



## September 2013 newsletter

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### Commodore's Blog

Well, if last week was about the Care Quality Commission Review of the oldies sailing, this week it must be OFSTED reporting on the club's youth activities, and from what I saw, we must have passed with flying colours.

Sunday saw the last of the Junior Fun Sundays, and the success of this venture is not to be underestimated. A couple of years ago there were 20 juniors signed up for the fun/training events - that number has swelled to 120, and it felt as though most of them were at the club this weekend. To see so many happy smiling faces is fantastic, and it was wonderful to see them out in their Oppies, Toppers and Teras having such fun - although it was a mystery to the Solo sailors as to why the Toppers started their fun race 30 seconds before the Solo start! Rumour has it that Chris Goldhawk is still claiming he is under 35 years old, and wanted to be a part of the junior event so he let them through!

After the sailing, there was a junior prize giving and meal. There were prizes for everything from the most smiley, to the saddest, the wettest and even the fastest. A great time was had by all, with special mention going to Ali Woodiwiss who has done so much over the past three years to organise and grow the youth sailing at the club. Well done Ali, you will be a hard act to follow!



### What's on

5th and 6th October	Europe Inlands
19th and 20th October	RS 200 Inlands
23rd October	Annual General Meeting
27th October	Visitors' Day, RNLi Trophies and Top Club
6th November	Jon Emmett talk
9th November	Annual prize giving
30th November, 1st December	Bristol Brew (University team racing)
26th December	TAP Trophy (no general sailing)
1st January	Resolution Trophy (no general sailing)

Away from the club, this week saw the final race of the America's Cup - it must surely rank as one of those 'where were you when' moments. I was in the Fowey Yacht Club watching it on a big screen with many like minded sailors who created a great atmosphere for the occasion. The TV coverage has been fantastic and it was great to see Ben leading the way ( even if I did feel a little sorry for the Kiwis).

Forthcoming at the club are the Europe Inland Championships (5/6 Oct with normal club sailing and racing as well), the RS200 Inland championships for which we expect a big turnout (19/20 Oct - no club racing on the Sunday), and don't forget the AGM on the revised date of 23 October - do come and let the committee have your view on what your club can be doing better for you.

Finally, a number of the older members, including some of those who were around when the club was founded, have produced a book with much interesting information about the lake and sailing club and some historic, as well as current, photos of members and their boats. A lot of hard work has gone into the book and it is well worth buying - do speak to any member of the committee who will be able to let you see and buy a copy.



The Commodore as you've never seen him before

### Three men and a book

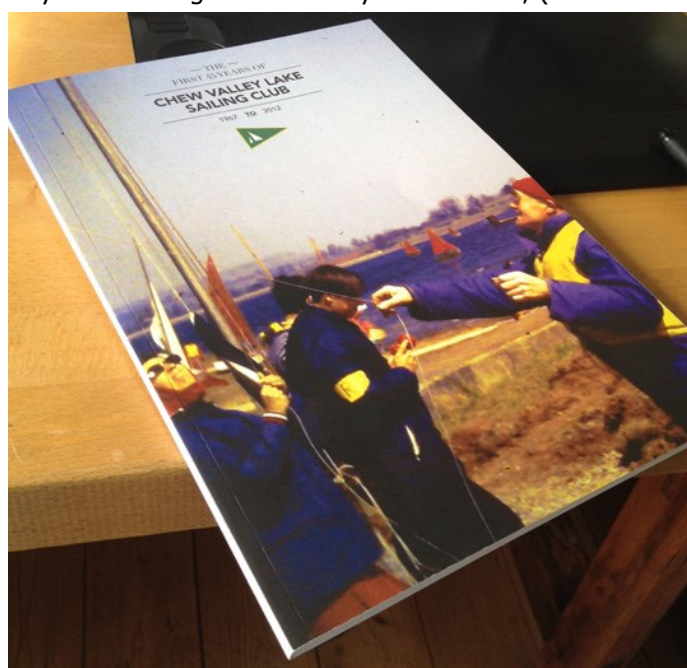
This story started around March 2011 with three guys sat in the bar reminiscing about the sailing club and "the good old days" when it suddenly dawned upon them; why not write about those good old days, in fact lets go back to before C.V.L.S.C. existed and chart its history from that day to this.

Those three guys were Peter Cheek who, now in his 85th year, was a founder member of the club; David Macklin, now in his eighties and also a founder member of the club and myself, Brian Brooks, not quite as old as the other two but a long time member of the club with a fairly good memory that goes back quite a way.

Without too much delay we put certain plans in place that would hopefully chart the history of the C.V.L.S.C. Whilst writing about the very early days, David Macklin spent many hours sifting through available early minutes, some of his own, and some of those fortunately saved and given to him by Frank Webb, (one of the initial founders and committee members) a few years ago. Even with all this research, together with our own and other long standing member's memories, we still seemed to find ourselves with some uncertainties and unfilled gaps, both for then and through the middle years, as sadly most of the Club's official records have been lost in the annals of time.

It was therefore very tempting at this stage to drop the whole idea due to the fear of making small inaccuracies or possibly omitting something which should have been included. History is nothing without accuracy, and the Club's history involves many stages and events involving a large number of member's contributions towards its development over the years.

However it did seem a shame to waste so much of



the work that we had already written, and let all the information diligently accumulated by us go unrecorded before it was lost for ever, so we decided to proceed with our project. Rather than giving it the pedantic and authoritative title of "The History of Chew Valley Lake Sailing Club" we could just simply call it "The First 45 Year of Chew Valley Lake Sailing Club", which would be our own story, written as accurately as possible using information available together with our combined knowledge and experiences. We would aim to mention as many significant members as we could remember, or had information about, and hope that any omission of either events or members, who contributed to the Club's development, would be forgiven.

