



Chew Valley Lake Sailing Club

May 2014 newsletter

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Commodore's Blog

The Club lost one of its outstanding sailors when he died two months ago in a car crash. Paul Clements was a very regular sailor in the more extreme sorts of dinghies, with his wife Liza in their Buzz and in a Cherub. He had an extraordinary sailing career in yachts and dinghies, winning several National Championships, and Richard Hole has written more about his sailing career on page 7 of the newsletter.



What's on

7 June	Ladies lake and cake
14 June	Laser and Solo open
18 June	Summer Solstice race
21 June	General Club training
28 June	WESSA regatta
5 July	Ladies' Day
6 July	Admiral's chase
12 July	Family Regatta
13 July	Club racing regatta
23 to 25 August	August Antics
31 August	Topper Open
6 September	Ladies' lake and cake
9 to 11 September	Police nationals
14 September	Mercury Macklin, Masters and Melvin Watts trophies
21 September	Bart's Bash

The Winter sailing series concluded with a large number of boats having competed but spring seems to want to stall on the back of some indifferent weather. It must be summer, though, because the Wednesday evening series is running. Don't forget Thursday evening sailing. The lake is open, there are none of those horrible, whizzy, loud racers about and there will likely be some instruction on hand.

There have been two Open events so far, the RS Ugly Tour and the Flying Fifteen and Scorpion Open Meeting. The latter has just finished in a strong wind, taxing for the Race crew as well as the sailors.

The Club has enrolled for Bart's Bash. This is an attempt to run the world's largest ever sailing race. It is being run to raise funds to help young sailors and is in memory of Andrew Simpson who died training for the America's Cup. Put the date in your diary: it is Sunday September 21st. I suspect Peter Rose is already sharpening his calculator.



If you haven't been to the Club over the winter you won't have noticed that the pontoon is in pieces and not quite in its usual position:

one bit is against the lake shore and the other is resting out of the water on some comfortable looking sandbags. Figuring out the best replacement has been difficult but the Rear Commodore and his assistant have been hard at work looking for a solution.

The Club has long recognised that the Safety Boat function could be improved and a scheme to help RIB drivers towards that aim is being hatched. It involves a core of enthusiasts who will be more highly trained than most and will then help the others. Please see the Safety Officer's article below for more details.

With the first swallow of the summer yet to be seen it may seem a long way away to be contemplating the Annual General Meeting in the autumn but for a lot of Committee members time is up and they must retire. If you have an interest in serving on the Committee do contact me.

Meanwhile, refitting should be complete and the boat ready to hit the water.

Mike Thompson
ff 3899

For the love of sailing

It is estimated that there are some 30 million people in the UK who own bicycles (bikes). Of those there are 3 million people that cycle 3 times a week or more.

What does that tell us? Well for a start you may own a bike but there is no pressure to ride it. Yes, we come across many cyclists on our daily journey to work or to the sailing club; some using their bike purely as a mode of transport or for exercise whilst others are cycling in a competitive way – time trials, circuit races, road racing. Even so there are still more bikes parked up at home that are being ridden.

I estimate that there are far more of us that use a bike as a mode of transport or for a family day out on a cycle trail or just touring etc. In other words "For Fun".

But do those who cycle in a competitive manner feel that owning a bike just for fun is a waste of money and, more importantly, a waste of time. Is it a long held belief of the competitive cyclist that the only good use for a bike is to use it in a competitive manner? Well of course not and that's why I compare owning a bike and how you use it to that of owning a sailing dinghy. I don't know how many of the population own a dinghy and, of that number, how many sail their dinghy in a competitive manner. However I bet it's a much bigger ratio that sails for fun rather than in a competitive manner.

So why is it that people like myself are forever being asked why I don't race. Well let me answer that in simple terms that I hope most of you will understand. Like the cyclist who likes to go out on a Sunday for a tour of say Exmoor or use a convenient cycle track, I also like to do just what I want in my boat, when I want to and with whom I want. This does not take away my joy of sailing on inland waters, inshore waters or sailing non-stop around the Isle of Wight. Most importantly, during my working career I endured all the challenges I needed and most of them involved working against a time schedule.

One significant advantage I have over the racer is that I am now not time driven. I arrive when I want to, sail with whom I want to, sail for as long as I want to and leave when I want to.

