

Commodores Blog

Welcome to my Autumn Blog

Hopefully you've been keeping up with all the news and results on the web site but if not I've tried to sum up the goings on at the club over the last few months and also I've put together a few of the up coming highlights both on and off the water.

New Members

The club hosted its annual New Members Day in May. It was great to see so many new members turn up for what is a perfect way to introduce the club and officials to those new members eager to ask questions and have a tour of the club.

Afterwards we all tucked into a delicious buffet from Stoneground and as there was a little bit left over the other sailors enjoyed it as well! If you still have any questions please don't hesitate to ask me or any member as we are all a friendly bunch.

Winning School

My thanks to Mike Malcher for organising the Schools and Junior Regatta which took place in July. There was a good turnout, although mainly from Chew Valley High, and congratulations to Cameron Scott for winning the overall trophy and CVHS for first school

Hundreds turn out for the Family Regatta on the only sunny day of the year!

Family Regatta was once again hailed a great success. I'm not sure how many turned up but by midday the car park was so full we had to use the overspill car park at BW (thanks to them). The sun shone, the wind blew and the weed was everywhere!

The round the island race was a trying affair. There were about 50 who started ranging from whizzy RS 800s to Oppies. The race officer, John "Black Flag" Smalley got the race off to a flying start and the fleet headed in an easterly direction towards the southern edge of Denny Island. Once the fleet disappeared the safety crews reported all sorts of interesting manoeuvres in order to clear the thick weed. Some jumped out, some lifted both centre board and rudder and some just glided over it all (and some just didn't make it at all). After about an hour the winner was Nigel Snedker and his daughter in a Solo, who lifted the trophy and a luxury hamper donated by Stoneground.

The afternoon was the usual mix of Pirates on Parade, Treasure Hunt to Denny and kids activities, all finished off with a BBQ and refreshments from the bar. A great day made all the easier with the sterling efforts of John S, Hugh Whatley, Mike Meloy, Alan Coventry and car park supremo Will Coppock.

Sad News!

Wednesday evening racing has now sadly finished. I'm sure Caddy will let you know how well the series went but for me the racing and social afterwards is one of the highlights of the summer season and I look forward to next year already.

August Antics hailed a great success!

Over the August Bank holiday the club held the annual junior training extravaganza.

It had been months in the planning and the organiser, Adrian Cudmore, had working non stop to make it all go without a hitch. The only thing he couldn't organise was the weather and as it happened the late August conditions were trying to say the least.

Despite the inclement weather 50 kids had 3 days of great training culminating in the junior race on the Monday (which happened to be the only time there was little wind). Congratulations to Henry Kane who was crowned the winner. A big big thank you to Adrian for a tremendous event and we look forward to Adrian organising next year (which I'm sure he has started already).

Keep Warm this Winter!

Don't forget that the galley will be open every Saturday and Sunday throughout the cold autumn and winter months so if you fancy a sail and a lunch or just a day out by the lake and an afternoon snack then make the club your first destination!

Stop Press!

Burns Supper on 23rd January 2010.
Details to follow.

What is on in the Autumn?

Looking ahead to the autumn the club has a packed programme of racing on Sundays and there is still the junior training days on Sundays which last until mid October.

Off the water the AGM is on the 14th October and the AGM reports are enclosed. If you have something to ask or say then come along as your views count.

The annual Prize Giving evening is on Saturday 14th November. A free buffet will be laid on and the bar open.

Social Diary

Starting on Wednesday the 7th October and on the first Wednesday every month thereafter throughout the winter the club will be open. The galley will be available for hot meals and the bar will be offering the usual winter warmers (6X is mine). We also hope to have a few guest speakers.

So don't just sit in front of the telly, why not come down to the club and enjoy a friendly relaxing evening with your comrades. Families and partners all welcome.

Vice Commodore's report

It's very nice to see Chew Valley Lake being well represented far and wide this sailing summer, ranging from national or international championships to family summer sailing weeks like Rock, Salcombe or Falmouth. I know Ralph Singleton is compiling a list of honour but I'd just like to mention Ed Jones, who finished a very creditable 8th in the Topper World Championships hosted by Ebensee Sailing Club, Austria. We've seen a steady improvement in Ed's results over the last 2 years and he is now reaping the rewards.

Now to the bad news, the Wednesday Evening Series has finished, but what a series it was. As you can see from the table below it was extremely well supported and I'd like to thank all of you for making it such a success. It certainly broke my working week up, if you haven't tried it this year, make it a must for 2010.

Fleet	2008		2009	
	Total Entries	Qualifiers	Total Entries	Qualifiers
Handicap 'A'	67	24	75	31
Laser	66	25	57	24
Handicap 'B'	34	8	44	12

And to the winners, a very well done to:

	Handicap 'A'	Laser	Handicap 'B'
1 st	Derian & Andy Scott Fireball	Neil Hopton	Tim & Jack Johnson RS Feva
2 nd	Peter & Thomas Rose Scorpion	Duncan Whitrow	Dave Macklin Solo
3 rd	Tom Offer & Marisa Foster Fireball	Julian Cooke	Alan Coventry Solo

Due to school holidays and to make the organisers life a little less stressful, this year's Junior Week was condensed into the August Bank Holiday weekend. I'd like to thank all the helpers and especially Adrian Cudmore for making this event so successful for the 50 juniors. Thanks also to Bristol Water for the use of 5 of their fishing boats.