Having settled on this approach to the book we still met with queries from members who were helping us with information and who asked why we were writing it now with the title of the first 45 years? Seeing that the first 50 year Anniversary would be approaching why not wait and have it ready for 50 years?

Well the answer to that one is in the second Paragraph. The ages of the two principle contributor as well as other members from whom we needed information about the early years, and whose own ages were also equal to or older than 85, meant that we had to strike whilst the iron was hot and we could still remember dates, times and incidents. Another five year wait might possibly have put paid to the whole idea.

And so very briefly, what does the book do and what does it tell us? The book makes the point right at the beginning that it's not about personalities; names have been left out for fear of upsetting those members that feel they deserve a mention. Names and honours have only been included where it was felt necessary to complete the specific section or where a significant part was played by certain members in the development of our club.

The book concentrates on a club owned and run by its members – we have all in one way or another played our part in the development of this club and put it where it is today; a premier sailing club in Britain.

It charts the clubs progress from the point in time when ideas were being put forward to try and persuade Bristol Water to permit sailing on the lake through to the club as we see it today.



Should you decide to purchase a copy of the book please bear in mind that not one of the three authors is considered to be an accomplished writer. Without the help of Nigel Carson and his wife Shelley, Ian Collis-Smith (Fanatic Designs) and many members too numerous to name here, this book may never have been finished and most of you would never know how the past has shaped this club of today.

However the book has been completed and it has been left open at the end to allow its update for a 50th Anniversary edition to be produced if so desired – but not by us three

Copies of the book are available from behind the bar in the sailing club. Hurry while stocks last!

Brian Brooks

## Vice Commodore's report

As I will be standing down as Vice Commodore at the AGM, I thought I would jot down a few thoughts on the insight I have gained. As I will be standing down as Vice Commodore at the AGM, I thought I would jot down a few thoughts on the insight I have gained about the club during my time in office. I joined CVLSC over 20 years ago and taught all three of my children to sail at the club – indeed I am proud to report that they are all rather better sailors than I am despite my having over 50 years of practice. Their success is in no small part thanks to the members of the club and its various committees past and present who did so much to inspire and encourage them. When I retired a few years ago, I was keen to 'give something back' and was initially appointed as Sailing Secretary, but rapidly found myself being asked to fill the newly vacated position of VC. My involvement therefore required me to participate in both the sailing and general committees. The sailing committee deals with all matters at the club related to sailing events, whereas the general committee has overall responsibility for all matters at Chew.

I, and other members of the committees, regularly receive e mail and other communications from members referring to Chew as being 'your' club. The first point I should make is that the committee members are all volunteers willingly (in most cases!) freely giving of their time to help maintain and develop



the club. None of them has any ownership interest and are all working on behalf of the members, not for personal interest. If members need something doing, it is often the committee and a small band of other willing helpers who make the change. It should be recognised, however, that all the volunteers have finite amounts of free time and many give a huge amount to the club with little by way of recognition or thanks. I am frankly in awe of the commitment and hard work given by so few to keep the club running in such an efficient and cost effective manner.

I also receive many critical comments and whilst this is only right – as noted above, it is your club, and we want to make it as good as possible for all members – it can also be frustrating if the complaint is about the behaviour of a member or group of members. Typically complaints are about the poor execution of duties, or about the lack of respect of the club premises or equipment (e.g. the failure to properly look after the club boats). I find these comments disappointing as we all work hard to find the subscriptions that pay for the equipment, or like to enjoy sailing knowing there is a watchful rescue team on hand. When we see boats being dragged up the slipways without trolleys, or the rescue teams failing to respond to a person in difficulties then all members are affected. Duties only come around a couple of times a year and we all owe it to our fellow members to make the most of the day.

There have been many successes over the past couple of years from the development of the ladies and disabled showers to the revitalised galley and the boom in youth sailing and the RYA training team. Each of these has taken time, planning, energy and enthusiasm. Add to this the wonderful water on which we sail, the camaraderie that is available to those that seek it, and range of sailing activities offered at Chew make it one of the best inland sailing clubs in the country.

There is of course so much more that could be done. Personally, I would love to see more juniors participate in club racing and go forward to the National circuit events. I would also love to see another two man dinghy gain fleet status - we have in the past come close with the RS200, but there have never been quite enough to justify a full fleet. The club racing continues to attract a reasonable turnout, but I

would love to see this expand with new people trying their hand at racing and taking on some of the club experts.

In summary we have much to be proud of at Chew, and there is a band of committed volunteers who need our heartfelt thanks. I recognise the many time pressures we all feel, and know that had I more time, there would have been much more I would have liked to have done for the club. I shall certainly continue to support the committees and volunteer to help where I can. Do remember Chew is a members club – with help and consideration from all members, it can be even better than it is!

Simon Chapman

## Laser Fleet News

Since the May Newsletter, the much anticipated Wednesday evening series has been and gone and since the May Newsletter, the much anticipated Wednesday evening series has been and gone and there was another very windy Laser and Solo open in June. Lots of sailors have enjoyed racing or cruising in the best weather for several years!! Maybe a little light at times but sunshine, good company and our beautiful lake – what more could you ask!!

How did Wednesday evenings go so fast? As always there was good competition everywhere in the fleet and it was great to see some new faces. The “talented youth” have been regularly represented by James Cummins and Henry Martindale and, when exams and squad activities allow, by Ed Jones and Ellie Cumpsty. It is good to have such fabulous young sailors at Chew..... the future of the fleet!!



New faces are appearing on Sundays too including some more female laser sailors (Hoorah!!). Do come and join in the racing, there is a wealth of experience and advice to draw on.

