



# NewsBrief

Chelmarsh Sailing Club



Royal Yachting Association Affiliated Club  
and Recognised Teaching Establishment

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## Commodore's Column

*Happy New Year to everybody, although it does seem a long way away now! I spent New Year's Day relaxing on a narrow boat, supping mulled wine, chugging along the canal at 3mph. I didn't even have to hop off at the locks, as there were plenty of able-bodied sailors only too willing to wield a lock key! Seemed a long way away from thinking my final hour had come hooked onto Mo's fireball, flying along approaching the dam wall faster than Campbell's Bluebird! Both experiences were special in their own way! Both resulted from friendships made at Chelmarsh. If you were at the excellent dinner dance you will have heard my theme before - that the heart of Chelmarsh is the people.*

Welcome to all our new members - yes, in spite of the dreadful state of the building we are still welcoming new members to our club. Last year saw a record number of people joining Chelmarsh. Imagine how many more this year when we have our smart warm up-to-date facilities! I do hope you all make as many friends as I have both on and off the water.

The dinner dance was a great success - thanks to Dave Cowell for organising it all. Our AGM was extremely well-attended (record numbers!), it was good to see so many of you there to support Peter Widdowson and the clubhouse development plan. Everything seems to be progressing well at the moment - see Peter's report on page 4. If you were not at the AGM the important news is that the propositions put forward by the committee arising from the clubhouse development project were all passed unanimously. In future, the date for payment of members' subscriptions will be 1st October each year. This means that this year - 2003 - is paid in January and next year's, which is due on 1st Oct 2003, runs from Oct 2003 to end of Sept 2004. See Vaughan's AGM report on page 7 for more information.

We have planned the diary for this year but may have to cancel some events depending on clubhouse developments.

The committee continues to work hard to serve the membership. I'm very lucky to work with such a supportive group of people. It is good to see Hilary back officially as head of training, and welcome to Sam Bunn (*Fireballs*) and Will Ranson (*Lasers*). At our January meeting it was decided to display the minutes of the meetings so that everybody in the club is aware of what has been discussed. A copy of these will be posted on the notice board after verification at the following meeting.

One of the privileges of being commodore is that I get first choice of a place at the RYA Clubs' conference and tickets for the Sailboat and Windsurf show at Alexandra palace in March! This year the programme looks really interesting with items on food safety and hygiene, child protection, equal opportunities, legal update and marketing, all of which will be particularly relevant to our lottery bid.

Note St David's day in your diary - I've booked fine spring sunshine with a steady, gentle Force 3 from the south! Hope to see you all on the water (or sunning yourself on the grassy bank surrounded by daffodils!). If the weather decides to have a mind of its own and blow a gale I may offer to help in the galley!

**Sally Fowler**



**Volvo  
Champion  
Club**

We have fixed a full calendar of events for this year. 'Nuff said!

## Vice Commodore's Report

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***Before jotting down these reports it is my habit to look at what I wrote last time to avoid being too repetitive. At this time last year I wrote that we had been in something of a quandary in setting the sailing calendar because the imminent building work to the club house could mean that events would have to be cancelled if the club house was off limits to us. We have fixed a full calendar of events for this year. 'Nuff said!***

A lot of work has been going on in relation to the building project and it is likely that there will be some disruption to our use of the club house facilities during this year. That might affect open meetings and some training courses but it is unlikely to affect club sailing and racing provided sailors are prepared to put up with the lack of a club house during part of the construction period.

The sailing committee will meet shortly to consider a suggestion that the Wednesday evening series, traditionally run as a pursuit, should be run as a handicap race.

***There are advantages, but also disadvantages to both forms of racing.***

Briefly, the argument put for handicap racing is that as the wind tends to drop on a Wednesday evening the later starting boats are disadvantaged by the pursuit starting sequence in a way that is not envisaged by the PY

handicapping system and so an unfairness is created. Secondly, that the greater number of boats on the start line gives sailors experience of big fleet starts and thirdly, that the length of the race does not have to be fixed enabling and OOD to finish a race, for example if the wind dies.

***Some of the disadvantages that have been mentioned to me are:*** That the handicap starts are inherently unfair because the boats with larger rigs, which would normally be starting later in a pursuit start sequence, are unfairly advantaged because slower boats are always sailing in dirty air; you are not actually sailing against other boats, just against the clock; you do not know how well you have done until some time after the race has finished; and there is more work for the OOD in taking accurate timings and making subsequent calculations.

The members of the sailing committee

are: the sailing secretary, the fleet captains, the bosun and me. I hope you have a view and I would welcome your input. Put simply, what would you prefer? Let me or one of the members of the sailing committee know your view.

In the mean time, I would like to remind members who do sail in pursuits that there is an obligation on them to sail fairly. This can mean that you are under an obligation to assist an OOD in ascertaining your correct position at the end of a pursuit race. Where possible maintain your position at the end of the race i.e. When the hooter goes to signify that the time allowed for racing has expired, until the OOD has indicated to you that your position has been recorded.

**Gary**

### House Report

The ongoing saga of the clubhouse refurbishment means once again that there is little to report from the house committee who are resting in a darkened room awaiting the opportunity to leap into action to make those vital decisions, such as the colour of the curtains, that will bring the new club house (fingers crossed) to life.

As the refurbishment will leave some fitting out to be undertaken by the club, it is likely that later in the year a number of working parties will be required and volunteers will be requested from all those with 'changing rooms' experience (The TV show not the Gents!). Seriously, if any club member has any particular skills or access to materials at bargain prices please let me know as this may avoid the observation: 'I wouldn't have done it like that' and the subsequent personal injury that usually accompanies my attempts at interior design.

**David Cowell**

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However, for those of us in 'would-be-Nigella mode' who feel the urge to produce a cooked meal during our wonderful summer months, please feel free to...

## Galley Duty - 2003 style

*Always keen to make events at Chelmarsh run smoothly, Mary Blake has been a long-standing committee member who is revered for her abilities in the galley. Having agreed to shadow Hilary Davies throughout 2003 in her temporary role organising the duty roster, Mary will be taking over this challenge in 2004. Here taking up the debate started by Gary Hodgkinson and David Cowell in the Spring 2002 edition of NewsBrief, we learn what to expect of the galley in the forthcoming year.*

As you can see from our sailing calendar, enclosed with this edition of NewsBrief, there is change afoot for 2003 where galley duty is concerned. But fear not - there's good news if you'd rather be sailing than standing over a stove, but still want food provided for you.

