



October 2011 newsletter

Inside this issue:

Commodore's Blog	1
Flying Fifteens for ever	3
Flying Fifteen Open	4
Laser news	5
Laser Open	7
Solo update	8
Solo Open	9
Topper report	10
Topper Open	12
Topper Nationals	13
Time to Poole together	15
August Antics	17
Limits to our sailing area	20

Commodore's Blog

As I put pen to paper once again for the Newsletter I dwell on the fact that this will be my last as Commodore of CVLSC. I'm sure that you will agree that Chew remains one of the premier inland sailing clubs, certainly in the South West if not the country. In order to maintain this reputation the committee has been busy over the summer ensuring that we provide you with the best facilities we can.

The sailing year has certainly been blessed with some decent wind, sometimes a little too much wind but certainly the majority of the Wednesday Evening races were sailed in better conditions than I can remember for a while. That made for a great series culminating in the Summer Solstice Race. We didn't break our record of 102 boats in 2010 but got pretty close.

The youth programme at the club continues to go from strength to strength with the Junior Sunday programme becoming a firm favourite for the youngsters with 18 scheduled in 2011, pretty much all being full. In addition we have run two programmes of RYA courses and the youth year once again culminated in another excellent August Antics.

The Thursday Evening Sailing that we ran in the early part of the summer over 8 weeks was a great success with over 35 boats out on the water on one evening alone. The feedback has been very positive so the Sailing Committee is looking at making this a more formal arrangement in 2012.



What's on

Wednesday 12 October	AGM
Saturday 15 October	RS 200 Ugly Tour Open
Sunday 16 October	Visitors Day, RNLI trophies and Top Club. Sale of RNLI Christmas cards
Saturday 12 November	Annual Prize Giving Dinner

At the beginning of October the club was proud to host an RS Feva Grand Prix Event. This was a very prestigious event as it was also an indicator for the 2012 Worlds and a Squad Selector. We had over 75 entries so the club was very busy. However, the Sailing Committee, under the co-ordination of Graham Cranford-Smith, had been planning for months so the organisation was outstanding from 8am on the Saturday until 8pm on the Sunday. We were blessed that we were in the midst of a mini heat wave which meant wall to wall sunshine but the forecast was for light airs. Saturday dawned rather early for the duty team as the first competitors arrived just after 8am. Thanks to the Avon and Somerset Police Sailing Association volunteers the car parking went like clockwork with every vehicle expertly placed somewhere on the club grounds. As expected the wind filled in from the south and so by 1pm the first of 3 races got under way under the race management team of John Smalley and Keith (Hanging Judge) Harris. All 3 races were a windward/leeward and pretty much all went without incident (a few black flags after some were a little too eager on the start line). As this was predominately a youth event there were many parents/guardians eagerly watching from the shore. It was great to see so many spectators enjoying the club's hospitality and soaking up the sunshine in front of the club house. The galley was magnificent and certainly earned their keep with the amount of breakfasts, lunches and teas they served. As the sun started to dip towards the horizon the bar and galley were busy with the chatter of a great 1st days sailing. Sun-



day again was sunny from the word go but alas the wind was absent. But the race management team had kept their fingers crossed and by midday the wind again filled in from the south so the fleet was under starters orders by 1pm. Again 3 races were completed meaning not a race was lost over the 2 days. By late afternoon prize giving got under way with the winners being Arran Holman & Crispin Beaumont from Hollowell and Bartley Sailing Clubs and the 1st Chew Boat going to Reuben and Alice Woodbridge. It was a fantastic event but it was only made possible by the hard work from all, too numerous to mention but in particular our thanks go to Graham and Fiona Cranford-Smith for being the key event organisers, to John Smalley and Keith Harris for putting on 6 great races, to Alan Coventry and Mike Meloy for ensuring that all the RIBs etc were in working order, to Bristol water for allowing us to borrow their RIB and to the RS Feva Association for using Chew for one of their premier events. The association were so impressed with Chew that they plan to come back both next year and 2013!

Looking ahead to the forthcoming club year we are putting together plans to strengthen the training programme at the club with the appointment of a new RYA Principal supported by a newly created position of training co-ordinator. They will be charged (along with the sailing committee) to improve all aspects of the training programme at Chew but with particular focus on the RYA syllabus. We hope this will allow many more of our members to get involved in various forms of training. Our newly recruited DI's will be an essential element in delivering these courses as well as some much needed revisions to our Power Boat training.

I wish you all the best for the future and happy sailing!

Flying Fifteens For Ever

Congratulations to Alex Timms, since buying his Irish rocket ship F/F 3866, he has been flying, and he has won this years Summer Series. We should of course also congratulate his crew, that would be, em' let me think, Bill, Mike, David, Matt and various bods picked up off the beach. One Sunday, he had a different crew for all three races !!! Well done to you all.

He sold his previous boat F/F 3190 to new member Jonathan Tait-Harris. It is now receiving some T.L.C. at home. We look forward to seeing Jonathan and his boat on the water soon.

Another new member Paul Tinkler has increased the Fifteen numbers with a Classic F/F 1661 Now for a bit of history.

