



Jan 2013 newsletter

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Commodore's Blog

After the excitement of another successful sailing season dies and the winter approaches there is a flurry of activity in the Winter Series. This saw a notable increase in the number of Flying Fifteens and Solos on the water. Then a wild and windy Tap Trophy on Boxing Day followed by a more sedate Resolution Trophy on New Year's Day. And now the Frostbite Series, stopped by the snow and ice just as it was getting under way. The machinery of the Club's organisation doesn't rest, though. I am pleased to welcome Charles Tricks to the General Committee looking after Health and Safety at



What's on

8 February	RNLI fund rais- ing evening
20 February 11.00am	Four seasons race (winter)
9 March 11.00am	Laser training
16 and 17 March	RS 100, RS 600 and Cherub open
1 to 5 April	BUSA finals
13 and 14 April	Scorpion and Fireball open
17 April 6.30pm	Wednesday se- ries practice race
21 April	John Jarrett and Commodore's cup
27 April	Laser training
11 and 12 May	Flying Fifteen Inland Champi- onships
15 May 11am	Four Seasons race (Spring)
18 May	New members day
23 May	Thursday im- provers ses- sions start

the Club and Graham Cranford-Smith taking over the mantle of Duties Secretary. Both have already made significant changes but the more obvious is the introduction of Dutyman, a web-based system for the administration of duties within the Club. It has been working since January 1st and so far has gone well. Most comments are favourable. A lot of the setting up was done by Steve Nash. Steve is a CLADS member with an encyclopaedic knowledge of things computing (at least, that's what it seems to me as one who has not). If you don't know Steve you will see him haring around the Club in his wheelchair or engaging in some exciting sailing in a variety of boats. Steve is also bringing up to date our e-mail facilities so communication will be improved. Nick Fisher also did a lot of the donkey work in getting the system running. Thank you to Colin Shepherd who carried the health and safety banner and to Dave Hopkins and Hilary Ross who undertook the Duties portfolio for a long time.

There has, for a long time, been a happy band of sailors who meet and sail on Wednesdays. They are easily spotted undertaking a Le-Mans style start off the slipway at 10.00 precisely. The long time, though, has diminished the numbers and so the ability to provide duty cover for the whole day. Our thanks are due to the Universities and schools who will pick up the shortfall, at least in term time.

From time to time things just go wrong. In the gales at the end of last year the Committee Boat broke its mooring and floated down towards the dam where it sank quite gracefully. It is not very far under the surface and divers are on stand-by to recover it when the Water Board can turn the pumps off that remove water from the lake. This may be a little while yet. Contingency plans are in place to manage the early Open Meetings.

Socially there have been some pleasant evenings which Steve Nash organised.

The Club is rather more detached from the local community than is desirable and the Committee is examining ways of addressing this. A charity race is being planned for the summer.

There is a general feeling that the Club, both site and house are a bit jaded or, frankly, scruffy. The ladies changing room will be refurbished before the summer season gets under way. There is also some important maintenance work to be done on the Clubhouse. Beyond those two, the men's changing rooms and the dry lounge could benefit from some attention. Views on these, and any other matters are always welcome.

Subscriptions will rise this year by 3%, somewhat below the inflation the Club experiences.

Bearing in mind a day's sailing at the Olympic facility at Weymouth costs £15.90 for a Laser or £28.60 for a Flying Fifteen, Chew looks like pretty good value for money.

The only good thing about all this bad weather is that the lake is full and will stay full for a long time. The daf-

fodils are coming up so spring won't be far away and it will be time to go sailing again. (or some welcome warmth for the frostbiters)

Enjoy your sailing.

Mike Thompson
ff 3899





Solo report

As I sit here writing this piece I'm on board a large container ship outbound from Hamburg, having spoken to my wife last night it sounds as though I'm better off here than being snowed in at home. It's a glorious sunny day, albeit a touch chilly but sitting here inside my glass overcoat it's not that bad.

Racing so far this year has been fairly quiet, only 1 solo out for the Tap trophy and 2 for the Resolution. The Frostbite series has encouraged a few more to venture forth with the odd visitor or two among them. Being away at the moment I keep an eye on the club website to see what is what, unfortunately no sailing last weekend but looking at the forecast for the 27th Jan it's looking good and I should be back by then, here's hoping.