For 2003 we are trying out a 'cunning plan' to make being a 'galley slave' easier work. There will be one person responsible for the provision of food every week (so your turn shouldn't come more than once a year!) and from May to September inclusive it will be a 'cold' galley (hopefully in terms of food, not temperature!). This 'cold' duty will entail providing sandwiches, cakes and hot and cold drinks. 'Hot' galley food will be provided during the other months. However, for those of us in 'would-be-Nigella mode' who feel the urge to produce a cooked meal during our wonderful summer months, please feel free to (*oh yes!* - Ed). I'm sure that the sailors would be most appreciative, but it's not obligatory.

Most people are so busy that we thought that it might be helpful to suggest some ideas and easily prepared meals on the club website.

So if you have any ideas for food etc. please pass them on to me (WI stalls sell great cakes that can be passed off as your own!).

Finally, if you want to know anything about your galley duty I'm only a phone call away and will do my best to help you - so please smile and say 'yes' when it's your turn and make Hilary and myself very happy!

### Happy Galleying

**Mary Blake**

Tel: 01299 403 947

**PS:** *For starters here's a quick recipe for four servings which can, with a little bit of maths, be made to cater for the required number.*



### Oh so easy Lasagne

**Preparation time:** Quick!

**Cooking time:** 45 mins

**Serve with:** Baked potato or French Bread

**Ingredients:**

295g Condensed Cream of Mushroom soup

295g Condensed Tomato soup

150ml (1/4 pint) milk

450g (1lb) minced beef

20ml (2 tbs) tomato puree

75-100g (3-4oz) no-pre cook lasagne

100g (3oz) grated cheddar cheese

**Method:**

1. Pre heat oven to 200C (400 F/gas 6). Mix together mushroom soup and milk and set aside.
2. In large pan, stir fry mince for 5 mins. Add tomato soup and puree and simmer for 10 mins stirring occasionally.
3. Spoon half meat mixture into 1.75lt (3 pint) oven-proof dish. Top this with half lasagne and then half mushroom soup mixture. Repeat layers ending with soup mixture.
4. Sprinkle with cheese and bake for 30 mins or until golden brown.



## Development News

Many thanks to all of you who came to the AGM in December, I do hope the presentation about the Lottery Bid progress put you all in the picture.

This is nail-biting time as we wait for tenders to be returned by all the contractors bidding for the building contract. Once the tenders have been received we then select the most favourable and send it off with our comments to the Sport England panel. We are told it can be 4 to 6 weeks before we hear their final decision.

Hopefully, if all goes well, we could be seeing builders on site for much of the spring and summer this year.

Building work once started will take in excess of 18 weeks and although we have asked for access to our clubhouse whenever possible, please be aware that there will be times when the clubhouse and its facilities will simply not be available. Presently the committee is investigating options to get over this, including the hire of 'Portacabins'. Frustrating it will be but this is a small price to pay for the huge improvement in facilities.

Much of my role as negotiator is nearly completed and now I hand over to the real experts. My thanks to Richard Wilmot for some really detailed technical

input which we needed in the tender documents and to the dedicated sub-committee now in place to oversee the project in detail.

Mike Kelly has the big job of organising the finances and our architect Richard Holt will be closely involved with the building work every step of the way.

**The reality of a warm and clean clubhouse is almost with us.**

*Peter Widdowson*

## Youth News

### A new year and another article for the NewsBrief!

It's time to look forward to 2003, and to help you plan your sailing year here's various dates for your diary:

**Laser training is Saturday 22nd March**, followed by the **Laser Open on Sunday 23rd**. It'll be great to see our new Radial Fleet out there! **Youth Race Training runs from Saturday 21st April to Saturday 3rd May**. We've planned this as preparation for the **Topper Open on 11th May** and the **Youth Open the following Saturday**. Watch the website and e-mail NewsBytes for information regarding clubhouse building work affecting events.

Can I also draw your attention to the **Southport Sailing Club's National Junior 12 Hour Race**, to be held this year on **Saturday 21st June, 8am-8pm**. This year the format has been changed to include not only GP14s and Enterprises but also the Bosun Dinghy. Team members must be under 20 years of age on the day of the race. There is no lower age limit. Different age groups can win a range of trophies and awards during the twelve hours. Wouldn't it be great to have a Chelmarsh entry?

Entry forms and sailing instructions will be available from William Birch, Race Co-ordinator, SSC, *e-mail: [william@birchw81.freeserve.co.uk](mailto:william@birchw81.freeserve.co.uk)*.

One of the Optimists blew away and was badly damaged in the high winds before Christmas. Please make sure that if you are using one of the clubs' boats then you return all spars and sails to the correct place and that boats are properly tied down. If anything is broken or damaged then this needs to be reported immediately so that repairs can be organised; please record items in the defects log book located in the entrance lobby as well as mentioning it to a committee member. This allows the club to expedite repairs, enabling others to enjoy using the club equipment too.

I hope Santa brought you new bits for your boats and I look forward see you on the water when the weather warms up.

*Fiona Wilmot*

...all except Sammy who decided to support Mike because "he'll be in a bad mood if he doesn't do well".

## Battle of the Sexes

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*The first week of August saw the Joneses and the Turners in North Berwick, Scotland for the Topper Nationals. The girls didn't do particularly well, but to be fair it was only their second time on the sea (the first being Abersoch the week before), and what they lacked in the sailing they made up for on the social scene.*

However, all was not lost on the Chelmarsh front when Mike and Jean decided to enter the parents race. A last minute decision resulted in a made dash to get changed whilst Mo raced across the beach to rig the two Toppers, followed by Mike's rather ungentlemanly instructions to rig the best one for himself and to do it first. No waiting for Jean, the competitive juices were now flowing and Mike was launched and off towards the start line, pumping madly and with determinations etched across his face. Meanwhile, Jean came trotting across the beach and eventually she too was launched and off. By this time, Mike was a mere speck in the distance and the girls had taken up vantage positions on shore with binoculars at the ready to be shown how it should be done.

Sailing up and down the start line, sussing out the best position, the gun went and they were off - or at least most of them were. Mike was over the line, had to go back and was consequently almost last to the windward mark. Jean meanwhile had made a perfect start without a watch (yes, you guessed who commandeered the watch) and sailed steadily away. Now the gauntlet had been thrown down and Mike worked his way back up the fleet (having a bit of a confrontation with another dad in the process) into a decent position.

Back on the shore, girl power that the girls were rooting for Jean, all except Sammy who decided to support Mike because "he'll be in a bad mood if he doesn't do well". What? Surely not!

The race continued until further disaster struck. Going down the run Mike had a bit of a wobble, which then turned into a death roll. Oh dear (don't copy this one girls, better keep an eye on Mum instead).

Well the result of all this is that Jean did us proud, and Mike - well, he declared that Jean had sailed the wrong course. So girls, there is a lesson to be learnt from your Dad after all - never be a bad loser!