Back in the early 90's Anthea and David Mustard joined the Club with F/F 2870. She was the helm. I'm told she was a previous European Laser Ladies Champion, a hot shot on the Open Circuit and the one to beat at the Club.

Having two daughters and later ill health took it's toll and the boat was used less and less. It remained at the Club but for the last 10 years or so it has not move from the boat park.

Anthea has decided to leave the Club and the boat has been passed on to another new member, Mike Pearce.

Over the years Mike has restored two Classic Fifteens, and campaigned at Club, Open, National and World level. Don't be put off by his C.V. he is a very approachable guy.

He plans to restore F/F 2870 to it's former glory, perhaps this might be the re-start of the Classic and Silver Fleet at the Club.

He sold his last Fifteen F/F 2663 and spent 5 years playing on a big boat.

Ex Chew member Simon Dangerfield bought the boat and with David Hemingway of LLangorse Sailing Club as crew, were crowned Classic Flying Fifteen World Champions when the World's were held in Dublin.

It looks like we might be losing Paul Chesterman and Terry Mcgrane, but with Bill Chard and Julian Widdicombe considering joining the Fleet, and a rumour that yet another new member is looking for a space for his Fifteen, (name and number to follow) the fleet continues to grow.

Any-one considering a Fifteen should be aware of the one problem, according to Doug Pattison, " it's addictive"

If you are one of the above and would like a no obligation trial sail, please contact me on

01454-318741 or
maxpassmore@talktalk.net T

Good Sailing

Max Passmore F/F 3421

Flying Fifteen Open

Flying Fifteen Open 7th & 8th May 2011

Unfortunately numbers were down and there were no Classics or Silver, just four visitors and eight Club boats, a sign of the times I suppose.

Sally and David McKee arrived to try to retain the trophy they had won for the last two years. We were also honoured by the presence of Keith Jamieson, Sec. of the Flying Fifteen Assoc. He was going to sail with local sailor 20 year old Josh Preater for the first time, in preparation for the up-coming National and World Championships.

Sat 7th May

The R.O. Pete Sherwin and his team set an Olympic course, and this was the format for the two days.

Race 1

The first race started at 13.00. Wind as forecast 15mph, S.E. gusting 20. McKee's 3941 clean start meant he was never troubled and led from start to finish, followed by Cadwallader 3942, last years runner up, and very few changes at the front.

Race 2

Wind now 17mph gusting 23.

The port end was favoured. Cadwallader, McKee, Pattison 3943 and your intrepid reporter were on the flag at the gun. Unfortunately. Mr. McKee was over the line. As he went back, you thought a chance for some one else to win. (mental note, wait for the fat lady to sing)

Cadwallader, Pattison and Passmore 3421 rounded the windward mark. Pattison tried to sail over Cadwallader, who was having none of that. For those who know Chew Valley, Pattison was luffed up to Bishop Sutton, Passmores gain. How ever cream always rises to the top, by the second beat , it was Cadwallader, McKee and Passmore. Pattison was further in the wars when he had a 720 situation with Harris 3764. McKee finally broke though to win, and a very good last beat by Abrahams 3429, gave the result McKee, Cadwallader, Abrahams, Passmore.

Race 3

The wind increased again, McKee got away cleanly, followed by Cadwallader, Harris and Pattison avoided further confrontation and at the finish it was McKee, Cadwallader, Pattison, Harris and Anderson 3453.

This meant McKee had retained the Title with a day to spare. Would he bother to come to-morrow ? More wind expected.

Sun 8th May

The increased Southerly came as expected. two boats decided not to play.

Race 4

Pattison got of to a flyer and the fleet followed him around the first triangle, dropping the kite before rounding for the next beat proved a problem, he broached and went the wrong side of the buoy, letting Cadwallader and McKee, (yes he did come back) through. At much the same point, on the next time round. Harris tried to sail over Pattison, his crew Terry McGrain missed the toe strap and fell off. This allowed Abrahams and Jamieson 3521 to go through giving us Cadwallader, McKee, Pattison, Abrahams. The rescue boat picked up McGrain.

Race 5

McKee decided to pack up early and came ashore.

The wind continued to increase, the R.O. recording gusts at 32 mph.

Abrahams was over at the start. Pattison had the best start and rounded first. He and Cadwallader changed positions several times over the next leg, Cadwallader had the better gybe and started to pull from the fleet. Harris moved into second place rounding for the last beat and guest helm Andy Scott 3831 was now 4th.

The finish of the 5th and final race was Cadwallader, Harris, Pattison ,Scott

Full Results are on the Club Web site, and are as follows:

- 1st Sally and David McKee
- 2nd Ian Cadwallader and Bill Chard
- 3rd Gail and Doug Pattison
- 4th Keith Harris and Terry McGrain
- 5th Russell Abrahams and Danny Pilgrim
- 6th Andy Scott and Paul Chesterman
- 7th Bill Anderson and Sally Farrant
- 8th Keith Jamieson and Josh Preater
- 9th Alex Tatlow and Mike Tatlow
- 10th Alex Timms and David Good
- 11th Max Passmore and Sue Norton
- 12th Sue and Pete Barnes



Laser news

This year's Laser fleet Racing has been the story of an aspirational and very hard working sailor finally making it to the front of the fleet. He has a long sailing history mind you and the prowess that we see, can be partly sourced back to his father, who encouraged the boy-racer to helm in the early days, in the family Scorpion. I am told that this led to very high scores in the National Championships as the pair honed their skills to great precision...

