



Royal Yatching Association Affiliated Club
and Recognised Teaching Establishment

In this issue

- 2** Vice Commodore
- 3** House Report
- 4** Training
- 5** Youth News
- 7** GP14 Fleet News
- 8** Championship Training
- 9** Speakers Corner
- 11** Sailing an RS400
- 14** Get Connected

Commodore's Column

The sailing season is now well underway with warm breezes and a full lake. What more could you ask for? St. David's day regatta and the Laser open were successful – thanks to all who helped organise these events. The spring series is nearly complete and the Wednesday nightcap series started with a barbecue and sufficient wind to sail in, and we managed to put the boats away before darkness fell! (certainly an incentive to finish quickly). Do join us for the barbecue even if you don't want to race. Bring your own meat and salad – if it is too cold to sit outside there is always the bar.

I glanced through some of our earlier editions of NewsBrief (mainly to see what previous commodores had written!) and it made me realise how far they have developed (the newsletters-not the commodores!). Our thanks go to John Kingsley and Peter Townend who collectively have spent many late hours and bottles of red wine editing our articles; and recently to Jonathan Carter who has arranged for it to be professionally designed and printed.

It is always pleasing to drive up to the club on a Sunday and see a full car park. The Fireball fleet seems to be increasing, which is great to see. It is also good to see a variety of different boats on the lake. Welcome to any new members and your boats.

A full training calendar is well under way. I would personally like to say thank you to Hilary Davies, Tim and Matt Thursfield and for organising an excellent CROW day.

It was appreciated by all who took part, and will hopefully provide new OODs for our club's racing.

The lottery bid is still underway in the hands of Peter Widdowson. We will let you know as soon as we have any further news.

Some of you will remember David and Linda Thursfield who went to live in Grand Cayman for a few years. We have recently returned from a wonderful time staying and sailing with them. During our visit I was talking to Cayman sailing club's commodore who was interested in the possibility of youth exchange (where would you rather sail - Chelmarsh or the Caribbean?). If anybody is interested, please let me know and I will pass your names on.

Enjoy your sailing and have a wonderful summer – on or off the water.

Sally Fowler



**Volvo
Champion
Club**

As to Jonathan's condition, as a trained firstaider (courtesy of Hilary's training again) my only reaction was "that's *****d it", and it had.

Vice Commodore's Report

The Wednesday series has now started. A sheet will be going up in the Club House so that people can volunteer to OOD on Wednesday nights. Everyone in contention for a top three place should do an OOD on a Wednesday. A volunteer OOD in that series gets 2 points. There is no point volunteering for more than one race because you will still only get one 2-point finish.

Sunday OOD's are reminded that it is their responsibility to ensure that there is sufficient rescue boat and committee boat fuel for the Wednesday night sailing. This is very important as we now cannot "mix tanks of fuel" because of the four stroke engine on the committee boat.

“ As a Club we need to hold a friendly and open debate about the future of the Sunday racing galley. At the moment the major burden for manning the galley falls upon people who do not sail very often or in some cases do not sail at all. We all have very busy lives and quite a number of people have other important calls upon their time, which make galley duty a chore. We are a members club and people cannot be forced to do anything they do not want to do. Indeed it would be wrong to try and equally wrong to ignore concerns expressed by those who actually man the galley. If you have a view contact me or David Cowell, anonymously if you wish, so that we can get an idea of the demand for change that exists amongst those who actually do galley duty as well as those that benefit from their labours! ”

Any one who has seen Jonathan Carter recently will see that I have given up breaking boats and have started breaking helms! I wish Jonathan a speedy recovery. Jonathan was injured whilst sailing and recovering a capsized. His injury is, thankfully, not serious but is a warning that injury can occur to even the most competent sailors in the most innocuous circumstances. Hilary Davies organizes training for safety boat and powerboat drivers on a regular basis. Having done both courses myself I would strongly recommend that all club members consider attending such courses. As to Jonathan's condition, as a trained firstaider (courtesy of Hilary's training again) my only reaction was "that's *****d it", and it had.

Gary

Oh! And by the way, you don't mind making lunch for forty as I've just noticed it's our turn to do the galley!

House Report

The Tail Enders

A simple tail of sailing folk

Scene one

Friday night in the drawing room of Ivor Laser and his long-suffering wife, Aquaphobia.

The weather forecast is on television and Michael Fish has just finished issuing an extreme weather warning for the next three days...

Ivor: 'It looks like it's going to be a great weekend for sailing, why don't you come down to the club and watch me and the lads have a great time blasting around the lake? Oh! And by the way, you don't mind making lunch for forty as I've just noticed it's our turn to do the galley!'

'The children (Radial & 4.7) will enjoy it too, they can have fun rolling down the steps or if its wet they can play in the changing rooms!'

Aquaphobia: '*\^%' !!!!

