



05 / 2004

NewsBrief



Royal Yachting Associated Affiliated Club
and Recognised Teaching Establishment

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Commodore's Column

Thank you to everyone who attended and helped on the 2nd April at the formal opening of the Club House by the Princess Royal. The turnout was impressive and you all did the club proud – she even sent us a nice thank you letter!

I had hoped that when 2nd April had past we would be able to put all thoughts of being amateur property developers behind us and get on with sailing, racing and training. How na ve I was to think that!

Several of the club's older members will remember that when the first plans for the refurbishment and extension of the Club House were unveiled by Peter Widdowson (sometime in the last century I think) they showed a balcony extending along the front elevation of the building outside the new bar and stretching toward the galley. I am not much of a bricks and mortar man but even I have to admit that it did make a striking feature. Rumour has it that Peter tried to sell the concept to Sport England on the basis that the area provided a safety viewing platform or fair weather training facility. Sport England, being rather practised at resisting the fanciful arguments put forward by some applicants for funding, responded b#####s and so the balcony was scrapped in order to make the total project affordable. Whilst members like balconies they prefer hot showers in February! Those members, who are both old enough to remember and have sufficient facility for memory left, to recall the first plans have asked me whether and/or if we have any intention of adding a balcony. Strangely, it is a question that I only seem to be asked when it is not raining which suggests that the aesthetic of the building is not always at the forefront of their minds! Sufficient numbers of people have now asked me often enough about this to distract me from the more leisurely pursuits that I normally follow when not sailing and to actually give the matter some thought!

So, here are those thoughts: The building has been designed with the future addition of a balcony in mind; the give away is the inclusion of patio doors at one end of the bar and over the top of the stairs! It is the nature of construction projects that they get more expensive with delay. The Club is not in a position to fund the project from reserves and will not be in a position to do so in the foreseeable future, by which I mean several years! If the Club is to build reserves to fund the project they will come, in substantial

part, from prudent management of monies received from members by way of their annual subscriptions. A substantial increase in subscriptions to fund the project cannot be justified.

However on positive note, the Club has recently received Community Amateur Sports Club (CASC) approval from the Inland Revenue. This means that the Club can receive Gift Aid in a tax beneficial way. Put simply, if someone donates £1.00 to the Club we can recover a further 25 pence (or so) from the Revenue, provided that the donor is a taxpayer. So, with the present quoted cost of construction put at £10,000, the Club only has to raise £8,000 in donations to potentially fund the whole balcony.

There is, of course, no point in raising less than we need, or we would have to give the money raised back! Furthermore, the money would have to be raised relatively quickly, because the cost of the project will rise with delay.

This is what I am going to do: In the next few days a sealed box will be placed in the bar, next to the box will be a pile of forms. All you need to do is to fill in a form and put it in the box. The forms will enable you to indicate the sum in £xxx that you would be prepared to donate. You will not have to put your name on the form. This will allow you to give your indication anonymously. The box will remain in the bar for 6 weeks. At the end of that period I will open the box and, after making due allowance for bursts of enthusiasm, if I think that we will get sufficient financial support from members to fund the project I will make a formal request to you for gift aid donations to fund the project and commission the work.

If there is insufficient support that would seem to be the end of the matter for the time being.

Whilst all this is going on I hope you all have time to do some sailing, training and racing! Given the above I am not sure whether I want the sun to shine or the rain to fall! Enjoy the summer.

Gary



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Vice Commodore's Report

I am a very busy man these days running three companies with the help of my crew / PA/ wife. At the time of writing this I have already missed the editor s deadline by a day so drastic action is needed:

1. Delegate writing of report to said crew / PA/ wife
2. Ah, slight problem, she is a very busy woman these days
3. but she has solution, i.e. submit report in bullet points — excellent! So here goes:

¥ **Laser Open:** bags of wind, amazed sailors went out (I certainly didn t), 1st Michael Sims (Carsington), 2nd Ian Jones (Dovestone) 1st Radial, 3rd Chris Wright (Blithfield)— **well done!**

¥ **Refurbishment Regatta and Opening of the Clubhouse by HRH The Princess Royal:** lovely day, glad weather co-operated, good turnout for regatta, congrats to Richard Coates, Sam Collingwood and Owen Hughes for winning first prize overall, junior and youth trophy respectively.

¥ **Taster Day:** big turnout of approx 70-80 visitors, some new members joining, fantastically organised by Hilary, big thanks to whole team of helpers.

¥ **Wednesday night sailing:** nightcap series started, begun our campaign with a win so it can only go downhill from here! See you on the water and don t forget the BBQ.

¥ **Solo Open:** 22nd May, get your boats polished!

Peter

Tel: 01952 883030

Calling All Boat Owners

Following a recent check on the boat park for the start of the season, I have found a number of 'new' boats of which I am unsure of their owners.

On the noticeboard in the clubhouse is an up-to-date print of all current slots. Those boats I am unsure of are in yellow.

