



October 2010 newsletter

Commodore's Report

Commodores Blog

It has been a while since I last wrote such a full report. For those of you who follow my blog each week on the web site you will hopefully be as up to date as is possible. But for those who haven't managed to catch my weekly blog or just want a summary of the last few months then read on!

On the water we have hosted a great season of sailing, both racing and cruising. We held the BUSA Nationals at Easter with over 200 hundred competitors. Whilst the wind wasn't kind the feedback was very positive and I thank Bristol University for organising the event. The club was also honoured to host the Police Nationals in June. Again the wind was fickle but those who competed enjoyed the event, particularly the evening social which saw the bar run dry! The recent Wednesday Evening Series was a great success particularly the inaugural Summer Solstice Race and BBQ. I don't know if we achieved an all time record but with 102 boats on the water I know we achieved a record this year. We also had a mention on Y&Y and Laser Association web sites (the

latter challenging other clubs to beat our record for the number of Lasers out that evening). As I write this article I reflect on the weekend just gone which was the August Antics youth sailing weekend. Yet again it was a tremendous success with 60 of our junior sailors enjoying 3 days of fun. A big thank you to Adrian and Jo Cudmore for organising.

Our social diary continues to be a success with the Wednesday Winter Warmer series of social evenings over the course the cold dark nights proving a big hit. The highlight of our social calendar was the inaugural Burns Supper which was a sell out evening and one that will hopefully be repeated next year. My thanks go to John and Ray Kelly and Ailsa Scott with the assistance of Mike Higgins for putting this on. Thanks also to the various speakers who were brave enough to stand up and recite the traditional Burns verse. Of course one of the highlights of the sailing calendar is the Summer Family and Racing Regatta which

yet again proved very popular and my thanks go to Mike Thompson for stepping into my shoes and running the weekend.



Many of our sailors have competed both at home and abroad at various Nationals, Europeans and Worlds with some great successes. Particular mention has to go to Ed Jones who was crowned British National Topper Champion 2010 and came 3rd in the Topper Worlds.

Off the water the committee continue to invest in the club infrastructure so we can state, with some legitimacy, that we are one of the best inland clubs in the country. Whilst the new roof was not one the most sexiest of projects it was certainly a project well worth while. As my old Dad

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always said “fix the hole in the roof when it is sunny”. The current big project is the renovation and extension to the southern pontoon which again will improve the club’s resources for years to come. I would like to thank Jim Boyd, Max Passmore and Mike Meloy who have all dedicated an enormous amount of time and energy in delivering this important project.

We also have invested heavily in new media with our brand new web site launched only a few months ago. My thanks to Ralph Singleton who has steered this project through (thankfully as he is far more web technical than I). I do also hope that you manage to read my blog to keep in touch with what is going on at the club. Our galley provider, Stoneground, continue to deliver an excellent service and we are about to upgrade some of the equipment to allow greater choice in what they can offer.

You will hopefully by now have heard about the “Killer Shrimp” and I am sure some of you checked out Wikipedia or some other site and will have read the following: “*Dikerogammarus villosus*, also known as the killer shrimp, is a species of [amphipod crustacean](#) native to the [Ponto-Caspian](#) region of eastern Europe, but which has become [invasive](#) across the western part of the continent. In the areas it has invaded, it lives in a wide range of habitats and

will kill many other animals, often not eating them. It is fast growing, reaching sexual maturity in 4–8 weeks. As it has moved through Europe it threatens other species and has already displaced native amphipods as well as other amphipods which had invaded areas previously.

The first reported case in the UK was at Grafham Water in September 2010. We are supporting Bristol Water’s bio security measures which means that ALL boats, whether visiting Chew or a Chew boat returning from any other body of water (including the sea), must be thoroughly washed with water, both inside and out (including foils/spars), in the designated wash bays at the club.

If we don’t take these preventative measures and subsequently the shrimp is discovered in the lake then it could jeopardise our sailing enjoyment.

Thanks to Sarah for yet again ensuring that the club finances remain in a healthy position despite for the first time that I can remember we had membership vacancies after the annual renewal / intake. This position perhaps reflects both economic pressures and also time pressures on people’s lives. I am happy to report however that over the spring and summer months this situation has improved.

I would also like to thank

Andrew Martyn Johns, our Honorary Secretary, who took over the role last year after we had persuaded him that it would be a fairly easy job, just turn up at the committee and take some minutes. This has never been further from the reality as Andrew has had to deal with many different matters that have arisen in the last year and I thank him for his professionalism and diligence.

