



May 2012 newsletter

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Commodore's Blog

Apart from some sparkle in March the weather has hardly helped the cause of sailing. Cold, gales and flat calms have made their mark. Nevertheless the Sailing Programme has rolled on with some successful events.

I am pleased to say that John Smalley has been made an Honorary Member in recognition of his long and substantial service to the Club. He continues to give us the benefit of that experience in his role as Principal Race Officer.

There have been some new appointments to the general Committee. Claire Jefferis was appointed Membership Secretary at the last AGM and has just completed her first round of membership renewals. Hilary Ross has assumed the role of Duties Officer and is exploring ways of compiling the duty rotas using a computer programme.



Ian Hudson has taken over as Honorary Treasurer.

The new Dory has arrived and will be fitted out and put on the water soon as a multi-purpose boat. The Club is buying another outboard engine so our powerboat equipment is in very good shape. In part this is related

What's on

24 May	Thursday evening beginners / improvers sessions start
2 June	Jubilee Sailing day
16 June	Laser / Solo open
20 June	Summer Solstice race
23 June	Schools and Junior regatta
30 June, 14 July	RS Feva training
21 July	Family Olympic regatta and RYA 'push the boat out day'
22 July	Chew 'Olympic' regatta
18 / 19 August	RS 400 Open
25, 26, 27 August	August Antics

to an effort to improve our safety capability on the water. A Safety Boat Committee has been formed to improve driving ability of the RIBs, to put qualified RIB helms through a safety Boat course and give instruction in the use of radios.

The general Committee has been exploring the possible installation of webcams to show a picture of the lake. It seems an attractive idea to look at the lake from home to see if it is a nice day for sailing. But might the weather forecast not be a better guide? (and that is already on the website in abundance) The outcome will depend on any views expressed for or against and the cost.

After the recent membership renewal round the Club is not full. In order to help new members we are introducing a "buddy" system in which an experienced member is available to be a buddy to the new member and, hopefully, helping them to find their feet in the Club as quickly as possible so increasing their enjoyment of sailing.

There are a number of special events relating to the Olympics and the Queen's Jubilee. There is a large poster in the clubhouse detailing them.

The Club is undertaking the construction of a ten year plan. A small subgroup of the general Committee has initiated the planning and currently focus groups are looking at particular aspects of the plan. Nothing is barred from consideration and all ideas are welcomed. For example, it may be that the clubhouse should be demolished and a new one built or there might be no change at all. Equally, should the same pattern of racing be retained or something else tried. Please make your views known to me or any of the Club's officers.

The first draft will go back to the General Committee and the Sailing Committee but it is anticipated that at least one open evening will be held at the club to discuss it further so that the plan can be "owned" by the club members.

Finally, a dramatic improvement in the club's facilities. Can you remember trying to find the key to a particular door on the club's keyring? Wasn't it always the last one you found? Colin Shepherd has made a new set of club keys. The change was borne of a failure to secure the club properly after sailing. In order to help the Duty Officer lock up he has numbered all the locks around the clubhouse. The keyring now has numbered and named tags for each key and they are arranged in numeric order. In order to close the club the Duty Officer has to walk around and close the locks in numeric order and that's it. We've also introduced a locking up sheet and would be grateful if Duty Officers could complete this and post it in the box outside the front door when they leave the club. This will hopefully help us maintain the security of the club, reduce the number of call outs our security firm has to field when doors are left unlocked



and save the club a bit of money in the process.

Feedback, positive or negative, is so helpful in trying to provide a good club so please provide some.

Enjoy your sailing.

Mike Thompson
Ff 3899

Vice Commodore's report



Well, the past few months have brought plenty of rain and wind, not all of it entirely when we wanted it! The lake is just about full which means those shallows that were so good at catching the centreboards of the unwary have gone, but we have lost a few days' sailing to the extremes of wind (both too much and too little).

In terms of open meetings, we started the year with a successful Topper Winter regatta attended by 35 boats in blustery conditions. Chew's Henry Martindale and Ellie Hitchings were third and fourth. This was followed by the Asymmetric open meeting where we welcomed a total of 67 boats from the RS800s, 29ers and Musto Skiffs. The Saturday saw

good racing, but on the Sunday, the wind refused to play and the competitors made an early return home. Chew's highest placed boat was Ian Collis-Smith in the skiffs.

The asymmetric weather was a complete contrast to the Phantom Inland championships held at the club over the weekend of 28/29 April where only 16 boats made the journey in the face of a horrible weather forecast. Most managed three races in challenging conditions on the Saturday, however 40kt gusts and white horses saw off the Sunday's racing.