**Sue Turner**



## Non Sailor's Corner

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### The Laser Masters World Championship, Hyannis Yacht Club, Cape Cod, USA

#### September 2002 - a good excuse for a holiday

*"I don't suppose you would like to come with me when I go the Worlds?" was Peter's question. "You try and stop me!" should have been my answer, but I think I just gaped at my mischievous husband. He knew full well that New England had been a place I had longed to visit for a while. Long overdue was also a visit to my family in Oklahoma so we decided to combine the two.*

*We went to Oklahoma, the "Cowboy State", first. We spent two weeks there and sampled the American lifestyle: shopping malls; a football match; and dinner parties. I also enjoyed observing wildlife. We saw lots of humming birds and we smelled rather than saw skunk. I was particularly pleased to encounter box tortoises and red-eared terrapins in the wild as I have them as pets. We spent a day at the Wichita Mountains Wildlife Reserve where we spotted bison, prairie dogs (not dogs but cute rodents), longhorn cattle, birds of prey, water snakes and more terrapins.*

*A couple of days later we headed off to Boston where we took a hire car down to Cape Cod. We had booked a micro car and resisted the sales spiel of the hire company to upgrade us as finances dictated we have something cheap and cheerful. However the micro car turned out to be a Hyundai Sonata which reminded us very much of a Jaguar X-type and was possibly the nicest car we'd ever driven. If that was a micro car*

*I would like to see their bigger ones (Dare I say it?...size isn't everything - Ed)*

*Our chalet at Hyannis turned out to be equally lovely, a typical New England clapboard house only 50 yards from the beach, with the Kennedy summer residence as next door neighbours, which was nice. We unloaded the car and went along the beach in search of the Yacht Club. This is v. posh and gave me ideas for the new Chelmarsh clubhouse. The car park was covered in Lasers, I had never seen so many. The next day was a Friday: registration and measuring and towards the end Peter went out for a practice session. After more practice and the opening ceremony and dinner on Saturday the Championship started in earnest. I went out in one of the spectator's boats. On our way to the start line our host pointed out the Kennedy's boat which joined the spectators for a while, Ted Kennedy being at the helm. It was v. impressive seeing several hundred Lasers.*

*There were five fleets: the full rig divided by age groups Apprentices, Masters, Grand-Masters and Great-Grand Masters, plus the radial fleet where all the age groups sailed together with the results extracted for each group. The fleets were colour-coded and I had noted down Peter's and Keith's sail numbers but it still took a while to locate them with my binocs. The sailing took*

*place in the Nantucket Sound, the piece of water between the south shore of the Cape and Nantucket Island, the island of Martha's Vineyard is little further off to the West. The islands are approx 2 hours by ferry and having sailed out to the start-line for about an hour they were still v. small on the horizon. Those distances surely made a change to pond-sailing and made me admire all those sailors even more. On Monday the weather turned from sunny to torrential rain. A chance for me to check out the shopping opportunities and the Kennedy Museum. Tuesday brought us more pouring rain and cooler temperatures so there was little chance of encountering tortoises. I went to an indoor venue instead and visited the Salt Pond Centre which has a lot of information and exhibits about the Cape National Seashore which was established to protect the delicate and fragile landscape of sand dunes, beaches, glacial cliffs, salt marshes and woodlands. In the evening there was a dinner and music laid on by the Yacht Club. Although there had been an early start plus an electrical storm warning which meant that sailors had to come in and then go out for a second time which lengthened the whole day's sailing some people still had the energy to dance. Amazingly most of them were great-grandmasters, i.e. 65+!*



## Non Sailor's Corner cont.

*The Laser Masters have a day off halfway through so on the Wednesday we took the ferry to Nantucket; a beautiful island with kettle ponds, cranberry bogs, lighthouses and hundreds of pale grey clapboard buildings. Many of those are original and pre 1850's, including magnificent mansions of rich sea captains and merchants. We went to a Rotary Club meeting first which turned out to be a special outing at the Lifesaving Museum which overlooks a picturesque bay. Afterwards we toured Nantucket town which has wonderful marinas, craft galleries, book shops and restaurants. As we had had lunch at the Rotary there was only room for ice cream and we happened to stumble over probably the best ice cream parlour in the Western hemisphere: they make not only their own ice cream but they home-bake the waffle cones as well.*

*Saturday was a will they, won't they day. It was very windy and every time the race committee looked like sending them out the wind came up. Eventually the younger chaps, i.e. apprentices and Masters went out, followed by the Radials later on. Unfortunately the wind came up again and the Radials were sent straight home again. Steve Cockerill organised an unofficial race home. In the evening the prize giving was preceded by an excellent dinner. Keith collected his trophy for winning the Grandmasters, his 10th World Championship overall I believe - an awesome achievement; Steve Cockerill won the Radial Apprentice section, his second.*

*Sunday we went upstate to the Hancock Shaker Village and on the way back we followed the Mohawk Trail. This is a scenic route through the mountains which showed some early Autumn foliage. Two or three weeks further on the landscape would have been ablaze with orange, red and purple but we saw glimpses of that plus road signs 'bears xing'. On our last day we visited the Cape Cod Natural History Museum. This is a brilliant place where they have interactive exhibits, bird watching, live animals and nature trails & tours. Here I finally was able to clap my eyes on some New England reptiles: box tortoises, musk turtles, snapper turtle hatchlings (cute when they are that small) and "Myrtle the turtle", a lovely Diamondback Terrapin who was very tame and people orientated. There were also tanks with baby lobsters feasting on what looked like lumps of fish, pre-historic looking horseshoe crabs and all sorts of mussels and clams, creatures you normally just find the shells of on the beach so it was interesting to see them alive.*

*The next day we were at the airport with double the luggage we had gone out with - how did that happen?! I could not believe how quickly the four weeks had gone - there was so much to see and do and we seemed to barely have scratched the surface. We will certainly try and not only go back to the States but also to go to another Laser Masters. The atmosphere and the catering were fantastic and we made some new friends - Cadiz and Brisbane beckon...*

**Sabine Townend**

### AGM - Matters Arising

At the Annual General Meeting on December 8, 2002, the members present approved the changes to the club's constitution and rules necessary to support our application for funding for the club development project. An amended set of rules incorporating these changes will be circulated to all members in due course.

The changes affect four aspects of our activities: firstly to make our rules 'gender neutral'; secondly to revise our rule on dissolution of the club so that any remaining assets would be transferred to another organisation with similar objectives; thirdly to change the subscription due date from January 10, 2004 to October 1, 2003 and thereafter for the subscription year to run from October 1, to September 30 in the following year; the fourth change allows the committee to form a company limited by guarantee called Chelmarsh Sailing Club Limited to be the legal entity handling the development and future changes.

