



Spring 2019

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Commodore's welcome

Welcome to the spring edition of the newsletter. There has been plenty going on at the club despite the weather, although February proved to be a record-breaking month; temperatures fooling plants and wildlife into spring being sprung.

We could talk about the weather all day long – something Bob would be happy about. That reminds me, thank you to Bob for the great racing tactics evening around the weather.

Anyway, let's move to a new subject – “Brexit”. No, let's not go there either.

So, what has been happening: winter talks on a varying degree of subjects, diesel bug, gas installations, knots, coffee mornings, rugby, Cerne Abbas Brewery, not that I can

remember much from that night! Ah yes, it was organised by WPCA. They also do a range of talks that you can pop along to.

The dinners. What can I say? We do know how to put on a good dinner at the club, all done by our willing volunteers. Yes, volunteers, without you we cannot do these things so, a few pounds heavier, I applaud every one of you for stepping in and helping out at the many events we hold not only through the winter but the whole year.

Winter working parties. Thank you to all who have helped out in the variety of tasks that have taken place this year. We have a club to be proud of.

With the main event just around the corner now, I am sure the final tweaks and polishing are now happening to get ready for the sailing season ahead of us. And I hope it will be a good one. We have a full sailing calendar lined up with racing, cruising and training events on and off the water. So, I hope we have catered for all, no matter what level of sailing you are at.

This year the committee has been looking at various things, not only to improve the club, but also the racing. One big change this year is to move the keelboat racing fleet over to VPRS rating system. I hope this will bring some closer and more competitive racing for the keelboats.

We are also looking at tracking software/results services and updating our management systems to make it easier, quicker, and less time-consuming for many of the volunteer roles that people do in the club.

We also want people to become more involved. So, if you would like to know more about any of the roles in the club – not do them, but understand them – please do talk to me. Perhaps you would like to drop in on a forward planning meeting, or maybe a Sailing/General Committee meeting to find out just how much work goes on behind the scenes to keep the club running smoothly.

Happy Sailing

Neil Stroud
Commodore



Imogen update

While the army of volunteers has been slaving away at the club on winter work parties for all our benefit, a small specialist team has been doing their bit at the WPNSA, preparing Imogen for the club racing this season. Apart from the annual maintenance programme, and some really get down to it, each winter the team adds features that make Imogen easier to use and help the drivers and ODs, and should improve the racing experience.

This winter the major works have been new vinyls on the race board's frame (thanks to Richard White for those), smart stainless safety rails which will reduce maintenance in the future, new flag stowage, a simpler anchor ball system, a second flag staff for events finishes and alterations to the lazy painter mooring system which should do away with the crew trying to harpoon the pick-up buoy from the foredeck. The biggest change has been the installation of a single lever control for the engine. The old dual lever, one for throttle and the other for forward /reverse, could lead to unexpected and exciting moments when, instead of moving from astern to ahead, Imogen accelerated sharply backwards when the wrong lever was pushed. One of the team complained that the new system is too simple and takes all the fun out of driving!

Many thanks team, you are a great bunch to work with.

Looking forward to seeing all who read this on the start line.

Mike Conroy,

Imogen team



Work Parties 2019

Thanks to everyone who has contributed to the programme of work. We are not quite finished but the core work has been done. Below is a list of major tasks that have been undertaken:

- Replaced 70 metres of fencing
- Replacement of the East fence
- Refurbishment of the Pontoons
- Extended Oppi racks.
- Maintenance activity of the fleet of club boats, inc Imogen
- Support to the Mooring team.
- Keeping the approach area tidy
- A lot of cutting back and TLC to the garden
- Spring clean to the clubhouse
- Electrics update to the clubhouse

Turnouts have been good, aided by the Duties registration process, which gets people to the club. On day one there were approx 60 to 70 members onsite in work, against our average of 30. As always, weather has a big part to play but I have found that Castle Cove has its own micro climate that beats the forecast so don't let the weather put you off.



Managing the work is a challenge. The clipboard is a useful tool but getting more people with the right skills to act as task leaders would provide a better outcome. However, I have found that members seem to have good DIY skills and this contributes to our success.

Although, the regular Sunday mornings have finished, there is still lots of work that has to be finished; hence my calls for work on specific tasks. Major dates we have to meet are the lift in, starting on 5 April, followed by the dinghy changeover day on 13 April.

Barry Grant Your Coordinator!

Editor's note: I went down and did some slipway clearing with Richard White on Friday. The growth is substantial and we made a start but there is still much to do. More volunteers are urgently needed to complete this before the season starts.



