



Chew Valley Lake Sailing Club

February 2016 newsletter

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Commodore's Blog

2016 is going to be a good year. This is not a New Years resolution but a commitment to move the sailing club to an even stronger position as a competitive sailing venue, a place to learn and develop skills and as a friendly, supportive and sociable environment.

We are a volunteer membership club and everything that happens does so through the unselfish efforts of a relatively limited number of people, relative that is to the number of members at over 1,450. To be successful over the coming years and particularly with the 50th anniversary of the club coming up next year, we need more help. "Many hands make light work" and now is a great opportunity to be involved and without great commitment, perhaps helping on a working party to clear the weeds or varnish the handrails or support the development of the new website with design ideas or content. If you play an instrument then talk to Bonesy M (Flying Fifteen fleet captain) as there is rumour of a club band being resurrected.

Thank you to those who have fixed our kit, organized our sailing, trained our members, kept us connected and communicating, cut the grass, sold the beer, cleaned the loo and managed the club during the course of the last year and to the ever increasing gang



What's on

Water aid talk	2 March
Racing rules quiz	16 March
Solo Winter Champion- ships	19 March
Ladies lake and cake	2 April
Laser training	16 April
John Jarrett and Commo- dore's Tro- phies Chew Crew	17 April
First evening points	20 April
First CLADS , RYA training	23 April
Ladies lake and cake	2 May
New mem- bers' day	7 May
Class race day	8 May
RYA push the boat out day	14 May

of ad hoc volunteers who collectively make the whole thing work.

We are emerging from a challenging time and will do so a stronger and more committed sailing club. With membership renewals imminent it has never been more important that you stay involved and encourage others to join as well. Confidence is high and the future could look good with your help.



Regards

Rob

From the VC

About a year ago I wrote that, since becoming VC in October 2014, I had done a lot of learning. Well I'm still learning and finding out about the myriad of volunteers who do so much more than their regular duties to keep the club running so that we can all enjoy our sailing. We will be setting up a number of working parties soon to spread the load – please don't be shy in volunteering to help!

I reported to the AGM in October last year that we will be developing our approach to:

Biosecurity – prevention of the spread of invasive non-native species.

Along with all freshwater venues and sports this has become a priority. “Killer” shrimp, quagga mussel, floating pennywort and a number of other species are spreading rapidly. Following guidance from Bristol Water and the RYA it is incumbent on every member to follow a simple procedure **before taking your boat to sail at another venue and before returning to sail at Chew.** (We will be proposing a change to the club rules to include this expectation.) In the meantime please start now to:

CHECK your boat, launching trolley and kit (dinghy boots etc.) for plant and animal species

CLEAN - wash your boat, launching trolley and kit

DRY – leave your boat, launching trolley and kit for as long as possible to dry, at least 4 to 5 days, some plant and animal species can survive for several days out of the water.

Before returning to Chew you should follow the same procedure.

For further details:

<http://www.nonnativespecies.org/checkcleandry>

<http://thegreenblue.org.uk/Clubs-and-Training-Centres>

We will be trialling our procedure for events at the forthcoming Solo Winter Championships on February 20th.

Sailing?? Ah yes, I remember doing that.....It seems to have been windy or a flat calm for a very long time. I suspect the Wednesday sailors have had the best sailing conditions. I am looking forward to more settled weather (ever the optimist) and the 2016-17 sailing calendar is published on the website. Despite the weather we have hosted a number of successful youth training events and University team racing events – all made it onto the water for at least some of the time. It has been good to see so many Chew youngsters taking part in the training events and a few have

braved the weather to take part in club racing. It's great to see you joining in!! There are some changes to the **sailing committee**: Toby Peacock and Andrew Southall are sharing the Sailing Secretary role, Andy Bones has taken over from Bill Chard as Flying Fifteen fleet captain and Alex Timms from Tim Morgan as fleet captain for the Solos. Thank you all. (see full list of the sailing committee later in the newsletter).

I do hope you have been receiving the 'almost' **weekly email updates**. If not, please check your spam. We are such an active and busy club it is hard to keep everyone up to date so do let me know of interesting sailing activities (it doesn't have to be about racing).

See later in the newsletter for information about:

safety boat mentoring sessions

rib fuel management

winter Wednesdays

See the club calendar 2016-17 for dates of Powerboat L2 course

Duties. In order to balance out the number of regular duties that members do, several people have volunteered to change to safety boat duty, thank you!! We could do with a few more – contact me. If you'd like a refresher look out for details of the safety boat mentoring sessions.