Can you all please check your slot on the printout, and drop me a mail at mdtgeog@hotmail.com if your boat is one of those highlighted. I will update this list periodically.

A few reminders as well:

- ¥ Please ensure your boat is tied down well.
- ¥ Some boats are full with water. This will rot your boat quickly.
- ¥ Some covers are in a state of disrepair. The elements will weather your boat, reducing its value.

Finally, if you drop your boat up the club, put it in an unused slot on the boatpark (according to the sheet in the clubhouse) and drop me a mail at mdtgeog@hotmail.com so I can update my master at home.

Many thanks

Matt Thursfield

e-mail: mdtgeog@hotmail.com

House Report

In my last report I informed you that by the time you received your NewsBrief the clubhouse would have been finished, but like all things in the construction world nothing goes that simply. The 23rd of February came and we had no heating, half the electrics still needed completing and the new disabled access bridge/ fire escape from the new bar was missing. These are all minor problems except for the fact we had arranged for Her Royal Highness to officially reopen the clubhouse on the 2nd April. I clearly remember half the committee saying to me back in October when we asked for HRH to open the club, Will it be ready in time? and I said convincingly, Of course it will .

This is the time when desperate measures are called for - You have five and half weeks to go and the clubhouse is not finished and the builder suddenly is not so keen to take your repeated phone calls. I took the position that we will push on regardless with our secondary fitting out for which we had projected three to four weeks work. Therefore, the worst that could happen was that I would go on holiday in the first week of April!

But behind every successful Rear Commodore is an even more powerful woman, so I recruited a real hard taskmaster to direct the troops.

Meet Alex Wilmot, as you can see she is not afraid to pick up a brush and show the volunteer (sorry, press ganged labour) workers how she wanted it done. So we all proceeded to tackle the finishing of the clubhouse and I have to thank every single one of the members who came and tackled some awesome tasks in very difficult conditions.

There are some real stars in the ranks and I remember the relish of Alex as she unwrapped the hundreds of pots, pans and crockery in the galley for Sabine, Elaine & Sarah to wash and put away.



This wasn't helped by all the dust that was coming from the sanders cleaning down the staircase. They were kept to a strict pace by the trio outside whom I had asked to clean down the fire escape and repaint it. Lesser people would have complained but Dave, John and Richard found out that the fire escape was galvanised and by hammering the paint flaked off, so they hammered away for six hours and removed every scrap of paint. I was tempted to ask them to paint it when they had finished but I didn't fancy a swim that day.

You also find hidden talents in the members. Two members who are in the pearly white business volunteered to upgrade the galley tiles, Mike & Mo did an excellent job in retiling the galley but I think it was unfair that they let Karen grout all the tiles with her finger before they showed her a grouting squeegee!

Then there were the Picassos, who can be recognised by their wood stained hands, Fiona and Mary.

If I have to give a final accolade for work beyond the call of duty it has to go to Lawrence who I asked to repaint all garden benches. He went outside and started to paint but on that Saturday we had a slight gale, which was registering 60 knots of wind at times, but he stuck at it and finished every one - when he came back in to the clubhouse he resembled a spotted hyena!

My works manageress took to the management job with relish but I did have to stop her when she came running in to tell me someone had made a mistake and could she discipline them. The look on her face says it all! She was a very expensive employee, it was costing upwards of two Mars Bars per day but she got the job finished. I have received an official complaint from Hilary that now the clubhouse is finished Tim is spending too much time at home.

The surnames of the members have been withheld to protect their modesty. Joking apart to all who helped thank you very much we would not have got there without all your help. Looking to the future we are going to install a dishwasher soon, so galley duty chores will be slightly improved (says he who only eats and drinks in there!).

One final point: The clubhouse is under guarantee so if you see anything that is broken or is not working would you let me know please.



GP14 Fleet News

The good news is that the GP fleet has around 13 boats competing in the Wednesday Nightcap Series, almost half the total number of total entrants. Congratulations to everyone for making the effort. This is a magnificent turnout to what has always been a difficult series for competitors to make on time. Hopefully the barbecue makes up for missed meals and speeding journeys.

However, on the May Bank holiday Sunday there were only three GPs on the water. Now I know of at least 5 boats flying the Chelmarsh flag at the Ullswater Inland Championships. So where are the other forty GPs? After all the hype surrounding our new clubhouse I had hoped to see more GPs on the water.

I am not only talking about competitors but to all of you who enjoy sailing. To encourage more of you on to the water we are extending our one day course on the 12th of June courtesy of our Senior Instructor Arthur Allen and our very experienced Dave Griffiss.

The course is aimed at those of you who can sail, have possibly been on the successful improvers course, and want to advance, possibly into racing. Even those who are racing might want to take up this excellent opportunity to glean more from such talented instructors. The first part will include basic boat handling, which we all can improve on; upwind and down wind techniques and the easy way to spinnakering and roll tacking. The second part will be a racing section which will include techniques on starting — timing and approach; windward mark and gybe mark tactics; the beat; downwind sailing and the finish - all culminating in a race at the end.