The revision to our subscription year will require members to approve new standing orders which change the effective date for subscription payment to October 10, from January 10. These will be sent to you for signature and return to the membership secretary with the next NewsBrief. In the meantime, if you have any questions or queries relating to this please contact me on **01584 861595**, or **Elaine Westwood** on **01746 764719**.

**Vaughan Jones Hon. Secretary.**



## GP14 Fleet News

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***What better way to shake of all gastronomic excesses after the recent festivities than to get out on the water! An excellent start to the Snowflake Series boasting 18 boats, quite a few GPs but could do with more. Global warming must have kicked in for it's so mild.***

Last year's Frostbite Pursuit finished up with the first GP being Mark and Hannah in 5th overall position. They are consistently battling it out at the front and part of their success is very much the product of racing the Midland Bell travellers series. The Frostbite GP class was dominated by Dave and Arthur who came first in the Gold and with the new partnership of Chris and Rob successfully gaining first in the Silver fleet. Well done to all for it was not the easiest of series to sail.

For those of you who haven't sailed for some time or fairly new to sailing and are wondering how to pluck up the courage/energy, why not consider our exceptionally popular and very well run Adult Improvers' course commencing Saturday, June 7. It refreshes parts that even Heineken cannot reach, brilliant for regaining confidence, refreshes much forgotten skills and sets you up for the season ahead including your first steps to racing on Wednesday evenings. Should you want new kit, chandlery or even boats then visit 'Sailboat', the dinghy boat show on Saturday March 1 at Alexandra Palace. Excellent show discounts and an opportune time to meet the GP14 Association at its stand, and catch up with old yet distant friends. Be back for the Sunday however, as it's our St Davids Day Open.

The Association is promoting yet again a full year of championships, area meetings and the Midland Bell traveller series. Go for it, you'll be pleasantly surprised how good they are, and does wonders for your sailing, just ask our regular eventers. See our web site for dates.

Do make more use of the web site, its calendar and voice, should you want to air your views. There will be updates on the forthcoming building programme and how it affects us all. There will be new events yet to be announced such as a rigging workshop and a one-day race training course.

The Aberdovey sailing weekend is back on May the 10th & 11th - a fine weekend for all, non-sailors too. It's surprisingly inexpensive, unless you drink the bar dry! Our other fleets may be joining us and it gives me no greater satisfaction to see them thrashed on the sea! The accommodation list is on the board so book early with me for both the weekend and the Saturday evening dinner at the Aberdovey clubhouse. All will be welcome (see advert).

However, best of all, let's get out on the water and make the most of our most fantastic facility. Whatever our level of sailing, let's strive to improve and most importantly have fun!

Finally, congratulations to Tara and Robin on their forthcoming expansion of their fleet due in August. Hope they make the start line in time!

***Fresh breezes, Ken Westwood  
GP14 Fleet Captain***

*ke.westwood@btinternet.com*

*Tel: 01746 764719*



## Fireball News

**Back by popular demand - Sam Bunn returns as Fireball Fleet Captain**

*Firstly, let me begin by wishing you all a happy new year, and for those of you who have been skiing, I hope you have had a great time; for those of you still to go - can I come toooooo?!!*

This year seems to have got off to an excellent start with four Fireballs out on the water (not a common occurrence at this time of year). Fireball sailors seem to be like birds - they migrate to warmer climates (usually in front of a log fire!).

David and Sarah have just bought a Winder (previously Rob Gardener's boat) and this seems to have made a remarkable difference. Well done David & Sarah. I'm sure that you will be giving the fleet some good competition.

Rob Fisk-Moore has arrived with his much talked about red and magnolia new Winder, just for the records it is not cream. Very nice! Supported by able crew Keith Robinson we look forward to seeing them on the water. One word of caution: Rob has told me that he knows who the 'pumpers' are and they will be informed in true 'Fiskie' style - I'm sure!

Talking of things news new, Dad as you know has had a titanium GTi knee, with integrated lateral movement fitted. This may affect our speed at getting ready but probably not on the water, it was after all only a new knee, so don't feel too threatened. Joking aside, Dad it will be great to have you back on the water, in your newly varnished and kitted out boat.

So to sum up our new year so far, we have:

- Rob's new, new boat
- David & Sarah's new boat
- Dad's new knee
- Mo's new mast (sailing with one the same height as an Oppie has its disadvantages!)
- JC's new ropes
- Paul's new drysuit - well his knees went blue
- Oh yes - and a new fleet captain

I have been counting and have worked out that we could have thirteen Fireballs out on the water every Sunday - would that be just excellent! If this does occur, it may be worth thinking about having Gold, Silver and Bronze fleets again. Let me know what your thoughts are on this.

The plans for the fleet this year are to have a one-day Open on Sunday October 5, a Fireball dinner on a separate weekend, and I'm in the process of arranging a training day.

Have you heard the one about the two snowmen, one says to the other: 'Can you smell a carrot?' - silly I know! Anyway, happy sailing and let's see if we can all get out there on the water to achieve thirteen, unlucky for some but not for us.

**Sam Bunn.**

### Speaker's Corner

*The place to have your say about Chelmarsh - in this edition of NewsBrief one of our keenest young talents talks about the development of a new fleet that's not letting the boys have all their own way...*

This time last year the Laser Radials where rarely seen clocking up positions in the race series or rarely seen at all.

Within one year the fleet has grown from mainly being a couple of miniature full rigs, being the alternative to full rigs in heavy weather, to an established fleet containing at least a creditable eight boats. With a large female element, this is the one fleet where the guys don't rule the water.

We now have our own separate race series so the Sunday races are hardly ever without a fleet of radials. So look out in 2003 for the Radials giving the full rigs a run for their money!

**Sarah Collingwood**  
(Laser Radial 167982)



## Optimists Rock - OK

*Many sailors - children and adults alike - think of Optimists as training boats: sort of wooden, tatty things. Our son Sam, 13, sees thing quite differently. He has a pristine GRP Oppy with nice foils, racing spars and a crisp sail. Sam sails his optimist on the local and national circuit and is in the West Zone Optimist squad. This squad, sponsored by Volvo, is run by the RYA and covers the area from the West Midlands up through Cumbria. There are 18 places and entry is based upon performance at indicator events that are run during the late spring and summer.*

Sam is also part of the Midland Optimist Team. MOT is run by Oppy parents to encourage Oppy sailing in the Midlands. We provide training, run coached events and organised support and briefings at National Optimist meetings. We even have a RIB that we trail around with us.