Well done to Steve Smith who won the coveted Wednesday Evening series AND the Admirals Chase. Julian Cooke was 2nd and Pete Sherwin 3rd on Wednesday Evening with Alastair Mitchell and Phil Pattullo 4th and 5<sup>th</sup>. There were 24 qualifiers and another 34 Lasers raced at least once. Wouldn't it be great to get us ALL on the water at one time.... maybe next year!! . I should also mention that Hugh Nettelfield and Damian Boreham joined the list of happy Wednesday evening race winners



The Sunday series are somewhat less frenetic than Wednesday evenings and therefore, for some, more enjoyable, especially when there is time for a good

natter over lunch!! The summer series saw 3 qualifiers: Andrew Jones, Jon Lewis and Jan Frayne. Turnouts for Autumn am and pm series have been really good so far and those series continue until the middle of October.

As far as I can tell the use of replica sails has been a success and I haven't heard mutterings that they are giving unfair advantage – we did agree to a formal review early next year. No doubt someone will remind me!!

Further afield, Steve Smith and Jon Lewis have been to some open events and qualifiers and at the Masters Nationals, Peter Sherwin once again impressed, being 5<sup>th</sup> overall in the Standards and 2<sup>nd</sup> in the Grand Master.

Finally a brief mention of the WINDY Open in June. Despite the forecast, 29 boats turned up. Eight wise souls are recorded as DNC although most did venture out for a short time!! Chew sailors were well represented in the prizes: Peter Sherwin 1<sup>st</sup> standard, Julian Cooke 3<sup>rd</sup> standard, Ellie Cumpsty 2<sup>nd</sup> radial, James Cummins and Jess Harding 1<sup>st</sup> and 2<sup>nd</sup> 4.7 . Well done to everyone who braved the elements!!

All the results of all the club series and full results for the Open are on the club website.

If I have missed reporting a significant event or personal triumph, humble apologies – please come and tell me!! Here's to a great autumn and winter of sailing and look out for details of the Laser fleet Christmas meal – likely date 7<sup>th</sup> December.

Helen Martin

## A date for your diary



Chew Valley Lake Sailing Club is delighted to be hosting **Jon Emmett** for an interactive evening talk on **Wednesday 6th November**.

Jon is the UK 2013 Laser Radial National Champion, Masters National Champion and was the dedicated coach to the 2012 Olympic Laser Radial Gold medal winner, Zu Lija. Author of "Be your own racing coach" and "Be your own tactics coach", his talk will be of interest to sailors of all types of boat.

The bar will be open and doors open from 7pm. Do come along and enjoy an insightful and informative evening with one of the country's finest sailors and coaches.

Don't forget to bring all of your dinghy racing and coaching questions for Jon!



## Lake and Cake, Ladies Day and the Ladies Race 2013– Ladies sailing goes from strength to strength and we have had lots of fun too!!

**MAY.** The first May Bank Holiday Monday dawned warm, sunny and with a gentle breeze forecast – what better way to encourage sailors onto the water. Seventeen ladies gathered in the bar for an informal briefing... a few suggestions of where to sail, what to practice or “do your own thing” BUT meet for tea and cake later!! The wind died as we launched and then filled in in pockets, so boats headed off in all directions to-



Ladies race 2013, prize winners, participants and supporters  
*The obvious “non-ladies” in the picture have been stalwart supporters, launchers, rigging advisers, race coaches, race officers and cake eaters!! A huge*

wards elusive patches of wind. Ideas of group activities were abandoned and we enjoyed the lovely scenery and being out on the lake in company and knowing that someone was on the lookout. AND what a treat to be able to sit on the balcony in the afternoon sunshine for tea and cake.  
**JUNE and JULY.** After another informal session in early June with better sailing breeze we were all set for the first Ladies day – with the following planned!!

### Ladies Day Saturday 6<sup>th</sup> July 2013

*To encourage more women to take the helm and to enter the ladies race, we are trialling this format for 2013. Crews do not have to be female.*

#### **Training / practice / social sailing in the morning,**

briefing at 11.00 – rigged and ready to sail

#### **Ladies Race in the afternoon** (or social sailing if racing isn't for you)

Separate starts for experienced racers and novice/developing racers

Briefing at 1.30, first start 2pm

**Tea and cake after sailing –proceeds to the Ewings Sarcoma Research Trust**

A magnificent summer's day, 20+ enthusiastic sailors, a race team and safety crew and no wind!! We still had a great day... after some rigging tips and a briefing on flags, sound signals, courses etc. a few of us ventured out for a drift and then a paddle to the shore for lunch!! We sat in the sun, the race start was postponed and postponed until it



was finally agreed to run a practice race and reschedule the Trophy race to another day. Fourteen boats drifted over the start line towards the windward mark, 15 minutes into the race a lovely breeze came in !! A great sail followed by tea and cake, raising nearly £250.00 for the Ewings Sarcoma Research Trust.

**AUGUST.** Thanks to Steve Smith for this section.

The August Ladies Lake and Cake offered race coaching for any ladies that wanted to progress in their dinghy racing... and we certainly weren't short of interest!

An excellent forecast of sun and light to moderate breezes turned out to be spot on. 10 ladies enjoyed an afternoon of fun and learning in a friendly environment. There was plenty of lively competitive spirit on show as well... who says the ladies can't enjoy a bit of fun competition! Steve Smith and Steve Turner ran the coaching day with help from Helen Martin. The format of lots of very short windward-leeward courses went down a treat! There was plenty of exciting close racing and the chance to 'have another go' within only a few minutes. Everybody came ashore buzzing... and certainly slept well that night!

**SEPTEMBER** Again, thank you Steve!!

Ladies Race Report. A great turnout of 20 entries mixed with light airs made for a challenging annual ladies race in 2013, with concentration and composure the order of the day! Helen Martin certainly demonstrated these skills in her Laser to get off to the best start across the race fleet and lead at the windward mark. Primrose Salt and Hillary Ross also got off to solid starts and it was these three competitors that would go on to set the pace throughout the race.

