



Apparently!

Summer Newsletter 2017

I'm a bit confused, March winds in May and April showers in June. Mid summer day has passed, yet the clouds obscured flaming June. Lots of wind or very little wind.

Never mind, this is England with a coastal climate. It doesn't stop (most of) us getting out and sailing, racing or cruising or pottering.

Friday evenings are close to overtaking Wednesday in popularity with 40 boats on the water. The loan of three Oppys from the Optimist class association has enabled smaller members to venture out in stronger winds than if using Toppers. The grant of a new Topper from the Eric Twiname Trust, plus the upgrading of the other club Toppers, has increased the enjoyment of the older Cadets.

We have over 40 new memberships so far this year, so there will be a lot of new faces. Please make them welcome and help them join in club activities.

There will be over 80 visitors for the Dinghy Regatta on 8/9 July, so some disruption is inevitable. Such is the attraction of our venue that entries are coming from as far as Lancashire.

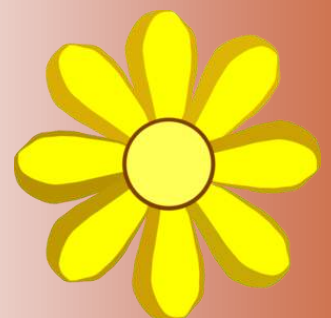
Our visitors will benefit from our enlarged changing rooms, and upstairs, we now have new curtains in the clubhouse, adding to the welcoming atmosphere.

We owe a large vote of thanks to Eleanor Fitzgeorge-Parker, who donated a great deal of time and effort offering a selection of fabrics, sourcing the materials and making them up.

We have a club to be even prouder of!



Stephen Green
Commodore



General Club News

As you know the Galley is now back up and running safely which is great news, a huge thank you to John Harrington for taking on this challenge and sorting it out, the instructions on how to use are located by the safety switches next to the Galley Storage Cupboard door.

We have been have some issues with our electronic gate recently, if you ever find your self stuck inside with the gates not opening, here is what you do Go to the chart room and above the computer there is a red box. Take the key and open the flap on the gate motor housing, then pull out the red knob. This will disengage the drive enabling the gate to be slid open. Replace the key and lock the outer gates on leaving. Please report what you find to Barry Grant or Steve Green; was the motor housing hot?; was the gate hard against the end stop? This will help us determine the cause"

In our strong winds recently we experienced some of our members boats being badly damaged, and one coming away from its mooring, this is a real shame when this happens even more so for the individual members boat, so first of all we wish there boats a speedy recovery so they can continue to enjoy the sailing season.

This has highlighted a serious matter in respect of how the boats are attached to keep them safe, we are also having discussions with Portland Port as they too are keen to encourage us to minimise damage to our boats and others to , with this in mind the next page shows a diagram of how we suggest moorings should be secured, this by no means takes away the responsibility of the member ensuring your boat is adequately secured, we will also be carrying out visual inspections regularly to ensure boats a re adequately secured oif not you will be contacted, we have had a very good record over the years , however we are having a little push from Portland Port to tidy up a little.

The team do a huge amount of work to ensure we are on top of it with a mass amount of knowledge and expertise we can draw from and our thanks go out to them, but we must all do our bit.

We have a very busy club and there is plenty going on the Regatta this weekend coming, the Scorpion Nationals coming up the Cadet Group is a huge success and we continue to grow as a Club.

Where you can please do come along and help.