This will be a very crowded programme and will not include boat tuning. We can offer this to anyone interested on a one to one basis during any weekend. Bring your own food and expect to be mightily improved and much encouraged at the end of the day. Please let me know asap if you are interested.

One of the problems currently keeping some GPs off the water is the lack of crews. Please do put your name forward should you want to crew. A lot of us entered racing this way.

To those of you who are competing on the Bell circuit and at our Championships, well done. It is hard work and needs that extra dedication. Keep the Chelmarsh flag flying.

Finally, Saturday the 19th of June is our Summer barbecue. A cracking evening with an Irish rock band for entertainment. Tickets in advance from Grahame Calladine and other house committee members — see advert. Even if I don't see you on the water then please make yourself known on the evening. Let's have a blast!

Due to my work taking me further from this area I am one of those missing from Sunday racing. However, I still have our fleet at heart. So if there is anything I can be of help with please do contact me. Your requests will eventually be actioned!

Fresh Breezes,

***Ken Westwood
GP Fleet Captain***

01746 764719

ke.westwood@btinternet.com

'When They Were Young' Competition

Congratulations

Debby Tissieman for correctly identifying last edition's cherubic young man as Mr. Peter Townend. She receives a box of chocolates in a nautically inspired gift-wrap kindly donated by Maw's Craft Centre.



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Help - NewsBrief needs YOU!

Having edited NewsBrief for nearly three years I've decided to step down and let new talent have an input in its creation. Every publication feeds on new ideas and I'm sure that some fresh blood will drive the content to even greater heights. Sarah Steatham has already started this trend, having successfully edited nearly half this edition.

So, if you've got a few evenings to give why not e-mail the general committee and get involved. It can be lots of fun and you don't have to be a trained journalist - a passion for sailing and an ability to be organised with words & pictures are the only requirements. NB: The next copy deadline is the end of August for editing & compilation in September.

Thanks for all your positive feedback — it's what makes it worthwhile.

Jonathan Carter

jc@matm.co.uk - 07799 620 858

Club Fundraising

Now the Clubhouse is almost finished – however there's still lots of things that could improve it such as a couple of sofas, and also some bar stools that actually blend with the new interior. While talking to fellow members a few fundraising ideas began to evolve - why not use the new facilities to generate some cash? I would like to take this opportunity to run these ideas by you:

Sunday evening meal

After a full day's racing I personally want to go home only because I am hungry (unless there's something good on the telly...) If there was food available in the evening I would love to stay longer and we would not have to cook at home. Quite often we get a take-away on the way home so we are spending money anyway which could be spent at the Club instead. A lot of people I have spoken to feel the same way.

Meals suggested would be simple: scampi & chips, lasagne and salad or curry have been mentioned. We could try and get caterers in or do meals ourselves, although the latter option would involve some expense, i.e. maybe buying a freezer and another microwave. We could get in cases of wine and sell wine by the bottle with a mark-up for Club coffers.

I am researching the possibilities. Talking to a couple of caterers I found out that we need about 15 to 20 people to make it worthwhile for them to come out so please let me know if you are interested! I am having some menu options and prices sent and will keep you posted.

More functions in the Club Calendar

In addition to the Midsummer BBQ and the Dinner Dance we could run a couple more "do's" so that there is something happening once a quarter. I understand that CSC used to do a "laying up supper" which would be a good excuse for an autumn party even if you don't pack up your boat for the winter. In the Spring we could have a "get ready for sailing/ start of the season" get-together. These events could be informal like the BBQ, maybe some music and a buffet - again your thoughts, please.

Exotic liqueurs, malt whiskies in bar

There are lots more shelves in the new bar compared to the old one, crying out to be filled with nice bottles. If you have a bottle of something or other languishing in your cupboard why not donate it to the Club? We could sell shots for say £1 each. We can get rid of our bottle clutter and raise funds at the same time. So if you have Amaretto or Tia Maria or whatever in your drinks cabinet gathering dust because you cannot stand it, hand it over! I am very partial to a liqueur and getting my £1's ready as we speak.

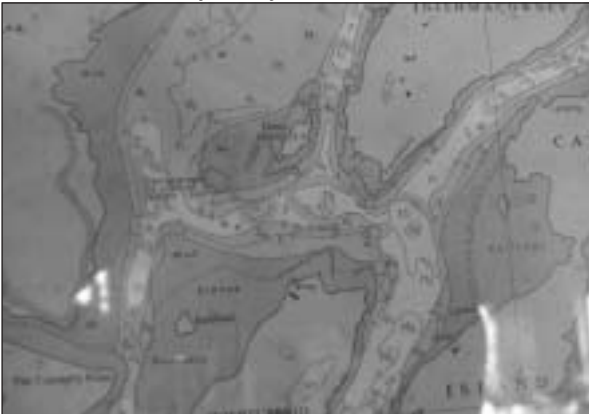
The above are the result of just a few brainstorming sessions with some of you - any other fundraising ideas are most welcome.