The Solo National circuit starts up on the 23rd February at Grafham with the Winter Championships. A great event at a superb venue, usually around 50 entries, it can be a long day with a two & a half hour drive, rig the boat, sail 3 races back to back, pack up, prizegiving and then drive home, is it worth it, I'd say so, yes.

The local circuit starts at Cheddar on the 13th April, we can usually put out 3 or 4 entries from Chew, last year it was won by Chris Goldhawk with support from Andy Hewitt and myself, also Brian Kitching from Frampton on Severn who has now joined us at Chew. Chris, Brian & myself are regulars at the opens and Championships and while Chris can be seen battling it out at the front Brian & I are usually fighting it out amongst ourselves a little further down the fleet. Why not come and join us sometime, broaden your horizons and sail against some of the top Solo sailors in the country.

Some of you will have been contacted by Dutyman to cover open meeting duties, it is my dubious pleasure to arrange these for the opens throughout the year. With Dutyman making its

debut this year I have just about managed to staff all the events, obviously it will need tweeking but the opportunity is there for you to arrange swaps yourselves, please take the time to confirm or swap your duty when you receive the email informing you of when it is. It takes a considerable amount of time to arrange all this and your help is greatly appreciated.

Anyone wishing to try a Solo is welcome to have a go in mine, just contact me to make arrangements on email or use the mobile phone number below. Meanwhile enjoy your sailing.

Nick Fisher

Solo Fleet Capt.

unshornsheep@btinternet.com

Mobile 0777 586 3972



A message from our new Health and Safety Officer

Charlie Tricks has now taken over from Colin Shepherd as Health and Safety Officer. Many thanks to Colin for all he has done, especially sorting out the keys.

The new duties handbook will now contain more about Health and Safety than previous versions, including what to do in an emergency. Please read it thoroughly before doing any duty at Chew. It also contains instructions on cardiopulmonary resuscitation (CPR) and use of the defibrillator. Please note that there is now a rigid orange buoyant stretcher on the wall near the entrance to the rescue boat shed. The defibrillator is still kept next to the main back entrance to the clubhouse as before. There is a simple instruction card with it.

Anyone can use the defibrillator in emergency. You really can't do any harm as the machine tells you what to do and it will not allow you to give a shock unless it is clinically appropriate. Training is not essential, but is very helpful. With this aim in mind it is hoped to be able to demonstrate CPR and use of the defibrillator at a number of sessions over the next few months. Some of these sessions will probably be at Sunday lunchtimes, but if you have any special requests or ideas please get in touch with Charlie.

We are also aware that there may be members of the club who would like some more formal first aid training. This may be something the club could offer, but we would have to buy in professional training and there would be a cost to trainees. If though you are interested, please contact Charlie Tricks on tricks5ef@btinternet.com. It would be also useful to know whether



you would want to do this over an intense day or 2, or over a number of evening sessions. We need to gauge the interest before arranging anything. Finally the committee have decided that the rules relating to the compulsory wearing of wetsuits and drysuits are too lax. From now on it will be compulsory to wear a wetsuit, or drysuit if the water temperature is below 15 deg C, whatever the air temperature. (Shorties are acceptable providing they cover most of the torso.)

Cold water shock can quickly cause death in water below 15 deg (see RYA website), so the new rules are designed to tie in with this.

Tap Trophy

14 boats crossed the line for the start but with very strong winds it became a battle of survival.

Most boats sailed the wrong course from that indicated with the exception of Ben and Ross McGrane in their Merlin Rocket who went back and unwound themselves and Steve Smith in his Laser Radial who was so far back that he had the chance to look at the course board as he had no idea where he should be going. These then became the only 2 to get official prizes.

Prizes for the alternative race were awarded to the Flying Fifteen of "Caddy" and Mike Chapman, who despite a massive knock down on the reach from 7 to B sailed impressively as did Cameron Scott in his Laser who took the other prize.

George Simpkins



NYK Orion Hamburg to Elbe Pilot Station

Many people ask me what I do as a North Sea Pilot. My reply is that I am there to assist the Master with the navigation of the vessel through the English Channel, one of the busiest waterways in the world, and throughout the North Sea. Having joined the Merchant Navy a few weeks before my 17th birthday as a deck cadet I progressed up the ladder to be a Master in my early thirties. After 13 years as Master I changed tack, took my Trinity House Deep Sea Pilot's licence and started



Altenwerder Container Terminal Hamburg

working as a Deep Sea Pilot, taking large vessels up & down the English Channel, Irish sea and North sea. My Masters licence is unrestricted ship size and worldwide, my Trinity house licence runs from Gibraltar to Gothenburg and around the top of Norway to Russia including the Irish sea as well as the west coast of Ireland. In practice our working area is mainly Brixham / Cherbourg to Mongstad (Norway) and Gothenburg also including the Shetland Isles, this includes any port in between. A Deep sea pilot does not do the rivers or estuaries as they are done by local pilots who will generally only perform pilotage acts on one river, or several small ports on the coast. My task is to assist the Master at sea to keep his working hours down while the vessel is at sea.