I think that's enough from me – better weather must be on the way. Whether you race, cruise, train, bimble, Chew Crew or Lake and Cake I wish you **happy, healthy sailing!!**

Helen

HELEN MARTIN
LASER 197687



Fifteen 'Flutterings'

It's been a great pleasure to return to Chew after an extended break in Australia, Spain and Belgium. I first came to the club in 1966 (ish) when my Dad built an original, stitch and glue, Mirror (4437). I think our membership number was 86, so, we were quite early adopters. In those days there was no clubhouse and the race hut was a garden shed somewhere near the club entrance if my failing memory serves me well. We had previously been sailing at "Pegasus" in Weston Bay so the concept of launching off concrete and returning home the same colour that you left was really something (Weston mud is notorious).

Clearly things have moved on a bit since then, however, the view of the lake as you come over Dundry and the joy, camaraderie and challenge of sailing on this wonderful lake so close to Bristol are, definitely, time-



less.

This is the third time I have been a member at Chew. In January 2016 I became FF skip, something I could never have imagined as a small boy sailing in the Mirror fleet all those years ago.

The Flying Fifteen is a beautiful boat – the performance of a practically unchanged original design is an enduring testament to Uffa Fox. The association has, I think, sensibly,

avoided the temptation of letting the boat become too radical. The result of this is that even with a mixture of boats we have outstanding class racing – I am sure this is why we maintain such healthy turnouts all year round. We are, without question, amongst the top fleets in the country – many visitors compliment us on this fact.

The year has started well except we seem have been bashed by storm Tom, Dick, 'Arry and Doris on a slightly tiring basis. The latest one (Imogen, I believe) was a monster. We were all holding our breath to see if our, essential, pontoon was going to survive and I am very pleased to say it (she?) is holding up wonderfully since we fitted some new joints and reset the (substantial) chains holding it in place.

The pontoon has dominated our thoughts this winter, it broke up and generally gave up the ghost about 12 weeks ago – it is now looking really good again and it would be totally remiss not to thank Brian, Allen and Steve for their good natured and tireless work. I would also like to thank all of the “fifteeners” who have helped out too – as the primary users of the pontoon I am sure we (the 15 fleet) need to be “responsible” for checking it and repositioning it. I will give a pontoon presentation to anyone who wants to listen – its short I promise.

This is going to be a cracking year both on and off the water. We are planning some coaching sessions and some great socials. We generally have a pretty good one in the bar after Sunday racing, do come and join us. We have some keen and very successful travelling sailors who will



be flying the flag for us at the big events, good luck to all! Falmouth Week seems to be a favourite (it is marvelous – one of the most beautiful and confusing sailing venues in the UK for sure) – the I5 fleet died off for a while but it would appear its coming to life again.

If you are interested in the I5 and would like to try it (you might be surprised by the physicality of the boat! ...OK, OK, a keel is nice!) please just let me know. We would welcome any new crews into the fleet, experience of the boat is not necessary.

Having explored the sailing world in some depth and raced and owned boats of every size (a TP52 at 28knots is etched on my memory) I believe I am qualified to say that a good day at Chew takes a lot of beating. If the definition of a “good day” is; to return home feeling all the better for having gone out, then, the beauty of Chew, the keen racing, the friendships and wonderful debriefs in the bar – generally deliver.

Happy sailing to all – see you on the water. Andy “Bonesy” Bones

The Solo celebrates 60 years in style

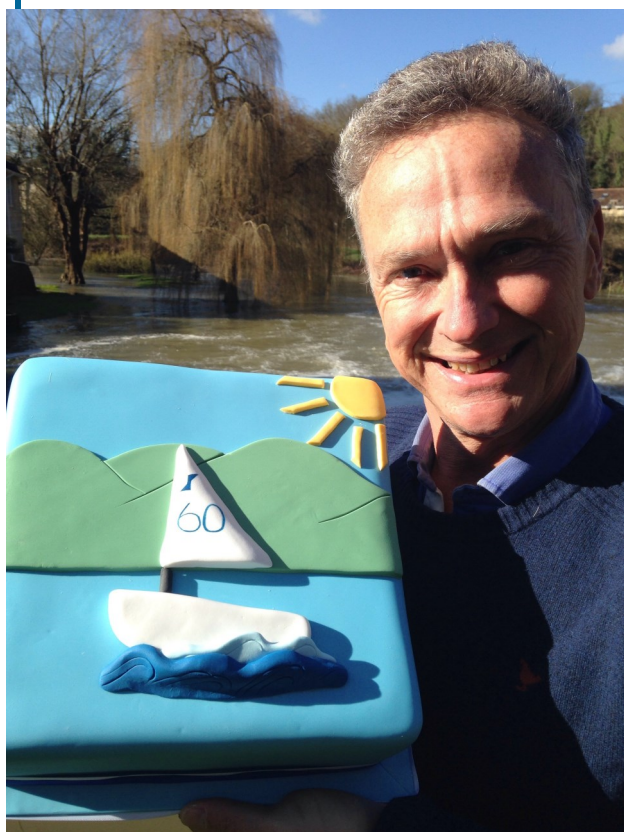
It is 60 years since Yachting World magazine first approached Jack Holt to design a single handed dinghy, and today the Solo is as popular as it has ever been. On a National basis, turnouts to major events are still rising and this is probably down to a number of factors. As a racing dinghy the Solo is relatively easy to sail – although it is difficult to sail really well. Hence the enduring challenge and the ongoing - and most enjoyable bid, for mastery. The boat also appeals to sailors of all ages – and you can go on sailing them forever. At Chew we have top Solo sailors in their twenties and also in their seventies. The Solo can be raced competitively by a range of helm weights and it doesn't seem to matter too much whether you are athletic or arthritic: Its flared gunwhales make for an extremely comfortable sail. Although it always pays to be fit. There is an enthusiastic Class Association and membership offers free training, access to videos, lots of hints and tips, a wide range of events and a quarterly magazine.