Photo Barry Scutt (First boat in "M'lady Jane" a Hurley 22) April 2018

House Update 2019

Well, what do you think of the swish new lights in the clubroom and hallway? For cost-saving and reduced maintenance, not to mention our green credentials, we are moving over completely to LED lights. Upstairs will be completed this year, down below next year.

Many thanks go to club member David Evans, (electrician and owner of Turned On Electrical Services) who has planned, sourced and is installing all the new lighting as his contribution to the winter Work Parties. It's a great saving for the club as he has asked that we pay only for the hardware. David's just happy that his expertise is being put to good use rather than mixing concrete outside in the cold!

Similarly, when companies update their IT equipment, good homes can't always be found for the perfectly good removed kit. So, thanks go to club member James Bull, (of IT support services IT365), who has supplied us with modern reclaimed PCs to replace the club's ageing 'clockwork' ones.

Thanks to all who have joined in this winter, which included preparing a new floor for the beer cellar (Charlie), sanding and wax-oiling the chartroom floor (Dickus and Neil), Ladies Sailing who have dusted, ejected spiders, cleaned and polished (especially the bell!) upstairs and down, and to Malcolm for making the poles for the new CCTV cameras while testing the smoke detectors so efficiently!

It's very much appreciated.

The rattly old garden doors are soon to be replaced with new double-glazed ones. The big shower boiler's been serviced. The galley's been deep-cleaned and will have its annual CP42 Gas Safety certificate renewed before the start of the season.

So, we're coming to the end of House tasks for another year.

Just one big job left – nothing to bog us down or drain us, but one that needs to be discharged urgently. (The club's waste pit needs to be inspected for discarded items that aren't pee, poo or paper and that can clog the pump.)

So, I'm looking for a number two who might be dropping by to help lift the lid, stare into the void, and release all the evils that might there be lurking far below...but I won't hold my breath 😊

Good sailing!

John H.

Rear Commodore (Shore)

Visit RNLI Poole

This is an article I submitted to Dorset Echo a few weeks ago. I am very grateful to Ann Varlow for giving me some words and pictures.

Last week twelve members of Castle Cove Sailing Club visited the RNLI headquarters in Poole. After being signed in and presented with lanyards, the visitors were given a number of talks from various volunteers. They learned about the history of the RNLI, were taken on a site tour, shown the college building and the water tank used for volunteer training. They were given a conducted tour of the All-weather Lifeboat Centre where the newest Shannon Class lifeboats are being built; six boats a year, costing £2.1m each.



One of those on the visit, Ann Varlow, said, “The highlight of the day was having a go at the helm of a lifeboat simulator in a storm force 7, navigating through rough seas towards a large container ship that had caught fire, with additional complexities, like man overboard issues.”



SAIL4ALL

Back for the 2019 season

Would you like to learn new sailing skills, improve your existing capability, or build confidence in a safe and supervised environment? If so, try Sail4All.

Sail4All is on Saturday afternoons between 14.00 and 17.00, "themed" around theory and practical skills covered in the RYA Level 2 syllabus:

<i>1 June</i>	<i>Launch and Recover/Come Alongside</i>
<i>8 June</i>	<i>The 5 Essentials</i>
<i>22 June</i>	<i>Points of Sailing</i>
<i>29 June</i>	<i>Tacking and Gybing</i>
<i>6 July</i>	<i>Capsize Recovery/Man Overboard Recovery</i>
<i>27 July</i>	<i>Rules of the Road</i>
<i>3 Aug</i>	<i>Racing Fundamentals</i>
<i>17 Aug</i>	<i>"Spare Day"</i>
<i>24 Aug</i>	<i>CCSC Novice Race</i>

Sail4All events will begin with a short briefing to set the context, followed by a supervised practical session on the water with two safety boats in attendance.

*If you would like to join Sail4All, please email, or call, **Andy Eastaugh** (ac.eastaugh@gmail.com; 07518 032655), with your name (and that of your crew), class of boat, and anything specific that you would like to explore as part of the programme.*

News from Jon Emmett (some sickening)

After racing in Miami, it was back to Europe for our next training block, this time in Spain. Having done 2 camps in Vilamoura, we moved to Cadiz for this one, and started training as soon as Tuula had finished her latest exam. The advantage was it also meant that we were able to do a regatta, Andalusia Olympic week, where Tuula finished 3rd behind her training partners for the week, Sarah Douglas and Emma Plasschaert.

Actually, I missed the final race of the regatta as I needed to fly back to the UK to be part of the UKLA stand and also for the launch of my two new books at the RYA Dinghy Show: Tactics made Simple (<https://www.amazon.co.uk/Tactics-MadeSimple-Sailboat-explained-ebook/dp/B07P644381>) and Training to Win (<https://www.amazon.co.uk/Training-Win-exercises-boats-groups/dp/1912177218>).