The most recent open saw a total of 59 Flying Fifteens, Scorpions and Fireballs competing over the weekend of 12/13 May. One race was lost when the wind died on the Saturday, but despite this the racing was close and all reported on how much they had enjoyed the event. The Fireballs and Scorpions in particular attracted the top names from the national fleet to sail on our water, and dominated the results with Chew's Derian and Andy Scott finishing 7th in the Fireballs and Peter Rose 12th in the large Scorpion fleet with son John 14th. In the Flying Fifteens, Ian Cadwallader and Nick Stone were second and our Commodore, Mike Thompson was third sailing with Simon Millington.

Running these open meetings gives the club a lot of prestige nationally as well as providing opportunities for competitors and the race management teams to hone their skills at a high level. Thanks to all who have been involved in running these events





and making them successes despite the weather. Closer to home, we are well into the spring points series and the Wednesday evening racing is under way. This is the best attended event at the club with almost 100 boats competing on the nicer evenings. In the recent Trophy races, Chris Goldhawk won the John Jarrett trophy and Helen Martin the ladies' trophy. Paul Croote and Andy Hewitt won the Commodore's cup in a Cherub, from Chris Goldhawk's solo. The Four Seasons series has also been hit by the weather, and after two attempts at rescheduling the winter race, it was held over to be run with the spring race on 15 May which turned out to be a glorious spring day. Nick Fisher won both races.

It is interesting to see the development of the fleets at Chew. The Solo and Flying Fifteen fleets are enjoying steady growth in numbers despite the age of the boat designs. In the handicap fleet, the composition of the fleet seems to regularly change with fewer skiffs and more hiking boats being apparent. Sadly the Topper fleet seems to have diminished significantly – although this is in part due to the hotshot juniors spending their time at squad and open events where they continue

to shine. We have decided to experiment by widening the old Topper start to allow juniors in a variety of boats to get involved with the racing, particularly in the light of the growing number of Fevas at the club. The weather has been awful to date, but we hope to see more juniors getting into the club racing as the weather improves.

I should also mention the Junior Fun Sundays which are well attended. It is great to see enthusiastic youngsters and their coaches out on the water.

We look forward to welcoming new members at the new members' day on 19 May, and hope to see them and all the existing club members out on the water over the summer.

Simon Chapman
Vice Commodore

The Wednesday four seasons race

March the 7th was the rearranged date for this race as the wind was deemed to be too much on the 22nd of February; however a view from my bedroom window did indicate that this day was going to be no better, with white horses being visible all across the lake.

Never the less we hardy guys all turned up to participate, along with the more serious racers who now like to join us on a Wednesday, in the Four Seasons race and, yes, there was something of a breeze blowing.

Steve Turner and Allen Marsh (the Race Officers) went about their business of setting a suitable course while Peter Cheek and I along with one other Wayfarer took to the water to test the conditions. We then noticed that the race postponement flag had been raised and so we came ashore and joined the crowd that had now gathered around the race hut.

Will there or wont there be a race? At approximately 11:45 the race officer made an announcement that he was going to put a race on for those who wished to race; and yes the wind had settled to a nice brisk breeze. As winning points means winning prizes, Peter and I agreed to

participate in the race along with Ian Collis-Smith sailing his Musto, John Shimmel sailing his K1 (I still think it should be K9 as it's a dog of a boat) and the police sailing their Laser Bahia. I think they were "under cover" sailing that day as they signed on as "Cop this" and "Cop that". However most of the other participants had by now returned to the clubhouse and were more interested in their cheese and pickle sandwiches than they were in sailing or racing.

And so it was that four boats took to the water for the race. However Ian's boat broke on the way to the start line; something about a winking pin falling off the shivering shaft, whatever that may be? I think he lost one of his wheels. I am sure he will revisit the story the next time he comes down to race on a Sunday. *(Ian edits: Snapped Lower!)*

So now we are down to three boats on the start line. We can now achieve, at worst, third place.

It takes the race officer 6 minutes to shout "Ready Steady GO" and we are off, however the police boat is over the start line before the GO signal is given and John Shimmel heads off in the wrong direction and misses the first mark altogether. More grief for the police as they capsize and break their mast and so, if we can complete the course without mishap, we are the sure fired race winners.

This we manage to do with much arm waving and self praise, but no finishing hooter is heard – strange we thought. We are greeted by Max Passmore who is wearing the biggest smile I have ever seen; he happily informs us that there were no winners of the race as we had disgraced ourselves by using the wrong start and finish gate and so we also were disqualified. We did try to protest the Race Officers but to no avail. Apparently all four boats and their individual escapades were the cause of much amusement to the onlookers on the clubhouse balcony.