Looking forward to what will be my final year as Commodore, assuming that you see fit to elect me for a 3rd term, we are in the progress of putting together next years calendar which already is filling up with requests for open meeting etc. We also look forward to hosting the RS 200 Inlands in October and with over a 100 boats expected it should be a great event. By the time you read this we may have already completed improvements to the southern pontoon or should be well on the way to completion. In my last AGM report I highlighted the lack of Dinghy Instructors in the club who are either known or willing to help out. I am delighted to say that over 20 members responded to the offer of holding DI Courses at the club and we hope to be in a position to have at least a dozen qualified instructors by the spring 2011. This will mean that we can improve are training programme for 2011 both for the formal RYA Courses and also the ad-hoc/junior training we intend to run. A big thank

you has to go to Mike Meloy for running a number of Power Boat Level 2 Courses over the summer which is an integral element of the DI Course. The club is also investing in our youth programme with the purchase of 2 RS Fevas which will initially be dedicated to youth training for those young sailors who wish to progress into double handers.

In signing off can I thank my fellow Committee member colleagues for another year of hard work and in particular to those who are stepping down being Mike Bracey (Hon Bosun), Ralph Singleton (Principal Race Officer, Results Co-ordinator and Web Master) and Peter Clapton (Sailing Committee Secretary) all of whom have contributed enormously to the club over the past few years. We wish them well in their chosen retirement. Whilst I have thanked a number of members in my report there are many other unsung heroes in the club who help it in many ways and deserve equal thanks and without whom our club would not be what it is today.

Finally can I thank Ailsa, your Lady Commodore, for her continued support to me in what is a very demanding role.

Happy Sailing!
Gordon Scott
Commodore

Vice Commodore's Report

The Sailing Committee deals with racing and training. Both have flourished in the last year despite economic difficulties and the distractions of an election and the World Cup.

Club racing has continued its strength. Whilst it would be nice to see more boats at the start lines the numbers of entries and qualifiers for the various races and series run by the club has changed very little over the last three years. Nor has the distribution of entries over the seasons changed much. The Wednesday evening racing continues to attract huge numbers of boats and the Club is truly alive.

During the year the Club hosted the usual mix of Open Events with the Asymmetric boats opening the season at breakneck speed around the (cold) lake. The Topper, Flying Fifteen, Scorpion, Laser, Solo and RS200 classes all hosted meetings. Once again the number of entries held firm or slightly increased with a good number of visitors. The Fireballs and Contenders are due to hold events in the autumn.

Chew is a popular venue and the Club receives a number of requests to stage larger scale events on behalf of various classes. This year we held the BUSA National Team racing Championships. The student members of the club ran this large and complex event with an impressive enthusiasm and

authority. The complex and fast-changing race programme was displayed on large screens and, unlike airports, the schedule stuck to time. The Police held their national Championships at Chew and an enjoyable time was had by all. In mid-October we will stage the RS200 Inland Championships, an event attracting over 100 entries. Such an event will stretch the Club's physical capacity and Bristol Water have been most helpful in granting the use of extra space for parking at Woodford Lodge.

Events which failed to sparkle were Visitors day and the Top Club events with few visitors although those that did come took home the silver.

The Novice Racing programme overseen by John Shimmell proved popular and we may look to enhance this activity, some of the previous participants are now enjoying regular racing. Racing is also now a regular feature of Wednesday's activity.

The existence of a wide variety of boats at the Club dictates the need for handicap racing. The RYA Portsmouth Yardstick scheme had become a little out of touch with reality on the lake and required bringing up to date. Peter Rose has spent many an hour calculating the relative speeds of our boats and has produced a better version. Once the system was fairly stable further change was avoided. This is an almost

impossible task but the end result seems to have worked very well. The Sailing Committee has been keen to avoid a personal handicap becoming the end result and so far this has been achieved.