No, this is not a side swipe at racers because they get their fun by competitive sailing. But whatever your choice on the water it's still down to "The Love of Sailing" so let's get on and sail in whatever way suits our desires. I will race you to the bar if you are buying.

If you want to know more about general sailing then get a copy of the **Club Book**, it has a section all of its own relating to this topic. **AND IT'S WORTH THE READ**

Brian Brooks. Wayfarer 8016. Some say that my boat says it all.

Spring Solo Report

Another year has gone by since the Annual Membership renewals and I'm sorry to say we have lost Chris Davies to a campervan, possibly only temporarily. Our latest recruits include Tim Johnson & Rick Knapp. Tim has made flying start and is giving the front-runners more than a bit of grief. Recently winning the Frostbite series with three wins on the final day, so it just goes to show you can be a "big" chap and still win! Rick has purchased Rob Mitchells wooden boat and Rob has upgraded to a Winder from Andy Hewitt. Andy is the Production Manager for Rondar, who are building the new Speed Solo which Andy will campaign once he finds time to build his own. Things are looking up for the fleet with well



over 40 Boats now and with the interest shown over recent months I expect to reach the 50 mark before the end of the year. Watch this space as I have 3 actively looking for boats with expressions of interest from several others, including Tim's wife Jo who has trialled Tim's boat, he was lucky to get it back.

The open meeting circuit is well under way now with Chris taking the 1st at Bristol Corinthians, Brian Kitching a 4th, Ken Comrie 6th and Tim Morgan 11th. Tata saw only Chris compete in this Championship event and finish with a 6th. Bowmoor is scheduled for today and sadly I am missing yet another event as I carry cars around Europe. The balance of the events are listed below and both Chris and I will be attending the Nationals at Brightlingsea this year.

Sadly we haven't seen Dave Macklin out on the water this year, although he has visited on several occasions to ensure we are keeping up his high standards. Always nice to see you David. We had a training day scheduled for the 31st May and, for those who missed it, I'm sure those who attended will be more than happy to pass on some of their new found knowledge.

You may notice in the Calendar that the first (or nearly) Sunday of the Month has a "B" in the training column. This is the Bumper Sunday and is intended that the Fleet Captains encourage their Fleet to sail. So, if you are only able to sail infrequently then make it the Bumper Sunday and boost the Fleet's profile. It's up to us to do this. The next one on the Calendar is the 1st June. Following that is the 6th July which includes the Steve Morris memorial race in memory of one of our top Solo sailors who passed way in his forties through cancer. I would particularly like to see a good turnout for this and can see no reason why we shouldn't hit 20 boats on the water.

Wednesday evenings don't seem to have brought out the usual numbers yet, but maybe when the sun finally shines we will see numbers up to the usual teens, and again there's no reason we shouldn't be getting big numbers out. Remember, if you fancy a go in a Solo please contact me.

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Laser fleet news

Since the last newsletter in January more and more lasers sailors have ventured onto the water, I think the Training day on April 5th with 27 boats matches the best Wednesday evening numbers so far. The training day was a great success. The gradually increasing breeze throughout the day allowed for a relatively gentle start but then tested the short course racing skills of everyone and the capsize recovery techniques too. Steve Smith ably assisted by Pete Sherwin led 2 great feedback sessions including some quick editing of video. The more considered cuts are available on Youtube, google "chew laser training day", Steve's commentary is clear and insightful - our very own "boat whisperer". Thanks to Steve, Pete, Steve Turner and John Rogers for organising, driving ribs, filming etc.

The radial/4.7 mini - series running throughout the frostbite series proved popular despite so many windy days and did encourage a few more people out. Steve is running this again for the summer points, you don't have to do anything different, the results are extracted from the normal results. It is intended to encourage the less experienced AND those that would like to focus more on sailing with a radial rig. There is plenty of good competition throughout the fleet.

Whilst I may be slightly biased it is great to see more women racing lasers and becoming increasingly competitive – watch out for Laura and Jan.

Further afield Peter Sherwin, Steve Smith and Jon Lewis are tackling some of the masters events and Charlie Maunder, James Cummins, Ben Hawkes and Ellie Cumpsty have been doing really well in youth events. See Simon Cummins article about the youth nationals on the website and there is more on Ellie's amazing success in another article in the newsletter.