Ivor: 'Well there's no need to be like that, I thought you and the children would love a day at the club, after all it is a sport all the family can enjoy!'

While this scene may be a little far fetched, for some family members the problems of juggling the varied demands of family life means that for many non sailing spouses, the annual request to come to the club and feed the five thousand is becoming more of an imposition rather than a recreational activity. This has resulted in increasing difficulty in guaranteeing a fully staffed galley, which in turn results in more load being placed upon those who are willing or able to fulfil their duties.

In certain circumstances, members have also felt obliged to cancel family memberships and remain as a single members to avoid being asked to involve their spouse in these duties.

The committee agree that this is a situation needs to be opened up for debate as we all agree that we wish to see a happy and vibrant club involving all the family in a positive manner for both sailors and non sailors and the next generation to come. The key thing to remember is that Chelmarsh is a Members Club, run by the Members for the Members.

I would therefore like to hear your views on how we can make the club more inclusive for all members, sailing and non-sailing young and old.

Do we continue as we are?

Should we scrap the current system and all provide our own food ?

Would outside caterers be an option?

How can we attract non-sailing members of the family on days other than Duty days?

How can we improve the facilities for small children, to reduce the number of sailing widows?

While I am gathering your views please remember that there will be no change for the forthcoming season and that all duties stand as per the published list. But please do get in touch either by writing to me at the club or emailing me at david.cowell@harleyhouse.org.uk - It's your club, have a say!

David Cowell



Update on Training

Our training programme is in full swing. Nine aspiring OODs gained valuable experience from attending the Club Race Officer workshop. These candidates now conduct a couple of 'real' OOD duties to achieve their Competent Race Officer (CRO) certificate.

The Junior beginners' course is fully booked and all trainees are eagerly anticipating the commencement on Saturday 15 June. The club Oppies will be required for the three Saturdays during the course. However, we hope to see many club members attending the Choppy Fun Days immediately after the junior course.

The Adult beginners' course is almost fully booked so I should remind other members that the club GP14s will not be available for hire during this course.

Spinnaker/Crew Training on 20 July

A one-day course for crews with the aim of taking some of the mystique out of hoisting and flying spinnakers. As a prelude to the course Simon will be at Chelmarsh on the afternoon of 13 July to help anyone wanting to use their GP14 for the training but not quite sure on how to rig their boat for flying a spinnaker.

Simon is also interested in hearing from experienced helms, with boats, who are available to help on this course.

Contact: Simon on 01952 463892

email: skite@lineone.net

Young Improvers RYA Stage Two course from 7 to 21 September

This three-day course is intended for all those who have attended a junior beginners course and now need further training. We have hired four RYA pico dinghies to supplement all the club boats available.

Contact: The Principal 01746 862652

e-mail: hilarydavies@supanet.com

Adult Improvers on three Saturdays commencing 7 September

Following its huge success last year, Jonathan Carter has agreed to repeat this course for all those who have learnt to sail but would benefit from further training and supervised practice before embarking on the Sunday racing scene.

Contact: Jonathan Carter 01299 824318

email: jonathan@carter136.freeserve.co.uk

A challenge that's fun to do!

Are you seeking that extra buzz in your life? Perhaps this challenge is just right for you. Over thirty members already help out on the training programme. Each helper has their own reasons, but all of them enjoy the experience. Here are just a few of their comments...

Sally Fowler: *I enjoy sailing so much; I want to pass this enjoyment onto other people.*

David Willett: *It's the sense of satisfaction of introducing people to our sport.*

Peter Townend: *Over the years, I have gained enormously from other people coaching me. I now want to put back a little of what I have received.*

Rob Fowler: *I enjoy sailing and I want to put something back into the club and into the sport.*

John Dickinson: *I've got three young boys who I had hoped would become part of the sailing scene which motivated me to become an instructor, but I actually enjoy giving instruction.*

Gary Hodgkinson: *I started to sail quite late and I think it's brilliant and I quite like introducing other people to sailing so they can sail here at Chelmarsh because we are a great bunch of blokes. (HMMMM! - Ed)*

Bill Dowell: *I want to put back into the sport a little of the enjoyment I get out of it.*

Tim Davies: *I do it because my wife says I have to.*

Hilary: *There's always one exception to the rule!*

The club is always seeking the next generation of trainers. Helpers at every level are very valuable assets to the club. We particularly need the parents of young sailors to help on their children's courses. If you are 'competent' in sailing/rescue and willing to help others please contact me for further information. Looking ahead, I'd like to hold an instructor training course here at Chelmarsh SC in the autumn of 2003.

Hilary Davies

Youth News

Indicator Dates 2002

Anyone wishing to qualify for next year's zone squads will need to take note of the following dates.

The Zone Squads have proved to be extremely successful and I'm keen that the following information is passed onto all Junior sailors.

This is a great opportunity to gain access to 5 weekends of subsidized class-specific coaching.