I've had my Solo for just over a year now and find it handles very well which makes for great competition at the start line. It sails as well as any boat I have ever helmed upwind - and planing in a blow is just heaven.



Worldwide, boat numbers are predicted to reach 6,000 this year and unlike a number of other traditional classes, part of the Solo's recent surge in popularity is down to its successful design transformation from wood to the latest Foam Reinforced Plastic (FRP). There are currently 6 registered boat builders listed on the class website at www.solosailingorg.uk and at Chew we have a number of older wood based classic models together with some prime examples of the very latest racing machines.

The Chew favourite, especially amongst our faster sailors, is currently the Winder (Mark 1 or 2) with either a cumulus or a D+ mast depending on



helm weight: the latter has a tapered top which bends more in a breeze to support the lighter amongst us. As regards sails there is stiff competition from a variety of makers: North are the market leader; however HD have recently been testing a very fast new laminate and there are a number of more affordable alternatives from a wide range of others.

Although new boats with all the latest go faster kit can cost upwards of £7,000, I decided to go second hand to begin with and found an excellent Winder Mark I with everything included for just half this amount. The Class website has an excellent For Sale section.

At Club level we have nearly 40 registered members and turnouts can reach double figures for Sunday racing. We are currently trying to build the fleet at Chew and if you are interested in getting a boat do contact either myself or another member of the fleet. We would be delighted to welcome you on board.

Alex Timms
Solo Fleet Captain / Solo 4336

Laser Fleet News



Fancy some training?

Saturday 16th April brings our fleet training day with groups suitable for all sailors. Dust off your laser and join in the fun!

For those who are a bit rusty or fancy refreshing their skills, we will be running a session suitable for all in the morning. If you feel confident and want to continue into the afternoon then you are welcome to join in with the advanced group. Steve Smith will be running a separate advanced group all day - suitable for club racers or similar experience. Come and pick



up some tips and practice your skills ready for the Wednesday evening series!
Please let me know if you'd like to come by emailing chewlasers@gmail.com.

Keep in touch

If you'd like to keep up to date with the latest laser fleet news, Steve's sailing tips and boats for sale then please drop me an email at chewlasers@gmail.com to be added to the fleet mailing list. I send out a monthly update at the start of each month.

See you on the water!

Laura Smith

Laser Fleet Captain

Laser 166580



Winter Wednesdays

By the time you read this, the first two Winter Wednesdays will have happened. Thank you John Kelly for a very entertaining evening about the Wayfarer voyage to the Scillies and Rebekah Rice for a fascinating insight into Managing the water supply and how Chew fits in.

Coming up:

Water Aid Wednesday 2nd March. 7.15, bar open 6.45

Tony Clutten has offered to talk to us about Water Aid and their vision to get clean safe water to the 748 million people who currently do not have it, get safe hygienic toilets to some of 2.5 billion people that go outdoors, and help prevent over 1,400 children dying each day that could be prevented by having clean water and safe toilets.

A serious subject but having clean water can bring immense joy.

Tony hopes you will appreciate the importance water plays in our life and some of its incredible characteristics that make it unique.

Speaker Introduction

Tony has spent a working lifetime in water and waste water treatment . Having gained an insight in water treatment and reuse, it seemed natural for him to want to promote the vision of Water aid.

16th March Racing rules informal quiz -This will include an update on advisory hearings , arbitration and protests. This should be an entertaining and informative evening with a chance to learn from some of the club's racing rule experts.

Junior and Youth fleet

A number of the clubs junior and youth sailors have been busy sailing over the winter months. Some in organised RYA Squads, others in various class association organised winter open training, and others taking part in our own Chew organised race training sessions. Around the clubhouse you may have spotted the updated Junior Roll of Honour poster for 2015-16. This includes the names of all the junior and youth sailors who were successful in gaining a place on a RYA or Class Association squad. Typically this involved two or more qualification events, over the summer/autumn of 2015 with more onerous selection criteria for the various UK national squads. In October many of the sailors anxiously waited for news as to which squad they would be joining, and it was very pleasing to hear that we have eleven junior sailors in the main RYA and Class squads this year. Congratulations to them all!

