



Chew Valley Lake Sailing Club

October 2014 newsletter

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Commodore's Blog

On the sailing front we have had some excellent performances by our leading racers, most notably Ellie Cumpsty who is now Laser radial girls champion and, as a member of Team GBR sailed in the ISAF World Championships. For Ellie this is just the latest in a whole string of successes. Ian Cadwallader and Dave Sweet were the only team to win a race at the Flying Fifteen National Championships apart from the eventual champions who won all the others. They moved up a place from last year to finish third overall and the first wholly amateur team.

Peter Sherwin became Laser Grand Masters National



What's on

RS 200 In- lands	18,19 Octo- ber
Club AGM	22 October
Visitors' Day, RNLI Tro- phies and Top Club	26 October
Fireball In- lands	1,2 November
Autumn Prize giving dinner	8 November
Class race day	23 November
Bristol Brew (university team racing)	6,7 December
TAP trophy	26 December
Class race day	28 December
Resolution Trophy	1 January
National Solo winter cham- pionships	14 February

Champion. Chris Goldhawk finished in the top ten of a very competitive national Solo fleet.

The standard of fleet racing at the Club has remained very high.

Junior sailing has moved on apace. The Club bought two RS Fevas three years ago and they have proved to be very useful with a junior Feva fleet building very well and going to the World Championships for the second year. The Club Teras are proving popular too but the development of this fleet is a little behind the Fevas. But we have seen Teras and Fevas joining in the Club races with 25% of the boats in the Marshall Trophy sailed by juniors and they were well up the fleet. If parental involvement and enthusiasm produces results, the Chew Crew will surely succeed with such fantastic backing. The Sunday Junior (Chew Crew) days, always popular are getting even busier and more boisterous.

Many, probably most, never go racing and it is nice to see them enjoying sailing with families and friends. There is a lot of enthusiasm to learn more about the whys and wherefores of sailing; the RYA courses remain popular and were the main talking points of New Members day.

We have the Club's Annual General Meeting coming up soon on 22nd October and I hope as many of you as possible can attend. I am pleased to re-

port that there are a lot of fresh faces standing for the general committee this year and I am sure you will join me in welcoming them. There will also be debates on the introduction of a crewing membership and whether the club should consider changing its status from an unincorporated members' association to that of a company limited by guarantee. Do come along and listen to the advantages and disadvantages of such a move.

Mike Thompson

Bart's Bash

A bright sunny day with a 10mph North Easterly wind welcomed the crews of 122 boats at Chew Valley Lake Sailing Club to celebrate Bart's Bash. Former club member and Laser sailor Duncan Whitrow flew back from his new home in Canada especially for the occasion. All participants gathered for a briefing in front of the club house which was recorded by a flying drone cam. A big cheer was raised when it was announced that amongst the 700 sailing clubs worldwide, Chew Valley Sailing Club was number 19 in the fund raising league.

Despite fears that race officer Andy Bassett and his team would be over whelmed by the size of the



fleet, they managed admirably. They set a triangle course of the prescribed size and got a everybody off to a clean start. The flying drone cam buzzed over and around the fleet giving perception of some interesting wind shifts or were they down drafts ? ! Rescue boats did a great job keeping things safe afloat and managing to keep clear of dinghies in the unusually congested race area. Even the press boat which was also the base of flying drone cam pilot Paul Croote managed not to cause too much interference to the racing dinghies.

The Flying Fifteen fleet sailed well in light and shifting winds, but all competitors completed the race without incident. The provisional results showed close racing. On corrected time, five minutes was all that separated the top 32 boats. All competitors are now eagerly awaiting the official results from all over the world to see how Chew Valley Lake Sailing Club have compared

Solo Open

By the time we got to prize giving the race team seemed to have aged since the pre-event briefing in front of twenty five Solo sailors including eleven visitors at Chew earlier in the day. There was talk of seventy degree oscillating wind shifts



though the essential direction was Northerly. Sunny and force three. Steady, the wind was not.

It was important to stay on the right side of the shifts. This might seem bleeding obvious but the changes of fortune were a hall mark of every one of the three races. Hero to zero and back again could be accomplished in the space of three tacks.

Race one and the square line suddenly became a

pin end fest of FRP. This despite unconventional surgery by moving the pin mark back after the preparatory. Ahem. Some of us even laid the mark. Gusts favoured the left hand side. Except for the top of the beat where there was a profound right hand shift confounding the best laid plans.

Some of us are blessed with a nose for these things. Veteran sailor Chris Goldhawk has such a proboscis and so, plainly, does Nick Martindale in his first ever race in a borrowed Solo who arrived at the windward mark a comfortable second.

Lower down the order it remained all to play for until the final few yards of the last beat. Mark Lee read the righty best and crossed the line third with the remainder of the mid-fleet in quick succession.

Doug served lunch and the fleet sallied forth once again an hour later to the start line in reduced wind. Again the mean wind direction was Northerly. This time the right hand side paid but we only found this out after a general recall and black flag rotation.

The consequence of the recall was that the Solo fleet encountered the Laser fleet on the same course at the bottom mark, that class being better behaved. Both fleets enjoyed this encounter. The arrival of many Solos was not entirely welcomed by the Lasers who mostly had mark room.

Nick Martindale showed his form taking this race, while Vice Commodore Rob Mitchell making the best of his new tack tracker for post race analysis led much of race ahead of Jonesy from Teign Corinthian.

So. Final race and all to play for. This time the line was square and the fleet got away cleanly the beat turning into an arm-wrestle between Goldhawk and Martindale. Also going well was Chew Valley's very own answer to Matt Lucas, Steve Penfold.

Graham Cranford Smith also finally managed to read the shifts right and arrived at the windward mark in good shape, Martindale choking slightly in the lottery of the mark approach heading the mid fleet in fourth.