Forthcoming events include:

Visitors Day, 11th October, this comprises of handicap A & B races for the RNLI pennants in the morning, with a full length pursuit for the Chew Rose Bowl in the

afternoon., I'd ask all members to spread the word and encourage their friends from other clubs to come and try Chew for free.

Firefly and Europe Inlands Championships, 31st October/ 1st November, not on the Yellow Card, we're expecting 40 Fireflys and 10 Europes for their end of season finale. Ralph Singleton's the PRO and would welcome any volunteers. For the keen club racers, Winter Points 1 & 2 will also be run on Sunday 1st November.

Steve Morris Memorial Plaque, 22nd November, an 'all in' handicap race in memory of Steve, a stalwart of the Solo and Fireball fleets. We'll also extract the fleet results for the Winter Series.

Not wanting to get rid of summer so quickly, but just a gentle reminder that the Annual Prize Giving and Free Buffet is on Saturday 14th November. This is a great friendly event, which gives you a chance to socialise without getting wet!

The Sailing Committee are starting to prepare the 2010 Calendar, we would welcome any comments / suggestions from members regarding how the current calendar worked and what you would like see for 2010. Phone / mail either myself or Peter Clapton (01225 785020 - pelotoma@homecall.co.uk)

Major Events planned to date include:

- Police Sailing National Championships
- British University Sailing Association, Team Racing Finals
- RS200 Inlands

Finally, just a reminder that the lake is 69% full, compared to 83% this time last year. This means that shallows are appearing where you once could sail. No go areas include Little Denny, between racing mark 4 and Denny Island and close Denny Island itself. If in doubt, please don't hesitate to look at the lake maps or just even ask.

Good Sailing

Ian Cadwallader

Flying 15 3942

Tel: 01225 776557; email: home@thecads.fsnet.co.uk

Rear Commodore's Report for September

This update is brief since a more comprehensive report is included with the AGM material.

Showers

The showers have been an on-going problem for many years. At peak times some of the showers just stop working or only deliver cold water. We now know that the cause of the problem is that the water flow delivered to our clubhouse is simply insufficient for our needs. My thanks to fellow club member Bob King for giving up his time to analyse the problem. Working with Bristol Water he has calculated the flow that we need and identified that the likely solution lies in replacing the existing water meter which appears to be the bottle-neck which is restricting the flow of water to the building. Bristol Water is replacing this with a larger capacity meter and we hope that will fix the problem. However, we also have a 'plan B' should this fail, which is to install an 'electric pump and break tank' solution which would be located in the undercover boat store. While we hope this will not be necessary, we are retaining a budget provision for this as a contingency.

Cleaning

For a long time now Wendy Garland has been cleaning our club house, but in August she decided that enough was enough and retired from service. We have now contracted with Minster Cleaning and our aim is to keep all areas of the clubhouse in a state we can be proud of. Keeping the club clean is not an easy job since a minority of members leave the premises in a dreadful state. Please help by cleaning up after you. If you make a mess then please clean it up; don't assume someone else will do it for you. This includes used cups and plates when Stoneground are not on-service.

Building Exterior

I hope you have noticed that the outside of our building is much cleaner. We have had it pressure washed and the paintwork is also about to be refreshed.

Pontoon & Disabled Access

The southernmost pontoon (the one with the hammerhead) has been the object of some attention for a number of reasons.

Firstly, it is only possible for one or at very most two boats to cast off or come alongside at the same time. This creates a bottleneck on busy occasions.

Secondly, the way in which it is secured means that it requires to be physically re-positioned when the wind blows from the north (to allow boats such as Flying Fifteens to launch to

leeward) and this in turn destabilises the anchoring mechanism leading to a vicious circle of degradation.

Lastly, those CLADS members who use keel boats are having difficulty launching either from the shore or from any of the existing pontoons.

After much consideration it was concluded that best solution would be as follows:

1. Strengthen / re-engineer existing south pontoon and enable access both sides (depending on wind direction) without need for users to continually re-position pontoon.
2. Enlarge hammerhead to allow additional use by CLADS and other users.
3. Fix the holes in the concrete - DONE
4. Attach safer walk-ashore for benefit of both able bodied and CLADS members.
5. Attach a disabled hoist (kindly donated by BW) to this pontoon.

We have made a budget provision for this work and CLADS expect to be able to contribute to this. At the time of writing, there is some debate about whether it is better to extend the upright or cross-bar section of the pontoon but this will not materially affect the budget provision.

Disabled Elevator

This has been a source of immense frustration for all involved. This device failed to operate reliably since its installation in September of 2008 until the faults were eventually rectified in April 2009. We finally accepted the elevator as being fit for purpose in July and are currently negotiating with the provider, OTIS, as to reparations for the massive distress and inconvenience caused to both the disabled sailing community and those club officials who have been dealing with the problem.

Clubhouse Roof

The General Committee has been asked to approve the renovation of the clubhouse roof. This is needed to avoid both water ingress and the potentially much more expensive work that will be required if the roof deteriorates further. My thanks to fellow member Hugh Whatley for his efforts in reviewing our requirements and the candidate solutions.

Renovation of slipway to south of clubhouse

Consideration was given to joining the laser slipway to the south of the clubhouse to the slipway leading to the southerly hammerhead pontoon thus creating an extended launching beach similar to that at the north of the clubhouse. This plan has been deferred for two reasons. Firstly the costs involved would limit our ability to fund the other important projects we need to conduct

while also retaining a suitable level of reserves. Secondly, we would lose valuable boat space in the process.