Sailors need to:

Meet specific age criteria

Attend 2 out of the 3 indicator events - zone championships Mandatory

Fill in a Zone Squad Application form - available from HPM / RYA website

Topper Class

June 22; Shushstoke SC

July 7/8; Zone Championships Draycote - *Mandatory event*

Sept 21/22; Leigh and Lowton

Optimist Class

May 25; Blithfield Midland Area Championships

June 15; West Kirby NW Traveller event tbc

July 6/7; Zone Championships Draycote - *Mandatory Event*

Further information about the Zone Squads, dates and application forms can be obtained from the RYA website - www.rya.org.uk

Zone Championships

The 2002 West Zone Championships will be held on July 6/7 at Draycote Water. Please put this date in your diary! The event will attract a wide range of sailors from all levels. Is anybody interested from Chelmarsh?

29er Worlds Qualification and results

The West Zone had 3 boats which qualified for the 29er Worlds in Sydney - nearly 50% of the Team! This includes Chelmarsh's own Sarah Allen. Hot news off the press is that John Garth and Stephen Wilson came top British boat. They qualified for the Gold Fleet and finished 6 th overall. This is a remarkable result against strong Aussie competition, made even more memorable as the boys have only been in the boat for a year.

Jenny Taylor and Sarah Allen were top British female boat and were unfortunate to narrowly miss the cut for the Gold fleet. They finished a respectable 7 th in the Silver fleet, clocking a Top 3 result on the last day - they must be hot contenders for the 2002 season.

Finally, I'm back out on the water, so where are you? Don't forget to get out and start training for our William A Lewis Volvo Youth Open, Saturday 18 May and the Topper Open 19 May.

Fiona



Sailability Regatta

RYA Sailability are pleased to invite you to come along and join in the fun at the Royal Lyngton Yacht Club (RLYC) on Saturday 8th June 2002. The Queens Golden Jubilee Regatta, supported by RYA Sailability, aims to raise money to enable disabled children to take part in the holiday of a lifetime. The event is open to everyone and to both dinghies and keelboats.

In May 2001, as part of the Young Sailability project, Sunsail Holidays and RYA Sailability sent 60 children on a fantastic holiday to Cephalonia in Greece. Many of the young sailors returned to the UK with new confidence and have since joined local clubs and Sailability groups to continue sailing.

RYA Sailability and the RLYC aim to achieve even more this year with a Jubilee Regatta. There will be four dinghy races and two keel boat races, as well as an open fun day's sailing, a BBQ and live entertainment. A charity raffle with lots of fabulous prizes to give away, will include a one-day charter with Sunsail Holidays and two days coaching at the UK Sailing Academy. And, if you've ever fancied your chances as the next Steve Redgrave or Matthew Pinsent, there'll be a team rowing competition with Concept Indoor Rowers.

Anyone of all ages and abilities can join in for £5 entry donation per crewmember and all proceeds will go to disabled children. If you can give more - even better.

Notice of Race and entry forms are available from the Royal Lyngton Yacht Club Office on 01590 672677 or email sail@rlymyc.org.uk

We hope to see you there! (RLYC)

Laser News

Hi all,

First of all I would like to thank everyone involved for the fantastic help I received with regards to the Laser Open. The turnout was amazing (29 boats, I believe). Fantastic food and exciting courses! Well done to those up front who showed the visitors what Chelmarsh lads are made of!!

The day seemed to run really well apart from some cheeky young fleet captain who didn't turn up till 11'oclock and missed the first race! We were blessed with a fairly constant force 5 that just died during the last race.

All in all a good day. I hope over the next few months we are going to experience similar sailing conditions but with just a bit more sun. A guy can dream ye know!

Development News

The mystery of cracks in the walls of the OOD's Room and the Mens' Changing Rooms has been solved at last. As the poplar trees on the bank at the side of the clubhouse continue to grow so their roots have travelled further and further under the foundations causing increasing damage. The familiar skyline will soon be altered as the trees are to be removed.

This has just been another saga on our way to finally having the clubhouse refurbished. The Lottery Bid continues but hopefully by the time of the next NewsBrief we will be talking more positively about builders etc.

My thanks in particular go to Garth, Mary, Fiona and Keith for all their help in this latest stage. I'll keep you posted using the NewsByte should there be any major developments.

Peter Widdowson

The new printing format for the newsletter is now that flashy I should really start writing something that's as glamorous and as sharp but I'll keep it short and sweet to save on ink costs and all that!!!

See Y'all,

Stu

Must have a quiet word with the Membership Secretary and see if our membership fee includes a visit to the Caymans!

GP14 Fleet news

Firstly, I would like to say hello to Dave & Linda Thursfield who have been out too long in the Cayman Islands living a life of Old Riley. Though you are many miles away you are never far away in our thoughts. Your water bound banter is much missed! I hope you have recovered from your spring-cleaning via a tidal wave where all was swept away.

