



## Autumn 2018

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## Commodore's Report AGM 2018

What a Year! There has been so much going on both on and off the water, where do I start?

Well, let's look at membership first. Despite not holding an open day this year, the membership has continued to stay strong and continued to grow. There has been a slight shift towards more family memberships, which is great, and shows what a nice friendly family club we are.

Out on the water we have had four major events which have included the Wayfarers Nationals, Weymouth Dinghy Regatta, Musto Skiff Nationals and the Merlin Rocket and Int Canoes Open and, of course, let's not forget the Optimist Training, Topper Training and Open, and the Cadet Regatta; all great events where people enjoyed what the club had to offer – members and non-members alike. My thanks go out to

all the volunteers who stepped in to help with these events over this past year as, without you, there are no events.

The racing in both dinghies and keelboats remains strong, albeit after a slow start. We are looking at handicaps for keelboats again after listening to what the membership in this area is looking for.

The cadet group has continued its success with some great events and their very own prize-giving dinner. Well done again this year to the cadet team who put in the time and effort to run this. And we have been very fortunate to have been awarded some money from the John Merrick Trust and, with combined club funds, we purchased a couple of new optis to keep the interest there in our younger members, as they are part of the longer term future of the club.

Our ladies sailing group flourishes year after year providing a safe no pressure environment for those wishing to sail on Friday mornings in company.

And one area that is particularly key for me is our cruising group; once again a very successful year with an increase of people attending the trips: France, Channel Islands, along with local destinations at Mupe bay and the Solent.

All of these things cannot be done without our willing band of volunteers to organise events, and it is hard work sometimes to get it right. So a huge thankyou to everyone who has been involved in some way with any of the events held over the year.

We also saw the introduction of sail 4 all again this year. This was organised by Tim Easthaugh, our Training Officer. Tim put a huge amount of effort into this and it paid off. We had plenty of dinghy sailors out on the water on Saturday afternoons learning techniques and gaining confidence on the water in a controlled environment. So I would once again thank everyone who helped out here.

We have looked at training this year and we have organised PB2 Courses and invested funds towards getting people trained with safety boat certificates. These all add benefit to our club racing. This will continue next year along with looking at race management and mark laying. I hope Tim will continue the work put in, and I would like to thank Tim for getting training at CCSC up and running again – Tim please accept this as a token of our appreciation.

Whilst I am talking about those that have gone above and beyond this year in unpaid services to the club, I would also like to recognise the following people:

Rosemary Spicer – for organising the Garden and her team of helpers

Malcolm Spicer – for getting involved with all things engineering-based, keeping this club from spending thousands on repairs and fitting.

Keith Williams – for the maintenance of our club boats and keeping the workshop clean and tidy.

Mark and Jeni – for their organisation with the cadet group.

Richard Moore, known as Dick to us all, for his relentless work with moorings this year.

Okay. This now brings me to the off the water items. This year has seen a huge amount of work going on behind the scenes; Health and Safety and Employment Law have been two areas, along with reviewing a lot of our procedures and activities

within the club. You will recall the Data Protection law changing. This took a huge amount of time and will be ongoing.

We have spent money on improving the look of the club with new fencing and, shortly, new windows. And I am sure you will all notice a marked improvement in heating this winter as the building is being Heat Zoned, meaning we will have more control over what is heated and when.

There are many other items that have been done and I would hope you have seen this from the shore report but if not please have a read.

The club looks clean and tidy thanks to the gardening team and the boat park well run. Our thanks to Jo for carrying out this difficult task, and Gareth for running the duty roster; an extremely important role. Without you we don't function.

We are very much reliant on our volunteers to keep the club running and wherever possible we need to continue this ethos. However it is becoming more difficult to recruit people to help out in the many tasks around the club. But, rest assured, whatever happens we will endeavour to keep our memberships cost friendly.

So, for the future what can I say? We are looking at CCTV, Marusa upgrades, Club boats for hire, and better use of our Galley for the membership. We continue to look at options for pontoon replacements and continue to monitor the moving banks and subsidence to the entrance of our club. Car park lighting is still on the table as is a suitable covering to the top car park area, and we continue to build relationships with other clubs around the coastline.

The Priorities continue to be:

Safety on Site

Great Sailing in all areas

Enjoyment on and off the water for all

Finally, thank you for all your support in what has been a very busy first year as Commodore and I will look forward to continuing this onwards if you are all happy for me to do so.

Neil Stroud

Commodore AGM 2018



## A season in some pictures

As part of my Media Officer job, I have been issuing Press Releases and these have generally been accompanied by a picture. I have collected some of them together in the collage below.



If you are curious and/or fancy a quiz, try and identify the pictures where and when taken. I have given answers on the last page. Sorry no prizes!