Instead we propose to modify the southerly slipway to contain the erosion it is suffering and also to enable more boats to launch from there. The slipway will be extended back from the existing gabions to the boat park giving extended access at all water levels. In addition a sloping beach will be built off these gabions to enable dinghies to launch directly from the slipway.

Alarm activation and call out charges

Over the past year we have had to pay several hundreds of pounds to our alarm company for call-outs caused by 'operator failure'. This happens when members don't follow the arming/disarming procedures. For example, opening an alarmed door within 2 minutes of locking it will trigger the system. Similarly if the person door to the undercover boat store is locked after the 'up and over doors' have been opened the alarms will again trigger.

Please try to follow the proper procedures when entering and leaving the premises.

Club Security

On a related topic, there have been several thefts of property from the clubhouse and grounds. This is obviously a threat any club faces but the problem is exacerbated by what seems to be an increasing tendency for members to fail to secure the club premises. There have been many occasions when the outer gate is left open or unlocked, the fuel store door left ajar and club windows and doors left open.

Again, please do try to help by ensuring the club is secured if you are the last to leave and by taking issue with fellow members if you see the outer gates or any other areas of the club being left unsecured.

Refuse

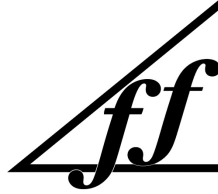
We had some issues with our bins failing to be emptied on a fairly regular basis. This problem seems to be fixed but again I'd ask for your help. Would Duty Officers please remember to empty the bins in and outside of the clubhouse at the end of their duty. Similarly we can all help by not just dumping rubbish into bins that don't happen to have bin liners in them. If you do see such a bin either a) find another one or b) go into the disabled toilet area of the 1st floor of the club house, find a bin liner and put it into the bin before you use it. This makes it much easier for the poor members who have to empty the bins when the above fails to happen.

Happy sailing and kind regards.

Jim Boyd

Rear Commodore

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Flying



Fifteen News

Politicians quite like the summer. Some go away on holiday but those remaining in Government can do things un-noticed. Although the very antithesis of politicians, the Flying Fifteen fleet at Chew has been doing much the same. A look at the results for the summer series suggests nothing much was happening, and the racing was much as before. One exception is the rapid progress of Russell Abrahams up the fleet. It is just possibly connected with Newcastle Brown Ale but probably more subtle factors are at work: a general makeover of the boat and a very smartly faired keel may be more important.

Not so, there has been a lot happening.

Firstly, we welcome two new boats to the fleet. Kevin Sandover sailing with Alex Timms have already raced in 3190 which they have just acquired. Mark Turner has bought the Spanish Champion's boat and will be racing soon.

Ian Cadwallader and Dave Sweet have a new boat, 3942 with a name that is difficult to pronounce and close on their heels Doug and Gail Pattison have Pink Ffizz, no 3943. (If you buy a bottle of pink fizz they will help you with it!). Although not seen in action much at Chew yet, these took the first two places at Falmouth Week in a very competitive fleet. Even Caddy lost the odd race!

Keith Harris and crew (aka Grumpy and Rourky) won one of the races at Falmouth by a nautical mile and Keith and Catherine enjoyed some good sailing at the Nationals at Abersoch. Simon and I had the odd top-ten place at Championships. With the current rate of progress I will win the Nationals aged 103.

On the national front a new design for the rig has been tried and is currently being modified after the first round. Change is not imminent but is almost certain: watch this space.

It has hardly been the summer for great fashions but the prize probably goes to Doug and Gail for their new spinnaker, continuing the tradition of pink spinnakers with a rather brighter cloth than before. However, when purchasing new spray tops, Doug could not be persuaded to wear pink.

The stage is set for a very busy autumn and bigger numbers of boats on the water.

Mike Thompson ff 3899

Stop Press: Addendum to Flying Fifteen News.

It isn't often that romance blossoms in the Flying Fifteen fleet: more the talk is of close races, unfortunate windshifts, if only my spinnaker pole hadn't broken and so forth. However, it is very pleasing to announce the engagement of Simon Millington and Catherine Brockbank, two of the regular crews. They are seen racing on Sunday.

Principal Race Officers Report

Despite the low water levels this year (relative to the amount of rain we have had) it has been a good year with turnouts broadly the same as last year with the exception of Wednesday evening where the numbers in the A and B handicap fleets are up on last year. The revised handicap system seems to be working with the Laser Fleet achieving some good results in the Admirals chase. During the Wednesday evening series there were 19 different race winners across the 3 fleets and 6 different types of boat in the top ten in the A Handicap fleet. As we get more data we will continue to adjust the handicaps to take account of the different boats joining the racing.

By the time you read this I will have held another Club Race Officer Course and so then we will be able to widen the list of members running the racing at weekends.

The results computer and link to the website is giving results quickly and accurately. If you see any errors please speak to myself or the Results Officer and we will make amendments as necessary. This includes names that we may have misspelt or could not read from the signing on sheets.

One date that did not get into the Diary is the Firefly Inlands on the 31st October / 1st November 2009. I will be the Race Officer for this event which will be held in conjunction with club racing. I am looking for volunteers to man rescue boats and man the results and reception area. Please contact me if you are able to help out.

After a trial period the fast Asymmetric boats will rejoin the A Handicap fleet over the winter. If number rise again during the winter we will consider splitting the fleets again. The club is keen to provide good racing for all but fleet sizes need to be maintained.

Ralph Singleton
PRO
RS 800 1112
ralph@ralphsingleton.freeserve.co.uk

Second Wind?