Linda and Dave are certainly doing something right. Their recent visitors Sally and Rob returned with such vigour that they dragged us all back out on the water after a race had been cancelled for poor wind; most of us had stowed our boats, Adrian was kicked out of the shower to crew for Sally and then they both, to add insult to injury, beat the pants of us by getting a 1st & 2nd. So Linda and Dave, would you care to enlighten us to what kind of diet you were feeding them! Of course this had to happen when our occasional city visitors Paul and Margaret deemed to grace us with their presence. Glad to have you back with us, hope we'll see more of you this year.

Up until Sunday the 14th, it had been fairly quiet on the water with Submariner Jukes and Big Ade doing exceptionally well by keeping Tim and Dave at bay. Needless to say they made the most of it while Dave and I were away. I take it that all the rest of the fleet, yes, all 45 of you are saving yourselves for the Nightcap Series. I hear rumour that Jim and Vaughan might be out again. They gave us in Special K a bit too much hassle for comfort last year - in fact they beat us! I'll have to get their boat back with Tim! The Nightcap Series is really good fun for all levels of competence; an ideal series in which to begin racing. Those of you who wished you'd had a go, now is the opportunity. The wining & dining is even better: bring a picnic and food for the barbecue; watch the sun set over the water; listen to the night; and the crack is good too! Those of you who are new, don't be shy, come and join us, let yourselves be known and buy your fleet captain a drink! This includes all social members too.

Finally, a quick thanks to JC who, supported occasionally by the oracle Tim, salvaged the Rules Evening with capable ease. All of us I'm sure gained something that night. It might be repeated - be there (26 May, see the ad - Ed). I was impressed by Mike Green who sent Fiona his crew (and wife) while he tasted the delights of Paris - that's what I call skippering!

As a fleet we're still a little thin on the water - rescue the wet suit (no chance in Kelly's case), dig the buoyancy aid out of the garage (check for mice damage) and come on down.



Must have a quiet word with the Membership Secretary and see if our membership fee includes a visit to the Caymans!

Fresh breezes

Ken, Fleet Captain

ke.westwood@btinternet.com

Double World Championship Training for Singlehanders

In recent months singlehander sailors at Chelmarsh have been fortunate enough to benefit from fleet training by no less than two world champions. In separate events, multiple Laser masters and grand masters champion, Keith Wilkins, coached the Lasers fleet and multiple Solo World and Endeavour champion, Jim Hunt, coached the Solo fleet.



Feb 23 saw six intrepid Laser sailors venture out under the auspices of Keith. However, within five minutes of getting afloat the wind had risen to a Force 8 gusting 9 and fifteen minutes of survival sailing later, everyone was huddled indoors watching the horizontal sleet from the safety of the galley. Keith and Richard did a valiant job of securing the committee boat and the day ended with some superb sailing videos from Keith's coaching diary in Sydney. Whilst not much time on the water was achieved, it was truly inspiring to get quality time with a world champion.



April 13 saw the whole Solo fleet of around 15 boats attend Jim Hunt's training day. Unlike the Laser session, the weather was highly favourable, blowing a pleasant Force 2; ideal for practice roll tacks and pre-start manoeuvres. Jim was able to spend considerable time describing the tuning of these boats, along with lots of boat handling exercises out on the water. Everyone got fresh ideas from the day and I must thank David Willets for allowing me to join in having lent me his boat.

As a club we are very fortunate in having a wealth of homegrown and regularly imported talent. Take advantage of these sessions. They really can help inspire a lift in sailing ability and a route to more constructive practice. Finally, as a pluralist who has gained great pleasure from sailing all the major fleets at the club, I can heartily recommend trying to borrow a boat to participate in training – watch the Diary and NewsByte postings of the next events.

Jonathan

Speakers Corner

In the first of a new feature series, we let members have their say about what we do as a club and how we might improve things. Always with an opinion (!), Rob Fisk Moore starts the ball rolling in his 'Robs' Ruminations'. Don't forget to contact NewsBrief with your thoughts, either on the issues raised, or concerning other matters that you feel are of importance.

I feel sorry for the OOD when it comes to setting the Sunday race courses. The ODD needs as much support and help as possible, not criticism! Why do we not have different specified courses for each wind direction, which have been carefully worked out by the sailing committee? Perhaps the position of the buoys needs to be reviewed.

We need to have the best possible longest first beat, followed by a longest possible reach or run, then a long beat, reach, or a long run followed by a long as possible beat; rather than trying to sail round all the marks using short legs which seems the current vogue.

Congratulations to Matt Thursfield who is now on the RS 300 Class Committee and Hilary Davies secretary designate to the GP14 Association. It is well worth reading the article about Hilary in Mainsail, the GP14 Class Association magazine!