And yet the keen racers persist in asking me why I don't take racing seriously. Now I know why, the only challenge I want when I go sailing is the decision as to whether I wear my red or green hat, and that is of little consequence as I am colour blind.

As for the Police; well they were seen leaving the club in a great hurry muttering something about a major incident at Nempnet Thrubwell; yes there is such a place. T'is a pretty little village full of very nice people, in fact I might write an article for the Mendip Times on Nempnet Thrubwell describing the joys of sailing a Wayfarer on the Duck Pond. Maybe I will achieve more success at that. I wonder if, when the village was named many hundreds of years ago, the guy who did the naming ceremony had a slight speech impediment.

As for the race, well I have been asked to reschedule it yet again but I might mess about with Mother Nature instead and abandon all hopes of a Winter race and have two Spring races instead. Any decisions will be posted on the website.

Brian Brooks



Topper winter regatta

On Saturday the 18th of February it was the Chew Valley Winter Topper Open Regatta. I arrived at the club and it was very windy with plenty of white horses on the water. Once I rigged my Topper up, signed on and got changed it was time for the briefing where it was decided that our course would be a triangle.

The briefing was introduced by the Topper fleet captain Simon Cummins then handed over to the official Race Officer for the day – John Smalley. We were told that there would be one morning race followed by lunch then two afternoon back to back races.

We then went out and the wind was blowing quite strongly, it was clear that not capsizing would be key for a good race. Once everybody was out on the race course the 5 minute gun began and it was the national squaddies that led the race. After three laps Ross McFarlane from Castle Cove SC emerged as the winner then Finn Murphy from Portishead and then Henry Martindale from Chew Valley.

After everyone had finished the Topper fleet went in for lunch and the galley served some warm and delicious food.

For the first of the afternoon races the wind had picked up even more – as predicted by the various weather stations; plenty of kicker and downhaul would be needed! After a few cap-sizes and plenty of close calls it became clear that we would have a repeat result of race 1. Ross McFarlane then Finn Murphy followed by Henry Martindale.

As predicted the weather would swing around, but nobody was prepared for a 180 deg. shift in direction and the resultant drop in wind strength. Fortunately we were able to get a race underway for a 3 race series and to now allow a discard. Race 3 became a single lapper but the end result was almost a repeat of races 1 & 2, but this time Ross and Finn swapped finishing places and again Henry came in 3rd. All 3 sailors displayed great consistency, and for the remaining 22 sailors it was good to start the racing season with a non-ranking event and put into practice all the winter coaching they had received.

Overall Ross McFarlane won, so congratulations to him, in second place was Finn Murphy and in third place was Henry Martindale.

Well done to all the competitors for some great racing, thank you to Simon Cummins for organising the event and thank you to John Smalley for being a fantastic race officer. Other thanks should go the Assistant Race Officers and Rescue Helms and on the day Rescue Crews who stepped forward to help because of the strong winds. Last but not least thank you to the parents, without them there would be no racing.



Topper fleet report

Following on from Chew Valley Lake Sailing Club own SW Topper Winter Regatta held on the 18th Feb 2012 (please see/read separate report to this one) it was now time for the National event!



So on the following weekend of 25th and 26th of February it was the Topper National Winter Championships to be held at the official Olympic venue, Weymouth and Portland National Sailing Academy, a 2 day event. The official event list recorded 181 entries with people travelling from all over the country to compete. We had 114 Male sailors and 67 Female sailors competing. CVLSC had 8 people travel to this event to race a 50/50 split of 4 males and 4 females.

On Saturday everybody arrived, rigged their Topper, signed up and got changed. When looking out of the harbour it was clear to see that there wasn't much wind and the forecast didn't look like the wind was going to increase either.

6 races were scheduled with 3 races per day. Also with 181 entries everyone would be put into one of four possible coloured flights so that then everyone would race against each other at some point over the weekend.

The Topper Fleet went out in the morning and the first two flights to start were blue and yellow. When the race committee tried to start the first race the flights were too keen to get a good start and the black flag had to go up. After a few more black flag starts it was apparent that the wind was oscillating too much to start a race and so the Topper Fleet was sent in for a 20 minute break.

Because of the light oscillating winds and the delay to racing one of the scheduled races for Saturday would now not be run. Once we went back out the wind was much steadier and constant which meant we could start a race. Fortunately, this time it was a clean start and the race got underway. As it was still light winds getting clean air would be key to getting a good race.