Too much wind or not enough wind – you sailors never seem to be happy! But some of you will be pleased to hear about ‘Second Wind’....

Very often a Saturday evening would be perfect for a sail but turning up at 5pm on a Saturday does not make you the most popular person with the duty personnel of the day. The idea of Second wind is that a group of people wanting to sail would meet at 5pm and take over responsibility for the ‘duties’ so that members can then enjoy a relaxing sail.

We tried twice this summer with not much success-

The first we had enough adults to cover the duties but no one wanted to sail! (however we did enjoy a very nice bbq washed down with a few drinks from the bar!) The second attempt was called off due to poor weather.

The plan for next summer is to try again and run them during May, June & July.

If you are interested in coming then you must be prepared take turn to either helm a rescue boat or become a duty officer for an evening.

To register your interest please contact Ailsa Scott (gordonscott717@msn.com or 01761 221748).

If enough people are interested then it may even become a fixture in the ‘yellow calendar’!



COMMUNICATION BY e.mail!! Find out when things are happening at Chew!!

I hope that most of you will have appreciated the e.mail notifications about Club sailing and social events.

I believe that this is a useful adjunct to the newsletter and website. But, unfortunately **68** of you have either changed e.mail address or the details have been recorded incorrectly.....

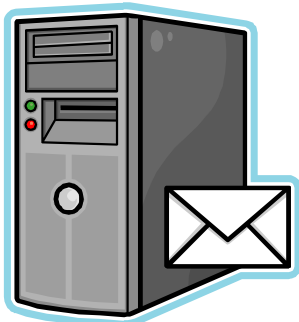
If you would like to keep in touch with Club activities and you are not receiving e.mails, please send your current e.mail address to john.smalley2@btopenworld.com

and we will add you into our database and you will be hearing from us!!!

Equally if you would like your name removed - just let us know.

Many

thanks,



Gill Smalley.

Something for the Chewfarers

The Chew Valley Wayfarer sailors have had three away weeks this year.

Poole – May 8th and four Wayfarers with crews gathered at The Poole Yacht Club – everyone trying to remember how the masts fitted back on. There followed a weeks varied sailing – exploring the second largest natural harbour in the world – braving the chain ferry at the harbour mouth to gain the open sea and visit Bournemouth to the east and Swanage to the west. A completely different day was spent winding our way up the River Piddle or Trent for lunch at Wareham. We used The Poole Yacht Club facilities including an excellent bar and restaurant whilst staying at a nearby holiday park.

Falmouth – June 13th and having arrived at The Royal Cornwall Yacht Club we were definitely getting better at stepping those masts. This week saw us exploring Carrick Roads - venture out into Falmouth Bay past several large tankers and bulk carriers waiting for their next cargoes and south past the Manacles (rocks) to visit Coverack and up river as far as Truro and Penryn. Two highlights were the opportunity to join the crews of the Classic Workboats for their evening race and our final lunchtime BBQ. Thanks to our host club and to Paula Taylor for organising our ‘Club Dinner’ as well as several other excellent evening meals. Accommodation was at some nearby holiday flats – a good week was had by all.

Plymouth - It’s mid July and the Wayfarer gang have moved to Plymouth for another exciting week of sailing. We based ourselves at The Mountbatten Sailing Centre (formerly an old wartime Flying Boat base) with excellent en-suite accommodation. The weather was good - wet and windy – and the only aborted trip was out to the Eddystone Lighthouse, when, about halfway out, the seas and waves became too large for our safety.

A typical day was to depart around 9 – 10 am, arriving at our chosen destination at about midday and to then seek out the local pub for soup or a sandwich and a pint; returning home for about 4 – 5 pm for tea and cakes.

The evenings were spent mainly eating and drinking at the local pubs, discussing the days’ events and planning for the next day. We also had the opportunity to attend the bi-monthly beer festival, which just happened to commence on our last evening at the Boringdon Arms – our favourite pub - where beer prices ranged from £2.20 to £2.90 a pint.

During the week we visited Newton Ferrers and Noss Mayo up the River Yealm to the east, Cawsand and Kingsand to the west, both lovely traditional villages. On one trip a Wayfarer had to return under spinnaker all the way across the Sound as its centreboard was jammed in the up position; fortunately it was dead down wind all the way.

We went up the River Tamar to Saltash and the bridges, past all of the RN vessels. At Saltash we secured at the Sailing Club pontoon. However, the lovely club, although open, was not serving food and so we had to wait on the doorstep of the local pub under Brunel's Bridge where, at noon we got our soup and beer; just one beer as we had to exit the river before the flood.

Drakes Island was also circumnavigated and was invaded by myself (Peter) due to a call of nature. On attempting to leave the Island and having pushed the boat out into deeper water I found it very difficult to climb back into the boat and was being dragged along in the water whilst hugging the shrouds. My comrades were eventually persuaded to haul me back into the boat.

For a change of venue, one evening we used the local ferry to go to 'the big city' and the Barbican, this gave us a flavour of life outside sailing.

Wayfarer plans for the New Year (2010) include a week on the River Blackwater (Essex) in May, Falmouth in June and the Solent in September. If this wets your appetite speak to any senior Wayfarer owner and they will be pleased to give further details.

Pete Cheek W10438 / Brian Brooks W8016 / Dave Hopkins

Topper Fleet – Travels throughout Britain & Europe!