From ashore it appeared that a zephyr of wind seemed to stay with the front group throughout the race and leave all others despairing in flat calm! Julia Tink and Jane Bassett in their Lasers just managed to grab a piece of this pressure to stay with the leading pack.

The second lap saw little change in the race dynamics, although Jane Bassett spotted better pressure on the left hand side of the beat to pass Julia Tink.

Helen Martin sailed the pressure very well to cross the line first on elapsed time, but never quite got the separation and magic 'puff' to allow her to pull away from Primrose Salt in the Streaker. So Primrose was the deserving overall winner on corrected time and collects the coveted ladies trophy!

Unnoticed behind the leading pack, Dot Macklin quietly and efficiently went about her business in her Solo to take third place. (How lovely to see Dot on the water again, And what an inspiration!!) Hilary Ross in her Byte showed just how much her dinghy racing had improved to pick up fourth spot. There were some special prizes awarded including first youths, Lizzie Cooke and Esme. The prize for Endeavour went to Cathy Bartram. She only learned to sail last year and has



taken every opportunity to practice and improve.

Overall it seems that experience definitely paid on the day! But with a blossoming fleet of lady sailors improving all the time it won't be long before the established pecking order is challenged...will it be 2014!? The Chew ladies really are onto something special just now. So come and join in! It doesn't matter if you're just starting out or perhaps if you have a bit of experience but other things have been getting in the way. Now really is the time...so come and join us again in 2014!

## Whither the Skiff?

Is it the countrywide demographic? Is it the harbinger of old age which we read about finally coming home to roost? Or is it the price of sailing generally?

Her Majesty's Government has been wringing its hands fretting about a huge upcoming pension and medical liability of an ageing population for years. We are told the "less than numerous" younger generation will be called upon to un-trouser cash to pay for this when we all start dribbling. They can, we are told, ill-afford it, so we will all have to keep working and not fall ill.

But the real worry is, as one who loves sailing, the lack of twenty and thirty some-things who used to array the sailing scene; who, not so long ago, could be seen hanging from the distal end of a skiff centreboard for the umpteenth time that day. And who form, or at least used to, the backbone of the open meeting circuit such as was seen in 1960's -80's club sailing scene.

In speaking of "youth" I reference not the numerous parentally catalysed Topper or Feva sailors who are part of the Zone squad passing through Chew en route to Olympic glory; for despite this obvious and excellent enthusiasm, there seems to be something wrong? The considerable efforts of the RYA and even our own dedicated training instructors seem unable to reverse the haemorrhage of interest when this cohort reaches about the age of seventeen. Olympic places seem hard to come by for some reason and dreams like that are hard to realise.

At a recent Chronological Challenge race, held by Chew, sailors were grouped according to age: most of the sailors (with apologies to the obvious exceptions) who braved the conditions could remember the Harold Wilson administration, the Three Day Week, decimalisation, all with ease, or at least, when prompted. There were not many takers under the age of thirty.

Tellingly, none of the dinghy designs featuring in this handicap

race (Buzz excepted) dated from more recently than 1969. Here I refer of course to the trusty Laser. But there were no skiffs: no teams of young men and women, beating up the lake in their





RS800's or Musto Skiffs.

Until recently, almost the totality of fifty years of contemporary music was written on a Fender Stratocaster or Telecaster. Or, a Gibson Les Paul. These are instruments designed in the 1950's. This is surprising given how recherché and avant garde the music world would have you believe, it is. One would think much the same of the sailing scene which also prides itself on progression and advancement.

Apart from the stellar success of the RS200, and superb youth designs such as the Tera and Feva the RS mainstream line up is looking a bit jaded these days, even with all their marketing fire-power. Viz: the RS300, RS700, RS600. I could go on. Ok then, I will: the RS500 (23 starters at the Nationals this year, which is dire).

But interestingly some of the older dinghy classes are surviving remarkably well against very stiff opposition from these newer and sexier classes. For some reason we are content to sail around in what can only be described as anachronisms. It is most odd even given the age of the sailing populous. I mean to say, most of us own a car design which is less than fifteen years old, so why not our racing dinghies?

Take the Flying Fifteen class, which nation-wide is in remarkable health. It has cheerfully batted off the RS Elite, the K6 and, looks like will be around long after the SB3 (or whatever it is now called) has joined the footnotes of sailing history. Uffa Fox, were he alive today, would I fancy, be astonished at the current interest in his classic design. By all accounts (I say "all accounts"; we must assume perhaps just his account) Uffa penned the Fifteen in his mind while lying in the bath. Circa 1947.

These days at Chew there are up to ten Fifteens on the start. All are sailed to a good standard and are recent FRP boats. From what I can see, the racing is superb; the camaraderie excellent. (Quite a few Fifteen owners are even up to date with their boat parking charges). The Flying Fifteen nationals at Weymouth this year gained an attendance of forty. True, this is well down from 2011 when the start saw over 90 boats, but it is excellent all the same. Chew Valley SC Ian Cadwalader and Dave Sweet came a superb fifth this year against a star-studded fleet of rock stars and full time pro teams.

For a time, the Fireball looked down on its luck too perhaps wilting under the strain of RS, but



these days, as a class, it is resurgent. At one point, the Fireball was the slowest trapeze boat on the lake. Now, it is practically the only trapeze boat on the lake. Derian and Andy Scott came a very creditable twenty fifth, (thirteenth British boat) at the recent Fireball worlds in their oft seen boat "Southpaws". This is all the more excellent when taking into account Andy's recent debilitating illness. Well done Andy and Derian.