The Wednesday evening series continues until the middle on August and there will be 2 or 3 Wind down Wednesdays after that. Our Laser and Solo Open meeting approaches, 14th June - the last 3 years have been ridiculously windy, some are hoping for the same again, but most of us would like a breeze that doesn't stop so many people from taking part!!



A small sample from the training day in April – showered, debriefed, exhausted but happy

Flying Fifteen Open

This year's Flying Fifteen Open at Chew was another windy event, much like last year's Inlands which saw strong winds and gear breakage. Forecasts of 25-45 mph wind meant reduced numbers, but two visitors joined eight home boats for some exciting racing.

Race Officer Simon Chapman set a triangle-sausage course in the largest (and windiest!) part of the lake, and his very efficient team got three races in during Saturday afternoon in a steadily increasing breeze.

Race 1 set the pattern for the whole event, in conditions that were already challenging. Ian Cadwallader & Nick Stone took first, followed by Simon Patterson & Simon Thompson, Bill Chard & Ken Comrie, then Danny Pilgrim & Josh Preater. The first four were the same in race 2, with Ian and Nick staging a comeback after having to take a penalty on the first beat and temporarily dropping some places.

By race 3 the conditions were starting to take their toll. A reduced fleet started the race and then a squall flattened three boats on the run. Only four boats completed the race, with Ian & Nick once again taking first from Simon & Simon.

On Sunday morning the conditions looked manageable from the relative calm of the sheltered Club shore and the fleet launched for a 1030 start. Once we reached the start area though it was clear that the wind was at least as strong as during race 3 on Saturday. After a short postponement the Race Officer abandoned for the day – which turned out to be the right decision as the wind only continued to build for the rest of the morning.

With no discard available the top positions went to the three boats who completed all races on the Saturday.



Paul Clements

Paul Clements was a sailor of exemplary skill gained from a lifetime of yacht and dinghy racing which he undertook with boundless energy and passion. His enthusiasm was infectious, and combined with his generous "she's rigged so you may as well take her out" approach meant that he was regarded as a mentor by many, so lengthy debriefs in the bar and by email would follow any sailing outing.

Born on 25th April 1955, Paul gained his sea legs before he could walk by being lashed to his father's yacht on trips out of Poole harbour. He sailed at Parkstone Yacht Club in Cadets and 420s, and later Merlin Rockets. As a youth sailor he became the 420 National champion twice as a crew and went to two world championships as part of the Youth squad, in a class that he would return to many years later when married to Liza. The young crews who they sailed against were greatly perplexed when this much older couple turned up and finished consistently in the top ten.



Paul's yachting experience included a few years as a yacht bum that only ended when his father force-marched him back to university to complete his engineering degree which led to a career in aeronautical engineering at Rolls Royce in Bristol.

As a young man Paul sailed in the infamous 1979 Fastnet Yacht Race and his jaw-dropping account of it is an incredible story of seamanship and survival. His yacht was rolled twice, swamped, all its navigation equipment was destroyed and the majority of the crew laid-low with seasickness, hypothermia and injury. Paul too was injured when the yacht was rolled whilst he was attached by his lifeline to the backstay. When the yacht came upright he found himself at the top of the mast and he then fell to the deck below.

Paul owned and raced "Super Nova" for a number of years in the competitive quarter-ton class where he won many trophies.

For 20 years Paul sailed with Liza at Portishead SC in 420s, and later in the Buzz and the Spice (winning the nationals a number of times in both classes) until the arrival of children meant that Liza stopped sailing. And it's here that he also became one of the first proponents of the Musto Performance Skiff. Conditions at Portishead were not suitable for the Musto so they moved to Chew. Paul's mastery of the Musto (he was the Grand Master National Champion in 2009) meant that Paul was then well placed to coach

others from Chew including Graham Cranford Smith and Chris Goldhawk who followed in his footsteps. Teenagers would marvel wide-eyed at his antics, and then be amazed when he would get back to shore and insist they have a go.

Paul swapped the Musto for an RS800 which he and I sailed together for a number of years. Our many memorable moments include the most thrilling sailing I have ever done: sailing in the Europeans at Lake Garda.