I am very grateful to the many photographers who have supplied me with excellent photos throughout the year and given me permission to use them in publications. In the case of the collage above, I would like to thank Barry Scutt, David Lloyd, Richard Langdon, Debbie Bowers, Richard White and Neil Stroud.

Tony Dobbs

## Invictus Games & Sailing

‘WOW – what an amazing two days of sailing we had in Portland Harbour, helping with the Invictus Games assessment & selection event,’ said Philip Hall, Chesil Sailability skipper.

This year, for the first time, the Invictus Games (for injured servicemen and women) is including sailing in their international programme. As there is an Invictus Games World Championship in Sydney this October, Help for Heroes and RYA Sailability ran a couple of training camps earlier this year, culminating in a final two-day assessment and selection at the Weymouth & Portland National Sailing Academy at the end of March, to decide who was going to represent Great Britain.

Selection is on broad criteria around competitors’ recovery and benefit to be gained from taking part, not just on their sailing skill. So around 35 competitors took part each day ranging from experienced sailors to those, probably the majority, with just the training camps as their introduction to sailing. And overall, a total of 70 sailors were competing for the five places at the Invictus Games! There is a good short video at <https://twitter.com/RYA/statuses/979390457099837440>

The Academy hosted the event and provided six Elliott 6 keelboats (for the still nimble competitors) carrying a crew of 3, with Chesil Sailability (our local group providing sailing for people with any sort of disability) providing our Hansa 303 dinghies for sailing solo or 2 for those unable to move quickly about a boat. Chesil Sailability also provided a couple of RIBs as safety boats and over 20 volunteers each day (including many Castle Cove members!) covering our RIBs, the pontoons, hoisting sailors in and out of the Hansa dinghies where necessary, and helping with getting competitors ready for the elements with loan waterproofs, buoyancy aids, etc; this on top of the Academy volunteers, Help for Heroes and RYA Sailability staff who were running the event.

### ***The Sailing, from Philip Hall, Chesil Sailability Hansa skipper***

Wednesday morning loomed wet and windy; a strong northerly blowing across the harbour with choppy water as the two windward-leeward race courses were set out – one for the faster Elliott 6s closer to the harbour entrance, and one for the Hansa 303s a little closer to the marina entrance. The competitors were teamed up with an experienced ‘skipper’ (from Chesil Sailability for the Hansas and from the British Keelboat Academy for the Elliotts) for safety, so I went down to the pontoons and was hoisted into my Hansa (I have a disability myself, so need to be hoisted in and out of the boats) to await my competitor, whilst the other skippers got their boats ready also. Sitting alongside, eyeing the weather and discussing whether to put a reef or two in the mainsail, it was decided conditions were probably just within normal limits and we went without.

My competitor that morning was quite novice but keen to handle as much as possible, if not everything, and effectively sail solo. Sailing solo is a handful in moderate airs and these were challenging conditions for experienced sailors, so I kept control of the jib, but had to make a few grabs for the mainsheet and the tiller as we

tackled the choppy waters and very gusty conditions; my competitor just laughed when it all went wrong as we got it back together and tried to catch up on lost ground. In a decent bit of wind Hansa dinghies heel well over and it can be very disconcerting for novice sailors; well, we were a long way over a lot of the time and between the gusts and the choppy water (Hansas seem to go through waves more than over them) we shipped plenty of water, benefiting from between-race assistance from a safety RIB with an electric pump.

After lunch we changed competitors and went out again; the wind had backed round to the west and was still blowing hard but not as gustily and, instead of the morning's rain, we had some sunshine making for more enjoyable racing. With another novice sailor, it was still challenging for competitor and skipper but drier, with a longer swell from the west and less chop, but still the nervous aspect of trying to go at speed with your elbow in the water on alternate tacks when you are new to it. Whether it was the sunshine or her skipper's banter (as a fellow Navy sailor), my afternoon competitor declared the session highly therapeutic and a scary sort of fun!

Thursday reverted to Wednesday morning's weather, but with more rain and more wind! This time it was agreed that the Hansas would go out with two reefs in the mainsail (achieved by twisting the mast so the mainsail had two wraps around it); decidedly worthwhile, as the wind was definitely at the top end of normal operations as we went out and probably exceeded it at times but, reefed up, there was reasonable balance and steerability. My competitor this time was also novice, but used to kayaking a lot – this was worse for him, as in a kayak going over 45 degrees or more is being out of control and the prelude to capsizing! Anyhow, he trusted me and we completed the race.

We got back for lunch to discover that the Elliotts hadn't gone out in the morning! In the afternoon, with conditions still marginal in the harbour, to make sure all the competitors got to sail, a mini triangular race course was set up in the marina with seven Hansas taking all the sailors out for four sets of two short races. With very quick turn-rounds between races, we got all 35 sailors two races each in a short afternoon. This was very close racing and more fun than the trials in the harbour, with the competitors egging their buddies on from the vantage points around the marina.