Junior Squad Members from CVLSC

Alice Edmonds
Ben Sykes
Fin Oliver
Frances Fox
Freya Cumpsty
Issy Spurway
James Fowler
Lizzie Cooke
Mary Tilling
Noah Sherriff
Quinn Edmonds

Squad

RYA Feva UK Junior Squad
Topper Class Youth Squad
RYA Optimist S/W Zone Squad
RYA Topper UK Junior Squad
RYA Laser 4.7 UK Junior Squad
RYA Feva UK Junior Squad
RYA Topper Intermediate Squad
RYA Topper S/W Zone Squad
Topper Class Youth Squad
Topper Class 4.2 Squad
RYA Optimist S/W Zone Squad

Everyone in this group has been training hard at various locations around the country and learning to deal with either no wind or gale force winds, and very little in between. In November and December the club hosted all three of the RYA South-West Zone squads – Optimists, Toppers & RS Fevas across three consecutive weekends. We're the only club in the South West, other than WPNSA at Weymouth, to host all three of the RYA recognised junior classes. It's a good indicator of both the breadth of junior talent we have at the club, and the warm welcome we give to our visitors.

We have also hosted two Class Association Open training weekends over the winter – one for the Optimists and one for the RS Fevas. The Optimist weekend was well attended with 11 visitors from beginner to squad level, joining Chew members Quinn and Fin. Excellent coaching was provided by

James Grant and Phil Sparks who earlier in their sailing careers have both won the Optimist National Championships.

The Fevas visited at the end of January on their third weekend of the four weekend Feva South-West Open Training (Feva SWOT) series. This is organised by both the club and class



association and it was very encouraging to have five Chew boats joining the thirteen visiting boats from other local clubs. It was great to see some of the more recent Feva sailors Ed & Ted, Scarlett & Molly, joining the training along with some of our intermediate Feva sailors Alex & Eleanor, Lucy & Jack, and finally Alice & Issy the squad sailors. Coaching was provided by Bex Partridge – the Welsh National Feva Coach, and Charlie Makepeace, team racing coach and past member of the British Universities team racing team. As for the sailing, Saturday was kind, Sunday was true to the forecast! The enthusiastic youngsters were not deterred – the gusty conditions took their toll such that in the afternoon, only 4 of the top crews went out. They gave us a great display of strong wind sailing. There's a full write up on Yachts and Yachting <http://www.yachtsandyachting.com/news/187694/RS-Feva-training-at-Chew-Valley-Lake>.

Alice and Issy on the Sunday afternoon looking to achieve lift off!



The club has also been busy organising race training for club members across our established junior and youth classes. Before Christmas, Ed Jones provided two Sundays of coaching for our Topper fleet, in part subsidised by the RYA as part of our RYA Champion Club designation. The Fevas also used some of this funding and organised a day of race training with Bex Partridge coaching. Not to be out done, the 29er fleet, which now



comprises ten boats, organised training for both newcomers to the class, and those with some experience. Mary Rook, ex GBR team member and current solo sailor (Figaro not the dinghy!), and Tom Methven ex-29er and 49er sailor provided the coaching. Mary has a very entertaining blog of her exploits learning to solo sail a Figaro (<http://www.maryrook.com>) Unfortunately the conditions proved to be too windy for all – though the more experienced group did venture out for a

short burst of training, followed by a lot of capsize practice. Hopefully the winds will cooperate for the next training day.

Looking ahead the club has more training organised in March and April – when hopefully conditions will be a little warmer and less windy. Training is planned for Toppers and 29ers in March, and Fevas in April. If you are interested in taking part contact Julian Cook (juliancooke0@gmail.com) for Toppers, and Nick Edmonds (edmonds_nick@hotmail.com) for Fevas and 29ers.

We're also hosting the Optimist South-West Championships in late June running alongside the annual All-Aboard Schools Regatta. It would be great to see some of our younger sailors taking part in either the main fleet or the regatta fleet (a fleet especially for those new to sailing/racing). Finally a big thank you to all at the club who have supported the junior program over the winter – either as safety helms/crews, OODs, committee members or parents. I know our junior and youth sailors appreciate all the support you have provided.





A Scilly idea

Why not sail from Lands End to the Isles of Scilly and then back again in a Wayfarer Dinghy? This somewhat seemingly crazy idea came about following a successful non-stop circumnavigation of the Isle of Wight in 2014. This is an annual event that is very well organised by Jenny Jeffs, John Norman and a team of supporting volunteers from the Wayfarer Association. What a brilliant idea I thought! And so almost a year later a date was placed on the calendar that met the requirements of tide and predicted weather conditions and which also suited all the expected participants.