I have hardly been at the club over the summer but it has been great to hear reports of all the up and coming Topper sailors and their progress in the Junior Challenge and Junior Sunday events. So, what has kept me away? Along with some of the Chew Topper fleet I have clocked up many miles travelling to various national/world events...

First up over the summer was a trek to Derwent reservoir (near Newcastle) for the national series event attended by over 200 competitors. Chew was represented by Ellie Cumpsty and Ed Jones, who warmed up for the year and hinted at successes to come with 55th and 25th overall respectively.

After a short break, the next major event was the national series traveller at Poole, which again attracted an entry of over 200 boats. The Chew contingent comprised Ed, Ellie, and Tom Hole. After two days racing in moderate winds final positions were 160th for Tom, 65th Ellie and 19th Ed.

It was then onto the World Championships, held in Ebensee, Austria at the end of July. Ellie Cumpsty got there the traditional way, trekking through Europe en famille in their camper van, arriving just after a huge Thunderstorm which deposited 2m of snow on the local mountains and

brought gale force winds blasting down Trebensee lake. Meanwhile, Kate and I, Olivia, Edward and Tom Hole travelled in rather more leisurely style by train, while Ed and Tom's boats were trailed across Europe by Tom's Grandfather. Despite our different routes, the Chew team, boats and support all arrived safely and quickly found the best spots on site/in the bar!

The fleet of 100 comprised entries from Italy, Japan, Germany, Austria, Ireland and GBR. It had been planned to complete a qualification series to split the entries into Gold and Silver fleets for the remainder of the Championship, but weak race management and poor communication resulted in a shambolic first days racing. With the Championship blog dominating the sailing news headlines and a raft of protests outstanding at the end of the qualification series, the decision was taken for racing to continue in a single fleet. Adding further challenge was the introduction of a 6am launch time to catch the early morning wind, and with 4 races scheduled each day and a windless "dead spot" normally around midday, competitors were often not off the water until 5pm – this was truly a marathon sailing event.

Things proceeded relatively smoothly after the early problems and after a nail biting climax to the 15 race series, the Chew Toppers all acquitted themselves fantastically well, with Tom Hole coming in 67th, Ellie Cumpsty 19th and Edward Jones 9th

Flush from their success at the Worlds, the team had a few days break and then moved onto the national Championship at Pwheli, where there was a record entry of 340 boats. Again Chew were represented by Tom, Ed and Ellie in the main fleet, and it was fantastic to see a large entry of Chew Toppers in the regatta fleet making our representation probably the largest from a single club (see separate report for regatta fleet details). Again all the Chew Toppers did fantastically well, with Tom Hole ending up 96th in the silver fleet, while in the Gold fleet Ellie was 62nd (and first U14 Girl) and Ed 28th.

Determined to win the prize for the most travelled miles, Ellie then played her trump card and was selected to be part of the team competing in the Irish National Championships held at Blessington SC. After another tough series, Ellie finished 16th from an entry of 90, another great result for Ellie and Chew.

Enough travelling? No! Recent weeks have seen Ed, Ellie, Tom, Jess Harding, Ella Cudmore, Harriett Hole, Jennie and Rory Dunwoodie, Edward Schofield, James Seagar, Ellie Hitchings, Freya Cumpsty and Olivia Jones competing on the local traveller circuit with events at Dittisham (34 entries) and Frampton on Severn (54 entries). The elusive open meeting win still eludes the Chew team, with Ed Jones coming a very close second at both Dittisham and Frampton and the others snapping at his heels and all clearly improving with every race.

With the season drawing to a close, it will be good to get back to Chew and add to the fleet numbers on the club start line. It promises to be a golden future for the Chew Toppers, with a large number of young sailors all coming through and keen to work hard through the autumn/winter months to improve their skills. I look forward to seeing you all there!

Andrew Jones Andrew@jones84.co.uk

Membership Secretary's Report

I am pleased to report that in spite of the recession Club membership is full and that there are currently just 13 applicants on the waiting list, and there is only one space for Junior / Student membership left.

Members are reminded that if they change their boat or purchase a new one they should complete and return a Craft Detail Form, obtainable from the club or downloadable from our club website. Every boat to be sailed at the club, whether it is kept at the lake or elsewhere, has to have a current Boat Registration sticker displayed on the transom.

I would also like to remind you that Junior membership of the club is a restricted category and was only granted by Bristol Water (our landlords) for those juniors who would otherwise not be able to join the club to sail.

It is not a cost effective way to join the club for the benefit of the family as a whole. Neither is it permissible for Family members to also apply for Junior membership.

Finally Bristol Water, do not permit us to sail Twin Foilers (hydrofoils) on the lake. Foiling Moths, Bladeriders and Velociraptors are all forbidden, we are told they are too fast and too quiet.

John Bone (199)

A Club Flying Fifteen?

The Club wishes to investigate the possibility of having a club Flying Fifteen. Such boats have been found to be very useful at other clubs, allowing a prolonged trial of the class without first having to make any financial outlay.

It is envisaged that such a boat would be on a hire basis for a specified length of time with the intention it be used for racing. This could be a series of races such as the Autumn Series, a period of six months or some other medium term arrangement. The intention would be to acquire a boat that would be competitive in the Club's races, such as an Ovington Mark 9, giving the crew a real chance to race competitively within the fleet.

Clearly there is no point embarking on such a venture if there is no interest. If you think this might be of interest to please let me know.