The future of Youth Training needs some careful consideration. Sarah Allen, ex GP14 helm, is successfully campaigning as a crew in a 29er attending world Championships in Australia but can not train, practise or race at Chelmarsh. *(Sorry Rob: she's been granted approval to train and practice at the club, and race at special youth events such as our William A Lewis Open – Ed)*, We need to encourage our Youth!

Perhaps it might be wise to have isometric boats such as RS200s or Laser 2000's as training boats, as other clubs do, so young sailors can develop their sailing careers into the Youth Squad. It is worth mentioning that Penny Mountford, the ex Chelmarsh sailor who you may remember, nearly won the RS200 Nationals in a fleet of over a hundred boats. If she had won, she would have been the first National Champion to have learnt to sail at Chelmarsh. I believe the future of our Club is with our younger sailors who are sadly missing!

Good Sailing and Good Company,

Robert Fisk-Moore
robert.fiskmoore@btinternet.com

Rules Evening

(The real event)

With Keith Wilkins, multiple Laser Grand Masters World Champion

After sailing
6:00pm, Sunday 26 May
the clubhouse

Fresh from several overseas coaching trips, Keith provides an insightful and experienced interpretation of the racing rules – essential for all club racers.

Don't miss out

Midsummer Barbeque

June 22 2002

7:00 onwards
at the clubhouse

£8 per head
Excellent Food
Fine Wine available
Superb Music
(In fact not a 'diving turkey' to either eat or listen to)

Book your ticket now

Contact David Cowell
david.cowell@harleyhouse.org.uk

Advertorial

Bob Spalding Marine Special Member Offer



It's our engine feature! Following Bob Spalding Marine supplying the very first four stroke outboard to the club last year, not only have we all enjoyed our new Yamaha's electric start, super-smooth running and greater control at slow idling, now NewsBrief is delighted to announce that Chelmarsh has negotiated a special members' discount on outboards.

The Bob Spalding Marine promotion offers up to 35% off specific units whilst stocks last and an excellent 12% off up to 20Hp and 16% off for 25Hp and above for all other Yamaha engines. Both 2 and 4 strokes qualify for the discounts, including the eagerly awaited all-new 2.5Hp four stroke which is tipped to be the next 'yottie' classic outboard. Not only that - for all members quoting ref: 'Chelmarsh Service Saver' on booking their engine in for 2002 summer season servicing, they will receive a 10% discount on all labour content.



Bob Spalding Marine is situated in the picturesque countryside at the Suffolk Yacht Harbour, one of the foremost marina developments on the east coast. Boasting some of the best facilities available, including a showroom, engineering / fitting workshops, exterior display areas and on water demonstrations, their exceptional service and price has proved a winning combination for Chelmarsh.

Founded by world formula one powerboat champion, Bob Spalding, over 25 years ago, the performance ethos behind the company is still very much in evidence today. Along with the help of a dedicated team of highly trained factory engineers and professional staff, the company has gone from strength to strength, providing unrivalled advice, sales and service on the many products they represent; accommodating yachtsman, fishing boat users and sports boat enthusiasts alike.

The extensive product line ups include such premier brands as Champion sports boats, Orkney fishing boats, Zodiac and Bombard inflatables and

RIBs, Yamaha inflatables and RIBs, and SBS trailers, all of which are available from them at preferential rates of finance and insurance especially negotiated with the Bank of Scotland and Mardon Insurance respectively. A comprehensive selection of new and pre-owned boats is always available on site together with a successful brokerage facility.

To compliment all their ranges, Bob Spalding Marine Ltd is an exclusive distributor for the formidable range of Yamaha two and four stroke outboards, as used at Chelmarsh and delivered direct to the club. To take advantage of this offer, contact Bob Spalding Marine on:

Telephone: 01473 659674

Fax: 01473 659422

www.bobspaldingmarine.com

email: sales@bobspaldingmarine.com

The Yacht Harbour, Levington, Ipswich, Suffolk, IP10 0LN

'Exceptional Products, Advice, Support & Price'



Sailing an RS 400

The sailing of an isometric dinghy would seem fairly straight forward. But once you start to race with other isometrics you soon realise that there is a whole new ball game to discover, learn and it is great fun. Adam Whitehouse, Chelmarsh's hot Fireball helm is now enjoying the delights of twin wiring on an RS 800 at Grafham with Mike Whitehouse doing the occasional crew job. I hope I will be able to have a go on this brilliant speed machine at Abersoch. The fast angles and sail setting are not like that of a Laser, Fireball or GP14. For example you do not sail dead down wind with the boom resting on the side stays unless it is very light conditions as you broad reach at maximum speed bearing off down wind in the gusts. The centreboard is kept down at all times except in light conditions when you want to 'skid' down wind.