The ensuing reach turned into a run and, then, a reach on the other gybe, which was novel. Why not?



Orders changed all the way down the order and there was plenty of scope for cock up. Only on the final beat did veteran sailor Goldhawk finally assert his authority and sail up the final fetch to the finish in a dying breeze in his own personal wind. Matt Lucas came second just ahead of Graham Cranford Smith. At which point the wind died.

Final overall

1st. Chris Goldhawk CVLSC and first veteran.

2nd. Nick Martindale. CVLSC.

3rd. Steve Penfold. CVLSC.

First visitor: Simon Jones. Teign Corinthian

Flying Fifteen Open

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

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

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

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

On Sunday morning the conditions looked manageable from



the relative calm of the sheltered Club shore and the fleet launched for a 1030 start. Once we reached the start area though it was clear that the wind was at least as strong as during race 3 on Saturday.

After a short postponement the Race Officer abandoned for the day – which turned out to be the right decision as the wind only continued to build for the rest of the morning.

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



Flying Fifteens at the Nationals

In possibly the biggest 'away fixture' of the year, seven boats from the Chew Flying Fifteen fleet set off last weekend for an excellent National Championships at Parkstone Yacht Club. The forecast leading up to the event was for great weather – sun and plenty of breeze – and it didn't disappoint.



The event got off to a slightly shaky start for some. It turns out stepping the mast on a Fifteen can be a risky procedure in a force 5, and a broken mast isn't the best news to greet your crew with when he arrives for a championship! Thankfully a rapid delivery from [P&B](#) and a few hours with the toolkit sorted that one out!

Saturday morning and a fleet of 54 boats made the long sail out from Poole Harbour past the chain ferry and into the bay where the sun was shining and there was a nice force 3-4 blowing. Two races were run on a sausage-triangle-sausage course, in an increasing wind. The reigning World Champions set the pace with two first places – something we got used to seeing during the whole event. Best Chew result for the day was Ian Cadwallader and Dave Sweet with a 4th in the first race. Bill Chard and Simon Hawkes briefly saw the front of the fleet in race 2 but slipped back to 6th at the finish.

Sunday dawned with more fantastic conditions, with the wind building from 8 knots to 24 by the end of race 4 and some reasonably big waves. After missing out through illness on day 1, Mike Thompson and Lynne Adams made a comeback recording a 17th place in race 3. Ian and Dave were consistent with a 5th and a 7th, and top Chew result for the day was a 3rd from Bill and Simon. At the end of day 2 there were two Chew boats in the top 6.



Although less wind was forecast on Monday, in the end the

fleet still enjoyed good sailing. Eventual overall winners Graham Vials and Chris Turner were still unbeaten but in race 5 Ian and Dave won the port end of the line at the start, having anticipated a big left shift 10 seconds into the race, tacked and crossed the whole fleet. They proceeded to lead the race until the final leg when Vials and Turner just pipped them to the finish. At the daily prize giving that evening another Chew boat was in the limelight with Russell Abrahams and Mike Pearce winning the prize for most improved team.

The final day saw much less wind but after a short delay on shore the race officer had us back out in the bay hopeful of getting in another two races. In the end, after 5 attempted starts in a fickle wind that swung by 50 degrees or more, only one race was completed. Ian and Dave took this one – the only team apart from Vials and Turner to win a race all week. As soon as we'd finished, the heavens opened and we all got a good soaking before a long

sail back to the club in a light breeze. Having finally got used to their new sails, this time it was Robert Pitts and Julie Jackson who won the most improved prize for their 30th place in race 7.

It was a great event for Chew. Ian and Dave improved on a very good result last year, with a 3rd overall in a very competitive fleet. Apart from the winners they were the only team to record all 7 race results in the top 10. Everyone had their good results and it was particularly good to see improvements throughout the week.

The finishing positions for all the Chew boats were:

3rd: Ian Cadwallader and Dave Sweet

11th: Bill Chard and Simon Hawkes

29th: Mike Thompson and Lynne Adams

36th: Russell Abrahams and Mike Pearce

41st: Danny Pilgrim and Josh Preater

48th: Peter Gifford and David Nash

50th: Robert Pitts and Julie Jackson

Chew was almost the largest visiting fleet, and I know there were other Chew boats who would have like to be there but had prior commitments. If you were there, thanks for a great week - the sailing and social were great fun – take a look at [Sailing Scenes](#) for loads of great pictures like the one above and see if you can find one for your wall or PC desktop! If you weren't there this year, come and join us in 2015 for hopefully an even bigger Chew team.

Before then, the next outing for some of the fleet is Falmouth Week in August – someone else will have to report on that one though, as I'm staying at home for A-Level and AS-Level results day!

If any non-FF sailors are inspired to have a go after reading this, please give me a call and I'm sure we can arrange a sail.

Bill Chard.



Laser UK Masters Nationals 2014 18-20th July

Four of Chew Valley Lake SC's Laser sailors made the long but beautiful drive through Wales to Pwllheli in North Wales last weekend to take part in the 2014 UK Masters Nationals. The team of Peter Sherwin, Julian Cooke, Steve Smith and Hamish Fowler all had their own goals and were clearly excited by the prospect of sailing on the sparkling waters of Cardigan Bay. A total fleet of 71 boats, 45 standard rigs and 26 radials made the journey and with the age limit lowered to 33, lots of young(er) guns had made the trip so it was going to be a competitive, hard fought series.

Friday dawned bright and fresh after a large overnight electrical storm with strong winds, but by race o'clock the wind had died to around 5 – 7 knots, and with a large 'slop' left over conditions were difficult. Race 1 proved difficult to get away with a general recall and a blag flag used for the standards. Julian and Peter has a solid start with a 7th and 16th respectively and Hamish sweeping in with a 28th.