After that race the red and white flights were due to race and once again got a clean start.



The Topper Fleet then finished racing for the day and came in. Once everyone had packed their Topper away and got changed they went to their accommodation for the night.

On Sunday there was less than 4 knots which meant we couldn't go out racing. After a 180 degree wind shift and a predicted increase in wind we went out and soon after the wind had picked up enough for us to go sailing. As per Saturday due to the delay in getting out, (it was now Sunday PM) we again lost another race and now the event would be a 4 race series with just 1 result to discard. We then completed these 2 PM races which concluded the event.

All the Chew Valley sailors did really well, 3 results of note:

Henry Martindale got a very consistent 11th, 9th and 8th,

James Cummins got an 8th, 11th and 19th,

Ella Cudmore also got good results with a 5th, 25th and 35th.

Overall the top Chew sailor coming 17th was Henry Martindale (15th Male),

James Cummins was 28th (and 23rd Male)

Ella Cudmore was 46th (and 14th Female),

Penny Guess 57th (and 19th Female),

Olly Guess 64th (and 42nd Male)

Jess Harding 82nd (and 28th Female)

Feva Training March 3rd and 4th

Nine RS Fevas came together at the lake on March 3rd and 4th for a blustery Open Training Weekend led the RS Feva Association.

On Saturday morning the wind was from the South and came blasting down the lake in ferocious gusts of 20kts+ making for very challenging sailing, but the coach was brilliant in ensuring we all got on the water and he persevered with the training exercises in the morning until



even he had to admit defeat when five boats were flattened by one particularly nasty squall. Fortunately by the afternoon the wind had abated slightly, and we got back on the water and seven boats competed in a series of four short races.

Sunday was forecast to be even windier and we were faced with the prospect of having to remain ashore, but we all learned that inval-

able lesson that forecasts can be, and often are, wrong. Though it wasn't as windy as predicted, the forecasters were right when they said the wind would be from the north and cold. Brrr. Still it was a relief to be sailing and we all got to practice our starts, focusing on approaching the line and holding position, and the coach had the video evidence to show we definitely improved. Then in the afternoon to warm us all up he had us doing "gut-busters" - short beats with lots of tacking and couple 360s thrown in for good measure - just the job.

All in all a hugely beneficial and enjoyable weekend's sailing. Many thanks go to Debbie Darling and the Feva Association for providing such expert coaching. The weekend's training was aimed at experienced sailors, though we did have a couple of Feva novices who braved the conditions and finished with a smile on their faces, but there will plenty more opportunity in the coming year for juniors at the club who have some sailing experience to make the progression into this fun and exciting boat. Keep an eye on the website for Feva Training dates or contact me, Reuben Woodbridge, your Feva Co-ordinator.

Reuben Woodbridge

CVLSC Feva Co-ordinator
reuben.woodbridge@blueyonder.co.uk

Easter at Rock

Whatever the weather everyone always seems to have a good time, from the youngest babes in arms to those that have been going for a VERY long time!! I think it's a combination of a very jolly open meeting at a delightful club, a lovely location and really good company. It is helped by the race times (one a day, governed by the tide) being in the late afternoon / early evening or early morning (8.30 on Monday this year!!) so the rest of the day is free to do other things. And of course there is the Doom Bar, a wonderful brew as we all know- supped in its home village it is very special!!

This year five houses were filled to the brim with folk from Chew; 31 young at heart of whom



only 8 were actually children, nine lasers, a solo and an RS200, and of course there are the locals with Chew connections, the Dinwoodies and the Offers with a fireball, laser 4.7 and foiling Moth between them and (maybe a top-per too?)

There is a comfortable pattern to the weekend. On Friday walk to Polzeath for morning coffee and a wander around the increasingly expensive Annes' Cottage where you can buy the latest

cool surfing gear and associated fashion items. Actually some rather good bargains in the trendy flip flop line were to be had. Some of the families stayed at Daymer Bay for sandcastles and I believe ice creams. Although the wonderful weather of March was over, it was sunnier than anticipated.



So to the first race, Friday early evening a windward leeward course, a lot of tide and a good breeze which hardly dropped through the race. In the full rigs Peter Sherwin was 1st followed by Julian, Andrew Bassett and Andrew Southall. In the radials Duncan Whitrow was ahead of Steve Smith and the "also rans", Hugh, Martin and Helen, had a good tussle.

Throughout the weekend Duncan and Steve showed how fast radials can be made to go, of-

ten beating some of the full rigs on the water.