Sabine Townend

Paradise Lost and, eventually, Regained!

On Monday, after a clean up in the excellent showers at Foynes YC, we set off for the Clare River (also called the River Fergus) for some 'putty sniffing'. We had found a nice spot for a picnic on the day we arrived and thought it would also be a good spot to explore on the last of the ebb, then anchor while the tide rose so we could drop back out and down to Kilrush on the next ebb on Monday night. 90 years ago, the owner of Paradise house had built a yacht to race in the Americas Cup, and anchored it by his house, which was actually a mile or two higher up than our targeted anchorage for the day. But we were a bit late getting to the approach, and the tide, instead of still ebbing, was already flooding, strongly!

Now there is a very tricky little bit shown on the chart



(we didn't actually have a chart, but had photographed the one on the wall of the yacht club) off Pointahard where there's about 30 yards width of deep water between two really shallow bits that we would definitely ground on but which weren't marked or visible. Well, we got there, and sat in the deep pool for a few minutes trying to see the way through the breaking wavelets forming on the westerly reach to the anchorage, and wishing we had been here two hours earlier, when the current would have been pushing us back towards safety. The first bit looked alright, but why were there breaking waves where there should have been deep water? We had a bit of a go, but bottled out after 50 yards, when it suddenly went a lot shallower than it should have done, spun on a sixpence, and, with maximum revs just managed to climb 'uphill' back out of the trap. Paradise was not within our grasp after all!

So, with rather more adrenalin in our systems than we had hoped for, (after all, we had made the sensible decision to bottle out), we went up the main branch of the Fergus river using GPS, the Navionics CD on one laptop and the photos of the charts on the other one, enabling ourselves to identify all the submerged dangers up there, and anchored off the eastern end of Coney Island, just opposite the airport. This all worked out much better than the previous putty sniffing, and we had a relaxing 4 hours until it was time to go.

The wind, unfortunately, had increased somewhat, and had backed to the southwest, when we eventually turned on the radio, gale 8 forecast imminently and northwest force 9 forecast for later. Our easy trip back to Kilrush was becoming quite a task! We had hoped to ride the tide back and still get there in daylight to enter the marina, but with this much wind we couldn't go nearly as fast, and had to abandon the plan and go back to Foynes for the night. Once we had moored up on the pontoon, we did a check of the mechanicals, since we had got a dodgy oil filter on the gearbox. It had started pinholing through corrosion and had been leaking quite badly. We hadn't changed it before leaving in case we couldn't get another one - of course it was non-standard. This problem had been temporarily stoppered with a large jubilee clip and a bit of rubber, but we were just checking anyway. The score was: oil filter leak - no trouble; water leak into engine tray and thence the bilges - 150 gallons! The water was coming out of a rubber elbow in the seawater cooling line, the rubber elbow having been cut by the new belt we had just fitted on the bilge pump. This being below the waterline, the water was still splashing in, even though the engine was stopped. We shut off the water inlet cock to prevent any more water coming in. So we couldn't use the pump till the engine was running, but we couldn't run the engine because the water was pouring out of it. Hmm. The barometer, 1010mb at lunchtime was 994mb at 11pm. Hmm. And we had to motor 20 miles in a possible force 9 back to Kilrush. Hmm.

Answering a call of nature at 02:30, and finding the loo door catch jammed, I had to visit the deck. The waves were steepening down the Foynes reach by the sailing club, and the wind wasn't even blowing that way! If the wind veered and increased during the night, we would

Paradise Lost and, eventually, Regained! (Cont'd)

HAVE to leave or be pounded on the pontoons. So, after another half hour of pondering, I decided a little night shiftwork was called for, in order to mend the hose (no spare, obviously), realign and retighten the pump and get everything ready so we could depart on or before the ebb began around 06:30. Vaughan was awoken by the lights and spanners clinking at 04:00 and came and helped. Robin was also awoken but was assured that he could do little further to aid the mechanics, so he went back to bed.

By 05:45 the repairs had been completed and the seacock could be opened once more. A minor drip came from the elbow, (now sporting a Frankenstein-like bolt in the side of it, its nuts pinching two washers together to stop the leak), but nothing to worry about. Sharwoods spicy HoiSin sauce (hey, are we allowing this blatant sort of product placement in articles?! — Ed) provided a wear surface for the belt to rub on, should it touch again, made from the lid of the jar we had just finished for our evening meal.

The barometer had dropped a further 12mb overnight - we'd be lucky to escape with a force 9 at this rate! Off we went, with just a coffee inside us, and with the wind doing exactly what it was forecast to do.