Always looking for the next challenge, Paul moved from RS800 to the Cherub, buying the notorious "Shiny Beast" and then joining the Cherub fleet in their antics around the country. At the Pwllheli Nationals his stand-out performance was entering the wellie throwing competition with a throw that also resulted in him dislocating his shoulder – Paul would always push everything to the extreme and often beyond.

Chew also provided the perfect environment for Paul to introduce his son Ian to sailing in the Access 303. Of course they had to sail competitively and they went on to win the Nationals.

Paul was a great mate and I feel privileged to have sailed with him. Paul will be missed by Liza and their sons Simon, Mark and Ian.

Richard Hole

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CLVSC No. 43

Rock 2014

With a MUCH better forecast for the Easter weekend than we had in 2013, ten boats were loaded onto trailers or roof racks and the shorts, sun cream and sun hats packed with some degree of confidence. Warm layers and dry suits still included though, it may be Cornwall but this is the UK!!

Maundy Thursday evening was heralded by shock and consternation that the usual meeting place and key collection point, the Mariners pub had closed. Texts and paper messages left on front doors allowed the later arrivals to find us a few miles up the road at the Pityme Inn. Interesting, in 2014, that it was the paper note on the door and flagging Martin down as he drove by that worked best.

More shock and consternation that, almost next door to the brewery, this particular pub did not keep Doom Bar. (Yes I know you can get it everywhere... it still tastes better in its home town). We knew not to panic too much, the next day the sailing club bar would be open and there is always the Golden Red Lion in the backstreets of Padstow for a lunchtime catch up and trip down "RNLI treasure hunt memory lane". Just like the Friday walk to Polzeath, Camel trail cycle ride on Saturday and walk to Stepper Point on Sunday, reminiscing about the RNLI treasure hunt on a wet



Saturday afternoon a few years ago has become part of the Rock tradition. Some of these traditions are becoming a little flakey and loose around the edges mind you - are we all becoming more relaxed or is it just that we feel a wee bit more tired after sailing than we used to? Martin Jeremy and I and the Smith family kept up the Saturday cycle ride tradition and were rewarded by the most glorious bluebell woodland beyond Wadebridge.

As always there was much jollity and drinks in the welcoming Rock Sailing Club, sandcastle building by the Smith family and surfing by the Southalls and Cookes. So what about the sailing..... please read on to the next section written by Steve Smith.



Friday evening brought beautiful sunshine and a very pleasant sail. The race was ultimately abandoned due to the light airs not being a consistent enough match for the strong flood tide. Nonetheless an exciting start and interesting first beat were had. Congratulations to Stuart Richardson and Helen Martin who managed to get around the windward mark and finish a lap before the abandonment signals were made. A moral victory if not one that would count in the scores! I recall



with a wry smile that myself, Pete Sherwin and Julian Cooke were the ones to be towed back like a bunch of tail enders! Saturday brought 5 to 9mph ESE. Starting at the tail end of a flood tide with a real bunch at the port end of a strongly biased line. Smith led the hot shots at the pin end, only for the 1st substitute to be raised and the fleet recalled. The second start was more successful, although the robustly congested battle for the pin saw Smith called over the line and called back by a friendly rib during the 1st beat! Julian Cooke led the standard rigs for most of the race but a great last beat saw Pete Sherwin

back in contention. Unbelievably they could not be separated after over an hour of racing and so were both awarded joint 1st! Martin Jeremy led the Radials around the windward mark but was overhauled by Helen Martin who would go on to win comfortably. An exciting final beat saw Smith moving up from 5th to 2nd.

All to play for then! Day 3 brought a challenging gusty 15mph NNE breeze. A good square line and a clean start...we were off! Smith in his Radial led the fleet around the first few marks before Sherwin and Cooke took control. Sherwin slowly pulled out a lead over Cooke and that was how it finished.

Further back the fleet the long race was making it a battle of attrition. Andy Southall showed his

strengths in a breeze to be third in the standards and Martin Jeremy battled on to pick up a much valued second place in the radials.

The final race brought a more steady force 4 and a small short chop to play with! The hotshots were found at the pin end of a marginally biased line and more favourable tide. The flood tide made an impact on the 1st beat, but was largely a secondary factor to the large wind-shifts available on the course.