Race 2 proved equally as difficult to get away but with a slightly stronger breeze Peter found his stride, with an awesome lesson in starting. The fleet were fighting for position at the committee boat end of the line while Peter chose the pin end which was strongly port biased. Hamish and Julian were languishing at the committee boat end. On the starting gun Peter tacked onto port and crossed the whole fleet by miles. Peter was first the windward mark and finished 3rd. Julian and Hamish had difficult races, proving that the start is everything in these fleets, with 19th and 36th.

After the long delay in getting Race 2 away, for race 3 the wind had dropped right away, and although Hamish was lying in 12th place after the first windward mark, the race office rightly abandoned for the day following a large shift and only 1.5kts of fitful zephyrs on the water. In the radials, Steve started with an 11th, which was to be his series discard and a 5th in the second race. With racing abandoned, the fleet headed home to gorge itself on hog roast in the warmly hospitable Pwllheli Sailing Club.

Saturday was a non-event, with no breeze whatsoever and by early afternoon, the race officer abandoned for the day. Hamish and Steve decided to make good what little breeze had built by three o'clock and went for a play whilst our 49ft Oyster 'support' boat ably crewed by James Fowler (CVLSC's reigning Topper 4.2



Regatta Fleet National Champion) and his Granddad disappeared off in search of mackerel for the CVLSC teams evening meal. The team enjoyed a smashing meal of eight freshly gutted



mackerel together that evening. It was noted that Hamish didn't drink any wine that night, - it was very good wine indeed.

Fully stoked for a final days sailing, the fleet took to the water at 0930 for a 1000 start on Sunday which was sunny with a gentle breeze from the South East. The forecast was for a big shift to the

North West so we were all waiting for the big swing. With no recalls, the fleet was well behaved and keen to get on with the racing. Julian (6th and 17th) and Peter (7th and 11th) continued their excellent form with Hamish having a difficult morning in the light conditions, although he made sure all the standards got to the finish safely. In race 5 Hamish was unable to capitalise on being on the right side of the big wind shift of the day and although he had been lying 15th, he had slipped to 27th by the finish such was the closeness of the racing.

Steve however had found his mojo, and was motoring, positing a 9th in race 4 and was elated at the finish of race 5 with an excellent 1st. Steve was now in top gear and finished his series with a 3rd and a 2nd, moving him to third overall in the Radials which was an excellent result in a highly talented fleet.

Race 6 was a terrific race for Peter and Julian, who worked themselves to 1st and 2nd after the first lap - finishing 3rd and 4th - really terrific sailing from Team Chew's top sailors. Hamish posted a 31st, again unable to find a way through this fleet of wiley old foxes but learning every step of the way. The final race of the day had seen the wind shift all the way to the north, and with the breeze coming off the shore the shifty conditions made it a really tough race. Hamish finally found his stride, and came home with a 22nd -



his best of the series, but not before Julian had tried to sabotage him by capsizing right in front of him whilst ducking on port! Pete's excellent series and 7th overall saw him crowned as Grand Master National Champion for 2014, with Julian close behind in 10th and only just out of the chocolates as 4th Master. Hamish finished in a mildly disappointing 33rd – but with glimmers of hope for the future.

Chew Valley Lake Sailing Club and the Laser Fleet should be proud of their team and their success is testament to the competitive fleet we have at the Club. With the Inlands at Oxford SC in November, we should look to make a big impression at that event.



Up through the Gears

Steve Smith writes a short story about his recent sailing racing adventure in Newhaven and Seaford, East Sussex.

Newhaven and Seaford was my first Master World Qualifier event. Having recently turned 34 I was eligible to participate and establish my first master level ranking for the 2015 Master World

Championships in Canada. By the time of the 2015 event I would be 35. I would be eligible to compete formally provided I achieved the required qualification criteria or ranking. I had made good preparation in the run up to this event. However, I had little experience at this level; with only a single Masters open event at Grafham under my belt.

It turned out that I was to be in for a great weekend!

Friday 6th June: Travel and Arrivals

Peter Sherwin and I travelled down together

as 'Team Chew Lasers' in the van with the double stacker trailer in tow. It was a quite an honour for me to be able to go along with Pete. I was able to benefit from his enormous amount of experience at big sailing events around the world. We had a few good laughs too!



Lasers dinghies of Peter Sherwin and Steve Smith (picture) on the double stacker; pulled by my beloved van!

Pete and I arrived at Newhaven and Seaford Sailing Club (NSSC) into beautiful sunshine and a perfect moderate to fresh breeze. We had spotted the breeze on the way down and had even mused about a Friday evening sail. Alas, an inspection of the pebble/shingle beach/mountain that we would need to overcome each day soon put that idea to bed. Or maybe it was realising



A view of the sailing club from a short distance down the beach (looking North East)

that the NSSC seating area had a wonderful location right on the edge of the beach...and that we had arrived 2 minutes before the café shut? Either way a cup of fruit tea and monster home-made cookie soon followed. There was also time for some friendly chatter with other Laser Masters that had already arrived.

Peter is a dependable sea of emotional calm and good social etiquette in these situations. I can never decide whether it is experience or just the way

Pete was made. Either way, I am tremendously envious! The difference in our mental states was marked. With me doing my best to appear cool, but obviously excited and filled with an anxiety to make sure that every aspect of my preparation was going smoothly. Attending this event and not letting down myself, family, friends and fleet...well it mattered a great deal to me!

After refreshment I nipped out for a quick spin on my road bike. I find it helps my body recover from a long drive (I am not built for long distances in vehicles!) and it helps to quieten my over active mind!

I returned from my bike ride to find that Peter had already got his small camping burner out and was warming up the pasta meal I had prepared the evening before. Others were enjoying tapas and refreshments in the bar and being sociable!