We call our coached events 'Travellers' and this year we have arranged seven travellers at different clubs - see below. These are open to all Oppy sailors who can manage to sail a triangular course. The idea is that by sailing in a larger group than we find at our own clubs we get more chance to improve. There is a morning of coaching followed by an afternoon of low-key racing.

I would be pleased to supply more information to interested sailors and parents, or alternatively, please visit our website at [www.midland-oppies.co.uk](http://www.midland-oppies.co.uk). Perhaps next year, we could even host a Traveller at Chelmarsh (?).

**Mark Collingwood**

**2003 MOT Traveller dates:**

5 April - Olton Mere,	6 Sep - Swarkestone,
3 May - South Staffs,	20 Sep - Ogston,
14 June - Staunton Harold,	4 Oct - Barnt Green.
12 July - Northampton,	

### Aberdovey 2003 - The sailing weekend of the year

*The GP14 fleet cordially invites all fleets to join them on their annual bash to Aberdovey on the 10th & 11th of May 2003.*

Our hosts, Dave and Sue Mount (ex Chelmarsh Grey Lady) of Aberdovey Sailing Club, have suggested limiting the numbers to 30 boats - so book early. There will probably be 3 handicap races on the Saturday and 2 on the Sunday. Weather permitting we will sail out over the bar, otherwise, we will remain inside the estuary. Small tides are expected with HT @ 1302. Wherever we do race it is an ideal spot to introduce land locked sailors to the sea and for ancient mariners still to be pleasantly surprised and tested.

As an optional extra, Aberdovey Sailing Club wine and dine us magnificently on the Saturday evening - book early for that too. Aberdovey is a lovely area for those who are not sailing, sporting a good beach, great walks and a few shops. Aberdovey is well supported with ample guesthouses and hotels. An ideal weekend for social members to renew old acquaintances and be tempted back to sailing.

The accommodation list can be found on the GP board.

Aberdovey tourist information:  
[www.aberdyfi.org](http://www.aberdyfi.org) or telephone  
01654 711643

Fun, frolics and racing too, so pack up the kids and grannies and don't forget - book early!

**See you there - you won't be disappointed!**

**Ken Westwood**  
01746 764719  
email - [ke.westwood@btinternet.com](mailto:ke.westwood@btinternet.com)



## Get Connected

*The build up has at times been painfully slow but finally 2003 looks as if it will be the year of clubhouse redevelopment. With important questions still unanswered regarding what it will actually mean to us all in terms of changing and social facilities during the works, NewsByte, the club's e-mail information service should prove invaluable at keeping members informed. To subscribe, send an e-mail to: [info@chelmarshsailing.org.uk](mailto:info@chelmarshsailing.org.uk). Richard Coates will also be updating our website, [www.chelmarshsailing.org.uk](http://www.chelmarshsailing.org.uk), as and when information becomes available. Thanks must go to both him and Tony Jukes for their 'virtual' efforts.*

On a similar theme, effective communication is important for us all - it's especially sad when people loose touch. There are various Chelmarsh members who seem to have 'gone to ground'. Stuart Robinson is sadly missed from the Laser fleet, along with Colin Scarbro from the Solos. Certain other people have clearly gone on to better things - Frank Warner's daughters, Emma and Jodie, have been seen starring in Crewsaver adverts and David Grant was last spotted galloping off on the back of a camel!

The more observant among you may have noticed Peter & Sabine Townend's powered access machine at the club being used by Ken Westwood to take aerial photographs of boats. As destined for the new Speed Sails catalogue (and not, contrary to rumour, as an early entry to our photo competition) this is just one example of how Chelmarsh is very much at the hub of dinghy sailing in the midlands.

The clubhouse redevelopment works will challenge us all with a certain level of disruption - I for one have already started buying Tim and Hilary drinks with a view to using their refitted bathroom! However looking forwards, the prospect of our new clubhouse to complement the breadth and depth of Chelmarsh's social and sailing and talents is truly something that's worth waiting for. The future is looking good!

Don't forget to keep sending in your thoughts, news, articles and photographs.

**Happy sailing**

**Jonathan Carter, Editor**

Orange: 07799 620 858 / [info@chelmarshsailing.org.uk](mailto:info@chelmarshsailing.org.uk)



### Bosun's bits

***By the time you read this we should have two new 4-stroke engines on the safety boats. There are a couple of points to note regarding their use.***

Firstly, and most importantly, unlike the old two strokes the engines should not be run out of petrol. Therefore, when returning to the pontoon at the end of the day, simply stop the engine on the kill cord.

Secondly, do not remove the petrol pipe at the engine - always remove from the tank.

Thirdly, when packing up, please do NOT lift the engines clear of the water. They are too heavy and if attempted may lead to someone straining himself or herself.

I hope you enjoy your time on the water, whether sailing or on rescue patrol

**Derek Bollen.**



## Infant Fleet Musings

***It's too damn cold to sail, and too damn wet to wash the car - that's what Dad said as we all went up the pub with Uncle Ade to talk about sailing.***

***How we all chuckled as the rain lashed down while we tucked into our third pint of Bathams. Back home for food and the 4pm kick off of the football on Sky, marvellous! Sailing - can't beat it!***

Many people are purging their poor bodies after the Christmas excess and to be frank, some should not even bother, they still look awful. This was a hot topic with the Mums at 0-5's on Friday. Around the table they sat, all drinking coffee and holding their tums in, 'I blame it on my third' one said, 'could never regain my figure', complete xxxx, that's because you munch more cakes than Mr Kipling. But some do take it seriously; what was that word they were using, arr yes: 'detox'. Not too sure of the details, but what a smell! One of the Mums with a slight limp was talking about colonic irrigation, I thought that was something Uncle Rod came across when sailing down the canals. Apparently, one of them had wanted the treatment but was put off by the high cost; the family credit wouldn't stretch. So she hit upon a novel idea - all was going splendidly until the neighbour found her squatting over their water feature, the 'for sale' board soon followed. How we laughed, as they thought we were playing with the pretend cooker in the corner.

Breaking news: Uncle Ade has found weapons of mass destruction in Dad's garage - a circular saw, a lump hammer and Nitromorse. Not much you think, but in Dad's hands, lethal. There were unconfirmed accounts that 11 empty lager cans were found in a bin hidden in the garage, they were in good condition and date from the late 90's but their contents were long gone. An official inspection team led by the UM (*United Mothers*) are to be allowed limited access to said facility to ascertain if anything else has been hidden. In an unconfirmed report it was denied that said lager was purchased by the UM in the first place. In preparation, the battleship 'mothering law' and two heavy cruisers, 'Auntie Class' are circling around the corner. The official line is that they are popping around for coffee, but a more sinister plot is thought. Feelings in the area are running high and any incursion into the garage may spark off retaliatory action. The battle group of in-laws is heavily armoured with tomahawk marigold's and heat seeking dusters. Large numbers of the indigenous population are seeking asylum in the pub, although the landlord is sympathetic to their case and a temporary stay has been granted, they have no intention of returning home.