So now Steve Smith has brought it all together in his Laser and through a Wednesday evening series of wildly differing wind strengths, managed to stay at the top to the leader board with seven firsts and a worst result of 7th to score an almost unbelievable 9 points in total. Not even the extremely consistent Peter Sherwin could top that. He was a close second with 12 points overall, with Cameron Scott at 23 points in third. There were 26 qualifiers in all, proving that the series has not lost its popularity, though some of us mid-fleeters seemed unable to attend as often as we might have liked.

In the Summer series Cameron Scott took the poll position but Ed Jones took the Melvin Junior Trophy. Cameron's performance in the Laser Standard Nationals was very impressive too, coming in at 28th out of 81 entries. Ed Jones was 47th in the Laser Radial Nationals. Ellie Cumpsty managed a very creditable 9th out of 56 in her Radial at the RYA Volvo youth

Laser news

Championships (Silver Fleet) in April and 56th in the Laser Radial Nationals.

Other club results of note include:

Frostbite AM - Laser - Duncan Whitrow

March Class Race Day - Laser Duncan Whitrow

May Class Race Day - Laser Martin Jeremy

Spring Points - Laser Martin Jeremy

June Class Race Day - Laser Jeremy Millward

Frostbite PM - Laser Chris Jones

CVLSC Laser Open (see the 2011 Open Report for details of this windy series)

Laser 1st Peter Shirwin

Laser 2nd Julian Cooke

Laser 3rd Andrew Southall (got to get my name in lights while I still have editorial control)

Radial 1st Duncan Whitrow

Radial 2nd Ellie Cumpsty

Radial 3rd Rob Beere (Burghfield SC)

So another successful year at Chew for the ever popular Laser Fleet with its own range of competition right the way through the fleet. As we mid-fleet specialists like to confirm (to anyone who will listen), we have as much fun competing for 10th as they do at the top of the fleet competing for first and that is why there are so many of us!

This is my last Laser Report as the Fleet Captain. I am handing over to Helen Martin, a nimble and admirably competent sailor who regularly baffles me with her ability to sail right past me in her radial when I have a full rig. No doubt she will be prove an excellent captain as well. I hope you will join me in wishing her all the best with the task.

Andrew Southall
186838



Laser open

24 Lasers arrived at Chew Valley Lake Sailing Club for a full weekend of racing. The light conditions forecast for Saturday proved to be an underestimate and the conditions were perfect.

Race one got away with both right and left paying such that Pete Sherwin (CVLSC) and Julian Cooke (CVLSC) arriving at the windward mark together despite hitting opposite corners, whilst in the middle boats were stranded. Julian came through to win from Pete.

Race two proved to be a bizarre affair with huge shifts, gusts and holes such that hundreds of yards could be gained and lost. Pete Sherwin led the way around to win, with Ed Jones (CVLSC) in second for most of the race until finally passed by Julian Cooke.

In contrast to Saturday, the second day of the Laser Open at Chew started with... shall we say determinedly *inclement* weather. The wind was from the south east and blew up during the day. The rain was constant and, well, very wet. By the last race of the afternoon the wind was delivering precipitation at 25 knots with gusts of 32. It was also shifty at times making the three races exciting and challenging.

The CVLSC sailor Peter Sherwin dominated the first two races in the standard fleet, leading from the start and reassuring the rest of us that it was at least possible to round the top mark and the (worrying) gybe mark. Sure of victory after two races, Peter left the Olympic course to the rest of us with its inevitable run and the risk of death rolls. In these winds the main game was keeping the boat upright and flat. It was difficult to take full advantage of the shifts, since seeing where you were going was not always an option. In addition extra sail area was not an advantage, as Ellie Cumpsty proved in her 4.7 by keeping up with Radials and Standard rigs and, in the third race, making it first to the windward mark! Congratulations to her, she sailed brilliantly with one win, a second and a third place. However this was not quite good enough to keep Duncan Whitrow from taking first place in the Radials. Well done to him too...

In fact well done to all those who sailed. We shared a real camaraderie upon returning to the shore. While the refreshments and post race chin wagging was welcome, the biggest treat was to escape the continual deluge.

Andrew Southall 186838



Solo Update

The season is now turning to the autumn and the winter steamers are getting their airing, in preparation of the cooler weather to come. The sailing this year has been conducted in some of the biggest extremes that I recall. 3 Wednesday evening races abandoned due to strong winds. We are more used to drifters than struggling through the SW'lies blasting down the lake. However, it has given us the chance to improve our strong wind sailing, which will have benefits for the coming winter.