However the weather did its own thing, bringing the intended proceedings to a halt just 24 hours before the scheduled departure time. We soon realised that the only way forward was to throw the calendar out of the window and to set a date for the outbound and inbound sail that only took account of friendly weather conditions and that would therefore hopefully give us safe passage. This approach clearly identified a departure date of the 25th of June. This gave the crews around some 20 hours' notice to be on the beach at Sennen ready to set sail. This did mean however that we would have to rely upon a fairly accurate weather forecast for the return journey some 6 or 7 days later.

The passage plan was to set sail from Sennen Beach (Lands End) on a heading that would take us to St Marys IOS (49.55N 6.19W) in two MKIV Hartley Wayfarers. One Wayfarer owned and crewed by John Lethbridge from Port Isaac, with myself, Colin Shepherd from Chew Valley Lake SC); the second Wayfarer crewed by Mike Higgins and John Kelly - also from CVLSC.

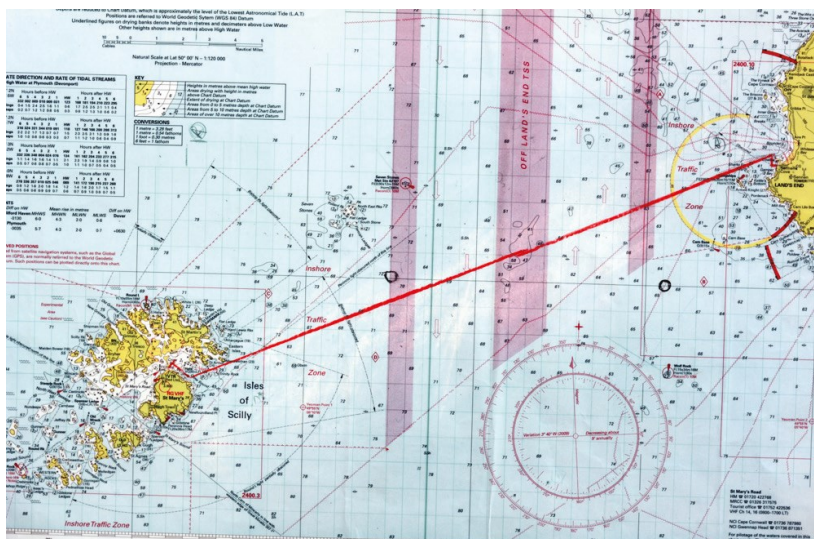
It had been the original intention that both boats would depart from Sennen Beach on the same day, but independent commitments from both sets of crews lead to the Lethbridge/ Shepherd boat leaving on the 25th and the Higgins/Kelly boat leaving on the 26th, thus resulting in two different sailing experiences in the outbound sail. Sennen is definitely an acquired taste when it comes to launching. The slip is so steep that 4X4's burn out their clutches in any attempt to gain the higher ground. Our challenge would not have been possible without the help of Harbour Master; Terry George launching us off from the beach.



Arriving by tractor

At 09.30 hrs we set off from the beach in a force 4 southerly wind on a close reach and following a bearing of 255 degrees that took us out past the Longships Lighthouse. Once past this point we went to a bearing of 235 degrees to take into account tide drift. We made a call to Falmouth Coastguard giving them our passage plan, number of crew and our ETA at St

Mary's. They requested our vessel type and size as well as asking if we had anybody on shore that we were in contact with. The reply given was "Terry George, Sen-nen RNLI"; Falmouth seemed satisfied.



Once out of view of land we kept alert as we approached the Shipping Lanes; the rule "Sail over Power" is something Sea Captains just smile about from their double glazed sheds. Therefore judging a ship's speed against our own involved us holding back and slipping behind them.

It was good fortune for us as there was no fog and the wind picked up from 4 to 5 which gave us a 5 to 8 knot speed in the right direction. We felt that our crossing time was going to be good as we judged ourselves to be at the halfway mark in less than 3 hours. John had

put in a waymark for Tresco on a small hand held GPS that he had purchased some years before but had never used. We picked up our first sighting of the Scillies some 10 miles out, which was when we encountered our first bumpy sea due to tidal currents in this area. At this distance it is easy to question one's position as, when you line up for the approach into St Marys, St Agnes blends into the headland. However with a compass bearing reset to 260 degrees, this put St Marys on our port and the Eastern Isles on our starboard. Just five and a half hours after leaving Sennen, and in glorious sunshine, we sailed onto the beach at St Marys, disappointed only by the fact that we had to make our first tack of the journey to do so, but we could live with that small issue.