On Saturday the start line seemed to be in the middle of the channel and I had to work out how to stay near enough to the start line to actually start without being swept too far uptide. Peter showed the master that he is, leading most of the fleet, including the Easter Chase handicap boats to the correct shore to stay out of the tide. It was great fun short tacking very close to the shore and it certainly showed up some rusty skills from some of us and exemplary ones from others!!

On Sunday evening, race 3, there was a lighter breeze and an interesting course using a different part of the estuary. Again there was much to be lost and gained by using the tide and wind shifts. Monday dawned as forecast, windy and wet, race start 8.30, and some of us stayed ashore with mugs of tea in bed or watched through rain spattered windows. Some of the closest racing of the weekend with much changing of position amongst the leaders, apparently it was worth braving the elements. Well done Hugh for finishing after a capsize before the start.

Coming ashore at high tide with no beach proved challenging for the locals as well as us!! Thank you Allen and Malcolm for helping with the trolleys, MUCH appreciated.

The lasers prize winners were all Chew sailors: Pete Sherwin 1st with 4 wins and Andrew Bassett second in the full rigs with Steve Smith 1st radial and Duncan Whitrow second radial.

And to finish, a little flavour of the non sailing activities at Rock.... walks along the fantastic coastline, cycling on the Camel trail, all of us squeezing into No 10 for afternoon tea to celebrate Dave's birthday, cake baking, evidence that the entrepreneurial spirit is alive and well (ask the younger Cookes and Southalls), the full gamut of beach activities (although we did decide that rounders in the rain on Easter Monday was a bad idea), lovely meals, interesting conversation and ... and....

Easter at Rock – it always works!!

Away from Chew

The hardy adventurous senior members of the Wayfarer fleet at Chew have just days ago returned home from their (earliest ever in 40 years) exploration of the Eastern Solent.

Four vessels and twelve male crew arrived at Stokes Bay Sailing Club just west of Portsmouth on Saturday 28th April to find three quarter gale conditions and the slipway covered deep in shingle caused by wave movement from slightly higher beaches either side. One boat was launched and had 2 hours of eventful sailing in the lively sea. Recovery by the three chaps took over half an hour of exhausting effort.

Our accommodation was at Kingfisher Caravan Park about one and a half miles away, 4 vans, 3 beds, 2 toilets and central heating – not bad eh! The park had a restaurant, a bar and 3 lovely real ales, my favourite being Seafarers 3.6% by George Gale and Co Ltd.

Sunday – written off due to Force 7 to 8 winds

Monday – as above, even the Portsmouth to Ryde hovercraft was cancelled. Our fleet decided to explore the maritime centres of Gosport and Portsmouth, visiting submarines, HMS Victory and HMS Warrior via the ferry.

Tuesday – the rain stopped, the sun shone and the wind moderated, perfect sailing to Ryde Isle of Wight. We grounded just outside harbour but managed to avoid the hovercraft and high speed ferry. We then sailed west to Wooton Creek and landed on the Royal Victoria Yacht Club pontoon and were warmly welcomed at their lovely old clubhouse. The Wayfarers always take a bite to eat at lunch just in case we get isolated on some foreign beach but we always hope to find a bar as was the case here.



Wednesday – off to Cowes and up the River Medina to the Folly Inn for lunch. We had a North Easterly wind which allowed us all a kite run nearly all the way, magnificent. We moored up mid river on a pontoon and summoned a taxi ashore, max 12 persons – just right. Later and just before leaving the pontoon, I chatted up a mixed crew of a large yacht, one of three and got an invite to visit their club, the Royal Southampton Yacht Club. They were on a jolly the same as us. Outboards were needed to get us out of the narrows in Cowes and then a beat back to the dreaded beach slipway. By now one of us, with a large 4 wheeler, towed the boats through the shingle, not over it, on their trolleys.

Thursday – Our target, the Royal – none of us had been or knew the way but we could always rely on the good old fashioned chart. By about midday we had only just reached the Hamble river, about half way. With lightish winds and foulish tides, thoughts of finding Warsash Sailing Club up the Hamble were dismissed and, ever forward to our goal, we progressed up Southampton water. We passed Netley Great Dome, Cliff Sailing Club, Netley Castle, Weston Sailing Club, Southampton Sailing Club,

and then the Itchen river and bridge. Thank goodness! Gone 1 pm, getting hungry and thirsty, but where was the club? Only one mast in sight, cloudy and raining. Hoorah! Just before the bridge on the port side, we spotted Ocean Village marina – somewhere in