The racing has been closely fought throughout the summer, the usual culprits in front, with the chasing pack coming closer. There have been several open events around the area with myself and Chris Goldhawk travelling to a few. Chris has had 2 First places a 6th and a 2nd. I managed a couple of 6th's a 10th and a

16th. The events at Corus, Bowmoor and Chew were all in heavy winds, so I feel an achievement in completing those events. Perhaps we can persuade a few more to come to the remaining events.

So, back to Chew. There have been several events throughout the summer, the details of which I have listed below. There are 35 solo's at Chew and about 15 of the race at varying times throughout the year. George Simpkins and myself have been battling it out and have had some excellent races between ourselves, however, it would be nice to see a few more out in the coming months. Chris G. has been out of action in the last 6 weeks, due to a broken toe, said to have been sustained during a tacking duel, at Salcombe Regatta, during the last leg of a windy beat. He should be back on the water shortly.

The last event in the Solo National calendar is the End of Season at Draycote. This is a one day event, three races 2 to count. It is my intention to go, work permitting. John Shimmell, recently lost to the K1, has promised to try to attend. Chris G may make up the 3rd spot. So, if you are contemplating doing a large open, this may be the one for you! Give me a call if you need any info. Who knows, maybe we can persuade George, Steve and Marcus to come along.

Summer Points 1st Steve Penfold

Marshall Pursuit 4th Chris Goldhawk

Admirals Chase No Qualifying Solo

June Class Race day 1st Chris Goldhawk, 2nd Nick Fisher

Club Regatta 2nd Chris Goldhawk 3rd John Smalley

Wed Evening 1st Chris Goldhawk 2nd Marcus Davies 3rd George Simpkins

If you fancy a trial in a solo contact me.

Nick Fisher Solo 4483
unshornsheep@btinternet.com
0777 586 3972

Solo Open

This took place on the weekend of the 11th/12th June. 2 Races Saturday and 3 races Sunday, with 3 to count overall. The intention being to encourage the older sailors to join in and those that only wanted Sunday sailing could still qualify.

Saturday was a beautiful day which saw the lake in all it's glory, a fair breeze and we were off to the start. Joining us was our Octogenarian sailor Dave Macklin. David obviously has to choose his sailing days carefully now and it was a fabulous day. Race Officer, Ralph Singleton, set a reverse "P" course due to wind direction and the need to keep us clear of weed patches. The Lasers, who we shared the weekend with, set off. Just before our start there was a wind shift which put a large bias at the pin, with a 40 yd advantage already the leaders were off and running. Chris Goldhawk was pulling out a good lead while yours truly was going backwards. The wind was picking up now and unfortunately David decided that it was a little too much. I was too far back to see the front runners fighting it out but Chris finished 1st with Stephen Penfold 2nd and Marcus Davies 3rd

Race 2 was delayed due to a large wind change, veering 30 degrees. Once the wind had settled and the course re-jigged we set off to an increasing breeze. Chris again quick out the blocks and won again. Graham Cranford-Smith in 2nd and Stephen Penfold in 3rd. With only 2 races scheduled we packed up for the day with tales of the next days forecast bouncing around.

Sunday opened with rain, white horses and gusts of 30 kts, a few were put off but 12 hardy souls ventured out. A clean getaway saw the fleet split quickly but unluckily Errol Edwards head butted his boom and came off worse and retired for the day. A long beat saw the leaders pull away quite quickly. We were now sailing a more conventional triangle / sausage course and the gybe mark saw a few capsizes with Marcus Davies heading fast down the lake before making the turn! With the wind strength as it was the race officer made the race about 45 mins long and we went in for lunch.

Chris first, Graham 2nd and Simon Jones (teign) 3rd.

With lunch taken and the wind holding steady we were off and running, who's at the front? Looks like Chris again, what was it Andy Roddick said to Andy Murray at Queens? Let's at least keep it social. No chance. So, Chris 1st, Simon 2nd, Graham 3rd.

Race 5, with yours truly showing age effect and the need to set up the prizegiving I called it a day. So without seeing the race we had Chris 1st, Graham 2nd, Simon 3rd.

Final results

1st Chris Goldhawk 2nd Graham Cranford-Smith 3rd Simon Jones

1st Over 60 Geoff Silcock
1stOver 70 John Daniels

Topper report September 2011

As I sit here writing this report for the newsletter I am left wondering where all the time has gone. The autumn series is underway and those Topper sailors that have been away competing on the race circuit will hopefully be returning to the club to race through the Autumn, Winter & Frostbite series of races – training commitments allowing. For those Topper sailors who have not yet ventured beyond our excellent club racing there is a strong contingent of fellow club sailors who have been competing on the SW Traveller series, and further afield in National events as well as the Nationals. And even a couple of sailors travelled over to Ireland to compete in the Worlds.



I am writing this after we have just come back from competing in the Topper RYA South West Championships at Restronguet Sailing Club on the south coast of Cornwall – Ben Ainslie's home sailing club (not that he was there), but we did have a visit from Olympian Kate Macgregor who is part of the women's team in the Elliott 6m match-racing event who wished all competitors well for the weekend. It was a successful weekend for Chew sailors with James Cummins finishing 6th overall, Ella Cudmore 8th, Jess Harding 10th and Freya Cumpsty 22nd out of 31 competitors, Freya being the youngest competitor there.