Our thoughts now turned to Mike Higgins and John Kelly who were preparing their boat for the following day - Friday. A concern for us was that fog warnings were coming to us from the Harbour Masters office. Already flights from Lands End and Newquay Airport were being cancelled. This presents a problem to those on the IOS: as overnight accommodation would be at a premium due to it being fully booked by those travellers who can't get back to the mainland. Fortunately John Lethbridge is a member of the Port Isaac Sea Shanty Group - Fishermen's Friends and he has sung many times with Bone Idol, the IOS Shanty Group. Not only did we meet up with this fine group of men each evening, but one of their members, Desi Shave and his wife Sarah took pity on our vagrancy and so put us up in their home for the week. Much as we both love the Wayfarer there was no way we were going native on the floor of a MK IV, which is something for younger bones to explore.

And so back to the sailing; an early call to Mike and John on Friday confirmed their position to be getting stuck into a lardy breakfast. This being due to the fact that they could not even see the breakwater at Sennen Cove, so please pass the Ketchup. A later call back to the boys at Sennen confirmed that their departure was now due for 12:30. That was the good news...the bad news was that the wind had shifted to a westerly - on the nose. This would have been fine if one had a full day to make the crossing and had wanted to take advantage of



the opportunity to brush up on their tacking. This put their arrival way behind schedule and our concerns were very evident, not just for their welfare on the open sea, but for the fact that the bar kitchen was about to close and therefore it was looking increasingly like they might not make last orders for solids or fluids. The call finally came in – no, not Last Orders – their boat was sighted approaching the harbour. We shot down; it was a quick cuddle and then a race to the bar where we'd managed to get some solids



The bottle opener is here somewhere

put by that were then washed down with something non-salty. The following morning was partly taken up with sorting out our kit on board. Both boats had a rear storage box together with a couple of dry bags, one for all the emergency gear: fog horns, flares, food, high energy drinks, radio, bits of string and shackles etc.

Then off we went to sail around an Island each day. Tresco first, the north of the island gave us some exciting sea around Gimble Porth and Kettle Bottom where breaking seas did their best to challenge the Wayfarers. But the boats did us proud, even though we did not have time to put in a reef to make the sail more comfortable. This is what the trip was about though, not about us, but more about what a Wayfarer can cope with and keep its crew safe and reassured re its marvellous capabilities.



Apart from its many safety features the Wayfarers shallow draft made sailing in rocky waters possible. To this end I was joined by retired boatman Paul Hicks for the day who let it be known that he had never sailed before, but he did become an immediate convert. With his knowledge of the coastline we were able to thread our way in and around submerged rocks that had wrecked many ships over the centuries, thus allowing us to gain access to some fantastic beaches. We sailed to St Agnes on one particular day via a passage around Bryher, picking



Taking a short break on
Bryher

By the end of the week, having sailed around all of the islands as well as visiting cruise ships, we started to think of our return journey as we were fully aware that we were only half way in our venture. Word was reaching us that the weather was on the change and a quick call to Sennen RNLI confirmed that it was currently a force 6 with a big ground swell; advice was that it would be better to leave it a day and see if it goes through, which it did. We therefore planned to leave St Marys on the following day and, after checking in with Falmouth, both Wayfarers left the beach at 10:00hrs.

The first leg turned out to be a motor sail for both boats, but once past the Eastern Isles we were both able to launch our kites which improved our speed

our way through many rocky outcrops with the help and guidance of Desi Shave. Having him along did mean that, later that day, it was all then down to singing shanties outside the Turks Head on St Agnes. Word soon spread around the Island of our presence and that led to passing walkers also giving impromptu songs. All of this washed down with plenty of crushed apples.



John Kelly trying out his inflatable dolls



The Wayfarers taking a break at St Agnes

no end. However after a few hours we had to give this up gracefully as the wind headed. We started picking up some rough troughs, and looking back at Mike and John's boat we did see it disappear from time to time.

Again shipping lanes were soon upon us with traffic split into the North and South lanes; so more giving way to power. Our next bearing was the Longships Lighthouse, making sure we kept it on our starboard side when trying to pick up Senen Cove. This is where one needs to line up from the port side to avoid a rocky outcrop that cannot be seen at different states of the tide. Mike and John had the good nature of letting us be the first "cannon fodder" to hit the beach; a beach with a ground sea that one would love to see from the shore looking out but not in a 16ft dinghy trying to make the beach.

The crashing waves not only flooded the boat but picked us up and dropped the boat on the beach, with waves still crashing over the stern.