Numbers racing at Chew in the summer dip a little for a number of reasons one of which is competition elsewhere. After last year's trio of National Champions we had high hopes for more and we have not been disappointed. It is our junior

still to come but of note so far are Derian and Andy Scott's 19th place at the Fireball World Championship making Derian the second lady helm. In company with his children's fine performance Peter Rose came in 9th at the Scorpion National Championships. The Club's training programme has been taken over by the new Principal Instructor, Mike Malcher. Despite some difficulties finding qualified instructors able to give time, most of the scheduled courses



sailors who are leading the way. Ed Jones has produced some stunning results in the Topper Fleet nationally with the latest being second place in the National Championships where there were well over 300 entries. He is occasionally, between national engagements, seen at Chew in a Laser which is also going very fast. Andrew and John Rose won a race at the Scorpion National Championships and Andrew was the first under-18 helm. Brother Thomas was first under-18 crew. Many of the National and International events are

were completed. Fortunately a fairy godmother in the unlikely shape of the RYA has come to our aid: their "OnBoard" scheme is helping to train new instructors. The courses will take place at the Club which is more convenient and economic. Those who are certificated in this way will help with coaching at the Club. Some additional courses are being planned. One of the great delights at Chew is to see the enthusiasm of the participants in the junior courses run with equal enthusiasm by a group of parents to whom many thanks. One of the

rewards of that enthusiasm is the imminent purchase by the Club of two RS Fevas. These asymmetric spinnakered boats will be used solely for junior training in the first instance. By this means young sailors will be exposed to two-crew boats with all that involves.

The Club is also a popular place for group coaching and training and during the winter months a number of groups have been evident like a flock around a mother boat.

Volunteering has become a popular word as the 2012 Olympics approach and the need for help increases. But our Club has depended on volunteers always and this means individuals. During the year Mike Bracey decided to withdraw from the Bosun's job after many years. Without him there would be no sailing because there would be no rescue boats. Faced with

the loss of a seemingly irreplaceable fixture the Club was exploring alternatives when Alan Coventry, assisted by Mike Meloy, agreed to look after the club's motor craft. We wish to thank Mike for his tireless efforts and considerable expertise even when the state of the boats challenges his patience. Fortunately his advice will still be available.

Ralph Singleton has decided to vacate his seat on the Sailing Committee. As a very experienced Principal Race Officer he has steered the racing activity of the club for some years and, effectively, set the template we use for our activity. Into this post he also added the collection and organisation of race results using a computerised format and the running of the Club website. The best measure of his contribution is the need for three people to replace him. Retiring into the back

seat of his RS800 we wish him well and offer our grateful thanks for jobs well done.

Peter Clapton is retiring as Sailing Secretary. He has efficiently been the committee's organiser and without him there would be no programme for the year. To him also, many thanks.

The Club's motor craft may have been well maintained but the same could not be said of the club's own sailing boats, a curious state of affairs in a sailing club. It was, therefore, decided to seek to appoint a Dinghy Bosun. It was very pleasing indeed to have a number of people offering their services. Nicholas Hand and Peter Barnes have taken on the role jointly. Please support them by letting them know of faults, accidents or injuries to the boats however they arise (accidents do happen) so they can be

brought up to a serviceable state.

The Fleet captains continue to co-ordinate activities in the various fleets. Max Passmore took on the Flying Fifteen captaincy during the year and Simon Cummins the Toppers. Please support them with help and new ideas. Sally O'Grady and Jenny Hemmings are jointly Youth Co-ordinators and can be heard encouraging their charges on Sunday mornings when the rest of us are still looking for the coffee.

There are many more people who help in the running of the Club in all sorts of ways, thank you all. Ideas and criticisms are always welcome for they are often the seeds of change, hopefully for the good. Enjoy your sailing. I look forward to seeing you on the water.
Mike Thompson, Flying Fifteen 3899.

Rear Commodore's Report

In this report I will try to cover the most significant areas of activity since the last AGM and elaborate on a couple of projects that seem to have provoked some controversy. I remain grateful to those members who have been supportive over the last 2 years and especially our Commodore Gordon Scott.

Showers

Last time I reported on the

plan to address the ongoing issue with our showers. The problem has been a lack of sufficient water pressure which resulted in the showers failing to deliver hot water, or sometimes any water at all, at times of peak usage. With the help of Bob King, Bristol Water, our plumber Chris Smith and Anthony our boiler engineer we addressed this issue by a number of means to in-

crease the water pressure. This included increasing the bore of the meter devices feeding the building and removing other in-house bottlenecks. The feedback I have has been positive in respect of the gents showers with even peak usage on Wednesday evenings delivering adequate performance. I initially thought that this had also solved the prob-

lems with the ladies showers but alas, this was not so. I began receiving reports that the ladies showers were not functioning at all some weeks ago and have now tracked down the problem. The shower units were only able to handle a fraction of the required flow because they had become almost completely blocked by scale deposits. At the time of writing, new



showers have been ordered and this should fix the problem.

Catering

The Galley continues to run smoothly thanks to Stoneground owners Anne and David Edmonds and their team. The club receives comments we can be proud of from visitors and members alike.