Sherwin and Cooke were battling it out for the Bowden Trophy. Smith in the Radial was also making a nuisance of himself again, frequently getting between the two of them around the course! Sherwin would ultimately edge the race and the series. A little further back local sailor Stuart Richardson worked his socks off to pip Andy Southall for 4th overall in the series.

The biggest hero of the day was Julia Tink. Julia went one better than the previous day and managed to get around the whole race in her Radial, much to the delight of the watching Chew supporters and competitors alike!

So another Rock Laser Open done! Congratulations to Peter Sherwin on another Bowden Trophy win. A special mention also to Rory Dinwoodie for being 1st 4.7, of particular note considering there were seven 4.7s participating.

A massive thanks to RSWSC, in particular to RO Chris and his team for delivering outstanding racing.



Also major thanks to Trolley Executives Keith Tink and Dave Oakey, there were plenty of grateful sailors!

Rozzerace

OK so what's a "Rozzerace"? Well it had been intended that we Wednesday sailors held a twilight race for us casual sailors back in early April of this year, but it failed to materialise due to many of our participants having other commitments that day; I won't go into what they were.

It then became known to me through the Avon and Somerset Police Sailing Association that the Police were holding informal races at the club on a Thursday evening. It therefore followed that they asked that we join forces with them - NO NOT JOIN THE POLICE FORCE - but to come along to their next race which is scheduled to take place on the evening of Thursday the 17th of July. It will be a handicap race but the Wednesday Wayfarers will be sailing as a fleet and claiming their own prizes.

There will be prizes galore for the Wayfarer winners as I am hoping to negotiate for 1st prize, a days sail in an RS800, 2nd prize two days sail in an 800 and 3rd prize three days sail in an 800.

And so back to the point. if any of you guys would like to join us and the Police for a friendly, yet memorable evening of racing, then come along. There will be a barbecue after but you have to supply your own heat and food. Bring your partner, he or she may be a better cook than you. More about this evening nearer the date.

Look forward to seeing you Wednesday guys on the evening. And if you don't have a Wayfarer then you will be welcome to sail with the Police in the handicap section.

Brian Brooks Wayfarer 8016

RNEQC donation to CLADS

The Bristol and Bath branches of the Royal Naval Engineers Quart Club (RNEQC) recently made a donation of £800 to the Chew Valley Lake Association for Disabled Sailors (CLADS). The money had been raised by RNEQC activities in 2013 and, having donated money to CLADS in previous years, reaffirmed the strong links between the 2 organisations; one of the CLADS boats being named 'The Mighty Quart'. The donation was made by the Bath RNEQC Secretary Lieutenant Commander Adrian Kerr, based at Ministry of Defence, Abbey Wood, and also a member of Chew Valley Lake Sailing Club, to CLADS Chairman, Steve Nash.



Royal Naval Engineers Quart Club. The RNEQC is a social and charitable organisation open to all Royal Navy engineer officers, both serving and retired. The club was started in the 1930s and has branches across the UK and overseas. The only stipulation is that members drink real ale out of a quart tankard at meetings. The Bath branch meets monthly at The Pulteney Arms with the Bristol branch moving between different pubs each month.

Chew Valley Lake Association for Disabled Sailors. CLADS has been in existence since 1991 and was started by two very enthusiastic sailors from the Chew Valley Lake Sailing Club, Bristol. Still as active as ever, CLADS meets every Saturday and has a variety of sailing craft specially adapted for use by disabled sailors.

Contact: Adrian Kerr.
AKerr@iee.org



Lake and Cake

The first two sessions of 2014 have brought much wind and therefore much "shall I, shan't I?" discussions on the shore. Confidence in knowing when conditions are too much for you is part and parcel of our amazing sport. When conditions are reasonable and make it easy to return to shore we'll encourage you to "give it a go". So on Bank Holiday Monday, despite the strong wind nearly everyone went out for a sail and had a great time and the cake count was truly phenomenal !!

April 5th was a lake and cake afternoon at the same time as a laser training day. How fantastic to see so many women staying the course of a full on training day, progress indeed. For several other ladies it was the first sail of the year so well done indeed in challenging conditions.

PLEASE do not get the idea that lake and cake is just for racing – it's about getting more people on the water and getting together afterwards for tea and cake. Whilst there are suggested sessions and activities and some race training, you can do your own thing with someone keeping an extra eye.