The boat was pretty difficult to steer in the high wind, the bows tending to blow off as soon as they were not directly into the wind. The current was increasing and by the time we got to 9 am we had reached Tarbert, where the river narrows and turns more northerly. The water speed here gets up to 8 knots at springs, and we were only a couple of days before. So you can imagine how rough it is when you have a 40 knot wind against this tremendous current.

A couple of times the wind went off the scale on our anemometer (reads up to 50 knots) for a minute at a time. The grey water seethed and spume flew from the wavetops. All forward movement through the water came to a halt. A rainsquall eliminated all visibility for 30 seconds. Gallons of water were hitting the windscreen every time the bows pitched down. There were steep and breaking waves for several hundred yards in front of us and right across the width of the river. Well - we certainly were testing the equipment!



The lashings on the mizzen blew away and the sail tried to set itself as the wind caught the halyard. The thrashing sail beat on the outboard motor and removed its fibreglass cover, hurling it overboard. The yacht was pitching so violently that the diving air compressor, lashed to the rear deck, turned on its side and was getting horribly wet with seawater. Eventually we were through the rapids, and the wind dropped to below 40 knots for long enough to get a new lashing on the mizzen and right the compressor. Now there was a new problem - a 2000 ton tanker was in front of us in the middle of the river and, once we were close enough to see which way he was pointing so we could avoid him, we found he was baulking our every turn to try to get past him. We were trying to get into the shelter behind Scatterry Island, to wait for the next opportunity to go through the lock and into the marina, but what was he doing? Robin called him on the VHF, asking him his intentions and he said "Weir fishing" which we took at first to be the name of the vessel, but probably really was "We're fishing" because he was dragging his anchor and was trying to get it up to drop it again. We went past, barely in control of our own steering, as the wind was still 45-50 knots, and managed to avoid hitting either the ship or the large steel cardinal mark that came charging at us up the current. We gunned the engine to its maximum and turned to go with the wind for once - we had overshot our destination and were now trying to make headway against the 5 knot ebb.



By 11am we reached the calm water in the lee of Scatterry, and had a conversation with the marina on how and when we could get in. The best bet was 15:15, when the tide outside was the same height as the water inside, and they could open both lock gates, so we could motor straight through without having to try to stop with Force 9 behind us.

So we had 4 hours to kill, and the wind hadn't dropped at all. None of us had any experience of anchoring in a Force 8-9 and we were very worried in case it all got out of control. Motoring into the wind, every time the power was reduced to slow down to anchor, the boats head came off the windward line and would swing violently to leeward. Eventually, we found out that the boat best liked to be broadside on to the wind - making a knot of leeway, but with no malice. We decided to put her across the wind where we wanted to anchor and try it that way. This worked at the second attempt, the bows swung into the wind and the chain rapidly became bar-tight as the motion was checked, jumping a few links on the winch gypsy but remaining more or less under control. The anchor held, lashings were applied to the chain and the cap flew off the whisky bottle quicker than the wind.



There were few more challenges to rise to on Tuesday - the wind continued to howl, along with rain from time to time - but the anchor was easily recovered - the deadline for the lock at 15:15 was missed, but the yacht was easily stopped by the engine without hitting the gates at the far end of the lock - 'Paradise' became a secure berth next to our nameplate on the finger, and was regained. After a massive search of the oil filter stocks at Whelans garage (and boy, do they have a stock!) we eventually found one with the right thread on it, and also a rubber pipe bend to suit a 1956 MG Magnette or Nash Metropolitan (which Joe Whelan had bought in a clearance sale in 1975 and had been stocking just for us ever since).

Rising early on Wednesday morning, this was all bolted back in place by 30 minutes after our deadline had passed for driving back to Shannon to fly home today, but we made it anyway, just, even in time for a Beamish and an Irish coffee before boarding.

So if you're wondering why Vaughan and JK didn't make it in time for the start of the race at Chelmarsh tonight, its 'cos we're exhausted! And we still haven't finished eating the sandwiches of black/white pud , sausage and bacon made at 7am this morning. I think I'll go and fry them up again now.

Regards, Robin, John and Vaughan

HRH The Princess Royal Opens Refurbished Clubhouse April 2 2004





Laser News

How time flies, it seems only a couple of weeks since JC was last pestering for an article!

Spring has arrived with the usual wide variation in sailing conditions and the Laser sailors are coming out of hibernation.

The big event in the Chelmarsh Laser calendar, our Open meeting, was almost lost due to the weather, but with winds down to only Force 6/7 following the previous day's storms, 17 hardy souls at least started some of the races, as well as another 5 visitors who saw the waves breaking over the pontoons and left without even rigging!