Disabled Elevator

The problems with the lift now appear to be over and, after accepting it as being fit for purpose in July 2009, we negotiated the waiver of the £2,500 retention and a warranty extension as reparation for the distress and inconvenience caused to both the disabled sailing community and those club officials who had to deal with the problem. It is just a pity that I had to go to the European President of Otis to achieve this.

Clubhouse Roof

The clubhouse roof has now been completely renovated and re-covered and my thanks to fellow member Hugh Whatley for his efforts in reviewing our requirements and the can-

didate solutions. The new roof should give us many more years of good service and avoids the potential need for a much more costly solution had we held off doing this much needed maintenance work.

Pontoon & Disabled Access

The General Committee agreed to a number of actions in relation to the southernmost pontoon - the one with the hammerhead.

This project has been the subject of a considerable amount of controversy, so I want to take this opportunity to make clear the underlying objectives and overall scope of the work. The prime objective was to stabilise the existing pontoon and stop the erosion and degradation of the joints and fabric of the pontoon components themselves.

The current anchoring arrangement requires the pontoon to be moved in and out as the water level in the lake rises and falls. In addition, the position of the pontoon with respect to the old slipway also required it to be moved side-

ways to allow launching on the leeward side when the direction of the wind changed towards the north. As members tightened and loosened the anchor chains to achieve this, imbalanced stress was applied to the joints and this, in conjunction with the erosion of the joints between the hammerhead and upright sections, was fast rendering the pontoon unusable.

Secondary objectives were making the pontoon better able to be used by disabled members and potentially extending the pontoon itself to allow more boats to launch and be recovered during busy periods.

The approach that was agreed upon had a number of strands as follows:

The first was to make the attachment between the upright and hammerhead secure. The connections between these pieces have been steadily eroding over the years to the point where some re-engineering is required. With the help of Docking Solutions Ltd, new connectors were attached to these two pieces. These are channels that are bound to the ends of the pontoons and which in turn are joined to each other using connectors that allow movement through all spatial dimensions. The purpose of this activity was to fix the existing joint while at the same time testing the fitness of the pontoon fabric (which was eroding) to take other attachments of this kind to further stabilise it.

The second strand is to fundamentally change the

way in which the pontoon is deployed. This in turn requires a number of inter-related activities. The major objective of these is to limit the extent to which the pontoon needs to be moved either in and out as the water level of the lake changes, or left and right as a result of wind direction changes.

The solution involves re-positioning the pontoon in the centre of the extended slipway (to avoid the need to move it left and right) and a pontoon extension including new anchoring arrangements which will result in the pontoon only rising and falling in re-

sponse to lake water levels. The whole existing pontoon assembly is being moved further out into the lake and extended by 16 metres comprising a pontoon extension capable of 'taking the ground' and a full width walk-ashore.

When the lake is at full height, the 10m pontoon extension will be afloat and will also offer additional launch and recovery potential. As the water level falls, the walk-ashore and pontoon extension will begin to tilt downwards with the whole of the pontoon extension eventually lying on the slipway at the lowest catered for water level. To make this viable, the existing anchoring arrangements are also being replaced with 10 anchor points - each with several times more scope than previously. This extended scope combined with the pontoon extension is what enables the pontoon to

remain virtually fixed in place regardless of water level.

This overall solution also results in a much more stable arrangement that can be used by those members of the disabled sailing community who use fixed keel boats. To further enhance this, we will be attaching a hoist device kindly donated by Bristol Water, to enable these members to be more easily lifted into and out of their boats.

My very sincere thanks to Max Passmore and Mike Meloy for their efforts in this area and also to Terry Shepherd which has worked with Mike Meloy to keep the existing arrangement in service during the last year.

Renovation of slipway to south of clubhouse

As I reported last year, consideration was given to joining the laser slipway (to the south of the clubhouse) to the slipway leading to the southerly hammerhead pontoon, thus creating an extended launching beach similar to that north of the clubhouse. The cost of that project was estimated at £40,000. Although it is true that a financial provision had been made for this (ie a sum of money was earmarked for this project), that fund was also intended to cover the cost of the roof refurbishment, although it was not expected that these two projects would be carried out during the same financial year. Also, and as you would expect in a changing world, since the beach and

roof projects were first conceived a number of other competing investment candidates have emerged. These, as you know, include fixing the showers, renovating the pontoon etc. Thus, in considering club expenditure, we needed to look at all competing investment candidates while also being careful that we maintained adequate reserves to hedge against unforeseen events. Given these circumstances, the General Committee thought it prudent to review the beach project to ensure that we properly understood the benefits it would deliver and that these were commensurate with the cost involved.