It was certainly an eventful weekend. Having arrived back to the Farmhouse at midnight, I proceeded to load Oren Jacob's boat (and 4 years of equipment from an Olympic campaign) onto the roof of the car ready for a friend to use for racing the following weekend. Oren's boat had no ropes or toe straps, so I had to source all these from my spares in Weymouth. Fortunately, at the time I had enough...more on that later. Anyway, it all got done under the lights of my van.

The error I made was to leave the engine running for the late-night pack up which meant when I woke for an early start, I had a flat battery. My immediate thought was panic! Fortunately, it was possible to get some cables and I owe someone a beer for a very early wake up call. It meant no time to stop for any food on the way (I was also worried if I stopped, I might not be able to restart because my battery was so flat the clock reset!) but I made it to Alexandra Palace in time for stand set up and the 9:00 live interview.

The atmosphere at the show was especially good this year. I enjoyed doing the UKLA presentation with Jack Kristian on the RYA Class stage. You can also watch that here (<https://www.facebook.com/UKLaserClassAssociation/videos/366452860856465/>). What was really nice was to see so many CCSC members wandering around the stage.



The other reason for flying back was to attend the UKLA Qualifiers, but that turned into somewhat of a horror show for me. The day before the event I went down to WPNSA to do my preparation; I did some gel coat repairs, washed my boat and put on a new cover (I actually sold my previous cover to one of the kind people helping out on the UKLA stand. They really needed a cover without holes in it and it was a good excuse for me to buy a new one).

On arrival on Saturday morning, I saw that my cover had actually been taken off and, on closer inspection, the boat had been completely stripped. The ropes tying the boat down had been cut and the cover and everything under it (mainsheet ratchet block, deck cleats, toe strap and ropes) had gone. All I can say is that it made me feel physically sick and, indeed, it still does.

I then inspected my second boat which was next door, and this also had all my custom-made control lines taken (kicker, Cunningham etc), but fortunately not the deck fittings. So, it was only with help from Max Hunt from South East Sailboats I was at least able to get on the water. At this point I can best be described as in shock. Somehow, I made it to the start line with ten minutes to go although, at this point, I realised that I hadn't eaten anything. I threw my bag in the committee boat just before the 5-minute warning.

To describe my head in a mess would have been the understatement of the year. I cannot even remember the finishing order of the first two races. Somehow, I got my act together and won the final two races, and no one was more surprised than me to see I won the event on tie-breaker

(https://www.sailwave.com/results/WPNSA/2019_Laser_4_7_Ladder_5/Radial_Results.htm). For now, I'm just trying to put the whole thing behind me, but still the horrible feeling remains.

Next stop Palma for the Princess Sofia regatta. Onwards and upwards as they say.

Jon Emmett

Live video streaming of races

Jon Emmett will be OD for two of the first races of this season. He will be live-streaming the first of the 1st Monday and 1st Wednesday series evening races live on the CCSC Facebook page. They take place on Monday 15th April and Wednesday 17th April starting at 18.30.

Raising the Flag re-enactment (not really)

John Harrington sent me this photo with the comment

“Slawomir and Ela Fillipeki were helping Malcolm drop a mousing line down inside the pole ready for the new CCTV camera. But it just reminded me of the famous picture of Raising the Flag on Iwo Jima :-)”



In case you forget the original, here it is; as far as I know no CCSC members were involved on that occasion!



Editor's Note and Future of Newsletters

This is the third edition of the Newsletter I have produced, and my thanks go once again to all the contributors. However, I have been pondering whether these Newsletters continue to be effective and necessary. There are a number of existing communication channels:

- I am producing regular Press Releases which generally appear in the Dorset Echo, Friday edition Afloat page for those that get the local paper
- The Echo puts them onto their website and sometimes the releases are picked up by Wessex FM and placed on their website. More rarely, other websites like Yachts and Yachting will also publish them, for those using the web to get news
- I frequently put links to published articles on our Facebook page so they can be accessed that way by Facebook users
- Our Facebook page also contains news announcements and reminders of events
- Finally, using the Newsletter distribution list, club members get reminders of events and other information delivered by email

So, do we need to continue to have Newsletters? If so, what would Club members like to see in them and how frequently should they be produced? The current frequency is twice a year; spring and autumn. If you have any views, please let me know by email tonyjdobbs@gmail.com, leave a message for me or tell me when you see me at the club. I will count no response as meaning you do not care whether they continue or not.

Tony Dobbs