Arthur and his team both on the water and in the clubhouse ran an excellent day despite the conditions and managed to run the 4 planned races. The long first beat on race one confused many, with only 6 boats sailing the correct course and as a result the main contenders had to work right to the end to secure their places. Eventually the event was won by Michael Sims; with Ian Jones, sailing a Radial rig, second. Richard Coates was first Chelmarsh boat in 4th place with John Dickinson 5th. My personal thanks to the rescue boat crews for being in close attendance on the frequent occasions I was upside down! The new clubhouse, with warm showers, and cold beer was a real treat at the end of the day.

The Royal Refurbishment Regatta was also well supported, with 10 Chelmarsh Lasers and several visiting boats taking part, congratulations again to Richard Coates on taking the overall honours.

On the wider front, Richard and Keith have been sailing several of the National qualifiers, with Peter Cowell and Owain Hughes doing very well in the Radial fleets. As a result, Peter has also qualified for the National Youth Squad.

On the local front, we have had some close racing, with up to 8 boats competing during the Spring Series, Alastair Yates has been showing some very good form, keeping the usual leaders on their toes.

I hope to see even better turnouts as the weather improves. As usual there are a lot of people sailing Lasers, if only we could all be there at the same time!

Will Ranson

Tel: 01746 767940



MIDSUMMER BBQ

June 19 - 7.00pm onwards.

Great food fabulous Irish music, enjoy the new clubhouse with fellow sailors by ordering your barbecue tickets now.

Adults £8.00 Children £4.00.

Great food, salads & puddings with a choice of Steak, Chicken, or Vegetarian.

Cheques to Grahame Calladine,
7 Vicarage Drive, Kinver, West Midlands, DY76HJ.
Tel: 01384 878 426

Please make cheques payable to 'Chelmarsh Sailing Club'.

------(cut here)


Please can I order _____ Adult tickets & _____ Child tickets for the CSC Midsummer BBQ

I enclose my cheque for £ _____ I d like to order Steak _____ Chicken _____
Vegetarian _____

Name: _____


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Get Connected



The last few months have been a great time to be a member of Chelmarsh SC – the clubhouse building has been finished, we've got new and improved showers & changing facilities and fleet racing has strengthened with some fantastic turnouts, especially in the Fireball fleet.

Elsewhere in this edition you'll find lots of superb photographs of the Royal opening courtesy of Ken Westwood of Perspective Photography and mention of the people who helped make it happen. Several times over the past few years the project seemed an impossible dream - I still can't quite believe it's happened! We're now entering a period of collective readjustment; the size of the new bar being case in point — there's no longer a bulge of thirsty sailors jostling for Newcastle Brown at the favoured end by the chiller cabinet!

As per Gary's request in his lead article, the balcony is once again being seriously looked at. I personally think that this would be brilliant, making the finishing touch to the whole clubhouse redevelopment. Some of my most fond memories include recuperating after a hard day's racing on the balconies at Abersoch and Aberdovey and it would be great if we could achieve the same facility at Chelmarsh. Furthermore, it would stop Grahame worrying that he's not hidden the patio door keys well enough behind the old milk bottle on the top shelf of his garden shed next to the slug

pellets (owps! — I knew I shouldn't have mentioned that). Please make your donation pledges as soon as possible and rescue him from perpetual misery!

Competitive sailing continues to flourish. Recent average Sunday turnouts belie a very healthy participation rate from members going to traveller events and paradoxically this must surely strengthen the depth of quality of club racing in the long term. Peter Cowell has been doing lots of globetrotting, including the Youth Nationals at Pwllheli. Sarah Collingwood and Hannah Tissieman have been doing the GP14 circuit in their new white Speed machine along with Chris & Matt Jones and Tony Jukes & Adrian Smith who are rapidly maturing in the big fleet arena, being recent Bronze fleet winners at the Inlands. Also seasoned campaigners Adam & Lynne Whitehouse have bought another of the ubiquitous white Winder Fireballs and will be returning to Chelmarsh in between doing open meetings - welcome back.

In the boat park I've observed much tweaking of new rigs and serious boat preparation, with people gearing up for the first major regatta events of the season. For Gary and I this has involved a 20-minute varnishing session, having first managed to successfully dislodge a nesting family of blackbirds! There's also a rumour that we've only bought a new boom because we'd run out of space to write the course down on — this is sadly not too far from the truth. Keeping up our reputation as gear trailblazers (!) we also invested in some delicious doughnut trapeze handles — Gary specified them as strawberry flavour. Looking ahead, we've already booked up Abersoch so I'm kept super busy planning more exotic mushroom dishes to prepare for my housemates.

For those of you still not subscribed to NewsByte, send me an e-mail at info@chelmarshsailing.org.uk, and receive regular (well, not that regular but good nevertheless!) e-mail updates on club activities. Thanks as always to Richard Coates, David Tucker & Tony Jukes for their tireless work with virtual Chelmarsh.

I was somewhat surprised not to receive any correspondence regarding Hilary Davies' item in the last Speakers' Corner, outlining her case for updating the club's chel cat logo. What are your thoughts on the matter? Does visual identity matter and if so what look do we want for our club? Send in your thoughts for the next edition of NewsBrief by August 29th. In the meantime I hope that everyone has a fantastic summer.