The principle we wanted to adopt was to spread our funds as widely as possible across each of the competing projects. Having reviewed the beach project the conclusion was that the return (in terms of tangible benefits) did not justify the cost and that we would instead extend the southernmost slipway to allow extended and additional access. Given that this would cost approx £6,000 rather than £40,000, this decision enabled us to fund the other important projects such as the roof, showers, new engine etc while leav-

ing a buffer against unforeseen events.

This solution will also enable the pontoon walk ashore to be positioned centrally and allow boats to be launched either side depending on wind direction.

Club Security

Over the past year, there have been several thefts of property from the clubhouse and grounds. This is obviously a threat any club faces but the problem is exacerbated by what seems to be an increasing tendency for members to fail to secure the club premises. There continue to be many occasions when the outer gate is left open or unlocked, the fuel store door left ajar and club windows and doors left open. Please, please, please do try to help by ensuring the club is secured if you are the last to leave and by taking issue with fellow members if you see the outer gates or any other areas of the club being left unsecured. Happy sailing and kind regards.

“Please, please, please do try to help by ensuring the club is secured if you are the last to leave”



August Antics



“Saturday left off with 28 knot gusts”

Chew Valley Lake Sailing Club’s 5 year plan recognises the need to develop junior sailing. Junior sailing courses are arranged to help the Club’s younger sailors to learn to sail and the Junior Challenge event run over a number of Sundays provides racing experience. There is also Chew Valley Lake Sailing Club August Antics run over 3 days of the August Bank Holiday for children aged between 8 and 14. It provides an opportunity to make new friends, become more confident, learn new skills and have fun on the water. These events have been running for a number of years and have become very popular. For reasons of safety there are only 60 places, and with so much fun on offer this year was over-subscribed.

Providing 3 days of fun packed action involves a considerable amount of organisation, as well as using the entire fleet of 20 Club owned boats, 18 other boats had to be hired or borrowed from other sailing clubs and associations, 8 qualified instructors and 11 assistants, 6 extra res-

cue helms, 3 first aiders and 3 large dinghy helms found. Not to mention arranging a hoodie logo competition, ordering nearly 90 hoodies and t-shirts and buying over 500 sweets and arranging the weather!

The sailors were greeted on the first day with sunshine that gradually turned into a breezy and therefore challenging afternoon. Sunday followed on from where Saturday left off with 28 knot gusts leading to a number of sailors reefing or doubling up with other sailors and gaining plenty of opportunity to practice their capsizing drills and reefing skills.

The sailors were split into 8 groups depending on age and skill level. For the younger sailors a typical day would involve a short time ashore learning some theory followed by a number of session’s afloat sailing in Optibats, a small single handed dinghy. To give some variety each group was given the opportunity to sail other types of boat, including on the Saturday sailing with Chew Lake Association of Disabled Sailors (CLADS) on their very fast trimarans gaining an appreciation of the challenges they face. Sunday involved sailing on either one of

the clubs larger dinghies or sailing with our resident RS700 national champion in his RS Feva. Going by the noises from the lake I believe that the wetter and the faster the experience the better! Late in the afternoon the groups got together to have relay races, tug of war and other fun activities.

The older sailors spent the three days developing their topper, a slightly more challenging single handed, dinghy skills. The advanced group, which included sailors who are regularly racing in sailing competitions around the SW area, spent every day developing their racing skills. Whilst the other three groups ranged from complete beginners to sailors who wanted to improve the skills they already possessed.

The last day was regatta day with racing for all. Although by Monday the wind had significantly abated, the large wind shifts provided new challenges to all including the advanced sailors. The younger Optibat sailors, enjoyed the Optibat Challenge that included a number of races starting from the beach which were won by Dermid Wisloff, Helen Wilkie and Sofia Woodiwiss. On the main race course, two groups of classes competed; with Isabella Val-

August Antics (continued)

lis winning the Optibat and Laser Bug race, followed by Liam Pabbruwe in 2nd and Jack Beeching coming home third. However the biggest upset was found in the Topper, Optimist and Pico race where 3 sailors from one of the intermediate groups, which had been coached by Richard Cumpstey (resident Topper Legend) took home the prizes. Rafie Watson won the Junior Trophy, followed by Daniel Owen Lloyd and Jack Mitchell.