Pete probably knew that there would be a meal available and that it would be much nicer than what I had cobbled together from the larder; but nonetheless he had accepted my plan for a pasta meal over a camping stove. So there we were, sat on some fairly uncomfortable rocks eating pasta out of plastic bowls with the happy smell of the beer and tapas periodically wafting past us. I looked at Pete and thought to myself 'what a great friend I have here'. Cheers Pete!

Saturday 7th June: Race Day 1

The forecast for the Friday night had been grim; heavy rain. I had done my best to help Pete erect his tent in the way that I thought would give him best chance of staying dry. As it turned out, there was barely a drop of rain and we awoke to sunshine again! The racing scheduled to start on time and I was now in full pre-race routine 'checklist' mode. This is not the most sociable or attractive side of my nature I'd say!



An enormous dark sky formed and attracted the attention of all the sailors making preparations to go

The Ferry returns into Newhaven from Dieppe on Friday evening

afloat. A monster thunderstorm duly arrived! It was quite a sight seeing lightning flickering over the coastline! I think that all the sailors presumed at that point that the conditions would subsequently stabilise and that we'd get a reasonably consistent breeze for the day...(ha ha!). Either way I was mightily relieved when the signal to go afloat was made. I could finally stop being anxious and get on with doing what I feel most comfortable doing; going on the water and racing sailing dinghies...!

Racing begins; Race 1

Those who know me won't be surprised to hear that I was first onto the water! Peter and I worked together collecting and sharing our data and ideas as we formulated our individual plans for the first race. Peter in his Standard rig would be off first in each race; with me following 5 minutes later in the Radial (great – as I could take a sneaky peak at where Peter had elected to start and where he was heading up the first beat!).

My first ever start in a big Laser Masters event was a pretty good one! I was able to tack onto port shortly after the start and clear my neighbours. Up the first beat I prioritised clear air and tried to return to the middle as much as I could. At the windward mark I was in and amongst the chocolates in the top bunch! Very exciting!



Around the course I picked off a few ahead of me and soon enough I was in the heady rush of top 5! Then...yes you guessed it...the

Launching on Day 1

wind switched off half way through the final lap on the downwind leg! The combination of swell and no wind was an unfamiliar one for me and I lost a few places...and then I lost a lot more as in the heat of the day and the frustration of the moment my 'inner chimp' got the better of me. Back and back through the fleet I slipped on the final two legs with my mind tumbling completely out of control!

I finished 12th out of 29 radials. 'Not too bad for a first time' one might say, but to be honest I just felt sick. I felt strongly that I had let myself down in my failure to control my mind. I had a good drink from my water bottle, had a real word or two with myself and then met up with Pete afloat. I took the positive that there was clearly little wrong with my boat speed when proper racing conditions were active. I busied myself in my preparations for Race 2 in what seemed like a more stable breeze.



Race 2

As the start gun blasted I knew that I had nailed the start completely (even if I do say so myself)! My competitors appeared to have misjudged the tide along the line to leave a nice gap at the favoured starboard end. A conservative first beat and I was somewhere in the top 3 or 4 at the windward mark! I then had the pleasure of sailing through both the world master champion and then the eventual event winner to get into the lead.



I led until the penultimate mark; where my competitors anticipated an issue with the standard rig traffic better than I did. I had to settle for third place and accept my first 'masters bullet' would have to wait!

Race 3

The final race of the day was an absolute disaster for me! It left me feeling very

down in the dumps. I got the upwind strategy completely wrong! I abandoned my previous measured conservatism in favour of a charge to what I believed would be the favoured side. In hindsight there really wasn't enough concrete evidence to justify separating from the fleet. I rounded the top mark within a couple of places of the back and had my work cut out to salvage a positive result from the race.

An exceptionally good downwind leg got me back into the race but a few more errors in judgement meant that I had to accept 17th place. I gritted my teeth and tried to put a bit of gloss on it. After all, this is meant to be fun and it is not like I'd got hurt or damaged my boat. I kept telling myself to keep things in perspective.

Nonetheless the post sailing phone call home to my #1 team was extremely difficult. I had so wanted so much to be able to sound happy and to report that I had done myself and my family proud. I tried to sound like I was in control, keeping it all in perspective and taking the positives, when clearly I was overwhelmed with feelings of disappointment and frankly doing a bad job of masking it! It was ridiculous really. My wife has been at home looking after the kids and doing a load of chores to enable me to go and have a good time and I couldn't even do a decent job of keeping a bad day on the water in perspective! Off on my bike I went again then...

Laser Masters tackling the shingle mountain! (Pictures courtesy of NSSC Facebook Site)

Day 1 Reflections

After the spin I re-joined my fellow Laser Masters for a smashing evening dinner outside on the club patio. They were all so relaxed and happy! Once again it struck me how far I still have to go in terms of learning how to enjoy the entire regatta experience; these guys and ladies were true masters of knowing when to be serious racers and when to relax.

I reflected that sometimes it is important to consolidate gains at the series level as well as on individual legs and races. The first two races had shown me that there was little wrong with my speed. In Race 3 a conservative approach would have likely brought me a top 10 finish and a positive sensation at the end of my first day to build on. Before I went to sleep I wrote 'chimp' on both sides of my boom...!



Laser Masters relaxing at the clubhouse on Sunday morning (Pictures curtesy of NSSC Facebook Site)

Sunday 8th June: Race Day 2

Sunday morning brought very light airs. It became apparent that the start would be delayed and that there was a genuine risk that no racing would take place today. As you can imagine I was



desperate to go racing and leave on a high; I needed to go out and get it right as much as anybody else today! I tried to not expend too much mental energy worrying about the situation and made my preparations as normal. I felt reasonably good, although I probably still appeared

Getting ready to go on Sunday morning! (Pictures curtesy of NSSC Facebook)

like a coiled spring relative to all the relaxed masters enjoying a beautiful blue sky morning in the sun.