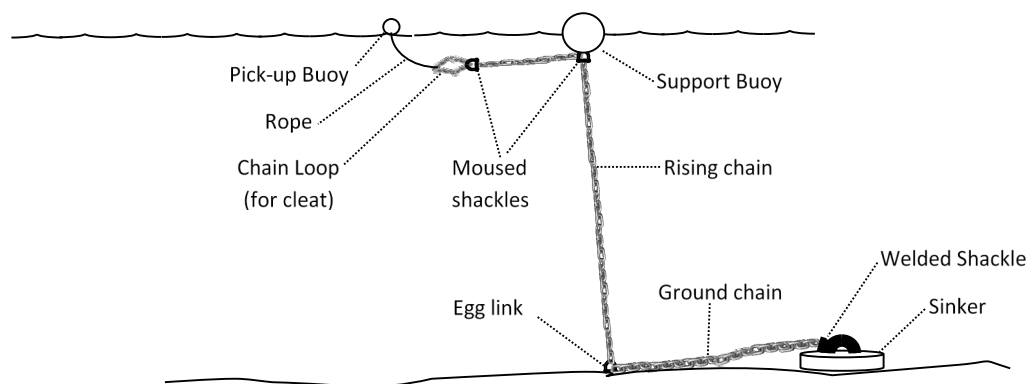
Castle Cove SC Mooring Information Sheet

The information below is based on many years' experience, so please take note

Moorings are purchased by boat owners and are their responsibility. For new members, the Moorings Officer will advise availability of suitable moorings for sale and their condition

The moorings group can maintain your mooring for you at charges published in the handbook, with an annual lift to measure the riser for wear, and replace it when required. Every five years, the sinker is raised and inspected. The cost of new chain and other parts will be borne by the owner who is expected to help these operations. The owner can decide to contract this work to a third party.

Moorings comprise a sinker suitable for the boat size, welded to a heavy ground chain to act as a damper, with a riser chain attached to this. The owner should supply a pick-up buoy on a non-floating rope, such as Nylon or Terylene, and attach it to the end of the riser by a moused (wired) shackle. If a loop is made on the riser to drop over the boat cleat, the pick-up buoy should not be attached to the middle of the loop. If slightly smaller chain is used for the loop, (because the cleat is too small or recessed), then the join must be visible using tested shackles and securely moused



The club and Portland Port strongly recommends that the riser chain be attached to the boat mooring cleat or samson post. If this is not practical, then two ropes adequately protected against fraying may be used with the riser chain as a back up. The pick-up buoy line is then attached to another strong point, such as the mast, in case the primary point fails.

Some boats are lightly built and cleats are not bolted through the deck. The cleat or other mooring point must be inspected for security, and larger or better fixings made if there is doubt. Take advice! The bow fitting over which the chain passes should have a pin to ensure that the chain does not jump off.

In the event of failure of the rope the chain and the attachment to the boat must still be able to hold the boat securely. The rope is only there to act as a shock absorber to avoid damage to the boat and fittings during a heavy gale. It is NOT the primary load bearing part of the system.

For heavy boats, and therefore heavy chains, it is advisable to use a support buoy attached to the riser 2-4 meters from the boat. This length of chain acts as a buffer to minimise snatch load on the boat. If the riser is threaded through the support buoy shackle and attached by smaller shackles, the buoy will not be lost if the smaller shackles fail. When a very heavy riser is used to the support buoy, a bridle from the support buoy to the boat of a lighter chain may be used. The Mooring Officer will advise the method.

For lighter boats and chains, a support buoy may be omitted and the owner pull up the chain as required.

To minimise chain wear during the winter, the riser chain should be lowered to the seabed attached to a lighter new chain, with a support buoy of some type. The buoy must be marked with its number to aid maintenance. Take advice on the numbering method, as paint quickly washes off.

The majority of lost moorings are due to old chain being used during the winter, and recovery is difficult or impossible

More detailed information is on the club website under 'Members'

Important Announcement



As you know, this club operates very well, and is made up of various teams of volunteers who commit time and effort to ensuring we can all go sailing from the what has to be the best sailing club in the area.

To ensure the club can continue to operate as we do and to keep our memberships costs as low as we can we are looking for individuals who can spare some time and help with the management of the club and various other tasks around the club. I know its hard to fit work, family and sailing in as well as volunteer some help, but if you can assist in any way no matter how small i would love to hear from you, or you can contact any other committee member.