But in reality everyone was a winner, whether it was making new friends, acquiring new life skills such as confidence and working in a team or experience of sailing in a variety of conditions on a number of different boats. Everyone went home with a very smart green hoodie that included designs by logo competition winners Jess Harding and James Cummins.

These were mainly used by parents with younger children. The general feeling was they are very good boats for a parent/child combination providing a lot more space and a little more performance than the Optibats and with a clever integrated wheel a lot easier to handle on shore.

An event of this scale cannot be run without help from club volunteers acting as instructors, assistant instructors, rescue helms and beach master. And we thank the RYA for providing a top class instructor. Thanks also to Thornlow School, Portishead Sailing Club and WESSA for the use of their dinghies. Bristol Water was very kind in loaning a fleet of fishing boats used to support the instructors. Thank you to CLADS (www.clads.co.uk) for giving up their time to provide rides on their incredibly fast trimarans. Also thank you to Sailing Solutions for providing prizes at a discount and Performance Sailcraft for the loan of the Bugs. Thank you to the



resident caterers Stoneground for providing excellent food including the evening barbeques. And lastly but not least thank you to the parents for helping; including collecting and returning the borrowed boats, launching and catching sailors as they came back to shore, running the 2nd hand clothes sale and providing first aid cover.

In all a very successful family event involving nearly 150 club members that was greatly enjoyed by all.

“Everyone went home with a very smart green hoodie that included designs by logo competition winners Jess Harding and James Cummins.”

Family Regatta



The Annual Regatta weekend was held in lovely summer weather with sunshine mixed with cloud and a good breeze on both days.

The Club was crowded for Family day with children young and old having a wonderful day messing about in boats. First the race round Denny Island in which all sorts of boats took part. The early leaders managed to stagger

“a collision followed and the fifteen dutifully did two turns.”

through the weed behind the island but some of the later competitors got a bit stuck and had to be towed out. Most finished and the race was won by John Shaw in his Wayfarer Ten Grand. Commenting afterwards, he said this was a good parallel to his recent victory in the Bronze Division of the Wayfarer World Championships. He then disappeared to tuck into the prize, a hamper from Stoneground. It is, clearly, a race not to be missed. Melvyn Matthews won the prize for the best dressed boat.

After lunch the pirates rushed to the Island, courtesy of the Admirals of the fleet driving boats, to dig up treasure and followed this by jumping on the bouncy castle and

watching the magician perform the most amazing tricks. Overcome with exhaustion the children were able to picnic with their families and enjoy the barbeque from Stoneground.

The Club was a little quieter on Sunday but there was a good turnout for the three trophy races. In the morning Julian Cooke won the B handicap race and Pete Rose the A race.

A pursuit race in the afternoon in a wonderful force 3-4 breeze produced, as they seem to, a profusion of boats spread all over the lake. This one produced the most exciting final lap. Pete Rose had taken a slight lead ahead of Tony and Zak Freer in their RS200 only to be caught by Russell Abrahams and Max

Passmore sailing together in Russell's flying fifteen. After the last mark, Peter Rose was just ahead of Russell and Max and put in a sharp luff catching the Fifteen unawares: a collision followed and the fifteen dutifully did two turns. Meanwhile the Freer's RS200 took advantage to slip over the line first winning the huge glass edifice of the Marshall Trophy. Together with a good performance in the morning meant that Zak went home with a grin on his face (so did his father) and his own body weight in chocolate as prizes. Full results can be found in the results

Wayfarers at Falmouth



On June 19th the cruising section of the Wayfarer fleet made their annual visit to Falmouth.

This visit is always a family affair with the group staying at a block of six flats overlooking the estu-

ary towards Flushing within five minutes walking distance from our hosts the Royal Cornwall Yacht Club.

The week proved to be very successful with wonderful weather and winds up to force 3 enabling the fleet to make some long coastal passages to the East and West of the Fal estuary. Monday saw the fleet sailing west to the Helford estuary with two boats breaking ranks and going on to Gillam, the remaining two Wayfarers ventured right up beyond Helford passing the famous Frenchman's Creek and under power for the twisty narrow upper reaches stopping for lunch at the top of the navigable section at Gweek. On Tuesday the group sailed Eastwards around St Anthony's head for lunch at Portscatho. Our last long sail took place on Thursday with an ambitious sail across Falmouth bay well out to sea to navigate around the Manacles rocks and on to the small secluded harbour of Coverack for lunch and a well earned pint. This passage took four hours and was a continual beat to windward; however we were rewarded with a quicker return under spinnaker only to have the wind die completely just short of

of Black Rock necessitating use of the outboards to complete the journey. Other activities include two groups hiring 19' Cornish Shrimpers, a traditional two berthed gaff rigged craft for a day from Mylor. On Tuesday evening six volunteers helped to crew the commodore's work boat in the Tuesday evening race. These traditional work boats originally used for dredging oysters are 24' in length with a 4' 6" draft and have a sail area of about 1000 square feet comprising a mainsail, jib, staysail and individually coloured topsail with an incredibly long bowsprit and require expert handling with limited visibility for the helmsman to leeward.