The next Lake and Cake is on June 7th, ideally you'll arrange your own boat, however I hope to have a couple of people available to take you out for a sail if that suits you better.

And on July 5th, Ladies day – training and fun in the morning, racing for the Ladies trophy in the afternoon.

If you would like to know more contact me.

Helen Martin helen.martin@sandsfoothouse.co.uk



BUSA Western team trials

07:30 and the sun is just coming over the Mendips when the UWE team unlock the gate at Chew Valley and begin to prepare for the BUSA Western Qualifiers. One saving grace is that for the first time in the 3 years UWE has ran the event there is no ice to be seen. However, the forecast is for the wind topping off at 39 knots so perhaps we have other worries.

As the 96 sailors arrive from their respective universities and collect the obligatory bacon buttie the UWE team are frantically searching for the ever elusive cut down, after much searching we eventually located Bristol's 8 cut downs and the boats were ready to go. Unfortunately the wind did not agree and it was averaging 24 knots with a nasty front due at 12. Jon, our race officer called for us to wait for the front to arrive and thus the racing was delayed. The sailors settled in to table football and table tennis while the event organizers sat in the bar studying meteorological websites. 12 came and went with no sign of the front and so the call was made for the boats to launch.

There was much hesitation from the sailors but three boats eventually launched into the conditions, the wind gauge was reading 20 knots in the club house but it became clear that the boats were fighting against much more than that as one firefly continually capsized and flipped. The remaining 15 boats quickly decided that it was not for them and remained ashore. It seemed that the wind had risen as the lake now looked like a class 4 river rapid! After a discussion with the umpires on the water a decision was made to call the boats back, not as easy as it might seem! With some help from the ribs the three boats returned to shore, sailors fine if a little damp, we played the waiting game again.

Unfortunately by 2pm the decision was made that there would be no sailing today, meaning that everyone could hurry home with the exception of Swansea who had already settled into the bar to watch the rugby. In the race office we crossed our fingers for fairer weather and headed home too.

As the sailors arrived for day two the boats were all lined up and cut downs prepared, UWE were out on the water laying the course and the wind was perfect! Jon had declared that



it was unlikely we would achieve our 105 races in one day; I'm not sure what the record for most in a day actually is but it was deemed impossible! So we aimed for 75 in order that everyone had 10 races. The teams were sent out on cutdowns, which was greeted warmly as although it went light in some areas when the gusts hit everyone was thankful of the reduced sail area. With the change over area being a fair distance from the start line the races trudged along but by lunchtime we had 30 completed and were feeling good. The racing was going well and the Bristol teams seemed to be dominating. A few breakages one after the other delayed the racing a bit and the wind had died meaning that the change overs were taking a bit longer, but thankfully they were still ticking over. After 75 we had only one re-sail and the final results were through at 16:50, perhaps a little later than we would normally be allowed on the lake but we had successfully completed an appropriate number of

races!

Bristol had two teams qualify (Red winning 100% of their races and White, losing only 3), Exeter Black and Cardiff Black finished with 9 and 8 wins respectively under their belts.

The three teams to make it through to the playoffs were; Plymouth Pink, Exeter Blue and Bristol Black. As the clubhouse emptied and the sun began to set UWE set to work dismantling the course and in turn the event. I hope that all the teams had a good weekend and learnt a lot despite the lazy Saturday. Good luck to all those in the qualifiers and playoffs!

So, a successful conclusion to the weekend, many thanks to Alan Coventry

and his team (Mike, Mike, Terry & Nick) who spent the previous Wednesday checking & preparing the support boats for use over the weekend.



Jillian Darling
Co-ordinator

Manning the rescue boats, back up and support arrangements

Safety on the water is very important, and together with the RYA, we at CVLSC are reviewing the manning of our rescue boats. Club policy is that 2 RIBs should be available solely for rescue duties at any one time. One of these RIBs should be manned by 2 people and the second RIB is there for backup. We are aware though that rule is frequently flouted. One person in a RIB is able to do very little actual rescuing unless the conditions are very calm. The second RIB is often taken for "training" purposes, with a comment that they will attend for rescue if needed. However this is not safe. In the event of a sudden squall the RIB driver is going to have divided loyalties between attending to his/her own fleet and any incidents on the rest of the lake.