The rig looks big, but once you know what to do with it is highly controllable. This is a modern rig where the mast and main are designed specifically for the RS400 to give the appropriate gust response by the top of the leach opening on heavy gusts - doing the work the helm has to do on older rigs. Keith, my crew, says he weighs ten stone and I will admit to thirteen stone on a good day! Our favourite conditions are force four and above. To control power we bend the mast which de-powers by opening the leach and the top of the mast bending off in the gusts. So long as you have enough mast pre-bend in heavy conditions the boat handles beautifully.

The performance of the boat is like no other boat at Chelmarsh. There is an accurate tuning guide supplied with the boat and advice on setting up the boat is very useful for varied conditions.

The gears simply are pre-bend, low rig tension and rack for light conditions Force 0 to 1.5. Medium conditions force 2 to 4 powering up increase, reverse bend (mast inversion) on mast ram and mast upright. Heavy conditions reduce rig tension. Rake the mast with pre-bend to de-power. These are the general controls for upwind sailing. Boat handling and sailing is a little more demanding on the skills of the helm and crew, being easy to sail but hard to sail fast. What is very noticeable is as wind increases, so does the pointing ability. In short, the more wind, the higher you point; the apparent wind moving quickly forward as the wind builds.

Off wind and down wind the sailing is superb and highly tactical. If you have been dropping rig tension up wind, you must pull the rig tension on to support the mast and increase power. The speed and acceleration is truly amazing when the spinnaker is up in strong winds. As the spinnaker pole bends upwards the front of the boat lifts and the excitement mounts. You are sailing a rock ship!

If you are interested in sailing an RS 400, ask Keith or myself what it is like. I will be happy to take you for a sail should you wish. RS 400s can be bought from as little as £3000 upwards. On the RS CLASS ASSOCIATION web site is a list of second hand boats. These tend to sell quickly as depreciation is low and maintenance virtual non-existent - except for the odd bit of polishing!

Rob Fisk Moore

robert.fiskmoore@btinternet.com

The day was judged a great success by all the fleet and my thanks to you all for supporting the day.

Solo Fleet Report

When was the last time you saw your bottom? As you can see, some sailors have no modesty at all and this is typical Wednesday morning sight at Chelmarsh after a good blow out during the previous night.



This clearly shows the problems we can all suffer if we don't tie our boats down securely. We should be thankful that Tim keeps an eye out for us all after gales.

Well, winter is now beginning to fade away and the water is starting to warm up. I know this to be true for my fleet is coming out of hibernation. I am thinking of talking to the sailing captain to change the fleet names from Gold and Silver to Icebergs and Sunbeams. However, the water temperature is just as much a shock to the system in the winter as it is in the summer - you just get out of the water quicker in the winter.

The season started well with St. David's regatta and Walter showed the way home to other fleets by coming in second. Next year Richard will have to fit an outboard to stay in front; the Solo fleet is out to win!

The Jim Hunt training day was a great success with every one of our 15 boats turning out for what was a great day's training. The weather was excellent and as usual Jim managed to perform his song and dance routine with a Solo (he's still having difficulties making the boat pirouette, but he is working on it!).

The day consisted of a full briefing on boat controls and explaining which bits of string do what. He carried out the demo on my new boat which was slightly concerning when he showed you what tension you can put on a boat - I thought that only my joints creaked like that! Then it was on to the water to practice... - wait for it - Standing Starts, if that makes sense. Some of us have been doing them for ages (or is it we

are left standing at the start). Well, if all has been learnt, you will see an obedient line of Solos standing to attention awaiting the starting whistle, plus two or three flying pigs. One can live in hope universal.



Then we all practiced what I think were roll tacks and gibing. What we did miss was capsize practice which some of the fleet had requested. However, I am assured by the Wind Gust Department that they will pick that point up later in the season!

The day was judged a great success by all the fleet and my thanks to you all for supporting the day.

This is where the expression 'life is a beach' comes to reality.

The next major event for our fleet is the:

Solo Open - 1st June

The day starts at 10.30 with the briefing
1st race is at 11.00am - 4 races, with 3 to count

Entrance fee is £6.00

Put this date in your dairies and ensure you all attend. The only excuse for not being there is attending your parents' wedding; this is our open day so make the effort and be there.

I will be running a mobile hot dog stand at the back of the fleet so stop me and buy one (if Peter Townsend reads this I am only joking. I will be putting all your excellent training to good use; just remind me, is it sail to the right?!).

Now onto the gossipy things - the club will be holding a taster day for new sailors on the 25th May and you would be more than welcome to come and help, sail or talk to potential new sailors. Remember, the new sailors of today could be the ones helping you out of the wheel chair into your boat in 20 years time!

The Solo fleet continues to grow, with one new member joining and two more wanting to join the BEST BOAT FLEET ON THE PARK.

Remember, you cannot upset the crew in a Solo. Only Walter and Neil, I know some one who now thinks Winder plastic is faster than wood, it helped when JC flew home in one a few weeks ago.