The week's activities ended with a semi formal dinner in our host's dining room on Thursday and a lunchtime barbeque on Friday at Weir beach towards the top of the Carrick Roads.



Before finishing the group must thank our hosts the Royal Cornwall Yacht Club for their wonderful hospitality. On their part they are so impressed with our expertise that they have now too bought two club Wayfarers.

On a safety note all the Chew Wayfarers were equipped for reefing and had anchors and warps, oars and paddles with a majority also having outboard engines.

JOHN BELCHER 251
(WAYFARER 5777)

“The week proved to be very successful with wonderful weather and winds up to force 3 enabling the fleet to make some long coastal passages to the East and West of the Fal estuary.”

Schools and Youth Regatta

WESSA Regatta Report

It was a slow start to Chew's 35th West of England Schools Sailing Regatta (WESSA) on Saturday 26th June. The

morning consisted of no wind and lots of sitting around. We did however manage a race before lunch but we had to finish the majority of the sailors on the water as the wind died completely.

Eventually the wind picked up and we were on the water for two more races. The competition was close between the two lasers, helmed by Nick Matthews and Kit Lawson-Johns but, due

“Chew did extremely well as every competitor from the club won a prize!”

to handicap, Tom Hole snatched up two firsts. Chew did extremely well as every competitor from the club won a prize! The medal winners were:
 Commodores Cup: Tom Hole
 WESSA Cup: Nick Matthews
 Open Team Trophy: Scouts
 Endeavour Cup: Katie Moore
 1st girl: Julia Lawson-Johns
 U13: Guy Lawson-Johns
 U15: Julia Lawson-Johns
 U17: Tom Hole
 Over 17: Jeremy Roberts



L to R: Guy Lawson-Johns; Nick Matthews; Kit Lawson-Johns; Julia Lawson-Johns; Tom Hole

Hattie Hole
 Topper “Little Blue”

Fireball and Contender Open

Contenders

A light breeze greeted the 22 Contenders who descended on Chew Valley for round 11 of their TT series. Such was their enthusiasm that race one didn't get away until the 4th attempt, and only then with the aid of a reset line and the black flag. It was Stacy Bray who led the way followed closely by Matt Aston, Ben Holden and Ben McGrane. This group where never challenged although the order continued to shuffle throughout the race as the breeze slowly built. At the finish it was Holden, McGrane, Aston and Bray.

By the start of race 2 the breeze had build sufficiently to allow the pumping flag. It was Aston who led at the wind-

ward mark with McGrane and Holden in hot pursuit. The wind was continuing to build but with some serious holes and shifts for the unwary. Aston kept his head (and his boat upright) and took the win followed by McGrane and Holden with Martin Frary getting 4th.

By the start of race 3 the breeze was starting to loose its grip and by the top mark had dropped considerably. It was McGrane who rounded first closely followed by Frary, Nick Grace and Chris Boshier. With the pumping rule still turned off there was some serious rocking and rolling down the reaches as the fleet jockeyed for position.

As the wind continued to drop Alan Orton found some nice breeze on the LHS during the second

beat to sail up to Second with Frary holding 3rd. The pumping rule was turned back on at the windward mark and it was Aston who took full advantage with his own private wind supply to sail up to challenge for 3rd. The final beat was sailed in dying breeze and at the finish it was McGrane, Orton and Frary with Stuart Hudson spotting some nice pressure on the LHS to sail up to 4th.

Sunday dawned with rain wind gusting at over 40 knots. The race officer held his nerve and with the wind forecast to drop went for a start after a 1 hour postponement. There where some anxious faces as the fleet launched (particularly as the Fireballs we were sharing with had elected to stay ashore) however

“Sunday dawned with rain and wind gusting at over 40 knots.”

by the start the wind was sub 20 knots but still with some serious gusts.