The RYA have also advised us that for much of the time we need more than the current 2 rescue crew available. We could increase the number of rostered rescue boat helms, but this would lead to an unpopular increase in duties. Therefore from now on the club policy is that:

In benign conditions one rescue boat should be manned by the 2 rostered rescue boat helms (RBHs) and the second RIB kept for backup in case either the first RIB breaks down, or there is a sudden requirement for a second RIB, manned by volunteers, to attend an incident on the water.

However, if the RBHs, in consultation with the duty officer or race officer, feel that conditions require 2 manned rescue boats on the lake, the 2 rostered, qualified RBHs should split and helm one RIB each. Each RIB then should also have a crew member to help the RBH. They do not have to be qualified and so it would be expected that the assistant duty officer (ADO), would crew one boat, and on Sundays the backup fleet should provide the other crew member. On other days a request should be put out on the tannoy for a volunteer to crew the second RIB. If the rescue boats cannot be manned properly all sailing must cease until some volunteers are found.

Please note therefore that if you are rostered to do any sort of duty on the lake, (especially ADO), you should bring suitable clothing to go out in the rescue boats. You may need to go in the water so this should include a wetsuit or dry suit, buoyancy aid, and plenty of warm and waterproof clothing. It can get very cold out on the lake for long periods.

Backup and support systems:

The club currently has a system of a backup fleet and a monthly manager. The list can be found on the notice board near the bar. The backup fleet are supposed to find a volunteer to man the rescue boats or help the race officers if needed. The monthly manager's role is to advise the race officer if needed.



Not all club members are aware of this system, but it can work well and the system will continue.

We are aware however that we need to help keep the rescue boat helms' skills up to date, both in terms of RIB driving and rescue techniques. With this in mind we are currently trying to train up a number of club members as mentors to help support and update the current RBHs. The system is not actually going yet, but we hope to have it started in a few months time. Besides updating practical skills we hope that the mentors will be able to support RBHs in making decisions about the level of rescue cover on the lake. If you want to know more about this or are interested in becoming a mentor, please contact the safety officer; Charlie Tricks on tricks5ef@btinternet.com . (We do need more mentors if we are going to provide a universal cover.) Meantime if you are an RBH and feel that you would like some refresher training, please contact Mike Meloy on mike.meloy@dsl.pipex.com . Although there is pressure on the club RIBs, power boat training is the one situation where the second backup rescue boat can be used as the crew will be in a good position to effect a rescue. So if you have concerns, please ask.

CDT May 2014





Sail champ Ellie to take on world

Camerton's Ellie Cumpsty was crowned RYA Youth National champion after five days of racing on the Olympic waters of Weymouth and Portland.

As well as picking up the title in the Laser Radial at the RYA's premier youth racing event, the Chew Valley Lake Sailing Club member was announced as one of the 12 sailors who will represent Great Britain at the ISAF Youth Sailing World Championships in Tavira, Portugal, from July 12-19.

The 2014 regatta attracted a record entry of 392 sailors from around the country, who joined a handful of international competitors from as far afield as New Zealand.

Cumpsty claimed victory in the Radial female fleet by an impressive 38 points, finishing eighth overall in a highly competitive mixed fleet which consisted of 109 dinghies.

"It's absolutely amazing to win the RYA Youth Nationals,

Sailing

this is something I have wanted for years and I can't wait to go to the ISAF Youth Worlds and



Ellie Cumpsty takes on the Olympic waters of Weymouth and Portland, above

hopefully perform there," said the 17-year-old.

"It was a tough week with some good sailors. The hardest part was the self-inflicted pressure I put on myself through wanting to qualify so much. I managed to keep calm though and I got there in the end."

Previous winners of the RYA Youth National Championships who have gone on to compete at the ISAF Youth Worlds include some of Britain's most talented sailors, such as multiple Olympic gold medallist Ben Ainslie, Iain Percy and Welsh 470 sailor Hannah Mills who won silver at London 2012.

Cumpsty said: "It is going to be a great honour to join the list of great names who have gone and competed for Great Britain at the ISAF Youth Worlds over the years.

"To think I am following in the footsteps of some great Olympic sailors is just amazing."

MCK