The diminutive and clunking Solo is another startling winner in this strange aspic tendency. Jack Holt cobbled together his ugly duckling in 1956 at which time Anthony Eden was prime minister and we were in the midst of the Suez crisis. Luckily, Holt saw fit to incorporate a coffee table in the middle of the boat. Anyone who has crossed the Solo quickly or sailed one in light airs will testify that this is an excellent feature. Certainly in the intervening period no-one has come up with a better idea.

Since then there has been a bewildering array of single-handers offered to the sail-buying public. None, with the obvious exception of the Laser, has really "taken". And even despite its age, the Solo now has a level of interest almost unmatched by any other class in the UK. There were over one hundred Solo starters at the 2013 Nationals and nearly the same at the Inlands, this year. This is over double that of the Laser, amazingly.



Even so the demographic of the average Solo helm is worryingly high. Not necessarily a se-quitur but Chris Goldhawk representing Chew, came eighth at the inlands which is a brilliant achievement (for one who will not see fifty again).

True there has been progress in the design of rigs and materials used to build these more established classes. Messrs Holt, Fox, Milne and Proctor would barely recognise what fifty or sixty years has done to their original prototypes. But this is as nothing to what the same period has done to people who sail them.

So why has the skiff not flown for longer, at Chew certainly? A number of reasons I fancy. The first is, time. The time required to learn how to sail a skiff, such as a Musto, is huge. I can speak from experience since I was mistaken enough to own one for a while. Though I devoted practically every spare moment to taming it, I never came close to remaining under the mast for very long.

One has huge respect to those who can sail a Musto Skiff properly; witness our own Tim Johnson in this. But those people are rare indeed. Even Tim will admit that he had a blast sailing a Solo to good effect in Salcombe this year, which event, incidentally, he won: against the likes of multiple champions Roger Tushingham and Phil King. (Worthy of note too are the two young Johnson boys, Jack and Finn, who also did brilliantly in their Tera's respectively second and third in the Junior handicap class at the hard fought Salcombe event this year; sailing fast at Salcombe takes real talent which plainly they have. High achievement awaits

them both).

Another factor for all but the best is the design wind of the "skiff". For the skiff may be a total blast in a steady force three, but a pain in anything less than a two and pant-wetingly scary in much over a gusty five at which point it requires real talent to sail. The trad classes will, for the average team, allow competition from anything from a three knot breeze through to thirty.



Finally and I suspect this is the deal breaker: in the case of the Fifteen and Fireball etc, the kite is symmetrical. Fuddy-duddy it may be but this is a quick way down wind when handicap sailing; i.e. most of the time, for most people, for most inland and restricted water clubs. Perhaps for this reason, one of the Queens of dinghy sailing, and a personal favourite, the Merlin Rocket is more popular than ever, despite its cost. Some of the teams in that class are even quite young.

Do we blame the skiff or lack of proper asymmetric racing for lack of "younger" members? I am not sure we can. Of course there are exceptions such as the aforementioned RS200 and the spectacular RS100 which looks promising too.

But the Solo, Fifteen, the excellent tactician's Scorpion and so on, for all the racing we enjoy in them, do not and cannot really appeal to the "Facebook generation" for very much longer can they? Fifty, sixty years on, they do endure; far beyond the wildest dreams of their original designers. I for one applaud this, but then, I am well over fifty myself so my view hardly matters.

Sales, I hear, of Fender and Gibson guitars are well down; they are victims of drum and bass. Where next, dinghy sailing? Is it in good health? I do hope so; for it has been unbelievably good to those of us who have sailed and raced for so long.



All this said, should you be contemplating a change of racing class, wherever you fit in HMG's pension projections, benefactor or burdened? To conclude I can only take you to the sage words of John Lewis, one of the club's relatively few youngsters. He is under forty and naturally always speaks sense as a result. From him, with decidedly suspect syntax and articulation in a Northern accent, you can discern the following:

*It's a no-brainer: go with flow.  
Yeah, its gotta be done"*

So, maybe John Lewis has the answer: those old-timers, both boats and teams, will teach you a thing or two where the racing is second to none. It seems this is where it is all at: for the moment, anyway. However, seems to me the future looks "interesting".

Graham Cranford Smith. Solo 5444: "The only grey in the village".



## August Antics does it 'Down Under'

Thirty five children took part in the annual fun filled sailing event (with an Aussie theme) over the Bank Holiday weekend culminating in the hotly contested Monday afternoon race and the water fight afterwards. Marcus Stevens (from Tasmanian Devils) was the Topper race winner closely followed by Jago Lott and then Lizzie Cook. Poppy Lott (from Kangaroos) was the first Tera home and Noah Sheriff the first Topper 4.2 home. Thanks must go to Julian Cooke who acted as Race Officer and introduced the children to the basics of racing. Not to be outdone Jamie Lott organised a really fantastic Oppie race (Possums and Koalas) with a Le Mans like start with parents helping to see off their charges and see them back in at the finish. The "Pink Flotilla" (Oppie's bright pink sail) were a joy to see sailing so well on the water and the eventual winner was Sophia Karakusevic (Possums) with Sam Stevens (Koalas) putting in the best performance from the other group. Cath Walsh is to be thanked for sourcing the T-shirts, the race prizes, helper gifts, ducks and the sweetsies.



We had good winds all weekend although the low cloud stayed most of Saturday and Sunday but we were blessed with hot, sunny and windy conditions on Monday. Everyone's sailing ability improved in leaps and bounds and huge thanks for that must go to all the instructors and assistant instructors for their expert tuition and patience. Thanks also goes to the big boat helms who gave all the children a super introduction to the

bigger boats and what they can hope to sail in the future. CLADS gave up their Saturday to help us introduce the children to the challenges of sailing in their boats with a disability – a big thank you to CLADS.