here is our club. In we go, the big mast is on 'Velsheda', a huge J class yacht. There were many more boats and gin palaces, surrounded by 3 or 4 storey blocks of flats. Eventually in a corner we find our goal, but where to park? At our first attempt we were told to move on, but at last we found a spot between huge yachts. We climbed up from the pontoons to the roadway above and the club house. The entrance was via a double stone staircase and at the top, heavy wooden solid doors which we cautiously pushed open to find a huge 'Welcome to RSYC' foot mat surrounded by deep pile carpet. We stood there in our oilies, dry and wet suits wondering if we should have used the tradesmen's' entrance. Ladies from the office, who had been observing our antics on mooring below, suggested we entered the gents and tidied up. Still looking a bit rough, we entered the bar area, were served with beer and offered soup. We sank into deep leather seats where we were serviced by nubile wenches - delicious and only £10 inclusive. We could have stayed there for hours..... Across the bar you could see the restaurant full of smart ladies and gentlemen gorging while making occasional glances our way. Thank you all and goodbye to another side of sailing.

Friday – our goal was Fareham right through Portsmouth harbour. The wind was

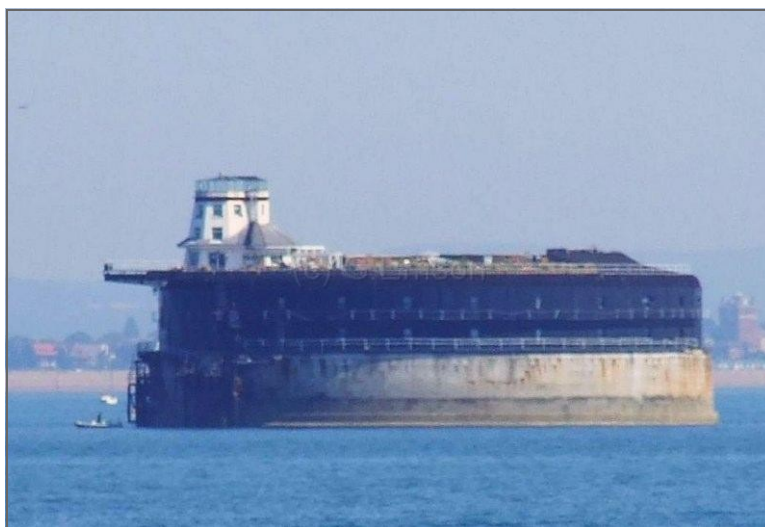


right on the nose at the entrance, and we tried tacking but to no avail due to the tide. It required full throttle on the outboard. The entrance was very restricted, with a mass of exiting vessels and a large ferry. We were very glad to get clear from the very disturbed water. We started sailing again but the wind was decreasing and we made

little headway. As Fareham dries out we realised it was not wise to continue as we had to get back to base that night to pack up. Again the chart showed us a way out - a visit to Hardaway Sailing Club with 2 pontoons, a lovely clubhouse and friendly members who offered us oldies a hospice for our lunch. They even offered to open the bar which normally opened at 16.00. With the wind picking up we went out of harbour and around the various forts back to Stokes Bay Sailing Club and the final pull through the beach.

On our exploratory visit us four guys should have discovered the problem with the slipway. It was clear to low water and not too steep. It was noted, however, that most of the dinghies and cats were of light weight construction and there was only one Wayfarer. The Secretary told us it was cleared weekly. This is the first time in nearly 40 years we have ever had such a serious problem. The Wayfarers are off to Falmouth next month.

Pete Cheek 279



A message from our new Social Secretary

Earlier this year I took on the role as Social Secretary on the CVLSC General Committee. Under this role I am going to try and organise some social events for all members, including group members, to participate in; these event may not necessary relate to sailing oriented activities.

As there are currently quite a few events in the coming months related to the Jubilee, Olympics, Paralympics, and August Antics etc I plan to introduce some social events over the winter months. As the winter brings the colder weather and shorter days, which unfortunately reduces our sailing time on the water, the General Committee feel we could make use of our club facilities and organise some social events.

Whilst I do have a few ideas on my list I would really appreciate some suggestions from the wider membership as to the sort of social events that you would like to participate in. I would also like to hear from anyone that would be willing to run, or help run, a social event. Please feel free to catch up with me at the club (most Saturdays) or email me (address below).