Mike Thompson, ff 3899. (Contact mhtsurg@btinternet.com or 01454 260704

SOLOSAILING (also see www.solosailing.org.uk)

We have had another interesting season with some new faces to the Solo racing fleet, but instead of reporting on the results, Nigel Snedker is now the one to beat, I'm beginning a campaign to try and attract more sailors to the Solo Fleet.

First a little background below ... to be followed by initiatives during the coming months on the club website and at the club.

If any of you have ideas, requests for trial sails or suggestions to encourage more Solo Sailors then do let me know.

SOLO SAILING

Designed by Jack Holt in 1956, the Solo was conceived as a well mannered singlehander for river sailing. The principle characteristics of the boat are a simple stayed mast (without spreaders), an 8.3sqm fully battened mainsail and a chined hull 3.7m long. Originally the boat was designed for home build and so was not strictly one design, but had 'tolerances' for the amateur builder.

Over the years however, the design has been refined to near one-design. "The designs have been optimised - putting it onto CAD - and so a lot of the variables have almost gone now," says the Class' Measurer Gordon Barclay. "The floor has a very flat run aft, so that the boat planes well and the bow has been pulled in - so to create a finer bow shape as possible."

There are several builders of the boat and only until recently the wooden hulls have been the really only sensible choice if you wanted to win anything. The wooden boats have double thickness bottoms. In addition to the outer 6mm of ply, you have at least another 5mm of wood panel laid inside which creates a very stiff platform for the powerful sail plan.

The problem with the early GRP boats was that they couldn't make a lighter boat than the wooden ones and the floor panels used to move around. So when you were going through choppy conditions it was just not working efficiently.

That has now changed since the introduction of the FRP (foam sandwich) technique of hull build, finally laying difficulties of a bendy plastic floor in a nice light boat to rest. Winder boats were the first to come up with the new hull four or five years ago - and a modern looking, lower maintenance hull has provided a bump in class activity.

"The Winder Solo is built from epoxy foam sandwich with panels at least as thick as ply, yet with the fibre stiffness of glass," Guy Winder tells us. "The glass skins either side of the foam core are thin and the foam is light. This results in a panel stiffness superior to the equivalent plywood yet having similar or less weight."

There is now another FRP hull, this time from Speed Sails. "The new Speed boat is another supplier seeing that there is a demand here. We have never liked being in the position where they was a monopolistic situation of suppliers," says Barclay.

There is a healthy competition in the fleet between the various brands in the class. In addition to the hulls, the foils, masts, sails and hardware can come from any manufacturer and gives an interesting opportunity to tailor the rig to your own style of sailing.. This is in marked contrast to a Laser, for example, where the components are standardised.

One of the main features of the Solo is the wide range of crew weights the boat can cater for. The principle reason for this is the choice of sail and mast: A less powerful and more forgiving set-up for a 10 stone helm through to a much stiffer combination for a 16 stone helm.

Barclay says that the variety of mast sections available for the Solo enables all weights to compete relatively equally. "Something like the Wavelength, which has a more flexible top section, and it just flicks off. That is really good for the guys at the lighter end and they can be just as competitive in a force six as a guy who is 15-16 stone."

This choice of rigs has been married up to a range of sail designs. The most active in the fleet are North, Speed, Wavelength, Edge and recently Rooster. "All of them have representatives sailing in the fleet and so a lot of development has gone in," says Barclay. "They really are performing well, around the windward mark - let the foot out and take off the cunningham - and you have a really big and powerful sail for off-wind sailing. Putting the controls back on, you then have a good upwind sail again. It is that adjustment that the development has provided."

The simple and effective rig controls bring in a degree of technicality to the boat. There are stays, which without spreaders, help keep the mast from moving too much at various points. The forestay allows mast rake to be put in or taken out, combined with a mast chock at the deck level to influence lower pre-bend. The sail has an outhaul and cunningham, a kicker, and the mainsheet is on a central track.

All of this adds up to a class which is really humming as a national fleet with fleets of around one hundred at the regional and national events.

As Barclay says. "It won't be quite as quick on the plane as a Laser, or a trapezing skiff... But at the same time there isn't a condition, if the race officer has put a race on, that I wouldn't be happy about going out and racing. Whether chasing the wind shifts in light

conditions or revelling in heavy weather sailing the Solo is a very responsive and exciting dinghy to race” **John Shimell**

Handicap Fleet Report (or why sail in the handicap fleet at Chew?)

As handicap fleet captain, I represent the largest and most diverse group of boats at Chew. Perhaps it is just as well that you don't all turn up at once or the lake would get pretty crowded, but I think we'd all welcome greater participation in the weekend racing, from all ends of the racing spectrum.

The Wednesday night series was a great success this year with 75 different boats in the “A” fleet and 44 in the “B” fleet, though the latter included Solos and Toppers. A massive 31 qualifiers in the “A” fleet was 25% up on last year and exceeded the Laser turnout, whilst the “B” fleet at 12 qualifiers was 50% up on last year's numbers. Derian and Andy Scott in a Fireball were deserved winners of the “A” fleet from Peter and Thomas Rose in a Scorpion and another Fireball sailed by Tom Offer and Marissa Foster. Single-handers were represented by Andy Hewitt in the Blaze in 4th and the asymetrics by Dave Sweet and Jackie Ireland in 5th in an RS200 and Ralph Singleton with a selection of crews in the RS800 in 6th. In the “B” fleet, Tim and Jack Johnson in an RS Feva beat off the Solo challenge to claim first place. Other handicap classes in this series included Wayfarers, Laser 2000s, Topaz, National 12, Firefly, Streaker, Comet and RS Vision. It really is worth getting involved whatever class you are sailing.