If you want to talk about trying a Solo or joining the fleet give me a ring on **01384 878426**; or **Email: solo@calladine26.fsnet.co.uk**

Grahame Calladine

Holiday Weeks

Regular holiday competitor, Rob Fisk Moore, ably assisted by super youth crew, Keith Robinson, reviews the top venues to be enjoy this summer.



Holiday week sailing is great fun and generally more relaxed than an Open Meeting. The first week we sail is Coppet Week at Saundersfoot, South Wales, This week suits families who like to be on the beach and relax. This year, it runs from Sunday 2nd June until Friday 7th June. Large triangular courses start and finished from the harbour at high water.

There are around a hundred various dinghies of all descriptions sailing handicap races. The standard is very high at the front end of the fleet, usually with half a dozen national champions down to club sailors or varying abilities, so every one gets a good race every day.

Abersoch Week is Chelmarsh Fireballs on their holidays. Sunday July 21st until Friday July 26th. But there is sailing for Solo, Laser, Topper, GP14 and RS400 to name a few. This is probably the best dinghy week in the UK. Standards are high and courses are large.

It is brilliant with very competitive sailing with superb sandy sunny sheltered beach. This is where the expression 'life is a beach' comes to reality. Falmouth Week is a large sailing event in the West Country with racing for every type of boat from optimists to hundred foot yachts. Fortunately, there are a number of different starts and finishes. This is like a West Country Cowes Week. Standards are fairly high but take on a relaxed nature only to be found in the West Country. There are teas at each organising club after the races although the main drink is beer rather than tea, perfectly complementing the full evening social programme.

If you are interested in sailing an RS400 or sailing in a holiday week, please do not hesitate to ask me at the club.

email: robert.fiskmoore@btinternet.com
Tel: 01952-882622.

Robert Fisk Moore



Get Connected

As the new editor of the Chelmarsh NewsBrief, I am taking this opportunity to thank my predecessor, Peter Townend, for his great efforts over the past years where the publication has gone from strength to strength. It is especially rewarding to take over at a time of great success and I must thank you all for the positive feedback about our new format. This can be mostly attributed to a very able local designer, Lindsay Crayton, who has given her time and creative input into NewsBrief for free. We also try to publish what you want to read – so if you have an idea for a feature, or wish to write in with a point of view, just do it! One new addition to the magazine, Speakers' Corner, is aimed at encouraging just that, so go on and have your say!

NewsByte, the e-mailed real time subscription service, also continues to be popular. However, I still don't have lots of peoples' addresses. So, if you haven't had an e-mail titled 'News from Chelmarsh Sailing Club', don't miss out, e-mail me at info@chelmarshsailing.org.uk to get on the list.

Last but not least, our website, www.chelmarshsailing.org.uk, is another popular place for news and information about the club and sailing. David Tucker's PDF results service is proving a great hit, although I'm told that it will only work at its optimum with the latest, Version 5, of Acrobat Reader. This is available to download for free via the link at the results page. Also, the sailing committee has arranged for the racing start times and duty list to be uploaded – check them out from the home page by clicking 'OOD and Duty List' on the left hand navigation list.

Various suggestions have been submitted for further site improvements, including a weather web cam and more subscription based e-mail lists for people searching for crews. Whilst these ideas are being carefully considered don't forget to use the site's existing facilities. These include an excellent weather page and web forum with discussion groups including a strand concerning 'sailing partners'. Thanks must go to our webmaster, Richard Coates for his hard work in regularly updating the site. Should you have any feedback, please direct it to me in the first instance, using the contact details below.

So, as I recover from my black eye and face another week of dilemmas as to which boat to race, I leave you with this message: Make the effort to visit the club – it's you who make it so special.

Jonathan Carter, Editor

Vodafone: 07799 620 858 Email: info@chelmarshsailing.org.uk

Fireball News

Things have improved slightly for us Fireballers with rising fleet numbers and regular tight racing. Plus, now Frank Warner is a fully-fledged member, the average age of our fleet has plummeted to 67!

Bob Cullen has braved his arthritis to sail and when his new knee is fitted, this will be taken into account when working out our average age. One way or another I am determined to get fresh blood in to these Fireballs; other than

'fiskies' who will always spill blood for a good cause - trouble is, it's usually a GP sailor who's failed to do his turns!

I am still looking for a new helm. Paul Watson has not yet responded, so can we make sure he reads this JC (*I'll do my best Paul – Ed*). If Holly Turner would like to helm for me from time to time, can we take this NewsBrief article as an official approach being made? If she has 1/2 her dad's talent for drinking, the bar profits will soon be back up, and if she has 1/2 her dad's talent for sailing, well, we'll still be in the bronze fleet!

Richard Gatley is a new member now I believe, so a warm welcome to him. We look forward to seeing you and your boat out on the water.

Finally, I predict the summer series will be a far tighter affair than the last series, with the Whitehouses, Frank and Dave, and JC and Gary all looking equally good (or bad) depending on where you are in the fleet.