Below is a list of specific jobs that we are looking to fill, some jobs are required now and some are from November, and yes some jobs will take more time than others but being flexible is also very important, and there are a number of jobs that we could break down a little (more people, less time for existing, more time sailing).

Committee Members

Vice Commodore - November

Rear Commodore Sailing - Vacant

Club Secretary - November

Health and Safety Representative - Vacant

Other roles

Cruisers Administration

Newsletter Editor

Lead role for Pier and Pontoon Maintenance

Media Officer

Slipway Cleaning

General House Maintenance



If you want to know more come and talk to any committee member we would love to hear from you.

Cadets @ CCSC

On Sunday 15th May CCSC hosted a Topper Open we had 35 boats entered with 10 of the boats sailed by our club sailors, they had Champagne sailing conditions with 20knts and wall to wall sun. Everybody had a great days sailing and the parents enjoyed the sun and all loving Castle Cove at its best. We don't always remember what a fantastic venue we have here.

Will Adler came 2nd in the main fleet and Alex Assirati in his 4.2 sailed very well to be very close second, even after broken mast missing bungs and OCS everybody had a good day on the water.

As always these events can only happen with help from other parents and club members so my thanks to the Adler's, the Richardson's, on and off the water, the committee boat crew, all the helpers of the ribs, and Knightley who now knows how to connect a fuel tank to the outboard!

Jock



CCSC Cruisers

Portland Manouevres went well with a total of 8 boats practising and a good few photos were taken from the photo shoot, all uploaded on to the face book page, but if anyone would like any please do get in touch.

Well what can I say here, the season for us has not started well and the weather has not been on our side, the first trip saw 3 boats off to Poole in what was poor conditions , the Haslar trip had to be cancelled as did Mupe by moonlight, we were all starting to feel a little annoyed but our saviour came and Cherbourg happened.

Yes that's right the CCSC Keelboat Cruising Group took its annual rally to Cherbourg the group left on Friday 23rd to return Sunday 25th, despite the forecasted stronger winds the trip was on, a record turnout for the club was had with a total of 10 boats heading across the channel, the trip across saw winds of 15knts gusting 20knts from the Southwest, slightly lower than forecasted but with the spring tides it made it an enjoyable challenge for most, it was a clear sunny day and all boats made it in safely with good times ranging from 9.5hrs to 12hrs, the group enjoyed a superb evening meal at the La Liberty restaurant on the front opposite the Inner Harbour.

The plan to leave on Sunday for a few again saw some challenges with the breeze but a good clear day, not all left on the Sunday, but decided a trip to Alderney would be good so 5 boats headed in that direction.

All in all a great long weekend with some superb sailing conditions, good food and a few drinks to wash it down.

The safari supper was once again a hit, thanks to our wonderful Debbie Bowers for sorting it out and making the evening such an enjoyable one, the weather was kind to us as well, next trip the big one 9 days away as we head West stopping in various ports along the way.

Cruising Captains

Mike Conroy

Dick Moore

Ann Varlow

Neil Stroud



Members Articles

Part 2 from Jon Emmett - Good habits

We left the Spring issue talking about good habits and with the Chinese sailor stuck to the German sailor at the leeward gate in full view of all the coaches and the Jury at the Radial World Championships in China! I remember the incident as if it happened yesterday and the screaming was still ringing in my ears a full 30 minutes after and may explain some of my current loss. The German sailor lost over 20 places, when through no fault of her own when she was not only hit but attached to the Chinese boat, a race which meant she ended up racing the rest of the Championship in Silver fleet.

For some unknown reason, the Chinese boat did not do turns and of course it went to protest: the German sailor was rightly furious. I explained to the Chinese sailor that she simply needed to go in the protest room and explain what happened, as the jury had already seen the incident. Everything was fine until just before going into the protest room when my translator had a telephone call, from the Team Leader. She passed the phone to the Chinese sailor who briefly spoke to the Team leader just before we went into the protest room. Suddenly at the hearing the Chinese sailor said she did not remember the incident and felt dizzy. Well of course she was disqualified: the jury had seen the whole incident, as they told her before she gave her evidence.