This article is about part of my latest trip. I joined the NYK Orion in Southampton on the 16th January, we sailed on the 17th for Antwerp and then to Hamburg. Sailing from Hamburg the weather was glorious and the opportunity for some photos was evident, so here goes.

After having spent 30 Hrs alongside in Hamburg we sailed from the container terminal at 0800 23rd Jan. Hamburg has a system using dedicated harbour pilots, so once the vessel was clear of the berth and into the main river the harbour pilot departed and the river pilot took over.

The river Elbe is 90 miles long to Hamburg and split into two parts for pilotage purposes, Hamburg to Brunsbittel, where the Kiel Kanal is situated, a fantastic construction over 100 years old joining the North sea to the Baltic and used by many ships to avoid the longer route around the north of Denmark. On the way to Brunsbittel we pass the small town of Stade where there is a large jetty taking bulk carriers with raw materials, Oil and Chemical tankers. While still in the Merchant Navy I spent many a "happy" hour on these berths,



Ship's Master With River Pilot

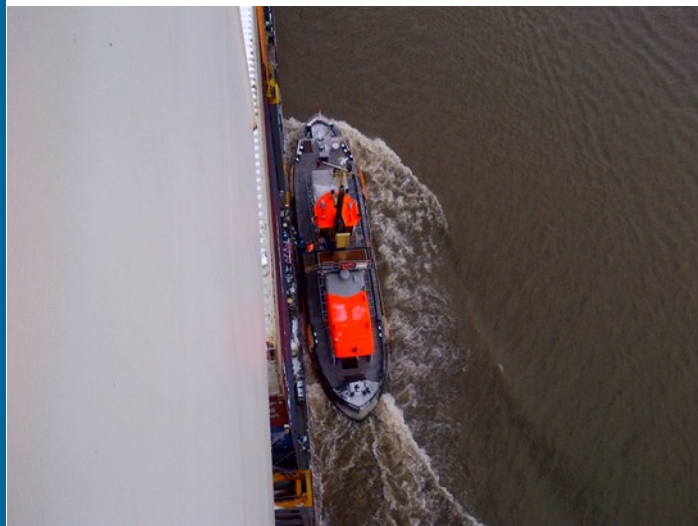
arguing with the surveyors about cargo quality and quantity for the Bill of Lading, an important document which gives the bearer ownership of the cargo, any discrepancies at the discharge port can then be claimed against the ship.

On my own ship we would come here to discharge low grade caustic soda, taking about 12 hours alongside, then progress to Hamburg (tank cleaning on the way) approximately 3 hrs up river, to arrive load ready for a full cargo of concentrated Sulphuric Acid, loading from barges, to then head back



Butzfleth Jetty At Stade

down river to Brunsbützel for a Kiel Kanal transit to a discharge port in Denmark. Then usually backloading Phosphoric Acid for discharge in Brunsbützel before heading back to Hamburg for more Sulphuric, which probably then went to Rotterdam for processing into fertiliser.



Pilot Change At Brunsbützel

hull. The benefit of this system is that there is very little movement due to swell or wind waves.

On arrival at the Pilot station the vessel reduces to around 10kts, having come down the river at about 15kts, for the pilot to leave the ship, once this is completed the vessel speeds up to 15kts again and this is where I start work.

To Be Continued

The second part is from Brunsbützel, where we make the pilot change by tugboat, to the mouth of the Elbe, a distance of about 30 Miles. The river is widening at this point and the main point of interest is passing the small port of Cuxhaven.