Paul

Southport 12 hour Junior Race 2002

The following information is a brief extracted from the Sailing Instructions and general organisation of previous Southport SC Junior 12 Hour Race events. So what about Chelmarsh Youth?

The Race

The Race will be sailed under the Racing Rules of Sailing (RRS), the prescriptions of the RYA, the appropriate Class Rules and the Junior 12 Hour Race Sailing Instructions.

Clubs may enter one or two teams. Two clubs may enter a joint team. Competitors shall be under the age of twenty years on the 29th June 2002 however; non-sailing members of a team may be of any age.

Classes will be restricted to International Enterprise and G.P.14. The race will be conducted as a combined class race, without handicap.

General Information

Teams are welcome from 5pm Friday 29th June to claim tent and caravan pitches, also to register from 7pm onwards.

The Galley will be open throughout the event.

This is the 17th time the event has been held.

The Marine Lake is a man made lake covering approximately 86 acres and lying between the sea wall and Marine Drive on its western side and The Promenade on the eastern side. Access is via Marine Drive. Postal address is: Southport Sailing Club, Marine Drive, Southport, Merseyside, PR8 1RY.

The above information may also be viewed at www.marinelake.org.uk by clicking the link to **Southport Sailing Club**.

If you have any enquiry that is not covered above, please do not hesitate to send for further information.

Yours sincerely,

William Birch.

Southport Sailing Club

Racing Results

Our 2002 Snowflake series consisted of eight weeks of racing through January and February with two pursuit races each Sunday.

None of the races were cancelled and we had an average fleet of thirteen boats. The smallest fleet was when Walter and Jonathan battled in very little wind through drifting ice. This cold start to the season was not typical and the series was generally mild and windy.

Our **snowflake winners** this year were all single handers:

**1st Matthew Thursfield in his RS300
2nd and 3rd were Keith Wilkins and Richard Coates in their Lasers**

The St David's Regatta held on 31st February was a day of three pursuit races held in light winds with thirty one competitor boats.

The **St David's Day Regatta winners** were again all singlehanders:

**1st Matthew Thursfield in his RS300
2nd Walter Van-Straaten in his Solo
3rd Mark Bridgewater of Bartley Green in his Moth**

The **Laser Open** was held in good sailing conditions on the 24th March and was won by Michael Sims of Burton Sailing Club. 2nd, 3rd and 4th were Keith Wilkins, Richard Coates and Jonathan Carter respectively. Richard and Michael both finished with five

points from three races and the positions were decided by the tie break rules. There were twenty-nine competitors.

As I write this there is one more day of racing in the Spring Series. The Pursuit Series is in the bag for Mike and Karen Whitehouse in their Fireball.

All other leader positions in the fleet and pursuit races will be decided by the final day's results. An exciting end to the Spring series!

David



Sailing Secretary Speaks...

Having received lots of questions about how racing results are calculated, in his second report for NewsBrief, David explains a few things about the scoring of races and series at Chelmarsh.

We conduct scoring of our series races in accordance with on the ISAF racing rules 2001-2004. The number of race scores that count in a series is half the number of races sailed plus one rounded down to the nearest whole number. It takes two boats starting to make a race.

Scores are awarded according to the finishing position in a race: 1 for first; 2 for second; 3 for third etc. This is known as the Low Point System. The score for retiring is the number of boats coming to the starting area plus 1. The penalty for not coming to the starting area starting for a series race is the number of series competitors plus one.

Occasionally the sailing secretary will fix the penalty during the later part of a series to make prediction of final scores more meaningful. This is not strictly in accordance with the ISAF rules but some competitors only sail on one day of a series and this inflates the series penalty.

The helm with the lowest number of points at the end of a series wins. A helm can sail any boat of the same class to compete in our series races and can even sail under two different sail numbers on the same day. The points will count providing the signing on sheet tells the right story. Remember that the OOD will normally only records the sail numbers not who the helm is.

When the points for two or more competitors are the same we apply the ISAF tie break rules. These are contained in section A8 appendix A of the ISAF racing rules.

I hope that this clarifies the matter of scoring. You will now all be able to point out my mistakes! It is only the final result that matters and I make a special effort to get that right.

Please remember to sign on clearly so I can read your name and sail number and to declare by signing that you have completed the race, sailed the right course and competed according to the rules.

If you retire please put RTD in the declaration column.

David Tucker
david@willeyfurnace.freeserve.co.uk

Chelmarsh Sailing Club

Chelmarsh Reservoir, Hampton Loade, Nr. Bridgnorth, Shropshire. WV16 6BL

Website www.chelmarshsailing.org.uk | Email info@chelmarshsailing.org.uk

Editorial Peter Townend / Jonathan Carter | Design & print Lindsay Crayton / Marketing @ The Mill