Finally, I must just say 'hats off' to the Invictus competitors for their courage and determination to do what they had to do, fiercely competitive and hoping for selection; admitting that the way the Hansa heeled over was quite scary, but keeping going all the same, and in sailing conditions that many experienced sailors might choose to avoid. Good luck to all of them. It's a shame that they can't all represent the UK in October. We will follow their progress up to and at the games with great interest.

Philip Hall, Chesil Sailability



## Sailability Introduction

If you know anyone who needs support with going sailing or would like to have a go, please get in touch. We welcome people with physical disabilities, long-term health conditions, mental health difficulties and learning difficulties. See our website at <http://www.chesilsailability.org.uk/>

Or if you are interested in joining us as a volunteer, whatever your skills, please get in touch, or have a chat with me at Castle Cove (I'm one of the International Canoe sailors/swimmers!).

Hugh de Iongh ([hugh@chesilsailability.org.uk](mailto:hugh@chesilsailability.org.uk))

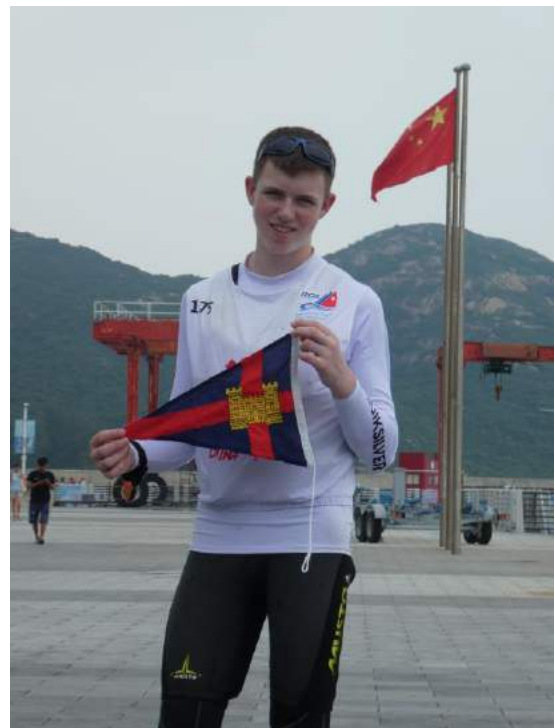
## My visit to China

Over the summer holidays I was fortunate enough to be given a grant by ITCA (International Topper Class Association) and the Chinese government to go and sail in the Topper World Championships in Shenzhen, China. Two years ago, I was given a place in the RYA Topper South West Zone Squad and, following this, I was awarded a place in the RYA UK Intermediate National Squad. Sailing has taken me all over the country to sail in the National Series and Championships, from Lowestoft to North Berwick to Pwllheli .

This year Toppering has led me even further afield, to the other side of the world, where 260 competitors from 20 nations converged on Longcheer Yacht Club, Daya Bay, China. We all got to enjoy the amazing sights and experience the unique culture. Unfortunately, we arrived in the wake of a typhoon, leaving no wind all week, meaning we did not complete enough races to qualify a World Champion. After the championship, 90 families from Britain and Ireland went on a tour to the main sites in China. We flew from Shenzhen to China's previous Capital, Xian, where we visited the terracotta army and did an amazing cycle ride around the city walls. Next, we all caught the bullet train to Beijing where we enjoyed a wider range of food and also got to walk on the Great Wall and visit the Forbidden City. It was an incredible trip and something I will never forget.

I'd like to thank the Chinese for being so welcoming and putting on such an amazing event with ITCA. I'd also like to thank all those who have coached and supported me over the years, especially at Castle Cove Sailing Club.

Ben Richardson, Thomas Hardy school student.





# Links with ASWC

## ***Barts Bash***

Lots of Castle Cove club members managed to make it across to the Barts Bash 2018 Race run by Weymouth and Portland National Sailing Academy. Barts Bash has become an annual tradition with sailors all over the world taking part. This year was the attempt for the Guinness World Record and, although they didn't quite make it, the atmosphere and feel of all the sailors racing was what we all came for! With the forecast looking so lively we were anticipating a great and interesting time out on the water. With over 100 boats on the start line it was chaotic fun. We had 25 British Sailing team Optimists up by the pin end. The 29ers open training came and joined in and of course all of the club racers who came across! With so many boats around it was always going to be an interesting start and race. If you are looking for more photos of yourself please get in touch and I can send photos over!



## ***Powerboat level 2 and Safety Boat***

The Andrew Simpson Watersports Centre, Portland, has been offering volunteers from Castle Cove a discounted rate for their Power Boat Level 2 Licenses. Fifteen volunteers so far utilised the Powerboat Level 2 course discount and have managed to get their licenses for a reduced rate. We've also had six volunteers achieve their Safety Boat using the discount! Hopefully, this will help you all out on the race course.