Congratulations to Henry Martindale, Ella and Jess who following the conclusion of the National Series and the Nationals have respectively qualified for the RYA National and the RYA Intermediate National squads. For James and Freya squad selection is not yet known, but again by the time you read this they should both know!

The Nationals have previously been reported on and are available to read under the Reports section of the clubs web site, but overall the weather has caused problems for both the National Series and Nationals where either there was too much wind; Pwhelli was blown out altogether and at Weymouth only one race was completed with lots of competitors suffering from equipment breakages once they launched into gale force winds. To Derwent where there was too little wind in which to race – below the minimum required and the Nationals where over six days of scheduled racing only three days delivered favourable winds.

As I have said above, Chew were represented at the Topper Worlds by Ellie Cumpsty and Henry Martindale who achieved 23rd and 26th in the Gold Fleet and Ellie Hitchings who came 33rd in the Silver Fleet and finally Oliver Martindale who came 3rd in the Bronze Fleet.

Finally we're left with the SW Traveller series where it's been an exciting season with some quality racing; Henry Martindale is lying 3rd, James Cummins is currently 12th, Jess Harding is at 14th, Ella Cudmore is 16th, Ollie Martindale is 21st, Freya Cumpsty is 30th, Ellie Hitchings is 44th, Rory Dinwoodie is 54th and Ellie Cumpsty is 65th. If you can recall – again there is a report in the Reports section there are other Chew sailors who are recorded as being on the SW Traveller series from entering the Chew Topper Open where we had an excellent turnout from Chew Toppers. There is one more race to complete the series and you will probably be reading this report after this final race and series has been completed, so if you are interested to see where we have all finished please go the ITCA GBR website and look under the Area pages for the South West, results will be published there.

Lest we forget, as not yet mentioned a number of Chew Topper sailors compete in our own domestic series throughout the year; a mention must go to Miriam Woodbridge, Murry Scott, Hugh Comrie, Olivia Jones, Tim Synge, Harry Alvey, P Wightwick, Kirsty Scott, Richard Parry & Charlie Hallwell. Well done and thank you for keeping the Topper class flag flying at our home club.

Simon Cummins
Topper Fleet Captain.



Topper Open

It was Sunday the 15th of May and it was the Chew Valley Topper Open. I arrived at the club with an optimistic face as the wind had died quite a lot compared to the previous days ITCA coaching that had happened on the Saturday. Never the less I rigged my Topper up, signed on and got changed all in time for the briefing where it was decided that our course would be a triangle followed by a sausage.

The briefing was introduced by the clubs commodore Gordon Scott then handed over to the official race officer for the day Rick Adams.

We then went out and the wind was quite light and it was clear that getting clean air would be key for a good race. Once everybody was out on the race course the 5 minute gun began and it was evident that the top 10 had clean air right from the start. After two laps Jacob Hutchings from Roadford emerged as the winner then Henry Martindale from South Windermere and then Finn Murphy from Portishead.

After everyone had finished it was clear that the wind had picked up massively but still the racing went on. The key to the second race was simple... loads of kicker and downhaul. After a few capsizes and plenty of close calls it became apparent that Tom Bittle from Fowey Gallants SC won the second race followed by Emily White of Castle Cove and then Finn Murphy from Portishead

The Topper fleet then went in for lunch and the race officer made an announcement that the wind had picked up even more and the smaller sailors should consider whether to go out or not.

Half of the Topper fleet, those that compete regularly on the circuit then decided to go out for the afternoon races. For the start of the 3rd race all were pushing the line but in their eagerness they caused a general recall. The black flag then went up and nobody was over for the second start and the third race of the day was underway with Finn Murphy coming up as the winner then Jacob Hutchings from Roadford followed by Emma Philips of Starcross.

Once everyone was ready for the fourth and final race of the day the race officer sounded the 5 minute gun and suddenly chats with friends turned into pre start routines and everyone was racking up on the start line. After a tense and windy race with plenty of capsizes Finn Murphy from Portishead emerged the winner with Emily White from Castle Cove coming second and then Emma Philips from Starcross claiming third.

Overall Finn Murphy won so congratulations to him but the real heroes of the event where the parents and without them there wouldn't be any competitors. Well done parents!

Overall Results:

1st Finn Murphy	6th Tom Bittle	11th Hal Sanderson
2nd Emily White	7th Luke Robertson	12th James Cummins
3rd Jacob Hutchings	8th Henry Martindale	13th Emily Lloyd
4th Emma Philips	9th Penny Guess	14th Simon Cummins
5th Nick Martindale	10th Sam Chilton	15th Ella Cudmore

Topper Nationals

Sun 31st Jul to Fri 5th Aug

The host location for the 2011 Topper nationals was North Berwick in East Lothian. Some of you might not know but this is all the way up in Scotland. So for a lot of people this was a long journey which would have taken up the whole day in the car, 7 hours for us!