Lisa Ridding, our first aider worked magic making cold, tired and miserable children back into happy, smiley children wanting to get back onto the water. Doug in the Galley kept us all fed and donated the squash for the children over the weekend. Thanks must also go to the Duty Officers and rib rescue drivers who kept watch over us and were always on the scene to see no harm came to the children. Bristol Water Authority lent us four fishing boats which meant all instructors had a boat from which to teach their students. All Aboard Sailing (ex WESSA) lent us six Toppers which was invaluable. Finally thanks to all the parent helpers who mucked in with the groups and made the weekend such a success.

Until next year may the winds be fair and your sailing both safe and fun.

Colin Walsh  
AA13 Co-ordinator

## RS Feva Inlands

Chew Valley Lake SC very successfully hosted the 2013 insurance4dinburghies.com RS Feva Inland Championships on June 22/23. Fifty boats from across the country battled the windy weather to compete in probably the windiest event in the class's history. The forecast was 15 – 30 knots but luckily the valley gave a little shelter resulting in only a few 25 knot gusts, but mainly an exhausting but exhilarating 15 knot average through the weekend.



Six boats from the club battled it out against the elements and though none of our boats managed to make it into the top half of the fleet overall they all proved themselves capable of getting there, with Jess Harding/Milly Godfrey coming 15th in one race and Cristian Edmonds/Rafe Watson 19th in another. Milo Gordon/Reuben Woodbridge and Michael Dennis/Keir Williams were not far behind with a 22nd and a 23rd respectively. Alice Edmonds and Liz Widdicombe kept going, completed 5 races and it was a great confidence boost for them to have completed the weekend in such challenging conditions. Ben Sykes and Max Carter did extremely well to complete even one race but hung on and finished 3 races. Hopefully they will be fired up to get themselves a boat. Top Chew boat after a weekend of hard sailing was Jess and Millie consistently showing some great starting and upwind speed.

Well done to Elliott Wells & Jake Todd from Hayling Island SC who won the event with four firsts and a 2nd. Thanks to everyone involved from the club for running such a great event, plus insur-

ance4dinghies.com & the local Force 4 Chandlery for sponsoring the prizes. Thanks also to Reuben Woodbridge for running a number of training sessions for the Chew Feva sailors in the run up to the event.

For those wanting more details there's a good write up on Y&Y <http://www.yachtsandyachting.com/news/170324/insurance4dinghiescom-RS-Feva-Inlands>

and some great photos on our flickr site taken by Errol Edwards.



## RS Feva Worlds

In the last week of July the RS Feva Worlds were held at Marina di Grosseto, a small Italian town on the coast of Tuscany. Three dinghies from CVLSC took part: Alice Edmonds helmed one boat with her Dad, Nick, as crew; then Cristian Edmonds/Rafe Lywood and Michael Dennis/Milo Gordon made up the helm/crew teams of the other two boats.

On Saturday, the day before the event started, the Chew trailers, loaded with Fevas, rolled down through the Tuscan hills, past fields of sunflowers and into Marina di Grosseto. Competitors arrived from all over Europe that day, and some from even further afield including Russia, Sweden, Latvia, Estonia, Malta, Czech Republic and Norway. However the British were by far the largest group making up 72 of the 171 dinghy fleet.

The racing venue was at the northern end of Marina di Grosseto where the Formula 18 Worlds had been held two weeks earlier. It was a curious spot – not a sailing club but what appeared to be a school. None of the rooms of the school were in use and the changing rooms, loos and showers were in rather dilapidated cabins, on the edge of the dusty boat park. A large white canopy provided shade for the registration/presentation area....thank heavens.... because tem-

peratures in the boat park hovered between 30 and 35 degrees. A long wooden boardwalk led from the boat park down a short path to the beach and over the sand to the water's edge. On either side of the boat launch area, golden sand, speckled with parasols and bronzing Italians, stretched for miles into the hazy distance.



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After arriving on the Saturday morning, the Chew team unloaded their boats and rigged them ready for a practice. Hot and tired in the roasting sun, they hauled the dinghies out of the boat park, down to the beach and onto the water. Rob Partridge, the RYA coach who had trained Cristian/Rafe and Milo/Mikey in the south-western zone squad over the winter, was there to support his squad members and gave the boys some last minute tips that afternoon.

On the following day, practice races were held in the afternoon and there then followed an opening ceremony in the evening. The ceremony started with a procession: competitors gathered in the boat park in their national T shirts and set off on foot following a jeep full of Italian competitors down the sea front promenade. A few minutes after the start, an official came rushing along the road after the procession, arms laden with the large flags for each competing nation. These were quickly distributed amongst the competitors and a small contingent of British sailors, clearly emboldened by the arrival of the Union Jack, jogged off with it down the side of the procession, and leapt into the leading Italian jeep!

The procession eventually arrived at the Marina where there were numerous speeches in both Italian and English by local dignitaries including the mayor and the President of the Worldwide RS Feva Class Association. And then, finally, the event was declared open....the race was on.



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On Monday and Tuesday, qualifying races were held to determine the gold, silver and bronze fleets which would then race separately for the final three days of the event. Conditions were not good for the start of racing on the Monday. Flags on the beach flew in a moderate, off shore breeze and the competitors wilted in the blistering heat on the beach, waiting for the start to be announced. The offshore breeze continued to fight the sea breeze. After an hour and a half, with con-



cerns for the welfare of the roasting sailors, the racing was officially postponed and everyone went charging into the nearby beach café for reviving drinks and snacks. At around 2 pm a strong sea breeze finally kicked in and 2 races were held. Thankfully, the following day, Tuesday, the sea breeze started early and built to a 12-16 knot wind by 11.30am. With the wind came large waves and swell – conditions that our inland Chew sailors found challenging. By the end of Tuesday Alice, Nick, Milo and Mikey had qualified for the silver fleet in 14<sup>th</sup> and 38<sup>th</sup> place respectively. Cristian and Rafe however, had the disappointment of just missing out on silver fleet by two places, and so found themselves in 2<sup>nd</sup> place in the bronze fleet. The qualifying place was carried forward

into the final fleets as a non-discardable result. Racing was limited on Wednesday, with light patchy wind making sailing tricky. There was just enough wind for the gold fleet to complete two races but silver and bronze fleets only finished one after the second was abandoned late afternoon.