It has come to my attention that Chelmarsh members, and probably the country at large, is in need of a counselling service. With the pressures of day to day life, things can mount up. So, being one of the younger, more sensitive and touch-feely members (*unlike your father - Ed*) I'm going to start one myself.

It shall be called 'Dear Dan'. Anyone who wishes to contact me on any subject may do so using [Daniel.Jukes@virgin.net](mailto:Daniel.Jukes@virgin.net). All responses will be treated in the strictest confidence (and the best published in the next newsletter!).

**I leave you with a plea for help from one of our members:**

*Dear Dan,  
Over the years I have strived to be a good member at Chelmarsh and improve my sailing. I've tried a number of boats, both crewing and helming, but find that I constantly go the wrong way on the course and that my sailing is ridiculed, I feel I am a failure.*

***Dear Dan, you're the only one I can turn to - what should I do?***

**Dan:**  
*Buy a Solo or go into local government Jonathan.*

**Dan Jukes**  
AKA: *Tiny Tony*

With a lap to go and the fleets evenly placed, then Walter van Straten hit trouble when his rudder came off;

## Interfleet Team Racing

***Not only persuaded into running more races in a day than most OOD's get in a decade, now able organiser Peter Widdowson does race reporting too! So, what did the Gary Lineker of team racing make of 2002?***

Once a much neglected event, this autumn day of racing has now become a firm favourite on the Chelmarsh calendar. Judging by all the hype before, during and after the event, it is obvious that friendly rivalry between fleets is still as strong as it was when I was a lad.

The day arrived without a dawn, barely changing from night into day, one of those days best described as 'grey'. The mist and persistent drizzle stayed throughout, however the wind was perfect for keen team racers.

The secret to ensuring that the event is completed before total gloom takes over is to start on time and make sure races are run with smooth 'back to back' change-overs. Without exception everyone involved played their part in making sure that races started on time and the standard of sailing with all its tactics and counter tactics was without doubt the highest yet.

The Laser fleet captained by Pete Townend managed just one victory, while the Solo fleet led by Dave Griffiss and his young daughter had two victories. The real leaders were the GP fleet who swept all the other fleets aside with three straight wins.

The Fireball fleet, despite the efforts of Jonathan Carter and Gary Hodgkinson lost all their races, sadly somewhat of a Fireball tradition at this event (*Fear not: us Fireballs have a master plan for 2003! - Ed*).

In the final play-offs, the Laser fleet established themselves in third place overall. The final between the Solo and GP fleets was very eventful. With a lap to go and the fleets evenly placed, then Walter van Straten hit trouble when his rudder came off; sportingly the fleets agreed to abandon the race. In the new race there were heavy one on one tactics ensuring a very close finish but with the GP fleet coming out as victors.

Congratulations to: Barry Mason & Mike Kelly, Tim Davies & Ken Westwood and Matt Thursfield and his crew. Our thanks too to Mary Blake for providing a fantastic running galley throughout the day. I hear that certain fleets are preparing already for revenge in the 2003 event!

**Peter Widdowson**



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## Laser News

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*Happy New Year to all Laser sailors, past present and future.*

*First the introduction: I'm Will Ranson, and I've just been elected Laser fleet captain for 2003. For those who don't know me, I've been sailing a Laser fairly regularly for the last 8 years since learning to sail on a beginners' course at Chelmarsh and have seen the Laser fleet strengthen considerably over that time thanks to the effort of previous fleet captains.*

As I write this in late January, there are a quite a few hardy Laser sailors regularly competing in the winter pursuit races, this year including a competitive fleet of Radials as well as full-rig boats. I would like to see more Lasers sailing regularly as the weather warms up, I counted 40+ Lasers on the park recently and it would be nice to have some bigger fleets. Whatever your level you are likely to find someone to race against and it is noticeable how quickly people can improve when sailing regularly.

The strict one-design of the Laser means that old boats can still be competitive, although the revised controls with more pulleys make adjustments much easier. If you would like to try the new technology I'd be happy to let you have a go in my boat. We also have 2 'club' boats available and I will be trying to maintain them to a competitive standard.

The Laser remains a 'world class' boat and the option to change rigs means that one boat can be competitive (and fun) for sailors from a young age. The Radial fleet is growing quickly, and now has sufficient numbers to qualify for separate trophies in the class race series.

Once again the Chelmarsh Laser Open meeting is early in the season, this year on the 23rd March, hopefully we will continue with the run of good sailing weather we have had in recent years, why not come along and have a go? Don't feel good enough? An excellent preparation to improve both your skills and confidence is to attend the preceding day's training event:

**Date:** Sat 22nd March 2003  
**Start:** 9.30am  
**Cost:** £15 for CSC members  
**Coach:** Keith Wilkins, (Laser World Grand Masters Champion)

Aimed at club level racers who wish to improve their racing skills, the day will include on-the-water training and exercises supported by video and theory sessions.

My aim as fleet captain is to help and represent all current and prospective Chelmarsh Laser sailors, whether serious racers, sailing just for relaxation or wanting to try a Laser for the first time. Please get in touch if you would like any help or advice, if I don't know the solution, there are many other Laser sailors at Chelmarsh who will be happy to help.

Good sailing,

**Will Ranson (Laser No 174848)**

Tel: 01746 767940

e-mail: [w.ranson@btinternet.com](mailto:w.ranson@btinternet.com)

---

All you need for the route  
(Do you mean course? -  
ed)...

## Solo Fleet Report

---

*This is the year when we will all start to see the benefits of the hard work by our development committee with regard to the refurbishment of the clubhouse. Hopefully by the autumn of this year we will all be considering how lucky we are to have a brand new clubhouse! However, we must just grit our teeth for the months that the work is in progress and if you happen to get a cold shower, or even no shower, at the end of a day's racing just smile and think of England (or even worse sailing a GP14!)*

The club has no intention of letting the development works get in the way of our racing programme and the members' enjoyment - we just see it as new era in sailing club life.

By the time you read this the sun will have melted all the ice both on the lake and off the boats and your next job is to jump in the car, drive to the club and start sailing! You could get a couple of weeks practice in and be ready to have a go at the St David's Day regatta. If you are not sure about racing because of the start sequence then visit the Chelmarsh Web Page and go to the OOD and Duty page - it clearly shows the starting times and sequence for both Pursuit and Class racing. All you need is to print it off and then take it with you when you come sailing.