Incidents like this cause long term problems: it makes it harder for sailors from the same team to be successful in the protest room. Regardless of their character everyone gets tarred with the same brush and it takes so much longer to lose a bad reputation than gain a good one. A good example of where short-sighted behaviour causes long term problems. Of course, Team leaders come and go just as coaches do and my role as a coach is to ensure perfect behaviour both on the water whether it is training or in the highest level of competition.

August will see the SEA games. For many people not taking part it is just a local regatta. Indeed many people may not have heard of it but for the countries taking part it is one of the most important events of their lives. Simply put a Gold medal here and they could be made for life. It is under pressure when having good habits become so important, to react in the correct way.

Sailing is a small world and rewards long term thinking.

Jon Emmett



Helms Wanted, Chesil Sailability

We are looking for experienced helms to take people out in our Hansa boats. It doesn't matter what sort of boat you normally helm, but boat handling skills, and wanting to help get people out on the water is good!

Chesil Sailability is a volunteer run disability sailing group, based at the Academy.

We provide opportunities for people with disabilities to sail, either for fun, to learn to sail, or to progress to sailing competitively.

We cater for people with physical disabilities, learning difficulties and long term health conditions.

One of the boats we sail is the Hansa 303, a simple boat which is fun for just going sailing, a good teaching base, and good for tactical racing (probably because they are not fast!).

The Hansa has an unusual configuration, with the sailors sitting facing forwards & steering with a joystick, very simple rigging, and stability from a drop keel. Our sessions are on Tuesday evenings, from 5:30pm. We will provide training and assessment.

The Hansa 303 is now one of the three ParaWorld classes, so has a competitive international circuit too!

We are also looking for more people to help with helming our Hawk and Squib, to widen our core team.

If you are interested, please contact volunteers@chesilsailability.org.uk, or telephone Hugh on 01305 251190

Sailing gives people the opportunity to take part in a healthy, sociable and outdoor activity, and provides a freedom on the water regardless of any disability. Come join us!

Hugh de longh
Chesil Sailability (& Int. Canoe sailor at
Castle Cove!)



Sailing Funnies

BEAUFORT/ DINGHY PSYCHOLOGICAL SCALE

I think most of us can relate to this.

Force	Psychological Scale
1	Boredom
2	Mild Pleasure
3	Pleasure
4	Great Pleasure
5	Delight
6	Delight tinged with anxiety
7	Anxiety tinged with Fear
8	Fear tinged with terror
9	Great Terror
10	Panic
11	I want my Mummy

11

Nervous first timer to skipper.
"Do yachts like this sink very often?"
"No, usually it's only once!"



A sailor and a pirate are in a bar recounting their adventures at sea. Seeing the pirate's peg-leg, hook, and eye patch the sailor asks: "So, how did you end up with the peg-leg?"

The pirate replies: "We were caught in a huge storm and a giant wave swept me overboard. Just as me crew were pullin' me out a school of sharks appeared and one of 'em bit me leg off."

"Blimey!" said the sailor . "And how'd you get the hook?"

"Arrrr...", mused the old salt, "I got into a fight over a woman in a bar, and me hand got chopped off."

"Blimey!" remarked the sailor. "And how about the eye patch?"

"Oh that," said the pirate, looking embarrassed. A seagull droppin' fell into me eye."

"You lost your eye to a seagull dropping?" the questioner asked incredulously.

"Well..." said the old sea dog, " it was me first day with the hook."

I do hope you have enjoyed the summer edition of the Newsletter as always I would love to hear your comments, if you have stories, captions, pictures, that voyage you did, your first impressions of the club, hints and tips send them through.

I hope we all continue to enjoy good sailing weather, and you get out on the water as much as you want to.

Happy Sailing !!!

Neil Stroud

Vice Commodore

Editor