Well that would be all very well if we

had a trolley under the boat, but a second wave suddenly picked up the boat and took her back out again. Yes we did make it and we can tell the tale, but now it was Mike and John's turn to hit the beach. Having watched the preceding comedy act they chose a slightly smoother part of the beach to come ashore – the benefit of holding back – so with two extra hands now on the shore and with the fantastic assistance of Terry George (Harbour Master) and his tractor it was all made a lot easier and it was not long before both boats were at the top of the slip. The tractor made all of the difference and without it being there it could have been two Wayfarer wrecks for the local divers to explore.

To sum up, we sailed to and around the Isles of Scilly had met some fantastic people, had good company, good sailing, lots of memories of peoples communities and so much goodwill; all achieved in the very short time we spent visiting and sailing. As a footnote to this achievement



A peaceful St. Agnes Mooring



The tip of Mike's mast just visible above the swell

it has to be said that this might have been a first for club members to sail a couple of Wayfarers to the Isles of Scilly, but it's not a first in what club Wayfarers and their crews have achieved over the near 50 years that the club has been running. Names, too many to mention here, some of whom have long passed away, put the Wayfarer and CVLSC on the map for adventures on many of our coastal waters, and in non-stop circumnavigation of the Isle Of Wight. Praise indeed for the boats and their crews.

Colin Shepherd



Out of the mist we can now see Land's End



A fond farewell

STOP PRESS: Message from the Wayfarer Class Association to Colin Shepherd:

"Dear Colin,
I am delighted to say that your article appearing in the Summer edition of Wayfarer News 'A Scilly Idea', has been selected as this year's winner of the Piers Plowman Trophy. As you are no doubt aware this trophy is awarded annually at the AGM for the best article appearing in the magazine for the preceding year. The winner is selected by the previous year's winner, in this case Trevor Thompson. Trevor says:

.. Several features stood out here. First of all it really is quite a brave thing to sail across to the Isles of Scilly from Cornwall. Not only is the return passage uncertain but you have to cross shipping lanes and deal with the notoriously difficult approaches to the islands. I liked the way they behaved themselves amongst the islands. The way they came alongside the local community, visited all the islands and seemed to have a thoroughly good time. Returning to a surf beach was beyond the call..."

Gain RYA qualifications in 2016



Once again, we will be offering RYA training courses in 2016 for around half the cost of a commercial centre! We are very proud of our status as an RYA Training Centre, and all our courses are run by club members who hold RYA instructor qualifications.

RYA training is available for CVLSC members only. We are running courses twice this year:

- The Spring 2016 RYA courses take 5 days to complete and will be run at Chew Valley Lake Sailing Club on 23, 24, 30 April, 1, 2 May.

- The late-summer courses take 6 days: 3, 4, 10, 11, 17, 18 September which includes 'Barts Bash' on 18 September.

We will be offering the RYA National Sailing Scheme Adult beginners courses Level 1 & 2, and the Youth Sailing Scheme Stage 1 & 2. If there is demand for the Adult Stage 3 or Youth (Stage 3 then we will run this course as well. The cost is £140 for adults and £90 for youth/juniors. Application details are on the website [Training page](#).

As well as sailing courses, you can also gain the RYA Power Boat Level 2 certificate to enable you to helm the club's safety boats and if you want to get involved in delivering training, then we also offer "Assistant Dinghy Instructor" and "Dinghy Instructor" training.

Check the website for full details, and if you have any questions, contact me.

Rich Hole, RYA Training Co-ordinator
training@chewvalleysailing.org.uk
 07980 800615



Safety boat mentoring

On 16th April we will be holding the first of a series of Safety Boat Mentoring sessions. These will allow helms to practise their close quarter boat handling and to have the opportunity carry out the recovery of capsized boats for real while being mentored by RYA qualified Powerboat Instructors and Safety Boat Helms.

Would you like to have a fun day and be able to develop your skills and knowledge before you have to do it for real?

If so, please contact Steve Turner on 01275 333927 or at steve.turner@sandsfoothouse.co.uk

Rib Fuel - supply and storage

The Club is making some changes to the supply and storage of fuel for the safety boats and dory.

We will be reducing the volume of fuel held in the red storage cupboard to ensure that we have a regular turnover. Modern fuels absorb water the longer they are stored, this impacts on the performance and reliability of our outboards. You will see a reduction in the number of fuel cans held in the storage cupboard. This will be increased when major events are due to take place. In addition the fuel in storage will be dosed with an additive to minimise the absorption of water.

We are asking all safety boat helms to take cans from the LEFT HAND end of the bottom shelf to maintain a regular turnover of fuel. New supplies will be placed at the RIGHT HAND end. Empty cans should be placed on the top shelf.



Membership Renewals

Membership Renewals are due soon. An email or letter will be sent to all members before the end of February attaching the forms for completion.

Please make sure all forms (Membership Details, Club Duties and Craft Details as applicable) are completed in full and returned with the correct payment **before the end of March**. If you do not receive an email or letter please download the forms from the website.