If that's still a problem just come down and have a go, any of the fleet will give you the nod and some help with starts. All you need for the route (*Do you mean course? - ed*) is one of the club's self adhesive stickers which clearly shows the positions of all the numbered buoys on the reservoir. Then use a chinagraph pencil to write down the route on the sticker and you are away. If you don't race because you think you're not good enough you will never get better until you try. I wouldn't race until two years ago, but I believe my sailing has improved dramatically purely because racing gives you something to measure yourself against. You will get a great deal more satisfaction from racing after you get over the self frustration with yourself (*as opposed to my self frustration with everyone else - ed*). Initially everyone makes silly errors but by getting stuck in you can learn from them, improve and gain a huge sense of satisfaction.

We have over twenty Solos now berthed at the club - let's all make the effort this year to start racing and get more fun out of Solo sailing at Chelmarsh.

### **Solo Training Day with David Griffiss Saturday 19th April**

David Griffiss has volunteered to give us all a day's sail training and the theme will be better boat control and positioning for race starting. David joined our fleet last year and has won every Solo Fleet race he entered, so he brings a wealth of experience and tips for all levels of the fleet. The day will start at 10.am and will finish about 5.0pm

This is a day for all Solo sailors so make the date in your dairy now and I look forward to seeing you all on the day. Run by Solo sailors, the aim is to make us all better in some area of our sailing.

You then have 6 weeks to practice your new skills ready for the

### **Solo Open - 31st May**

So while you have your diaries out this is a 'must attend' day - we had a great turnout last year with 22 boats racing.

For the other readers of our fleet page if you want to find out more about sailing a Solo give me a ring: 01384 878426 or email me at [solo@calladine26.fsnet.co.uk](mailto:solo@calladine26.fsnet.co.uk).

Don't be afraid to try the club Solo. Whatever rumours you have heard about my shipwright capabilities the self-bailers now point backwards!

### **Grahame Calladine**

My first impressions from watching a few small boats bobbing around in the water was; 'boring' (standard youth comment)...

## The Need for Speed

---

***Not many new members get to experience sailing both GP14s and Fireballs in their first month of sailing - but then not everyone has Pip's determination to succeed in sailing quickly. There's just no stopping some people!***

Being a teenager, I can't say I was all that impressed when the parents (Mike and Fiona) told me they had bought a GP14 boat. But just to make them happy, I tagged along to Chelmarsh to see what it was all about.

My first impressions from watching a few small boats bobbing around in the water was; 'boring' (standard youth comment) and 'it can't be that hard = if Mom and Dad can, I can!'

As encouragement, the parents paid for a family membership, in the hope I'd give it a go. Little did I know; when Mom couldn't crew one day I was forced to substitute. Next thing I know, I'm in a wet-suit sat in our GP and being told to mind the boom, ouch! Must remember that one.

There were far too many multi-coloured ropes I was being told to pull at once, it seemed. After my first race, I had to re-evaluate my opinion of sailing to; 'actually quite tricky = skills

needed'. I don't like being bad at things, and felt forced to sail again, this time there was more wind. I didn't realise how fun, hanging out of a tilting boat could be. This started my need for speed. Looking around at other boats on the water I just had to ask the question; 'Dad, are their boats faster or can't you sail?' The reply was: 'that boat is a Fireball, they are faster boats.'

Not long after that, I was asked by David Tucker, to crew his Fireball. Scared at first but also curious, I gave it a go. I found it so much better than the GP. It was more exciting in bigger winds and had the added bonus of the trapeze, which I forgot to hook my harness onto, many a time.

Learning to sail in the Fireball is enjoyable as things happen quicker, this makes it more challenging. Of course wind also helps.

There is an on-going disagreement between the GP14 and Fireball sailors, but I must say as a young whipper-snapper, I prefer the Fireball!

***Filippa Greene (Pip)***

### Sailing Secretary Speaks

***I have been doing the results for a year now. As I write, we are in the middle of the Snowflake series and for me this means a quiet time of year. Normally the Sailing Secretary would be planning the rota for the new year but this has now been taken over by Hilary Davies.***

The publication of results on the website, [www.chelmarshsailing.org.uk](http://www.chelmarshsailing.org.uk), is a well established feature now and I hope that you have all have got used to the PDF file type. I try to send all the competitors a notification of the update of the results by email. If you are a competitor and do not receive this notification it could be that I do not have your email address. Alternatively I might just as easily have forgotten to add your name! Please drop me an email if this is the case.

The 2003 results table is now the first one on the results page of our website. I hope soon to give you links to the results via drop down menus on the home page. This should be up and running by the time you read this.

I am very much looking forward to many more races in 2003. Most of all I want to have fun sailing. The new Fireball is really great. No excuses now!

If anyone living more local to Chelmarsh could help with printing out and posting paper copies of the results sheets on the notice board I would be very pleased to hear from them.

***David***  
***Honorary Sailing Secretary***  
***david@willeyfurnace.freeserve.co.uk***



## Opportunities in Sail Training

---

*Over recent years the training activities here at Chelmarsh have become an integral part of our sailing programme. The following training courses provide an ideal opportunity to spend several days of an otherwise busy lifestyle on an intense sailing programme with the added promise of achieving rapid progress in your sailing skills.*

Due to the anticipated closure of the clubhouse for refurbishment, the Committee have reluctantly decided against holding an RYA Junior Beginners course this year. It was felt that the Training Centre could not guarantee to provide the necessary facilities to meet the onshore support and safety requirements.

### **Adult Beginners RYA level 1/2 course on five days from 12 April to 5 May.**

Probably the most efficient and enjoyable way to learn to sail using GP14 dinghies, this course is led by Gary Hodgkinson.

Application forms and further details from **Hilary Davies: 01746 862652;**  
[hilarydavies@supanet.com](mailto:hilarydavies@supanet.com)

### **Adult Improvers on three Saturdays commencing 7 June.**

The intention here is to provide those who have recently learnt to sail with the opportunity to practise their skills in a supervised environment and thus gain more confidence before embarking on the Sunday racing scene. Some may wish to try sailing a different type of dinghy.

**Contact Jonathan Carter: 07799 620858; [jc@matm.co.uk](mailto:jc@matm.co.uk)**

### **RYA Red Racing Badge / Stage Three on 21 April, 26 April and 3 May.**

This course is for all young sailors who have already learnt the basic sailing skills and want to progress to the next stage. Trainees will be grouped according to experience, and receive appropriate instruction towards their next award.