As we keep on down the river we are nearing the end of the river pilotage at the Elbe Pilot Station, the pilot departs here onto a specially designed boat called a SWATH (Small Waterplane Area Twin hull) this looks very similar to a trimaran but the hulls are actually pods which sit below the surface with thin vertical steel supports to the main



Pilot Boat Viewed From Astern

NYK ORION Ship's Particulars

Japanese Owned. Built Korea 2008. Registered Panama

LOA 336 Metres Breadth 45.8 Metres Max Draft 14.0 Metres

Ht Above Keel to Mast Head 61.6 Metres

Deadweight (Load capacity) 99,563 Tonnes Volume 9040 x 20' Containers

Engine 80,000 BHP Fuel 250 Tonnes Per Day at 25 Kts

Fuel 80 Tonnes Per Day at 13 Kts

Generators

Diesel Oil 10 Tonnes Per Day

Propeller Pitch 8.8 Metres. i.e. for 1 revolution ship moves 8.8 metres with no slip. In practice 10% slip is usual, subject to weather conditions.

Nothing at all to do with my article but just thought I'd stick a couple of Solo photos to promote the class!



Oh if you look carefully you will see Graham Cranford-Smith in 5150 at Oxford in 2011



Chew Solo & Laser Open 2003 (Courtesy of Errol Edwards)

Visitors Day

The view coming over the top of Dundry Hill on Sunday morning was of the Chew Valley filled with mist and it was cold on arrival at the Club. The sun soon burned off the mist but didn't bring any wind with it. With a lot of sailors waiting anxiously time ticked by and the first race was postponed until after lunch. The wind duly obliged and two handicap races on a course close to the Club were completed. The wind remained light, patchy and fickle. Some gained and some lost.

It was very nice to be able to welcome 14 visitors from eight clubs in the South West.

The morning race for the RNLI shield and RNLI bear was won by Simon Hawkes in a Phantom by almost a minute ahead of Pete Vincent and Pete Cruikshank in an RS 400 and then Tim Hemsley in a Phantom. The first Chew boat was Terry McGranes Flying Fifteen but with son Ben (he of National wins in International 14, Contender and 505) at the helm. The race raised a substantial sum for the RNLI so thanks to all the competitors for their contributions.

In the afternoon, Chew mounted a stern assault for the Chew Rose Bowl with Derian Scott helming Pete Rose's Scorpion. Even this staggering combination of talent was unable to beat Tim Hemsley in his Phantom, losing by 58 seconds. Pete Vincent and Pete Cruikshank were third.

The Top Club Trophy is awarded to the visiting club with a team of three boats who scored best and it was won by Bristol Corinthian Yacht Club.



Thanks to Phil Henson and his team for managing a tricky day.

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 which currently contains photos by Errol and fellow CVLSC member, Primrose Salt. 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 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 or call him on 07401939777.

RYA courses update

The continued popularity of the RYA courses at Chew are causing something of a problem! We are now oversubscribed by a factor of three for the Spring 2013 courses and will be allocating spaces on a first come first serve basis after the expressions of interest are formally requested in April and so keep an eye out for the email to those already on the provisional list. If, despite this, you would like to be added to the list then send an email to training.cvlsc@gmail.com.

In response to this we are looking at other ways of expanding the RYA instruction available at the club and so watch the website for more information in due course.

The club has about twenty active RYA trained dinghy instructors and is always interested in hearing from those that might like to do the course and help with the instruction. It is a great opportunity to hone your sailing skills and learn how to best communicate them to others and it is immensely rewarding to experience the rapid development of the people that you teach and the we have a lot of fun as well. So get in touch through the email above and as soon as we have a minimum of six people interested we can run another dinghy instructor course.

We are in the process of arranging RYA senior instructor courses and plan to develop the skills of a number of our current dinghy instructors. This will further broaden the scope of the instruction available so that we can sensibly look at delivering some of the more advanced modules, for example sailing with spinners, seamanship and race training.



We ran the first CVLSC assistant dinghy instructor course last year. This is not an RYA qualification but introduces the main issues associated with the RYA instruction in such a way that candidates can become actively involved and valuable on the RYA courses working alongside a dinghy instructor. This is particularly valuable with the youth courses and enables individuals to develop their skills and knowledge to play a greater part in some of the other training in the club, such as the Junior Challenge programme. If you think that you might be interested in the course, use the email address above to confirm and as soon as we have the numbers, something can be arranged.

Rob Mitchell
CVLSC RYA Training Co-ordinator
January 2013

Mountbatten Centre residential weekend

Nearly 50 parents and children from the club converged at the Mountbatten Centre on a cold and crisp October weekend to enjoy some coastal water sports activities on the Junior Programme's inaugural residential weekend – and nearly took over the whole centre! For many it was the first time that they had experienced any sea sailing and despite some very cold (and windy!) conditions, a great time was had by all as you will see from the photographs!



