annual maintenance and lift out regime by club volunteers the pontoons are still in a serviceable condition although obviously showing signs of wear and tear.

The pontoons are disconnected and lifted ashore each year to both protect them from severe winter storms and to carry out repairs and maintenance as necessary. This is a time consuming and arduous activity of disconnecting and lifting the sections ashore. Once ashore they take up valuable space in the boat park through the winter period.



A few years ago it was decided to instigate our own feasibility study for an alternative system in an attempt to have a facility that was able to be used 12 months of the year and also to reduce or eliminate the yearly maintenance routine. A number of marine engineering companies were approached and various designs and technologies discussed.

As a result of this study the options thought most suitable were as follows:

Option 1

The seemingly obvious solution would be to have a piled system whereby pontoons are held in position by steel piles either side of pontoons which are driven into the bedrock. This however, had a number of drawbacks, one of which was the huge cost of piling into the bedrock beneath the water plus a new set of floating concrete/resin polystyrene filled pontoons. Total cost estimated at £500 - £600k. The wave height in Portland Harbour during the winter was also considered to be far in excess of the safe maximum that a system of this type can survive.

Various conservation agencies would also be concerned with an operation of this nature as Portland Harbour is identified as a Sensitive Marine Area located within the Chesil and Fleet Area of Conservation and Site of Special Scientific Interest (SSSI) so permission and licencing was to be an issue plus the associated licencing fees.

Option 2

This option was for a floating modular system where the high density Polyethylene cubes are linked together using a unique interlocking construction to form whatever configuration is desired. The modules are non-corrosive and relatively maintenance free. Some designs also allow partial flooding of the cube to determine its height in the water which can add stability to the final construction. This system would still require an access slope from the stone jetty and also need anchoring to the seabed at 5 metre intervals each side. The wave height problem was still an issue with this system as they are designed to withstand a 1m wave height. A larger wave could dislodge a cube and result in the break-up of the construction. Severe side impact could have the same effect especially at the length we would require.

The attraction of this system is the comparatively low cost at around £50k and does have the added advantage of low maintenance.

Option 3

This option is a ridged construction design made from galvanised light gauge steel which is essentially an open A-frame structure with an open mesh footway allowing wave action to pass through the structure thereby reducing the effect of the wave energy from both side force and up force. The structure could connect to the existing stone pier head or completely replace it but at an additional cost. The feet of the framework would still need to be anchored to the seabed with some form of shot bolt arrangement or anchor system. The end of the structure would then require a floating pontoon for boat mooring at any state of tide and of sufficient size to accommodate a number of boats plus a floating bridge for access. The cost of this structure was very broad (£300k to £500k) as it depended on the method used to secure it to the seabed, shot bolt anchoring being the most expensive, and the pier head fixing plus the floating pontoon arrangement.

As a permanent structure option 3 would require planning permission from a number of agencies as previous systems plus Portland Port Harbour Authority, Weymouth & Portland County Council and Natural England.

Option 4

This option was to remain with the current system maintaining and repairing on an annual basis to prolong the working life of the system for as long as is feasible while looking at alternative solutions.

Barry Scutt

Castle Cove Goes Green.

Just a reminder to all that in line with improving our green credentials, we now ask all members and visitors to pop their waste into the relevant bins outside.

Tins, bottles, plastic, paper and cardboard can all now be recycled, so please do your bit for the environment, squash it up and put it in the right bin.

Everything left in the large bin goes straight to landfill, so please do your best to limit what goes in there.

As we get more used to recycling at the club, just as we do at home, we will hopefully be able to reduce the size of the landfill bin to something much smaller, maybe even to a bin that could itself be recycled.

Wouldn't that be an achievement ?

As a move towards water harvesting, you will soon see a new 200 litre water butt installed near the recycling area for use by Rose and her gardening volunteers who maintain the garden and grounds so well.



So, if we actually get any hot weather this year and you see the verandah flowers wilting a bit, grab a watering can and give them a drink !



Items For Sale

2001 5hp Honda outboard engine

Lightly used and just had full service

Forward, neutral and reverse

Separate 12 litre fuel tank

Only £465

For more information call Michael on
01305 873804

Mooring for sale.

It is quite close to the club, just to
the east of Seraphin.

The location is

5 ° 27.85 N

100° 18.06 E



£500 including all tackle.

Please contact for more infor-
mation.

Tim.Gallego@sjpp.co.uk

CCSC Reminders

Cruising Scene

16th July— Safari Supper

30th July— Poole Quay

13th August—Worborough Bay

27th August—Bucklers Hard (Fully Booked)

10th Sept—Weymouth Quay

Weekends in between maybe a little orienteering.

Racing Scene

23rd July—Cadet Regatta

13th Aug—2000 Nationals Week

3rd Sept—Weymouth Yacht Regatta

10th Sept—Scorpion Open

17th Sept—Barts Bash

Social Scene

5th November—Bonfire and Fireworks Night

12th November—Dinner Dance and Presentations

10th December—The Xmas Party

31st December—The New Years Eve Party

That's it for this Edition of the Newsletter , once again I do hope you have enjoyed its content , please do keep sending me articles as soon as you have them, it is great to hear what people are doing .

It's also what makes Castle Cove Sailing Club a great Club to belong to .

The Next Edition of the Newsletter will be the Autumn edition so looking forward to hearing from you.



Neil Stroud

Editor