Happy Sailing

Jonathan Carter, Editor
Orange: 07799 620 858

Fireball News

Well, what a fantastic start we have had to this seasons sailing! Three bent masts, a collision, fierce 'Popeye' racing (eh what?! – ed), too much or not enough wind 99% of the time and the best turn out a fleet could imagine. Brilliant, well done! Every week we are getting excellent competitive racing throughout the fleet - it is not so easy being a pot hunter these days!

Jonathan and Gary now have a new mast and boom - will it give them more speed or will they regret ruining their spinnaker-ripping mast? Matt and myself have a new mast after having the newly kitted out boat blown across the road one Sunday, and Rob .well at present Rob is trying to de-twist his, however, if it doesn't work he's talking about going with a Flying Dutchman mast! David and Sarah have named their boat and this seems to be very fitting as they really seem to be going extremely well. It really is a Phe**@!_non, well done u2. Dave Rush and Wayne Southall are up at the club at every opportunity practicing and tuning, and Holly .well what more can I say but POPEYE Oi NO (eh again? — ed).

I have spoken to Richard Estaugh with regards to some race training and although he does not have a free Saturday at all for the next six months he has very kindly said that he and Shane McCarthy (Mickey) will come on a Wednesday night. He suggested that we have a briefing and talk about the tuning, then race while being scrutinized and eagly observed with a final de-brief over a burger and beer. It would be wonderful if as many of you as possible could come, to make it a successful evening. I will let you all know shortly when this evening will be.

As we all know, the joy of sailing a Fireball is that you can have great competitive racing with an older boat, now known as a classic, whilst also being able to compete against the newer plastic wide bowed ones. This gives good reason for anyone slightly interested in joining the fleet to do so without having to spend vast amounts of money. If you ask any of the Fireball sailors for their advice I am sure they will be only too pleased to help and advise you in joining this exciting, fantastic fleet.

So, all that leaves me to say is that I hope you all have a wonderful summer's sailing and thoroughly enjoy all the different events at the club, but most of all here's to Abersoch, the Chelmarsh lot are on their way, WATCH OUT!!!

Happy Sailing

Bunnies Girl.



The Sailing Secretary Speaks

It is great to have the clubhouse refurbished, everything can be kept so much more organised, so there really is no excuse for NOT signing on before races!

The forms for signing on for racing are in the cabinet of draws by the changing rooms. The signing on sheets are printed on magnolia coloured paper and are suitable for a day of three races. Please add your declaration to the sheet before racing. Also, use the same sheet on Wednesday night when there is only one race.

For the race officers there is a pursuit race results record form which is printed on light green paper and a pink sheet for recording fleet race results. The pink race form has tables to record results from three fleet races even though we only ever conduct two on a Sunday. The first race is always a pursuit.

Please be aware that the some of the handicap figures have changed. I notice that Fireballs are now starting 4 minutes 42 seconds after the Lasers which is 6 seconds later than last year. Have you checked your times for the pursuit race? Details of times are in the display cabinet in the downstairs foyer.

Now we can concentrate on making the club great in all respects. I am looking forward to another great summer of racing and gradual improvement in my technique.

David Tucker

david@willeyfurnace.freeserve.co.uk



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Grahame



Dan's World

Well I suppose it was only a matter of time until Royalty came to see me. There was only so long I could keep turning them down, but I'm so busy, you just would not believe what I have to do all day. Official visits to Tesco and Sainsbury's, openings of playgroup and the unenviable tasks of eating chocolate and cakes all day. But what a day the official opening was, all that attention, people dressed up, police guards and everyone polishing up on their posh accents. Ladies with hats, men in suits and Uncle JC in the latest styles from B&Q. Didn't he look nice? Last time I saw him take such pride in his appearance he was grouting (ta mate! – ed).

I spent an awfully long time looking and asking where the Princess was, everyone kept pointing to someone, but I never once saw anyone in a crown and flowing party dress. Uncle Gary did his bit and managed not to say or do anything that would mean we were sending food parcels to the Tower. But Uncle Ade was caught by the Princess having a sly rollup at the side of the clubhouse, I think he offered her a Royal drag, but I cannot be absolutely sure. It was all a bit unreal at times, helicopters flying in, funny men dressed in braid and loads of people we had never seen before. Perhaps some of them own boats at the end of the boat park that are left to rot! Stop having a sad life and come and sail.

Now we have a great new clubhouse, still the same old crap sailors, but it takes time. I suppose none of you saw me helming away on the open day? I managed to blag Dad's new GP and to be truthful, sailed it a lot better than him, not difficult I hear you cry. No doubt I shall be summoned down south to give a few lessons to you know who! Can't really say too much more, protocol and all that. No more baby wipes for me I think, I shall now be lovingly washed down each evening by virgins dressed in white (Mom what's a virgin?) Always knew I was meant for grand things, perhaps when I'm bigger I shall be carried to my Oppie.