We arrived on the Friday evening to a late supper and settled into our dormitories. Many excited children, many of whom were unaccompanied by Mum or Dad, can often present difficulties, but all the them, without exception, were an absolute credit to the club in their general behaviour and attitude throughout the whole weekend and were continually complimented for this – we should be very proud of them.

The weekend was divided between a variety of experiences - solo or paired in either Fevas or Picos, group sailing in Hawk20's, or kayaking – there was plenty for everyone to have a go at. Our youngest group were only eight but gainfully went out in Teras and Optimists before themselves being taken out for a joy ride in a Hawk and were incredibly undaunted despite the freezing conditions. Our sailing adults enjoyed their time in Bahias and, despite a capsizing or



two, seemed to gain as much out of the experience as the children. Kayaking proved extremely popular and our instructor was very adept at keeping all, whatever their level, entertained with games aimed at improving skills and encouraging confidence. Our thanks go to all the staff at the centre for looking after us so well and to the centre instructors for being so flexible with the programme so that everyone had a chance to experience activities they wanted to try out. Special

thanks go to all the accompanying parents for being so good with all the children, monitoring kit and curfews alike, though we all found time to have respite in the bar and enjoy a Saturday night Halloween Party with the kids, replete with games of Bobbing Apples, Marshmallows in Flour and Pass the Balloon! Particular thanks go to Mark Rolfe for being our club SI and keeping an extra special eye on all of us – I certainly couldn't have maintained the organisation of the weekend without his support.

This was the first time that we have attempted to take a group of children away but I hope that it will be the start of many. The camaraderie between the children was very gratifying and the weekend was a glorious end to a very successful season. The teenagers in the group looked out for the younger members and everyone joined in culminating in a very enjoyable weekend. Long may it continue!

I plan to organise a return visit next October so please keep an eye on the website for details.

Ali Woodiwiss
CVLSC Youth Coordinator



OFFICERS

President	Gordon Scott	01761 221748
Vice President	George Simpkins	01761 453312
Commodore	Mike Thompson	01454 260704
Vice Commodore	Simon Chapman	01275 472648
Rear Commodore	Allen Marsh	01275 331143
	Andrew Martyn-Johns	0117 9358151
Hon Secretary		
Hon Treasurer	Ian Hudson	07921 252131
Hon Sailing Secretary	Nick Fisher	01934 811319
Hon Membership Secretary	Claire Jeffris	01761 417696

COMMITTEE MEMBERS

Duties	Graham Cranford-Smith	0780 3290201
House & Grounds	Allen Marsh	01275 331143
Health & Safety	Charles Tricks	0777 5778524
Group Representative	Hamid Kouidri	01934 710070

SAILING COMMITTEE (Chairman - Vice Commodore)

Sailing Secretary	Nick Fisher	01934 811319
Hon Bosun	Alan Coventry	07887 845551
Dinghy Bosuns	Nicholas Hand	01275 842950
	Peter Barnes	01275 333755
Results	Chris Goldhawk	01454 413115
Principal Race Officer	John Smalley	01934 742635
Youth Co-ordinator	Ali Woodiwiss	0117 9078442
RYA Principal	Mark Fordham	0790 3155802
CLADS (Disabled Sailing)	Mike Preater	01373 813078
RYA Training Co-ordinator	Rob Mitchell	01225 310989

Fleet Captains

Handicap (s)	Peter Rose	01275 852534
Handicap (f)	Derian Scott	01225 314156
Flying Fifteen	Bill Chard	01275 333813
Laser	Helen Martin	01275 333927
Solo	Nick Fisher	01934 811319
Topper (Non Committee)	Kate Jones	0117 9238263
Feva Rep (Non Committee)	Reuben Woodbridge	01225 400063

HOUSE & GROUNDS COMMITTEE (Chairman - Rear Commodore)

Bar	George Simpkins	01761 453312
Dinghy Park	Allen Marsh	01275 331143
	Andrew Martyn-Johns	0117 9358151
Newsletter Editor		

TRUSTEES

David Macklin	01275 392448
Brian Brooks	01275 331136
David Casley	0117 9422463

CATERING

Galley (DWF Catering)	Doug Forsythe	01761 470655
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Flying Fifteens Forever