Lunchtime came and went; it was looking very iffy for sailing. There would now only be time for one race. Then...a gentle breeze formed. ..the RO called sailing on! I was first afloat. I collected my data thoroughly. Pete and I discussed our race plan perspectives together. I felt that the air was still so light that clear air and more pressure had to be the priority. The conditions meant that conservatism was not the order of the day; with a bold approach often more appropriate in very light airs. Fortunately, I was not about to let a lack of appropriate conservatism yesterday prevent me from being appropriately opportunistic today! Race 4

The air was very light, the heavily favoured port end was congested and the tide was sweeping us all away from the line. This was an exceptionally tricky start to get right and there was plenty of bumping and shouting! A fellow much more experienced master felt that I had infringed him and hailed 'protest' at me. I had a different interpretation, but once away I saw 'chimp' on my boom and remembered that it is better to take a penalty if you are unsure. I got on and did my turns.

Fortunately I had had a reasonably good start and was able to execute my race plan. The turns didn't seem to set me back too much as people weren't making too much headway at that point. As the beat progressed the rest of the fleet was



largely continuing in a bunch on port tack parallel to the shore. I was sailing away from the fleet in clear air on starboard out to sea. All manner of alarm bells ringing in my head from the day before! However, I was in good pressure and I could see more pressure ahead further out to sea with the standard rigs making good speed. This had also been a common feature in all of my practice beats. I held my nerve.

My pal Pete; a true Laser Master

As I approached the windward mark I found myself in and around the standard rig tail-enders with not a single other radial rig anywhere around me. I was probably 30 or more seconds ahead at the windward mark!

I stayed composed by remembering the times at Chew that I have held a lead. The lead held. At the penultimate mark I met Peter! He was rounding his final windward mark as the standard rig 'loop' had been larger than that sailed by the radials. Peter realised the situation and so it was a real delight to be able to sail the final downwind with my pal and to enjoy what I knew inside would be my first 'master bullet'. A very special feeling and one that will stay me for a long time!

I crossed the line with a grin and then used the spring in my step to drag the boat up the 'shingle mountain' to the boat park. My first event had finished on a high!

Overall Results and Prize-Giving

I finished 6th overall in the Radials after a mixed set of results. At 34 I am still a 'Kiddy Master' rather than an 'Apprentice Master'; but my results will count towards the 2015 ranking within the Apprentice category. My 6th place meant I had finished as second apprentice (effectively). I am off to a good start to qualify for the 2015 Master Worlds in Canada.

Peter finished 8th overall and third Grand Master in the Standard rigs. Pete has really strong competition for the title of UK Grand Master at the upcoming Master Nationals at Pwllheli.

The Laser Masters have a very nice approach to the prize giving. Prizes are awarded to people who have had unexpectedly good races as well as overall category winners and the usual suspects. As a result I was awarded a very nice glass for my individual race results of 1st and 3rd. Very chuffed!



Steve showing off his prize winnings!

Results at: http://www.laser.org.uk/docs/uploaded/Newhaven_2014.htm As Pete and I headed home in the van I reflected on what had been a great first Laser Masters event.

A real adventure! Racing with the masters is an incredible experience and a lot of fun!

At this point I would like to take the chance to make an enormous thanks to my incredibly supportive family, employer and to all those who help and support me (you know who you are!). Special thanks are owed to my wife Laura. Without you I would not be able to do this thing that I love doing! Also thanks to Peter Sherwin for being such a good friend and for setting such an incredible benchmark in all regatta aspects!

Next up Pwllheli for the Master Nationals and World Qualifier 2.

Happy sailing and see you on the water!

Steve

If you would like to have a racing adventure in your Laser there is an exceptional regional, national and international level circuit available. It is great fun at all levels! Whilst we are lucky to have fantastic racing at Chew Valley lake Sailing Club, I personally would strongly advocate going to outside events as a way of rapidly improving your sailing. If you are interested then there is a wealth of experience available to help make this a reality for you. Please do feel free to get in contact with me either directly or through the fleet captain Helen Martin.

Feva Nationals

Four RS Fevas from CVLSC competed in the RS Feva National Championships held at WPNSA, Weymouth during the half term holiday at the end of May. There were over 100 competitors including top boats visiting from the Netherlands and Lithuania.



The four days of competition provided a variety of conditions, from super light to some days with good 15-20 knot gusts. All the racing was held in the harbour which

made for quick access to the sailing area, as well as allowing some of the super keen parents to view the racing through high powered binoculars!

Day 1 was arrival and practice day allowing the sailors to prep boats, get used to the sailing venue and have a light activity day to recover from the previous busy weeks at school. Day 2 saw a good strong breeze with gusts to 20 knots. The fleet was split into four flights, with each

boat sailing a race against the other three flights. On Day 3 the boats were split into Gold and Silver fleets based on the previous days qualification results. Unfortunately the weather didn't cooperate providing very light shifty winds. After a 2 hour postponement the race committee did well to get a race in for each of the fleets.

So Day 4 was going to be a big day of potentially four back to back races for each of the fleets. The day didn't start well with light winds again and both fleets suffering from races having to be abandoned. In Silver's case this was with the lead boats at the final leeward mark before the finish. In the end the wind picked up and Gold managed to get four races completed, and Silver three. For Gold this meant a second discard was available which impacted the results quite considerably.