The Topper Nationals also include a Regatta fleet split by sail size – 4.2 & 5.3 fleets normally made up of brothers & sisters of competing national sailors. In total 324 Toppers sailors and their families had descended on North Berwick. Chew was represented by: Freya Cumpsty & Olivia Jones in Regatta 4.2. Oliver Martindale in Regatta 5.3 and Tom Hole, Ellie Hitchings, Ella Cudmore, James Cummins, Jess Harding & Henry Martindale in the main National event.

We left on the Thursday so that on the Friday and Saturday we could have 2 training days before racing starts. The coach for the two days was former Topper Ladies World Champion, Lynn Billows. The coaching gave us a great opportunity to perfect our sailing skills and to also get used to the sailing club and launching area. On the Friday we worked on boat speed and sail controls and on the Saturday we practised starts in the morning, we then went through the notice of race for important information followed by boat measurement. Boat measurement is important nowadays because we don't want anybody to cheat so every Topper has to go through the process.

The first 3 days of racing was the qualification series for the nationals (the regatta fleets were engaged in their own event); on the first day (Sunday) it was light winds which favoured the lighter sailors. Despite there being next to no wind the racing committee managed two races however the third race had to be abandoned due to lack of wind. On Monday it was very light winds again and after the best part of the day, we finally we went out for a race! Some of the competitors managed to cross the finish but for others still out on the course there was a 180 degree wind shift and the race had to be abandoned. On the third day it was raining hard and with the rain came no wind - we didn't even get on the water. In the evening was the a selection of highland games including tossing the caber and tug of war which the National Youth Squad won against the National Junior Squad in the final. Thursday came with lovely weather but still little wind, the fleet went out with the hope that the sea breeze would come which it eventually did, overall they completed two races before they had to send everyone in due to the build-up of fog on the race course.



At the end of the Nationals qualification series we were all split into 3 fleets of roughly 90 boats making up Bronze, Silver & Gold. Tom, Ellie, Ella, Jess & I had done well enough to get into the Silver fleet and Henry did even better and qualified into the Gold fleet.

The first day of the Championship Series began despite being one day late and with a steady breeze. The first race was completed however the sea mist/fog that was building became so bad we couldn't even see the windward mark so the race committee had no option but to abandon racing for the day. The final day dawned and finally the wind came; the racing committee were eager to get us out, so racing was brought forward by an hour and we managed to get three races in with time to spare. Only 2 races were originally scheduled for the final day's sailing, but because only 1 race had been run, running 3 on the final day allowed for a discard.

Overall Gold winner was Giles Kuzyk from Parkstone YC, second was Matt Venables from Sutton SC and third was Curtis Mearns from Leigh & Lowton SC. Henry M (chew) finished a very creditable 36th. Finn Murphy from Portishead won the Silver fleet with Thomas Goodbourne from Burghfield SC in second and Chew Valleys own Tom Hole finished in third place. Chew sailors then finished 19th Ellie H, 42nd Ella C, 52nd James C & 54th Jess H. In Bronze fleet Patrick Morgan Mumbles YC won with James Mapley Felpham SC in second and Joanne Foster Dalgety Bay SC in third.

Oliver M won the 5.3 fleet in the Regatta series and Freya C came 3rd and Olivia J came 16th in the 4.2 Regatta fleet.

James Cummins

PS. As a foot note some of our Chew Topper sailors following these Nationals have made the trip over to Ireland for the Topper World Championships. We would like to wish the best of luck and good sailing to Ellie Cumpsty (currently 30th after 2 races), Henry Martindale (50th), Oliver Martindale (66th) and Ellie Hitchings (146th)



Time to Poole together

The touring troupe of Wayfarers and their owners have just returned from Poole after (nearly) seven days of sailing. This time it was four boats each with a crew of three who swapped around each day. For added safety each boat also had an OB motor available.

The confinement of the whole day spent in a Wayfarer was compensated for after sailing as our accommodation was four luxury caravans at Rockley Park. Our many visits to Poole over the years made us very familiar with caravan luxury. The trip also enabled us to meet up with old friends; namely John Ballinger and John Lintern, both ex CVLSC members, as well as an EX Commodore of Chew, Peggy Taylor.

A brief rundown of our exploits is as follows.

Monday the 16th; after rigging our boats and having a light lunch it was a quick trip around Brownsea Island in very enjoyable sailing conditions.

Tuesday; we cruised to Wareham up the River Frome. Near Ridge we met up with Mike Meloy, our Vice President, who was busy working on his yacht. Mike, along with his crew member Terry Shepherd, invited all twelve of us aboard for lunch and coffee. However no alcohol was forthcoming, and so we then sailed on to Wareham Quay where we enjoyed a pint at the local

Wednesday; John Ballinger invited us all for a sail on his Showtime 35ft Southerly. I declined John's kind offer as I had an appointment with Peggy Taylor, our only female Commodore, at her home in Canford Cliffs where we exchanged wonderful memories. That evening John and Pat Ballinger invited us to their home for a fish and chip supper at which John Lintern was also able to attend. I have to say that both Johns still remain the same loud, jovial characters and larger than life.