On Sundays we have experimented with different formats, giving the asymetrics and conventional boats separate series and sometimes separate courses, giving the faster asymetrics a windward-leeward course option. For the autumn series we have reverted to a single handicap fleet because the turnouts haven't been quite high enough to justify splitting the fleet, but the committee will keep this under review and have not ruled out a return to a separate asymmetric fleet. We also experimented with a “junior” handicap fleet, hoping to encourage Mirrors and Fevas out to compete with the Toppers. So far the turnouts have been disappointed so we may revert to placing the Mirrors and Fevas in the handicap fleet but sailing a smaller number of laps than the faster boats. It would be good to see more of the smaller and more manageable two man boats out with junior crews or helms and crews. The goal is to have a separate “B” handicap at the weekend once there are enough regulars, but until there is a consistent turnout at this level they are very welcome to join with the main handicap fleet.

Away from the club the Summer has seen a number of Chew sailors in action at the various class championships. Derian and Andy won a race at the Fireball worlds and finished 18th overall. In the Fireball national championship they came 14th whilst Tom Offer came 17th. Tom led the Chew contingent at the Musto Skiff championship with a 10th, with Paul Clements 12th, Paul Whitesmith 26th and Graham Cranford-Smith 44th. At the RS800s, Mike Chapman and Paddy

Adams were 17th, followed by Ralph and Sophie Singleton in 18th. At the Scorpions, Peter and John Rose came 10th with Andrew Rose and Cameron Scott in 20th and David Bennet and Jonathon Oxford in 47th. At the time of writing, a number of class championships have yet to take place including the RS700, Blaze and Phantoms.

I have continued to refine the local Portsmouth yardsticks for Chew and there should be a fresh set on the website shortly, reflecting the results from the Summer and Wednesday night series. The committee has agreed to keep these under review but I would expect them to begin to stabilise as additional data is gathered and added to the substantial amount already held for many of the classes. The intention is not to create personal handicaps but rather to better reflect the relative performance of classes on our lake. The national PY scheme is an average of data taken from a wide range of clubs, some of which are not representative of the conditions at Chew Valley. The main beneficiaries of the changes are the Lasers, Solos and slower boats. The boats with tougher handicaps are generally the faster performance classes, which are able to make the most of the long legs and relatively clear winds we enjoy at Chew.

That's about it for now. The Autumn and Winter Series lie ahead and I hope some more of you will decide to give racing a try and come and join us over the coming weekends. If you need advice on how to get started or tips on how to get more out of your boat there is a wealth of experience in the handicap fleet in a very wide range of classes and I'd be happy to help or put you in touch with someone who has a similar boat. Handicap racing isn't everyone's "cup of tea" but the fleet has more than its share of the top sailors in the club and you can pick a boat to suit your age, experience, weight and bank balance. As many of the handicap fleet classes are double-handers there are frequently opportunities to crew, which is a good way to learn the ropes if you are inexperienced or to try out new classes if you are not sure what type of boat you want to get.

Peter Rose

Scorpion 1995 "Silverlode"

NOTE FOR YOUR DIARY

John Kelly is organizing a Burns Night Supper at the Clubhouse on Saturday 23rd January 2010. Watch this space and the Website for further details.

Youth Sailing

It's been a fantastic year for the Chew Youth Sailors. The range and variety of articles in this month's newsletter give an indication of how much has been going on including:

- 24 sailors taking part in the Topper Junior Challenge and benefiting from 8 days of RYA funded professional coaching.
- 34 learning to sail in the Junior Sailors Optibats group
- 48 having a fantastic time at this year August Antics
- 8 Chew sailors at the Topper Nationals

Well done to all the children who have made huge progress in their sailing, and well done also to the parents and helpers who have developed their coaching skills. In particular Reuben Woodbridge has done a fantastic job of developing the Topper sailors and our young Dinghy Instructors led by Josh Preater have done wonders with the Oppie sailors.

To celebrate all your achievements this year there will be a special lunch for all involved in Junior sailing on Sunday 4th October. I look forward to seeing you all there!

Rich Hole

Youth Sailing Coordinator

cvlscyouth@googlemail.com, 07980800615

Youth Sailing lunch and prize giving 4th October

- For all junior members, parents and helpers
- Buffet lunch
- Junior Sailors and Junior Challenge prizes
- Q&A and chance to discuss future plans

Confirm attendance to Alex Parry ap007h8718@blueyonder.co.uk

Junior Challenge Spring Series

Throughout the Spring Topper sailors aged from 8 to 14 received coaching and racing as part of the Junior Challenge Spring Series and it has been tremendous to see so many enthusiastic sailors turning up. At the start of the season they received 6 days of coaching spread out over 4 weekends, including 4 days of high quality, intensive instruction from experienced RYA coaches. These coaching sessions were followed by a hotly contested series of 7 races with 19 entrants and 15 qualifiers, a fantastic turnout, with all the sailors showing real progress.

The Spring Series proved very competitive, with any one of four sailors in contention to win it as we went into the final race day on Sunday 19th July. The big question was whether Edward Schofield would be able to hold off the girls represented by unstoppable sisters Holly and Zoe O'Grady, and the flawless Jess Harding. However on the day it wasn't the racing that proved eventful but the weather. On the final morning, very soon after launching the fleet were caught out by a sudden increase in the wind which went from 4-6 knots to 16-20 knots in a couple of minutes, and before the second race mark was in the water half the boats were floating upside down. Racing was immediately cancelled and six sailors had to abandon their boats and I would like to say a big thank you to the club rescue teams and other club members who helped in the recovery operation.