Steve,
Steven_Nash@compuserve.com

Junior report

Junior Sundays

The Junior season is well underway now as we approach our 6th Fun Sunday. This year we have been ambitious and created a 4th group – or Beginner Toppers. This group is in addition to the Oppie groups and the Youth racing series – The Junior Challenge – and they are very enthusiastically making good use of the new 4.2 rigs. It's been great to see their sailing skills really coming on. We have also been lucky enough to secure extra Volvo Championship Coaching days this year to help with the development for some of our less experienced racers. This has helped hugely with their confidence and it was great to see a healthy Junior entry this Sunday gone for the afternoon races. It's a big step to try the bigger races so well done to those who have and keep it up! We'd like to see more having a go in the afternoon races of the Spring and Summer series.

The first two Junior Sundays were very blustery and cold and sailing opportunities were a bit limited but the children remained cheerful in the face of adversity and learnt a lot – not least practicing capsizing drill early on in the season! The weather though did finally start to improve and we have had some great sailing the last two Sundays with plenty of progress being made.

Our thanks as always to all our instructors and parent helpers who make this programme possible. We couldn't do it without you and the children are clearly getting so much out of it all – it makes all the effort well worth while! There are 13 Sundays left culminating with our Junior Prize giving and a proposed Junior residential weekend in October to experience coastal sailing so we look forward to enjoying lots more sailing in warmer weather.

Stop Press!!!! – Calling 14+ Sailors

A cadet movement will be starting in Thursday May 24th and will run for 8 weeks on a Thursday evening – start time 6.30. This is an opportunity for older youth sailors to have some casual and fun sailing and meet up with new and old friends.

Ali Woodiwss

CVLSC Youth Co-ordinator

cvlscopyouth@gmail.com

Feva Sailing

This year the youth section has begun to encourage and support sailors who want to sail double-handed dinghies with the introduction of training events for the very popular RS



Feva. The Chew RS Feva fleet is steadily growing and the club also owns two boats which are available for hire, so it's great to be able to offer the Chew youth the opportunity to learn how to sail these safe but exciting boats. So a big thank you to Ali Woodiwiss for getting the Feva training off the ground and her brilliant support.



The training kicked off this year in March with two very blustery days of open training provided by the RS Feva Association, and since then there has been one and half days professional coaching sponsored by the VCC



programme. The coaches have all worked at a national level and their expertise and dedication works wonders in developing sailors skills at all levels. I know I have benefitted enormously and it was great to see one of Chew's young sailors, Christian Edmonds, finish 9th in one race at a recent RS Feva World's qualifying event, a brilliant achievement. Looking ahead we have another two of these professional coaching days planned in the Club calendar and you can book your places on them with me. But the main focus of the training remains on getting a competitive fleet of Fevas racing going at the club. The Club has introduced a Junior Start for the afternoon races of the Spring and Summer series and I'll be badgering all you budding Feva sailors to turn up, have a bit of fun and improve your sailing skills too. I realise a lot of you won't be familiar with club racing so the objective on these days is to have a someone in a RIB acting as a shepherd and providing some instruction. Unfortunately with only two club boats I can foresee difficulties ahead in accommodating everyone that wants to take part. I will do my best to try and plan crews and allocate boats for the racing and training so no-one is disappointed on the day and I look forward to seeing lots of Fevas out on the water brightening up the lake.

Anyone interested in sailing Fevas should contact me directly as we increase the club's fleet.

Reuben Woodbridge
CVLSC Feva CO-ordinator
Reuben.woodbridge@blueyonder.co.uk

August Antics

Applications for August Antics, the highlight of the junior calendar, are now open.

This year the event will run, as usual, over the 3 days of the **August Bank Holiday**, 25-27 August 2012. The event provides an excellent opportunity to make new friends, learn new skills and have fun on the water. All junior members aged between 8 and 14 are eligible to apply for a place. This is a very popular event, but for safety reasons the Club can only provide 60 places.

There will be excellent training and excitement in Oppies and Toppers for everyone from beginners to experts. It will be a great opportunity to get wet, have fun and meet similar aged children who want to enjoy the water, wind and the sun (I hope!) Apparently there is also the famous CVLSC water fight?

The 60 places which will be awarded on a first come first basis. The cost this year will be £30 per child . Application forms are available to download from the Club's website. To ensure there is sufficient time to complete all the necessary preparations, the closing date for all applications is the **15 July 2012**.

For the parents and adults, to make this happen we will need help. We need instructors, assistants, rescue boat helms, beach stompers, help with administration and boats. If you are able to help then please please contact one of the organizers.

Contact Details:

Colin Walsh – co-ordinator.

Colin will be organizing instructors, rescue helms, and boats for the event.