Thursday; sailed around all the islands in Poole in an anti-clockwise direction before heading out passed the chain ferry and arriving on Studland Beach for lunch; later visiting the local Bankes Arms Hotel for a beer. As was the case for most evenings, that evening we were again well and truly fed and watered at the Yacht Club. And here it is worth pointing out that Poole Yacht Club has one of the finest and friendliest Clubhouses we have ever visited; if you have not been there do go as you will receive a warm welcome as visitors

Friday; it was off to Mudeford, but we did have to motor hard to get out of Poole entrance due to a very heavy flood tide; then it was an easterly spinnaker sail in spring sunshine; it was however one of the hardest and longest spinnaker runs I have done for a long time. When we arrived we were met with a very heavy ebbing tide through The Run, and so again it was a case of using engines. We went ashore by the sailing Club and picnicked outside the Public House – a strange choice? No, not really.

It was a very hard tack all the way back to Poole and our maps man (David Hopkins) using a piece of string and an OS map, estimated our sailing distance that day to be about 46 miles. The exhaustion shown on our faces supported David's claim - we were shattered as we recovered our boats to the hard standing.

Saturday; Swanage was our destination and it was another hard tack all the way there. We beached at around midday close to the Pier and the Sailing Club. Following lunch on the beach we headed for the Sailing Club for our daily medicine

The hard tack of the morning was made up for on the journey back to Poole as it was a spinnaker run all the way but, yet again, it was another heavy sail under spinnaker. We did get mixed up with the Parkstone Sailing fleet in the harbour but we soon sorted them out. Dinner that night was taken at the Red Lion Pub at Hamworthy.

Sunday; and it was gale force winds, the only things moving in the harbour were the white horses and half a dozen windsurfers out "flying". Thus the weeks sailing had to end a day early

As a footnote to this report I have decided that, at the grand age of 83, this is my last away trip. And that's after 35 years of touring the UK with a Wayfarer and being a part of the Cruising Club, Wednesday Club, Old Farts Club, or whatever one wants to call us. Scotland, Wales, the West and South Coasts have been some of my sailing centres- thank you guys, you are all great.

I have found it so wonderful to be able to sail with my pals and, of late, some of their wives.

The gang's next trip (without me) is to Falmouth the week of the 18th to 25th of June

Peter Cheek W 10438



A letter from CLADS

CLADS would like to thank all those club members who helped towards the installation of the pontoon and hoist. We really appreciated the hard work you all put in and the fact you had so many problems to overcome in getting the hoist installed.

A few weeks ago one of our sponsors came along to present us with a cheque, which gave us the opportunity to demonstrate to them the hoist in action. They were very impressed with what had been achieved considering the difficulties which had to be overcome. Together with the new walk- way there has been a huge improvement in terms of safety for accessing the hoist.

CLADS handed over a cheque to Gordon Scott, Commodore of CVLSC for £5,000. This being CLADS contribution to the work carried out in getting the project completed.

We would also like to thank very much, the committee of Chew Valley Lake Sailing Club for their support over the years in making sailing for the disabled at Chew Valley Lake a success.

August Antics 2011

This year's August Antics demonstrated that youth sailing is very much alive and kicking.

Sixty young sailors aged between 8 and 14 arrived with their parents on August Bank Holiday Saturday for 3 days of learning, fun, making and renewing friendships. It was very encouraging to see so many sailors returning from last year plus six previous sailors now joining the instructor's team.

The sailors were split into 3 groups of Optibat sailors and 5 groups of Toppers. The experience ranged from complete beginners to old and bold SW Zone squad sailors to be instructed by the RYA coach. Following the safety and general briefings the groups named after sea birds retired to their nests for introductions and tuition.

It wasn't very long before the sailors were on the water taking on the brisk breeze. Once again Chew Lake Association of Disabled Sailors (CLADS) kindly offered rides on their very fast trimarans to the Optibat and beginner Topper groups. This opportunity to experience something different and gain appreciation of the challenges faced by the CLADS sailors went down very well. Despite the gusty conditions and number of dagger board inspections and sail washing activities everyone came ashore with a big smile on their faces. Late in the afternoon the younger groups joined together to participate in relay races, tug of war and other fun activities.

Sunday's forecast was for a similar amount of wind and during the briefing August Antics Ducks were awarded to those sailors who did particularly well in the trying conditions on the day before. The Optibat and beginner Topper groups were given the opportunity to crew on Tim Johnson's RS700, helm Paul Karakusevic's Laser, fly the spinnakers and try the trapezes on the RS Visions skippered by Paul Smalley and Angus MacDonald Taylor and trim the jib and drive RS Feva with Giles Vallis. I understand that a number of birthday and Christmas lists were amended that night to now include a RS700 or a Laser. I joined the Albatross group to observe the Topper polo competition. It was amazing to see how the sailor's confidence grew in boat handling despite the healthy breeze. Although I do think half the players should have been given yellow cards for capsizing on the ball and the other half should have been sent off for barging and capsizing on top of the boats that had capsized and Guy Lawson Johns was definitely offside.