With the last race day lost to the weather the results were based on the previous 7 races and the final results for the Junior Challenge Spring Series were:

1st Edward Schofield

2nd Jess Harding

3rd Zoe O'Grady

Special prizes were also awarded to:

Kirsty Scott – 1st under 11

Ellie Hitchings – most improved

The full results can be seen on the Club website and the Youth noticeboard in the club house.

The Summer Series is now well underway, and judging by the improvements made by all the sailors I anticipate an extremely tight competition. We are now using the Club Racing start line and course to help progress the sailors into main fleet racing.

I'd like to say a big thank you to all those who've helped out with the running of the series. It's

been a real pleasure to be involved in Junior Challenge this year and I've enjoyed the coaching, exciting sailing and hot competition. **Reuben Woodbridge**

August Antics 2009

The August Bank Holiday weekend was very busy with the annual August Antics junior event. We had 50 youngsters from the club take part over the 3 days. The weather wasn't very kind though with an average F3 to F5 every day (more F5 than F3 most of the time) but everyone managed to get out on the water although there were quite a few reefed Optibats and even a couple of 4.2 Toppers. Saturday and Sunday were given over to training and with 7 groups and a multitude of helpers it was logistically challenging. We also took the opportunity on the Saturday to increase the children's awareness of CLADS, who provided rides on their extremely quick trimarans, which went down very well. Onshore activities included a tug of war won by Team Swordfish.

Monday afternoon culminated in the junior handicap race. We had about 30 entries, mostly Toppers but a handful of Optibats (and one Optimist) and a couple of Picos. Just before the race got under way the wind died and shifted 90 degrees to the east which would challenge any race officer. However it was not long before the wind freshened slightly and the race got under way. The race winner was Henry Kane followed by Nick Mathews and Ella Cudmore, all in Toppers. The first Optibat/optimist was Saskia Karakusevic.

There was also the Optibat challenge that had so many entries that heats had to be run with Alistair Padgett coming top followed by Matthews Williams and Esme Macdonald Taylor. The annual water fight and sink an Oppie event followed the prize giving where everyone got a rather smart Hoodie that included logo's designed by Jess Harding and James Cummins. It was also pleasing to note that the children and parents raised over £200 for CLADS.

It was great to see so many of our young sailors making such a progression from when they arrived on Saturday morning to departing on Monday afternoon. Congratulations to all the kids who took part, thanks to all who helped, thanks also to Bristol Water for the loan of some fishing boats.

Details of next years event will be made available sometime in the New Year.

Adrian Cudmore

Powerboat Training

The next powerboat course will commence on Saturday the 17th of October in the Training Room. As always, it will be run over two days — the first covering the theory side and the second day will be the practical. Practicals will take place on Thursdays and Saturdays, dependent upon course members' availability, and, unlike the theory day, will be restricted to two trainees per session.

If you wish to undertake the training (or, if undecided, wish to find out more about what is entailed) please ring me on 01761 472155. As I still have several names on the waiting list and places tend to get filled rapidly, please contact me as early as you can, but not between the 2nd and the 10th of October.

Given the pressure upon numbers I do not normally accept anyone under 18 but exceptions are made when a level 2 qualification is needed for someone between 16 and 18 who is working towards an instructor's rating.

Mike Meloy

Powerboat Chief Instructor

Topper National Championships Regatta Fleet 2009



5 Chew girls took part in the Topper National Championships Regatta Fleet in Pwllheli this year, Ella Cudmore 11, Jess Harding 11, Harriet Hole 12, Olivia Jones 9 and Freya Cumpsty 7.

The regatta fleet went out every day even when the main fleet thought it was too windy on Monday. They did 2 races on Sunday & Tuesday, 3 on Friday, 4 on Wednesday and on the windy Monday they went 2 up and did 2 races that didn't count as part of the series, but were great fun. On Thursday they had a day off racing and went on a cruise and had fun playing games on the beach and swimming. After racing the regatta fleet did games everyday on the beach and on the water. There were great activities for everyone in the evening including inflatable table football, BBQ, discos and lots more.



Congratulations to Tom Hole, Ed Jones and Ellie Cumpsty who joined the main fleet. Ellie and Ed qualified for gold fleet and Tom silver.

Thank you to all the parents who helped out, to all the instructors, rescue crew and committee lead by Kate Jones. And a special thank you to all the competitors as it wouldn't work without you. We are hoping to see more Chew sailors next year.

Ella & Jess

Calendar

October

Sun Oct 11th Visitors Day and RNLI Trophies 11.00

End of windsurfing restrictions

Wed Oct 14th AGM 20.00

Sat Oct 31st FireFly Nationals 12.00

November

Sun Nov 1st Firefly Nationals 10.30

Club Racing Winter Points 1 & 2 11.00

Sat Nov 14th Grand Prizegiving and Buffett 19.30

Sun Nov 22nd Winter Points 7 & 8 incorporating

Steve Morris Memorial Race

December

Sat Dec 5th Bristol Brew University Team Racing

Sun Dec 6th Bristol Brew University Team Racing

Winter Points 11 and 12

Sat Dec 26th Tap Trophy 13.30

January

Fri Jan` 1st Resolution Trophy 13.30

The views expressed in this Newsletter are those of the contributors and so not necessarily reflect the views of the General Committee.

Deadline for copy for December Newsletter Tuesday 1st December 2009.

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