As the week progressed the Chew

team adapted to the sailing conditions and the techniques of their fellow European sailors. Interpretation of sailing rules was inconsistent amongst a number of competitors and some Italian sailors were warned for deploying team racing tactics against the top GBR boats. After some near collisions Alice and Nick developed a new technique when approaching windward boats coming down the run. Nick would stand up in the boat, hold his hand out against the approaching boat and bellow 'windward' as loudly as he could. This seemed to clear up any possible misunderstanding over who had right of way, though one Italian helm still felt the rule didn't apply as he was in second place! Mikey and Milo had their own challenges too, being hit hard on the stern in one race and being swamped by waves from the Dutch coach boat in another.

Thursday and Friday continued blistering hot. The Chew team drank gallons of water before, during and after races and worked hard to consolidate their positions: Alice and Nick were aiming for consistent scores in the top 15 of silver, Mikey and Milo were working towards a top 30 score in silver and Cristian and Rafe were locked into battle for leadership of the bronze fleet. On Thursday, winds got up to 14 knots enabling 4 races that afternoon but on Friday, the final day, winds were light and only 2 races were held.

For the Chew boats, which were above average weight, there was some frustration with the lighter winds of the final, but after the close of racing on Friday the Chew team were exhausted but happy with their results: in silver Alice and Nick came 12<sup>th</sup> and Mikey and Milo 49<sup>th</sup>, while Cristian and Rafe achieved a very creditable 5<sup>th</sup> in the bronze fleet. All 3 helm/crew teams had made major improvements on their 2012 Worlds results – a testament to their hard work over the winter.

The top 3 places at the 2013 Feva Worlds were won by Brits, giving the podium a distinctly red, white and blue hue at the Friday afternoon prize giving. After the final prizes had been awarded and the speeches were done there was a flurry of boat packing and the Chew team spun off to different parts of Italy for some well-deserved R&R before their long journeys home.

Post-worlds talk was all about next year's Feva worlds, closer to home in Carnac, Brittany at the end of July 1014. The Chew Valley boats are already planning new helm/crew combinations, and there are plans afoot for six weekend Feva training series through the winter to continue to build on the improving results. The CVLSC



Feva fleet are particularly keen to hear from any helms or crews who would be interested in joining the current boats in a campaign for next year's world championships. There are opportunities for those that would like to crew for boat's aiming for the gold fleet, and also for those helms and crews looking to take part in their first major international competition in the bronze fleet. Suggested standard would be Sunday Topper Challenge group standard and above. If you're interested, contact Reuben Woodbridge or Nick Edmonds, or better yet, talk to one of the Feva sailors, hopefully still wearing their tans and smiles from Italy.

Jacquetta Edmonds

## Topper Open

Five visitors joined seven home boats for this year's Topper Open, part of the SW circuit. Numbers were unfortunately well below previous year's due to the proximity to the National Championships, nonetheless some boats travelled through the night to be there and competition throughout the fleet was fierce.



Competitors enjoyed four races in perfect conditions with sunshine and 8 – 12 knots. At the front of the fleet things were very close with each of the top four competitors taking a race win and only 2 points separating the first four places in the final results. Jonathan Wilson of Wimbleball SC came out on

top with a very consistent series counting a 1<sup>st</sup> and two 2<sup>nd</sup>s. Kieran Moore of Bristol Corinthi-

an and Freya Cumpsty of Chew Valley finished on equal points with Kieran taking 2<sup>nd</sup> working all the way back to their discards to split them, and only a point behind Laurie Tilling of Bristol Corinthian finished 4<sup>th</sup>.

Throughout the fleet there were some great battles and very close racing. Well done to Ben Sykes, Callum Haine and Zach Freer for some good individual performances. Spe-

cial mentions to Hugo Broad and Ollie Minkley of Chew Valley and Joe Hartshorn of Frampton who were competing in their first Open. Hugo finished a very impressive 8<sup>th</sup> overall and Ollie won the prize for first 4.2 rig.



## Our rescue boats

Over the last few months I have received a lot of comments from members and the RYA about the equipping and running of the rescue boats. Needless to say there are lots of different views and no easy answers, but it has become obvious that we should be reviewing how we equip and man our rescue boats.

The RYA have rightly pointed out that we really ought to carry rescue knives, bridles and tow robes on the rescue boats. This hasn't happened in recent years as members tend to "borrow" these bits of equipment and not return them! However the general committee



have decided that we really do need to carry these items, and we now have rescue knives attached to the console of each RIB, a tow rope in a halyard bag at the back of the console and a bridle attached at the stern. (I am indebted to Mike Meloy, Alan Coventry and Terry for fitting these items.) Please do everything you can to ensure that these items stay in the RIB. People's safety and lives are at risk if they are not there,

and the club will not tolerate anyone using or removing any of them for any purpose for which they are not intended.

We have also recently sent out copies of the RYA Safety Boat handbook and DVD to all rescue boat helms. As you know we require all rescue boat helms to have passed the powerboat level 2 certificate or equivalent, but this does not



mean that the helm has the competence or knowledge to handle a difficult rescue. The greater diversity of craft nowadays means that many different techniques have to be learnt and remembered. Very few rib helms will have practical experience of all the different scenarios. Some modern dinghies have very little air space under them when fully inverted, making entrapment even more dangerous. Nationally the emphasis on water safety is increasing. It is hoped that the issuing and reading of the Safety Boat handbook will go some way to addressing this issue.