Thanks

Ben



STOP THE SPREAD



Are you unknowingly spreading invasive species on your water sports equipment and clothing?

Invasive species can affect fish and other wildlife, restrict navigation, clog up propellers and be costly to manage. You can help protect the water sports you love by following three simple steps when you leave the water.

CHECK

Check your equipment and clothing for live organisms - particularly in areas that are damp or hard to inspect.

CLEAN

Clean and wash all equipment, footwear and clothing thoroughly.

If you do come across any organisms, leave them at the water body where you found them.

DRY

Dry all equipment and clothing - some species can live for many days in moist conditions.

Make sure you don't transfer water elsewhere.

For more information go to www.direct.gov.uk and search for **Check Clean Dry**



Milford Haven Wayfarer cruise

Five CVLSC Wednesday sailors towing 2 Wayfarers set off for Pembrokeshire Yacht Club on Monday 21st October for 5 days of cruising in Milford Haven. The club is in Gellyswick Bay on the Milford Haven Waterway three quarters of a mile west of the town and has a good slip for easy launching. We rigged the boats and had lunch at the sailing club. It was very windy NW with very strong gusts so with two reefs in we decided to go for a short sail in the relative shelter of our bay. We then set off in a very rough sea, waves breaking over the bows crossing the main channel for Angle, on the south side of the Haven, when in a strong gust my tiller broke. Dave, John and Malcolm in the other Wayfarer came to our rescue and towed Richard and I back under sail, a very skillful bit of seamanship in challenging conditions, salvage rights were claimed. A quick temporary repair was carried out, my tiller now being 3 inches shorter than before.



Milford Haven

Milford Haven waterway nestles on the westernmost tip of Wales, closer to Ireland than to Swansea. The Haven enjoys over 22 miles of navigable waterway and is mostly surrounded by the National Park. Milford Marina, converted from the old dock basin has matured over the years and is now an attractive area with the town close to hand. It is still a working fishing port. We stayed in an old dockside pub, the Heart of Oak, a basic cheap and cheerful bed & breakfast, which suited our needs. Walking into town for our evening meal at The Lord Nelson.

On Tuesday it was still very windy so with double reefs and my modified tiller we sailed up and



Palmerston Fort

down the Haven not straying to far from the yacht club, there are a lot of oil and gas terminals with their jetties jutting out into the waterway. We kept a sharp look out for fishing boats, yachts, large tankers coming and going with tugs bustling about and the twice daily ferry to and from Ireland via the ferry terminal at Pembroke Dock.

Wednesday, with a strong Westerly wind and with the help of the incoming tide we set off up river passing Pembroke Dock on the south side and Neyland on the north side, then under the very high Cleddau Bridge, the

A477 toll bridge, turning north up the Cleddau River, to Lawrenny Quay, where the Cresswell and Carew Rivers flow into the Cleddau from the east. Then onwards, passing Benton Castle, conspicuous on the west bank high among the oaks and further upriver through Beggars Reach to Black Tar on the west bank, where we landed for a picnic lunch. In the upper reaches and more sheltered waters the wind dropped and became more fluky.



We carried on to the ruins of Landshipping Quay where Milford Haven oil terminal the river divides at Picton Point into the Eastern Cleddau and the Western Cleddau, which would have taken us to Haverford West if we had had enough time and enough wind. The Haven is a truly magical place. On our return by the time we got back to the road bridge it was an F4/5 gusting F6 and we had a taxing 6 mile beat up the Haven back to the yacht club. A most enjoyable and tiring day having travelled 25 miles we were all very stiff and knackered at the end of the day.

Thursday, we experienced some more exciting sailing in strong westerly winds crossing the Haven several times and into Angle Bay, a wide shallow inlet on the south side of the Haven directly opposite the Esso and Amoco terminals.

Friday: our last day sailing, the wind settled down to a F2 / F3 westerly, blue sky and sunshine, a perfect gentle sailing day. We tacked out to the entrance of the Haven, six miles as the crow flies, Dave and John circumnavigating Stack Rock Fort, a circular "Palmerston" fort built on a small island. Passing Thorn Island down towards St Ann's Head and out into the Bristol Channel, or is it the Atlantic? With a good view of Skokholm Island 6 miles out to the west, very tempting to keep going. However we circled the Mid Channel Rocks and headed back into the Haven and landed in Watwick Bay, just south of Dale for



our picnic lunch. A beautiful white sandy beach, an idyllic spot in the warm Autumn sunshine. Our return run with spinnakers all the way back to the Pembrokeshire Yacht Club completed a memorable days sailing. Back at the club we got the masts down and boats on to their road trailers ready for our return journey home on Saturday.

A most enjoyable Wayfarer cruise, one of the best weeks sailing ever.

John Bone (199)

Watwick Bay