All the Chew boats did well. Michael Dennis and Louis Gibbs were top Chew boat in 37th place in the Gold fleet helped with a very strong first day in the windier conditions. Cristian Edmonds and Jess Harding also made the split into the Gold Fleet but never really recovered from a poor first day due

to some problems with both the jib and rudder fittings. Milo Gordon and Matthew Godfrey narrowly missed the split for the Gold fleet and ended up in a very competitive battle at the front of the Silver fleet. They did well to claim 5th place. Alice Edmonds and Liz Widdicombe hit their target for the event and finished in the top half of the Silver fleet. Jude and Eric McFarlane-Bond, from Baltic Wharf who regularly sail with us at Chew also finished in the top half of the silver fleet. In addition it was also pleasing to see two relatively new competitors from WESSA/ All-Aboard, Henrik and Ben, who have sailed with us at the lake, compete in their first National Championships in the challenging conditions.

Overall it was a great event, with a good mix of conditions, as well as some typical Bank Holiday rain and sunshine. It was satisfying to see the progress of the CVLSC Fevas from one Nationals to the next. Two years ago we had just one boat taking part at the back of the Silver fleet, and now we are starting to consistently challenge in the Gold Fleet. Another couple of years progress at the same rate and we will be able to compete for the Top Club Trophy – a trophy held by Hayling Island SC for as long as anyone can remember!

Feva Worlds

Four Chew RS Fevas competed in the 184 boat Allen RS Feva World Championships in Carnac, France during the last week of July. For half the crews this was their first World Championships, for others it was their second or third. The competition has increased over the last few years and this year 18 countries were represented, with 5 nations making it into the Top 10.

After 2 days of great sailing in varied 8-16 knot conditions the qualification series was completed. Tied on 102 points with a French boat were the Chew boats of Michael Dennis/Louis Gibbs and Cristian Edmonds/Jess Harding. 102 points was also the split for Gold and Silver fleets. Based on count-back Michael and Louis grabbed the last available qualification place in Gold Fleet. Cris and Jess were unlucky to miss the split and started silver fleet in 2nd place. Milo Gordon and Matt Godfrey comfortably qualified for Silver fleet despite sailing a race without a jib... never quick. Alice Edmonds and Liz Widdicombe fought a leaking boat, as well as the other 182 competitors, and qualified in the top third of bronze fleet.

The three days of Gold, Silver, Bronze fleet Championship sailing were blessed with a heavy wind day sandwiched between two lighter days. Consistency across these conditions within the very competitive fleets were the keys to success. Michael & Louis excelled on the heavier wind day, and were in damage limitation mode on the lighter days. They improved on their qualifying position and finished a very impressive 51st in Gold fleet.

In Silver Cristian & Jess fought to hold on to a Top 10 place in a very tight fleet. The overall scores were very high reflecting the ease with which a Top 10 place at the windward mark could vanish to the

fifties by the finish. They finished the bulk of their races in the teens and were rewarded with an 8th place overall in Silver fleet, for 70th overall. Milo & Matt were aiming for top half of Silver fleet and with a number of good results in the twenties and thirties along with a 9th they hit their target and finished in 24th place in Silver fleet for 86th overall.

Alice and Liz were hoping to improve on their qualifying 21st place in Bronze fleet. They had some great results, two 13ths and a 14th, but weren't able to achieve those scores across all 8 races. They finished 22nd in Bronze fleet and 146th overall with great potential for the future as Alice is still 12 and will likely sail another 2 Feva Worlds before moving on to the next class.



Congratulations to all of Chew's Junior sailors who took part, they all put in the practice hours around the country over the winter and at the lake before the event. The results are easily our best to date from the junior Feva race team.

Final Results at <http://www.yccarnac.com/results-234.html>

Day 5 summary at Yachts & Yachting includes a YouTube video featuring interviews with three of the Chew Crew team.

<http://www.yachtsandyachting.com/news/178105/Allen-RS-Feva-Worlds-day-5>

And a final summary at <http://www.yachtsandyachting.com/news/178208/Allen-RS-Feva-Worlds-final-report>

Nick
CVLSC Feva Rep

PS. Congrats also to Eric & Jude McFarlane-Bond who often train with the Chew Crew group but whose home club is Baltic Wharf in Bristol docks. This was their first Feva Worlds and they put in a very solid performance in the Bronze fleet all the more remarkable when you realise that Jude is just 13 and Eric is 10



Topper weekend

Eight visitors joined nine Chew juniors for Topper race training last Saturday. This training was run by the SW Topper Association as a precursor to the Open meeting on Sunday. The sailors were split into two groups based on their experience and put through their paces by the RYA Coaches. They practiced starting techniques, upwind tactics and general boat handling before completing a short final race series. Despite the blustery conditions all enjoyed themselves and gained lots of top tips from the coaches.

On Sunday, 28 Toppers (including 13 Chew boats) enjoyed champagne conditions for the 2014 Open Meeting.

Racing got underway early with two races before lunch in 9 – 13mph breeze and factor 30 sunshine. James Hollis of Bartley SC took the early lead with a 1st and a 3rd closely followed by Hugo Hanson with a 4th and 1st. Chew boats were also in the mix with Kieran Moore leading the

way and Murray Scott hot on his heels.

After lunch a further two races in slightly more breeze and yet more sunshine completed the series. James Bartley showed consistent form to record a 5th and 1st, equally consistent was Ellie Hutchings of Roadford recorded a good series with a 4th and a 2nd, securing 1st and 2nd overall respectively. Chew Boats were well represented in the final results with 4 boats in the top 10, led by Kieran Moore in 3rd.

Six Topper 4.2's raced alongside the full rigs with some really close racing amongst the younger sailors with Miles Ripley at 9 years old and Eleanor Cooke, 10 years, competing in their first Open Meeting.

Lots of prizes courtesy of Rooster were enjoyed by competitors throughout the fleet, with special awards for those competing in their first Open event.