Have you ever noticed the signs coming into Bridgnorth? The ones where it says the town is twinned with some other places. Well Bridgnorth is twinned with two towns, surely that would have to be tripled? Or is it me?

For all of you who think the GP fleet has shrunk, I have news - they are on the road. So far this year, four boats at Chase, four at Staunton Harold and three at the Inlands in Ullswater. Great advert for the club and they are starting to move up the fleet rankings. Excellent news. In the next few months, more rounds of the Midland Bell, through in the odd Area's competition, then back to Abersoch for the Nationals 1st week in August. So far four Chelmarsh GP's have entered there too. So all you other GP sailors, get out there and have a go too, it is good fun. But saying that I have to decline the Aberdovey weekend due to another pressing engagement, it's the Thomas the Tank Engine extravaganza on the Severn Valley Railway.

I heard on the news that the powers that be are thinking of reducing the age you can stand for office, I wonder if they will move it down as far as three? I could have a pretty good manifesto. We could have something for the poor car driver, but more balanced. So each time you get flashed for speeding you get fined, but each time there is a traffic jam and you cannot get up to the limit, they have to pay you. Bet there would not be any roadworks on Bank Holidays then.

Drinkers; any pub selling poor beer should give you double back what you paid.

Anyone wanting to come in and live on our taxes must prove their worth by cutting your grass for six months and doing the edges. Washing the car would qualify them for an extra 20p per month.

The final one and ultimate vote catcher would be tax relief on anything that was pleasurable. A happy voter is a happy country, I'm wasted on this rag!

Oh, one more thing, apart from my outstanding sailing skills, I have now added down hill skier to the list, check out the picture.

Dan Jukes
AKA Tiny Tony



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Southport Sailing Club National Junior 12 Hr Race

SATURDAY JUNE 26th 2004.....8am - 8pm

Last year Chelmarsh sent a team to the to Southport Junior 12hr Race. Six of us went and we had loads of fun. This year's race is on Saturday 26th June. Who else would like to join in?

We'll be racing in a GP14 and if we get enough interested, we could enter two teams! We need a mix who can crew (able to use a spinnaker) and helm. Last year we were helped with a little training and I m sure that the club could arrange something similar again — I would certainly like to see as many as possible of the team at the GP14 Training day on 12th June.

Don't be shy, if you enjoy racing and it sounds fun why not get involved!

It is open to anyone under the age of 21 on the day of the event and there are spot prizes for younger sailors etc.

The race starts at 8.00am so the boat and early pairs would need to go up to Southport on Friday. We can camp on site (yet more fun!!!). Some of us want to camp on Saturday night too and go to the funfair on Sunday morning.

My Dad would be happy to take up some other sailors and I'm sure other parents will too, so lack of transport is no reason to wimp out!!!

If you are interested please contact me at cellphonesarah@hotmail.com, ring me at home on 01952 460486 or see me at the sailing club, I m usually down there.

Hope to hear from you...

Sarah Collingwood

P.S be quick because if we get too many we might have to run on a first come, first serve basis.

Training Triumphs

Congratulations to Sally who has just become a Senior Instructor. Sally is the first to complete the whole training procedure at Chelmarsh SC from learning to sail, improving rapidly, qualifying as an instructor and now as a Senior Instructor. Well done.

Thanks go to Marcelle for leading the ten adults on the RYA Level Two course. I'd like to encourage these new recruits along with many others who have just learnt to sail to come on Jonathan's Improver Course commencing on Saturday 26 June. Then following Jonathan's course, there is a Day's training on Saturday 17 July for crews and spinnaker use.

The Junior Course is using Oppies and Picos. Two of the picos and three oppies are available for hire for a small fee.

I hope the Young Improvers will come out on the Junior Racing series in July following their Spring Bank Holiday Course, plus others who want to take up racing on Sundays.

The Club had an excellent response to the Taster Day in April, so it is very likely that we will run further training on Saturdays in September. There is another Taster Day scheduled for Saturday 14 August.

Hilary Davies
Tel: 01746 862 652

Solo News

Well, Solo Fleet, we have a new Club House, the weather is improving, the Open is coming up fast; what better time to dust off the old Solo (and many of them are very dusty) and get back on the water.

We had a lovely day at the HRH re-opening regatta — brilliant wind and sunshine. Loads of dignitaries on the shore who had never been seen before and will probably never be seen again! The Solo fleet was represented — just.

We are just about to get into the Midland Open season — I have in the last couple of days received notification of Opens at both Banbury and Shustoke. Banbury is on Saturday May 8th, Shustoke on Sunday May 16th and ours, of course, is the following weekend.

So let's see you out there.

Walter
waltervs@onetel.com

'Solo Winners 2004'