Application forms and further details from **Arthur Allen: 01384 422427;**  
[arthur.allen@lineone.net](mailto:arthur.allen@lineone.net)

### **RYA Seamanship Course on 6 and 13 September.**

An enjoyable experience for those who have already learnt the basic sailing skills. This course provides the necessary boat-handling skills to enable candidates to make seamanlike decisions appropriate to prevailing weather conditions.

**Contact Simon or Marcelle Kite: 01952 463892; [kitefamily@blueyonder.co.uk](mailto:kitefamily@blueyonder.co.uk)**

### **RYA Instructor Course in September and October.**

Coached by Frank Nickless, this is an exciting challenge which requires total commitment throughout the course. Candidates must be over 16 years, be confident helms in all sailing weather and have a desire to train others. I have already received bookings from several candidates but there are still places available on this course. I can provide interested parties with more information including the Coach's Handbook.

**Contact Hilary Davies: 01746 862652; [hilarydavies@supanet.com](mailto:hilarydavies@supanet.com)**

Looking forward to seeing you in 2003.

**Hilary Davies**

---

... 'Well, you tie this bit on to there' advice from Uncle Tim we got the thing on the water.

## Vareo-iety is the Spice of Life

*As the latest in the craze for asymmetric dinghies comes to Chelmarsh, Neil Trinder writes about his new toy - an RS Vareo*

*When I was asked to write about my new purchase for NewsBrief, my first thought was of Jon Sproson, who got there before me and that's where it began.*

There I was thinking one day whilst watching some serious pursuit racing going on: 'It's about time I moved on to something different'. Don't get me wrong, I had had a good time with the Solo, but I wanted a new challenge. And suddenly there it was, a single hander with a huge spinnaker out front bombing across the lake.

I asked Jon what it was and where I could get one to try. A quick phone call later to Greg at Purple and I had arranged to borrow their demonstrator. Having got it to the club I was left with the next challenge - rigging. With the help of Sam, Dave Williams and expert 'Well, you tie this bit on to there' advice from Uncle Tim we got the thing on the water.

I said to Dave, who manned the rescue boat with Sam: 'I'm not going to hoist the spinnaker until I get used to it a bit'. Who was I trying to kid? After finding out how responsive it was and how quick it went uphill, it just didn't seem right not to find out how fast it would go the other way. So a few duckings later, Dave had a go, got wet after repeating the same falsehoods that I had, and came off the water with a beatific sloppy grin on his face.

We both found out that this was fun - I just had to have one. After some very rapid negotiations, and an even more rapid sale of a Solo later. I took delivery of 'Neily Secundus' from RS. At under £5000 complete with racing rig, it was very good value for money. There is a choice of sail plan to enable youngsters or the inexperienced to sail it with a reefed down sail without spinney. It can be used as a double hander or even have 1 adult & 2 children in it; truly living up to the name of Vareo. But it really comes into its own in full racing rig in the right hands, as Matt Thursfield can tell you.

We have two on the water and a little bird tells me it soon might be three. I know all that have sailed it have made very positive remarks about it. But hey, make up your own mind; have a go, who knows? You might just get as hooked as I have. See you on the water!

**Neil Trinder**

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I warned Ken, I did odd things in a capsized but he was still surprised by the triple somersault and half pike...

## What Keeps us Coming Back to Chelmarsh

Is it tenacity? You start, having no idea what to do but you don't give up (this can be a long stage). Is it the companionship and support of others at the club? The desire to win? The verbal sparring with your spouse. Perhaps there's a touch of masochism in there too. There's nothing like the cold shock of a capsized in winter to waken the senses and allow you to feel virtuous about that first drink! Watching the seasons come and go on the lake is worthwhile in itself. I have been reprimanded more than once for gazing at a pinky sky as the spinnaker collapsed! Recently, we watched a gaggle of Canada geese take off, so close it was just like a clip from 'Fly away home'.

We have even seen enthusiasm from our most difficult convert, Emma, who is now begging to have a Topper purchased for her sole use. Pippa, (our eldest) took instantly to crewing Fireball, after starting out in our GP. It is wonderful sharing an activity the whole family can agree on and this is in fact unique in our household.

Sailing at Chelmarsh has many different facets. Just when you think you've had enough of sailing with your spouse along comes an offer to crew for someone else. This brings with it new perspective and skills. I warned Ken, I did odd things in a capsized but he was still surprised by the triple somersault and half pike (is there someone out there who can explain the correct procedure please?). My spinnaker technique also proved rather taxing. Mike and I have not often sampled victory but for Ken it was rather difficult to throw away a blazing lead when I systematically launched the spinnaker through 'the slot' - the teeth marks in the boom are only superficial and Ken is expected to make a full recovery. I did learn from the experience and would be happy to repeat it. So thank you Ken for your guidance and patience; 'by jove I think I've got it now!'

So, for whatever the reason - 12802 will be there!

**Fiona and Mike Greene**  
GP12802

### Chelmarsh Sailing Club Rugby Shirt Order Form

*Front Row Rugby Shirts, now available at cost price. Normal retail at least £35 each. Special club price is £25 to include embroidery of Chelmarsh Sailing Club Logo, leopard burgee and boat name or number.*

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## Sailing By Photo Competition

### Win a fabulous enlarged framed version of your picture

*We're on the lookout for your sailing pics. They may be humorous, factual, exciting, personal, abstract or beautiful, the only condition is that they must all relate to dinghy sailing.*

All photos will be judged on the basis of creative content, technical merit and aesthetic beauty. The winner will get their sailing photograph enlarged to A3 and framed by local experts, Maws Gallery.

NewsBrief is proud to have secured the services of professional marine photographer, Martin Turtle of Turtle photography to judge the competition. He has also generously agreed to enlarge the winning shot up to A3 in size. Those of you who travel to Abersoch, especially the Fireball fleet, will know of his work which is also used extensively in leading sailing brochures and magazines. For more details and examples of his photography, visit Turtle's online gallery at [www.turtlephotography.co.uk](http://www.turtlephotography.co.uk).

Entries must be in by August 1, 2003. The winner will be announced at the annual dinner dance, November 22, Spring Grove House Bewdley, after which the winning framed photograph will be exhibited in the (refurbished) clubhouse for a month and publicised in the Autumn edition of NewsBrief.

The competition is only open to members of Chelmarsh Sailing Club, their spouses and immediate family. The judge's decision is final and no correspondence shall be entered into. Unfortunately the organisers cannot guarantee to return non-winning photographs and it is suggested that if valuable, a reprint is submitted.

Digital photography will be considered if printed to 300dpi (minimum). Please send your entries (before August 1) complete with your contact details and a caption to:

*Jonathan Carter, CSC NewsBrief Editor  
2, King Charles Barns, Madeley, Telford. TF7 5BW*

*Best of luck to you all...*

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