Photos: <https://www.flickr.com/photos/cvlsc/sets/72157646661688137/>

Overall results:

1st: James Hollis (Bartley SC)

2nd: Ellie Hutchings (Roadford Lake SC)

3rd: Kieran Moore (Chew Valley LSC)

1st 4.2: Noah Sheriff (Chew Valley LSC)

By Nick Martindale



Chew Juniors at Portishead

Five juniors from Chew made the short hop to Portishead SC for their Topper Open meeting last Sunday. The event was part of the SW Topper Travellers trophy and open to anyone with a Topper and keen to compete (see: <http://www.gbrrtopper.co.uk/page.php?38>). There were 22 boats from across the SW each enjoying 3 races of about 30 minutes each over a triangular course, one before lunch (burgers etc...even for the parents !) and 2, back-to-back, after.

Chew did well. Noah Sheriff won the 4.2 fleet and took home a well deserved box of chocs. In the main fleet the competition was even tougher. Frances Fox in her first Open event did brilliantly, despite a de-funct self bailer she recorded a great result in first race and an impressive start in the second before the bailer finally gave up and she had to abandon ship! Meanwhile Murray Scott, Oli Martindale and Freya Cumpstey battled out through the remaining races.



Great competition and much learnt by all, with Freya coming 3rd overall and Oli 5th - and yet more chocolates....!

Nick Martindale

2014 schools and youth sailing regatta

A perfect first regatta with, for many, this being their first introduction to racing.

The day started with light winds and overcast. Forty-seven youth sailors competed in very trying conditions. Race 1 started with what was commented on as a perfect wind and perfect start, so good that the whole rookie fleet ignored their smaller course and sailed straight past the nearer windward marker to mix with the silver fleet. Once the Fevas had flown their kites to the leeward marker the wind failed and left the majority of Toppers stranded, with an Optimist sailed by Quinn Edmonds (Chew Valley) being noted as the most outstanding sailor. Race 2 had a chaotic start at the committee boat end in little wind and the lake looking like glass. Once the sailors had made it to the windward mark the finish was moved to the wing mark. The shifty and changing conditions left the fleet fighting the wind as it went from a

dead run onto a beat as they approached the finish.

Then all back in for lunch to watch the wind fill in while the lovely selection of warm meals were enjoyed.

Race 3 had a good ordered start in no wind and all managed to complete one lap to finish with the Firefly sailed by James Down & Callum Farden (Clifton College) winning. Some comments were heard about masts passing through 90 degrees more than they should.



Race 4 had the most chaotic start with the Toppers being over the line with 4 minutes to go then drifting onto the rest of the fleet, leaving no-one able to make a good get away, the Tera sailed by Finn Johnson (Chew Valley) forced a way through the start to be a clear winner by a leg in a two leg race. Comments from the younger Mr Hales were 'This is the worst race I've ever been in' with a smile on his face and a strong Bristolian accent.

The day was enjoyed by all, with lots of coaching from the powerboats, massive 90 degree wind shifts and the best wind of the day was on the return to shore after the last race in the sunshine. A great thanks to Tim Johnson the race officer, the 3 SIs Dominic Whiston, Chris Queree and Brian Howell, along with the DI & AIs of Gabby & Bridie Lynch and Jack Winter who allowed the day to go ahead along with all that attended and helped.

Chew Ladies' Day



Chew Ladies Day 2014 was blessed with great sailing conditions! The morning cloud cleared to provide sunshine and 7-14mph westerly breezes. The morning offered training and friendly sailing activities. The afternoon brought similar conditions for none less than the Ladies Trophy Race! And for some lovely cruising too. The Race Management Team of Rob Mitchell, Steve Turner, Allen Marsh and Gus Cameron delivered superb racing and a fantastic course!

'The Ladies and Race Management Team'
11 very accomplished lady sailors battled it out for the Ladies trophy. The trophy really is very elegant and eye catching; particularly after being so beautifully polished and returned by 2013 winner Primrose Salt (thanks Primrose!).
'The Ladies Race Trophy'

This year's deserving winner was Helen Martin in her Laser Radial. Helen revelled in the shifty conditions and was the outstanding sailor on the day. Well done Helen!

The 2014 podium positions had some new faces from last year. With Laura Smith and Sarah Tauwhare taking second and third respectively in their Laser Radials. Hilary Ross was the first Byte of three in 6th place overall and well done to Sian Macdonald for representing the Toppers.
'The Prize Winners'



(Left to right): Sarah Tauwhare, Jan Frayne, Helen Martin, Laura Smith (and young Jessica Smith), Hilary Ross, Sian McDonald



The Ladies and race management team

A few paraphrased snippets from the lead sailors:

Helen Martin:

"It was shifty out there! I felt that the port end had been quite favoured in the pre-start, but that in the final few minutes the wind veered and mid to starboard end probably had the advantage. Laura really had me worried upwind! It was only really the final lap when I perhaps played the shifts a little better that I got away."

Laura Smith:

'I am so pleased! I have never got a prize for sailing before! The wind seemed to be coming more from the left hand side on the last third of the beat, but it was also very easy to go too far left and over stand the (port) lay-line. I felt that the start-line was marginal enough to opt for a clear run at the less congested starboard end; that way I could be more confident of being able to tack when I needed too. I had a good plan and am pleased with how I sailed.'

Sarah Tauwhare:

'I am chuffed with that!' 'The wind and race length were such that you could give it your all for the whole race and that is exactly what I did'. I had really close tactical racing with Jan and Rosie and it was a lot of fun'.