Savanna Gordon ([savannah@aswc.co.uk](mailto:savannah@aswc.co.uk))

## Club Cups and People

As a newcomer to the Club and the Media Officer for this year, I have been writing and submitting Press releases to promote the Club during the year. As a result, I became intrigued by the people that some of the Club's cups were named for. I asked around other members and discovered that many did not know anything other than the names and that there did not appear to be a reliable Club reference source other than, 'Ask Brian Wilkins; he will know if anyone does.' So, I did just that, did some digging of my own, and thought I would share some of the information I have discovered.

### **Basso cup**

This is what Brian told me:

*Our finest Silver trophy. I do not know the date of when we got it. But I think it was before the 1939 war. I expect that an indication of when will be shown on it.*

*However, I believe Hownam asked Louis Basso, who was an Italian diver who worked on salvage work on the M2 submarine disaster. (See [https://en.wikipedia.org/wiki/HMS\\_M2](https://en.wikipedia.org/wiki/HMS_M2)) She was our first underwater aircraft carrier that sank off Portland when water leaked through the hangar doors. Sixty crew were drowned.*

*Louis was an imposing character, always seen with a cigar. His son Joe ran a boat service from Weymouth, which included picking up the garbage from The Fleet in Portland harbour. He used to take it out in the Channel and dump it. Where it finished up depended on the wind or tide. Not quite sure what would be allowed today.*

My research confirms that The Basso Cup was presented to the Club before the Second World War by L Basso & Co. Louis Antonio Basso was a prominent Weymouth resident who was living in Ben Nevis just off Wyke Road when he died in May 1962. His death was announced in the London Gazette. The first winner of the trophy in 1938 was AD Hownam Meek in a boat named 'Idler'. So, 2018 was the 80<sup>th</sup> anniversary of the competition.

### **Allen Welling Cup**

Brian's recollections:

*Allen Welling was a super young member who had just come up from being a club cadet, when he was killed in a crash on the Portland Road. His mother gave the cup to the club in his memory.*

### **The Barnes Cup**

Brian's recollections:

*The Barnes Cup was given to the Club by the family of Eric and Gwen Barnes. Eric was an early active member and sailed for years in V8, one of our club's Viking class.*

*His son Stuart took part in this year's club pursuit race and he presented the cup to the winner Jon Emmett.*

Eric Barnes died in December 2013 aged 90, in Dorchester Hospital.

Tony Dobbs

## **News from Jon Emmett (taken from an email dated Sept 24th)**

I thought that it might be interesting to know I have just completed the first Olympic test event in Japan, where I was very pleased that Tuula managed to finish top 5, just out of the medal zone, so we still have work to do.

Personally, I just finished racing at the South Shields Radial Qualifier this weekend, which I won counting straight 1sts. The results can be seen through this link:

<https://www.kbsuk.com/laser/events/showrace.asp?EventID=104&RaceURL=%5Bre sults%5D/sthshieldsrad.2018nh.html>

Much better than my swimming performance in the RS300s at the RS games which resulted in a perforated ear drum!

My Laser is now packed on its way to the Masters Europeans Championships in Vigo. I shall of course let you know how I get on.

I wasn't sure if I previously mentioned, but I had an 'Introducing Jon Emmett' video made this year for YouTube and there are quite a few parts shot at CCSC:

<https://www.youtube.com/watch?v=T1hyec8DDhg>

Jon Emmett

Note Added:

The Vigo European Championships were run from 5<sup>th</sup> to 11<sup>th</sup> October and Jon finished in first place in the Laser Radial fleet in a field of 69. Brilliant! Well done, Jon.

Tony



**2018 Laser Master European Championships - Vigo, Spain**

*ThomTouw.com Photography ©*

# What is that picture?



1. A bandaging exercise during a first aid course that went a little out of control 22<sup>nd</sup> March
2. The first boat in with the sun rising (M'lady Jane) 16<sup>th</sup> April
3. The start of the Joe Isaacs Trophy race 2<sup>nd</sup> September
4. Wayfarers National at Castle Cove June
5. RS 400 24<sup>th</sup> August (2017 – Sorry just a nice picture)
6. Osprey Nationals at Weymouth Sailing Club, the start on 8<sup>th</sup> July
7. Rob Smith in Contender 6<sup>th</sup> February (Rob came 16<sup>th</sup> in the International Contender Class World Championships held in Victoria, Australia this year)
8. Cruising Group in Cherbourg in 25<sup>th</sup> June
9. Basso Cup on 14<sup>th</sup> July
10. Cadets with new Optimists 1<sup>st</sup> August