At the top mark it was Holden followed by Grace, Aston and Frary. Holden and Grace pulled away as they had their own private duel and by the last leeward mark it was Grace just in front to Holden. The wind had gone hard right and with both tacking together it was a straight drag race for the finish. It was Holden who took the win from Grace by a boat length, in no small part thanks to that extra naan bread he had eaten the night before. A chasing Aston got 3rd and Frary 4th.

Race 5 started with the wind appearing to be building again and some major gusts rolling down the course. With the wind looking like it might still be tracking right a small group chanced their arm out on the right hand side. This just paid with Carl Tago and Pete Barr rounding first and second with Grace leading the charge in from the LHS to round 3rd. By the gybe Grace was leading but this could all change as a serious gust hit the fleet half way down the second reach. Such was the ferocity of the gust that Boshier in 4th accidentally dropped his main sheet but continued to trapeze down the reach with his boom on the shroud!

Aston was not so lucky, having powered though



to second he got a little over excited and took a customary swim. Grace went on to take the win with a fast improving Pete Barr coming through for a definite 2nd, only to pop it in 100 yards from the finish. This let a damp Aston take second with Holden sneaking 3rd having broken the trend and gone hard left on the last beat.

By race 6 the wind was showing definite signs of easing. At the top mark it was the trio of Aston, Holden and Grace bickering for the lead as they pulled away from the rest of the fleet. A bad second beat by Grace left Aston and Holden to their own private battle and let Nick Noble have a brief sniff around 3rd. By the last lap Aston and Holden were still well clear and, as the breeze continued to ease, it was McGrane who was climbing his way up through to challenge for 3rd. At the finish it was Aston who took the gun a boat length in front of Holden. With McGrane closing

fast Grace panicked and completely miss read the finish line, letting McGrane cross for 3rd.

Once the maths had been done it was Aston who took the event with Holden 2nd. Both had the same points and the same results on count back so it was all down to that last race. Overnight leader McGrane ended up 3rd. Credit must go to the race team who banged out all 6 races in some very difficult conditions. The windy races on the Sunday showed Contender sailing at its best and it is all credit to the class that despite the high winds there was still plenty of close racing and tactics, it wasn't just survival! With some strong new faces coming up though the fleet things are looking very good for the Contender in the build up to our World Championships in Weymouth next year.

“It was Holden who took the win from Grace by a boat length, in no small part thanks to that extra naan bread he had eaten the night before.”

**“ The Met
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Fireballs

Saturday provided tough racing conditions, with 40 degree shifts and wind strengths from F1 to F4. The Local boats got off to a flying start in Race 1, with Ralph Singleton and Marisa Foster winning the start and leading the fleet round the windward mark closely followed by Anthony and James Willcocks and Mark and Helen Dinwoodie. Ralph and Marisa held on to their lead to take the win. Mark and Helen dropped back following gear failure, letting Derian and Andy Scott through for 2nd, closely followed by Colin and Derek Jarvis and then Rhys Lankester and John Piatt.

Ralph and Marisa again lead up the first beat of the second race, but got blown away on a tight first reach as the wind strengthened to Force 4. After tight racing Derian and Andy managed to take starboard tack advantage from Simon Lomas-Clarke and Richard Anderson for the race win, with Ralph and Marisa taking third.

Race 3 started in sunshine and a Force 4, but dropped to a Force 1 by the finish, with the first 3 boats finishing in the same order as Race 2.

The Met Office covered most options for Sunday with a forecast of 7mph,

gusting 51mph. Competitors arrived at Chew on Sunday to be greeted by big waves and a raging wind – closer to the top end of the forecast! Following a postponement, and the fleet electing to stay ashore until conditions eased, Race 5 started in a southerly Force 5-6.

Simon and Richard lead round the windward mark, but executed a spectacular wipeout on the 2nd reach to let Derian and Andy into the lead, which they held to the finish. Ralph and Marisa chased them round for to take 2nd and Elaine and Graham Slater took 3rd.

The fifth and final race was started in wild conditions. Simon and Richard blasted off the start and were never challenged for the lead. Derian and Andy man-

aged to take second place, with Elaine and Graham taking 3rd.

Derian and Andy won the event, with Simon and Richard taking 2nd from Ralph and Marisa on count-back. Anthony and James Willcocks showed that fitness and good skills can overcome a lack of lard on the windy Sunday and took the Under 21 prize.

Thanks go to all at Chew involved in providing a great weekend sailing, but in particular to Peter Sherwin for running an excellent weekend of racing in very challenging conditions.