FINAL RESULTS

Position Name Class

- 1 Helen Martin Laser Radial
- 2 Laura Smith Laser Radial
- 3 Sarah Tauwhare Laser Radial
- 4 Jan Frayne Laser Radial
- 5 Rosie Bowers Laser Radial
- 6 Hilary Ross Byte
- 7 Cathy Bartram Byte
- 8 Sian McDonald Topper
- 9 Primrose Salt Byte
- 10 Jane Bassett Laser Radial
- 11 (and Endeavour)
Sue Cooke Laser Radial

After sailing the racers, cruisers and race team congregated for much deserved and delicious tea and cake and prize giving. Donations to the Ewings Sarcoma Research Trust were boosted, by the sale of

August Antics

This year's August Antics held over the bank holiday weekend was a big hit with 32 young Chew sailors who took part. The three days of coaching, fun and games on the water for sailors aged eight to twelve was blessed with good weather and winds of 5-15kts each day. High quality instruction was delivered by the Chew Dinghy Instructors and Assistant Dinghy Instructors, supported by RYA



Coach Anna Pig-gott who ran the training for the Toppers on Sunday. Full use was made of the club's Optibats, Teras and Toppers, with each child helping their own boat. Some were also lucky enough to have an exciting ride on a Windrider trimaran thanks to the CLADS.



The event culminated on Monday with racing in two fleets and, despite persistent rain, every sailor entered the race and then came off the water with a big smile. In the Opti fleet, Alex Haine was first over the line. The Topper/Tera race was closely fought, but Lizzie Cooke managed to maintain her early lead and was awarded the Chew Junior Regatta trophy.

Many thanks to all who helped make it an enjoyable and safe event, and congratulations to the young sailors who all excelled.



The views of an Ex Rear.....

If you are going to give some of your time to reading this article then I must explain that it's not necessarily the views of any of the Clubs members or its Committees. These views are purely my own thoughts put down on paper. But hopefully they just might put the fire into the belly of one or two members.

Where to start? Well from my point of view I will start when I was asked to stand as the clubs Rear Commodore in the late 1990's. I had been a member of the club for some 19 or 20 years prior to that time. However my career meant that I could not give much of my attention to sailing other than ensuring that I did my duties (including a turn at George's Bar). I did also turn out for most, if not all, Working Parties.

At the end of 1993 early retirement beckoned and so I took the opportunity of taking it, thus allowing me to turn nearly all of my leisure pleasure time to sailing at Chew.

Not long after my retirement I was asked if I would join the House and Grounds team under the leadership of the then Rear Commodore Dennis Wiltshire. Having now got so much free time on my hands and living nearly on the door step of the



club, I readily agreed. Within a year of being on H&G I was asked if I would consider the Role of Rear Commodore; again something that I readily agreed to take on.

What did the role involve in the 1990's? Well that's just where this article is leading us.

Those of you with long memories, and especially those of you who have spent **£10 on the Club Book**, will realise that the role of Rear Commodore was a hands on job. We did not employ contractors unless the skills could not be found amongst the members. Painting, carpentry, brick laying, laying concrete, spreading chippings, constructing slipways, digging drains and soak-a-ways – the list was enormous – was all undertaken by club members under the guidance and back breaking support of the Rear Commodore. Ask any RC from the 80's and 90's and they will confirm what I am stating here.

So what has changed? Well the first and most important issue is that, at the time of writing, there has not been a single nomination for the role of **Rear Commodore**. We enter 2015 without some specific person looking after the very fabric of the club.

My guess is that part of the reason is because the era of numerous members offering to help the Rear Commodore has come almost to an end. Yes, there are still a few willing volunteers

who have helped our outgoing Rear Commodore for the past three years, but I do believe that Allen Marsh has undertaken his role of Rear Commodore with less help than most of his predecessors.

However I do believe that one of the main reasons is because the role can take over a part of your life to the extent that some of your sailing activities are affected by being in constant demand when at the club (and at home).

It's been suggested that we split the role into two i.e. a RC responsible for House and Grounds and a new position of RC for the lake. The later person being responsible for anything related to sailing on the water, including the pontoons; but not of course including dinghies and motor driven craft.



A great idea but now we need two Rear Commodores and as yet we can't get one.

Looking at the future expected role of Rear Commodore brings me to my own thoughts. The role requires a person who is familiar with working with contractors yet, at the same time, is able to motivate a few members into being a part of his team.

The Rear Commodore's role has to become that of a man in a suit – a contracts man. A person who can keep up with the continuous maintenance that the clubhouse and grounds demand, either directly or through his small team of assistants, thereby ensuring that all issues are dealt with in order of their priority and in line with budget.



It will require a person who is capable of writing to potential contractors seeking costed proposals, presenting the proposals to the General Committee for endorsement and lay-

ing out a schedule of work. At no times should the RC be expected to get his hands dirty or to be continuously on site overseeing day to day issues.

To a certain extent Allen Marsh has done a lot of the ground work for this future role by having a list of Contractors that he knows he can rely upon even to the point of one or two of those contractors having access to the club keys. Allen has also managed to get a small team of members around him that he knows he can call upon to help where physical effort is sometimes required.

The Rear Commodore must also be in sole charge of a reasonable budget that he knows he can spend on important issues without, in the first instance, needing to keep referring such issues back to the General or Sailing Committees

So what I am asking all of you out there is the question "is there somebody, a member within our club, who would be willing to take on the role of Rear Commodore and be the club's 'Contracts Manager'?" Surely there is.

I won't lie and say it's going to be easy as, ideally, the candidate/s should live in close proximity to the club so that they can attend site meetings. However, that is not essential as there are those of us who are capable of meeting with contractors and overseeing their work on his or her behalf.

Therefore I would promote the continuing activity of having a small team of members available to support the Rear Commodore/Contracts Manager.

I repeat what I said at the beginning that these are my own views and not necessarily those of the club or its members. Never the less we do need a person to fill this role. The alternative is to appoint a professional maintenance company to the role, but that approach would cost us money; push up our annual fees and thus possibly lose us members – a double whammy. Do we want that? No, we want a suitable person from our membership to take on the role.

Thank you for reading thus far;

Brian Brooks H2 Trustee.

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