Having said that, most rescue boat helms only do a duty every 9 months, and one can argue that this is not frequent enough for helms to gain enough experience and keep up their skills. We are trying to instigate a program of refresher courses for rescue boat helms but this has not proceeded as quickly as we would have liked.

There are a number of other related issues, and I could go on and on..... There are a number of potential solutions, but none of them easy! What I would like to do is to enable an open discussion on all these issues at the AGM. We need to know members' views as no change will work without the membership being on board. So if you want to get involved with these discussions, please come along to the AGM on October 23<sup>rd</sup>. I hope to see you there.

Charlie Tricks

## The Twilight Race

It's a nice sunny Wednesday mornings in early September; sailing has been grand with a nice stiff breeze from the South. It's now lunchtime and the conversation is all about what a grand morning it has been and suddenly Peter Cheek looks up and says "Why don't we select an upcoming Thursday to hold a late afternoon fun race for Wayfarers?"

Great idea is the response, but the problem is when? Peter Cheek is off on his holidays and other potential participants may not be available on certain dates.

But what is really driving the date is the fact that the evenings are drawing in and, although we will be in that part of the sailing season where we can sail up to an half an hour before sunset, we had better come up with a date fairly quickly.



Nearly on the start line.....

The date of Thursday the 26<sup>th</sup> of September is homed in on and Peter immediately shoots off on his holidays muttering something about Brooksy ensuring that wives and partners are also invited and that we stay on into the evening, thus making a social event of it by opening the bar and having Doug lay on one of his race suppers.

This I duly did by sending emails to all of the regular (and not so regular) Wednesday Wayfarer sailors and I receive almost immediate responses from 16 members (plus partners) all wanting to be involved.

The possibility of having 16 Wayfarers all on the water at the same time would be a sight to behold. Unfortunately we needed enough members to crew them and so the number dropped to eleven Wayfarers on the day. And that was aided by encouraging Alan Coventry and Tony Pinnegar to sail Terry Shepherds boat and the police to sail the Club Wayfarer.

That nice sunny and breezy morning in early September had by now turned into a miserable, wet and almost windless day with very poor visibility. The only bright part of the day was Peter Cheeks grand attempt at brightening up the club house by decorating the hall with all of the class and instruction/information flags he could find.

The only decision still to be made was should we go for it or can it? Go for it was the majority response and so a course was set that ensured that most of the action (in-action) took place



Trying to make the first mark

in front of or close to the clubhouse so that the observers could get a good view.

The race started dead on time at 17.00 and some 45 minutes later a decision was being sought as to whether we abandon the race, shorten it to one lap or let it go to a second lap. Following consultation with the two Rescue Helms - Mike Meloy and Terry Shepherd - it was agreed to let the racers struggle for a second lap. Not the best of decisions as four boats retired and the last boat took close to "off the water time" to complete the circuit.

Never the less, following a warm shower the contestants and their partners enjoyed a friendly drink or two in George's bar and then something like 38 of us sat down to a warm supper supplied by Doug; shame the desserts did not quite make everybody's table.

Prize Giving time and its now about time that Peter Cheek took over the proceedings as it was his idea in the first place. Peter made up for it by supplying all of the prizes with top honours going to that almost unbeatable pairing of Mike Higgins and John Kelly. Second place went to Alan Coventry and Tony Pinnegar and third place to John Belcher – sailing single handed. To show that we try to honour all classes of Wayfarer sailing there was also a prize for last place which went to Colin Shepherd and Melvyn Matthews.

The event and the social evening were so enjoyable that we are going to hold a repeat run in early spring and, with more time to publicise the event, we hope to increase the turnout of Wayfarers. And so Wayfarer sailors please keep an eye on your inbox early in the New Year.

Brian Brooks W8016

## Wind down Wednesdays

In response to popular demand, three races were calendar to follow the main series. Start times 6.30, 6.15 and 6pm. Whilst the timing made it difficult for people to get to the club in time (compounded by the closure of Barrow Gurney), 35 different sailors started at least one race and there were a few others who took the opportunity to go for a sail. There was an informal prize giving at the end of the last race but the main purpose was to enjoy the late summer evenings with friendly competition and camaraderie!! Thank you to everyone who volunteered as race officers and safety boat crew and most importantly to Brian, George, Doug and Rob for opening the bar and galley.



## Your Bar

As a member of CVLSC, you have the privilege of owning a bar within the main clubroom. Over the years we have lost many of the willing volunteers who used to donate several hours of their time to open up and serve drinks and snacks to other members.

I or one of the racing fraternity usually cover Sundays but Saturdays tend to see no usage. If you are at the club and are not sailing and would like the opportunity to socialise with other members then see the Duty Officer who can give you the keys and help you open up. You do not have to stay open all day.

George Simpkins



### Want to see some more photos?

If you like the photos in this newsletter you can see more like them on a website set up by Errol Edwards, [www.flickr.com/photos/cvlsc](http://www.flickr.com/photos/cvlsc) which currently contains photos by Errol and fellow CVLSC members Marisa Edwards, George Simpkins, Jose Simas, Graham Walker, Primrose Salt and Ann Belcher. If you think you've got a good sailing photo taken at Chew or of Chew sailors competing elsewhere, send them to Errol at [cvlscfoto@yahoo.com](mailto:cvlscfoto@yahoo.com) and he will include them on the website. If you'd like to volunteer to help maintain this website, contact Errol at [solo4069@yahoo.co.uk](mailto:solo4069@yahoo.co.uk) or call him on 07401939777.