If you have the skills to help out with any of these roles, please advise us on your application form – or email Colin at the august antics email address below.

Katrina Darke – administrator.

If your child is taking part, please consider offering some help with organization during the event, first aid or in running our second hand clothes sale.

For all enquiries please use the following email address:

augustantics.cvlsc@googlemail.com



Flying Fifteens Forever

Nothing is forever is it.

I have decided to stand down as Fleet Captain. It is time for some new young blood, to take the Fleet on to greater heights.

I give you your new Fleet Captain, Bill Chard.

Bill has been sailing at Chew since 1982. First with the schools and later with his Fireball (big Fireball Fleet in the late 80's and early 90's) then a RS 200 with his daughter and then his best move, a Flying Fifteen.

I won't be disappearing, I plan to give Bill all the support I can. Hopefully the rest of the Fleet will do the same.

I realise the rise and fall in Fleet numbers is a natural progression, but I have been fortunate in my time as Fleet Captain, to see a rise and rise.

Not just in quantity.

With a couple more boats on the way, Allan Marsh (Boat Park Master) is finding space a problem (long may it continue)

But also with quality.

I have been beating my-self up about the fact I am struggling to get a 4th or 5th. when I race. Is it me ? is it the rig ? is it the sails ? It may be a bit of all of them, but it is more likely to be the quality of the opposition.

The fleet as a group has improved.

The last two years prize giving events, saw Fifteen helms winning the most improved award. (a wise man said that made me a good Fleet Captain, all reflected glory welcome) Fifteens were also doing well in Handicap events. This has its down side. Just like a winning horse has weights added the more times it wins, so the Fifteen P.Y. was 'adjusted ' the better the Fleet did.



As a Sailing Committee member I found it difficult to defend this 'adjustment' , but now I am on the back benches, I can sympathize with those who disagree.

Thank you to all those who have helped me over the years, you know who you are.

As the comedian Dave Allan used to say.

Good night and may your God go with you.

Max Passmore f/f 3421

Spring Solo report

If you have been to the lake recently you will have seen the water level has risen quite dramatically over the last few weeks, hardly surprising after all the rain. There has been a lot of wind recently also and I would imagine this has put a few people off. When the water level is up and the wind is reasonable it is going to be a joy again sailing on a full lake, it's been a while. The other thing that you may notice are the new members that have arrived recently. Brian Kitching has joined us from North of the M4 corridor, so not too far to travel, Gary Moulton has come down from Datchet with a very new Winder with the sheer strakes a very fetching yellow, and all the way from Hertfordshire we have Gavin Laing with a Boon. It looks like FRP is the way to go.

To encourage our wed evening racers I have donated 3 Bottles of wine to the first Non FRP boat, at the moment George is in the lead and looks pretty determined to win them. I am just wondering if we will ever have enough wind for George to need to hike, although he says he doesn't do hiking.

The Western area series has started, it kicked off at Bristol Corinthians with the Old Maestro Ken Falcon coming out of retirement to take on the youngsters of Goldhawk and Hewitt. Chris and Andy gave Ken an easy victory in the first race by being OCS and disqualified. Andy took a bullet in the second race with Chris second. In the last race Chris took the bullet over Ken and with it the overall win.

The second open was the Welsh Champs at Corus, you know the pond you see from the M4 as you pass the steelworks at Port Talbot, a completely different view is seen from the lake. Three travellers from Chew, Chris Goldhawk, Brian Kitching and myself. With the wind coming over the hills there were some large shifts and some very big bends. In the first race on Sunday morning Chris and myself were being lifted to the windward mark, but when we looked behind, those astern of us were being lifted higher, almost to the mark, extremely frustrating. This was the nature of the weekend, but a very friendly club who made us very welcome.

Chris was 5th Overall, Brian 15th and myself 16th. (34 Sailed)

New members day is coming very shortly, I would ask you to make the all new members welcome and help them to feel they are part of the club. Generally throughout the country, sailing clubs are losing members as the recession bites, so we all need to do our best to keep Chew at the forefront of the west country clubs. The venue speaks for itself so let's make the club stand out.

Finally, I have been staffing the open meetings this year, so a big thankyou to those who have completed their duty and good luck to those still to go. I staff these opens with the racers and they are additional to the normal club duty. It may seem that at times we are over-staffed but we have to have sufficient people to cover all eventualities, so please be attentive to your duties. Thanks for your efforts.

If you want to try a Solo please contact me.
 Nick Fisher
 0777 586 3972
 unshornsheep@btinternet.com



Officers and Committee Members 2012

Officers and General Committee Members

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