We arrived at the Club on Monday morning to find the wind had eased to a nice force 2-3 which was ideal for the groups to do their final preparations for the racing in the afternoon. This included flying the spinnaker on the RS700 by some of the Optibat sailors, a word search



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With all the preparations completed, race officers Mike Pukey (Optibat Challenge) and Tim Johnson (Topper, Optimist and Pico regatta) provided briefings and then went afloat to set the courses.

Following a practice race for the Optibats, the fleet got off cleanly and sailed a very close race with Rosie Vallis winning the single handed race followed by Kate Sutton and Jago Lott. The girls were also successful in the double handed race with Lizzie Cooke and Sophia Karakusevic finishing ahead of the highly competitive team of Jack Johnson and Miles King. There is already talk of a re-match next year in RS700s. Group winners included Finn Wisloff, Finn Johnson and Jack Beeching.

Over 35 boats went afloat for the Topper, Optimist and Pico regatta. The committee boat start was hotly competed with a number of keen sailors finding themselves over the line. As the race developed it was clear that every place from first to last was being fought for, with significant places won and lost at the crowded mark roundings. One of the biggest battles was between Jess Harding and Ella Cudmore at the front of the fleet. Jess arrived at the first mark first but Ella managed to get the right side of a shift up the next beat to take the lead. This battle continued right to the end with Ella going for the pin end of the line and taking line honours, handicap win and therefore the Junior Regatta Trophy followed by Jess. Freya Cumpsty managed to recover from her challenging start and take third overall, giving a clean sweep for the Cormorant Group. Group winners included Oliver Minkley, Lousia Bell, Matthew Dillistone who at 4th overall was the top non Cormorant sailor, Guy Lawson Johns and Issy Vallis.

Finn Smith won this year's logo competition with the catchy phrase – "Sailing is always an option"

The famous water fight and complete the buoyancy test of an oppie followed the prize giving and thank you's.

Over the weekend we also ran a 2nd hand clothes stall with 10% of the proceeds going to CLADS.

Overall I believe everyone was very impressed with the level of sailing over the weekend and particularly during the racing. To see 16 Optibats all vying for position and the number of competitors in the Topper, Optimist and Pico race demonstrated for many that the youth programme at Chew is developing a large number of keen quality young sailors. As the list below shows the number of August Antics duck winners has grown substantially to the point that someone was sent to find more ducks.

August Antics 2011 Duck Winners

Jack Beeching, Jonathon Bell, Lousia Bell, Sophie Bell, Ismay Boissevain, Jack Bramwell, Samuel Bramwell, Lizzie Cooke, Ella Cudmore, James Cummins, Freya Cumpsty, Ayesha Cunio, Kira Cunio, Perry Cunio, Matthew Dillistone, Callum Haine, Mary Haine, Archie Harding, Jess Harding, Toby Harding, Oscar Haywood, Alice Hemming, Matthew Hemming, Barney Johnson, Finn Johnson, Jack Johnson, Madeleine Johnson, Oliver Johnson, Oliver Kane, Saskia Karahusevic, Sophia Karakusevic, Miles King, Guy Lawson-Johns, Jago Lott, Poppy Lott, Esme MacDonald-Taylor, Tom Matthews, Bryony Minkley, Oliver Minkley, Jack Mitchell, James Neale, Kyle Puckey, Shannon Puckey, Kirsty Scott, Murray Scott, Kate Scrutton, Tom Scrutton, Poppy Sidorowicz, Alastair Smith, Finlay Smith, Danni Sterling, Felix Sutton, Oscar Sutton, Becca Sutton, Issy Vallis, Rosie Vallis, Rafe Watson, Phoebe Wightwick, Helen Wilkie, Diarmuid Wisloff, Finnbar Wisloff, Sophia Woodiwiss,

Limits to our sailing area

Following several incidents of "stray" boats, a programme has begun to replace and realign the limit marks.

The eastern limits, running in a line from the southern end of Denny Island to the bird hide on Sutton Wick shore (approx.. S.S.W.) are $\frac{3}{4}$ laid running from the island.

The southern limits are in place bar for a couple of buoys closest to Sutton Wick, the line of sight is S.E. and runs from the bird hide on Nunnery Point with the red life belt in front of it to the birds hide on Sutton Wick shore, very conspicuous and easy to see.

The western limits between Woodford Lodge flagpole and Nunnery Point only has 2 buoys at present and the limit buoys at the north end of Denny Island to the picnic area are missing.

Beware of the shallows running N.E. from Nunnery Point as they now extend 100-150mts out from the bank and are a danger area to any boat with a dagger board or fixed rudder.

The **Roman Shallows** are now less than a metre below the surface. For those unsure of their location, despite hopefully looking at the topographical map in the main clubroom, they lie between club racing marks "C" and "6" looking from the clubhouse and are 50-80mts further south than a line drawn between the two, again you are sailing into danger if you go there!

Please familiarise yourselves with the limits as displayed in the clubhouse and keep within!

