



January 2014 newsletter

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Commodore's Blog

I hadn't been back since the year the Fireball National Championship was won by number 283, Clevedon Comet sailed by David Miles and Gerald Durbin from Clevedon Sailing Club and the Flying Fifteen National Championship was sailed at Falmouth and was won by Ted Kirby in number 441 from Ullswater Yacht Club. The place was the classroom where I was supposed to learn Geography. It hadn't changed much at all. The teacher was pretty hopeless but I still remember him teaching us the 5 Ws: Warm, Wet, Westerly Winds in Winter. All these years later it is still happening. Last weekend looked to be another dead loss but a few die-hards did have a go on Sunday with some quite exciting sailing. It wasn't for the faint hearted! And the immediate forecast isn't too encouraging. On the other hand, the lake isn't frozen.

On the quieter side it is a pleasure to report the appointment of some new Honorary Members, a recognition of an almost unique contribution to the Club. Brian Brooks has been made an Honorary Member for life. His contribution to the Club is unique and we still can't stop him. As I write he is on his way to Southampton researching stuff about pontoons for the Club.



What's on

Ladies' lake and cake Laser training	5 April
RS200 Ugly tour	6 April
Wednesday series practice race	16 April
John Jarrett, Commodores Cup, Charity Day	20 April
Bristol Uni Alumni team racing	3 May
Ladies' lake and cake	5 May
Flying Fifteen, Scorpion and Fireball Open	10 and 11 May
New Members Day	17 May
Thursday sailing, improvers instruction	22 May
Ladies' lake and cake	7 June
Laser Solo Open	14 June

Tony and Janet Thornhill have helped the disabled sailors of CLADS (Chew Lake Association of Disabled Sailors) almost every week since its founding, in which they were involved, very much unsung heroes.

Peter Cheek is a founding member who was heavily involved in the administrative and manual work needed to get the Club to its present position. He still sails every week at

10.00 on the dot whatever the weather. His appearances at the AGM are the stuff of legends. There are two ways to support the Club, going sailing firstly and helping out secondly and he has done both in substantial quantity and over an enormous period. I imagine he knew David Miles.



Photo Mark Pickthall

Last year's flying Fifteen Inland Championship was held at Chew in the shadow of the loss of Olympic double medallist Andrew Simpson, killed when his America's Cup boat capsized. His widow and friends have set up a foundation to help young people into the sport. One of their enterprises is to organise the biggest sailing race ever and claim that spot in the Guinness Book of Records. The race will take place on September 21st this year at 11.00 and we have signed up to join it. How the scoring and handicap will work I have no idea but it should keep Peter Rose and Chris Goldhawk out of mischief for an hour or two. For more details go to <http://www.bartsbash.co.uk/>. And, if you want to know if the lake is full go to <http://www.bristolwater.co.uk/news/>. Or, better still, come to the lake and find out. Even if it's too cold, wet or windy to go sailing Doug's lunch is still pretty good. No prizes for guessing the answer.

RYA training 2014

We have an fantastic and extensive program of training in 2014 for sailors of all capabilities and interests so keep an eye on the website and club notice board for details of the forthcoming training events.

The RYA courses will again run in the Spring over the weekends of 26/27 April and 3/4/5 May 2014 and in the Autumn over the weekend of 6/7, 13/14 and 20/21 September 2014 and we will be running the Youth Stage 1,2 and 3 courses and the Adult Level 1,2 and 3 thus offering the Start Sailing course to those who are new to the sport and the Basic and Advanced Skills courses for those that want to develop further.

Last year we ran the CVLSC Assistant Dinghy Instructor courses and hope to do the same again this year and so get in touch if you are interested at looking at what is involved in becoming an ADI, perhaps helping on the youth program and certainly on the RYA courses.

We are also running an RYA Dinghy Instructor course this year, starting with an introductory day on Saturday 8 February which is an informal opportunity to gain an understanding of what the course involves, the level of skill required to complete it and the training opportunities available at the club



Photo Graham Walker

the introduction of 3 Saturday "Club Training" days on 24 May, 21 June and 19 July which will offer a full day of training and instruction from both professional coaches and skilled club sailors aimed at providing a day of events for all abilities to sign up to. Activities will include rigging advice, day sailing, spinnaker handling, basic navigation etc., so look out for details on the club notice board and website but in the meantime put the dates in your diary.

If you would like "one to one" instruction, perhaps to improve skills or just to increase your confidence on the water then send an email to cvlscpap@gmail.com and I can send you details and organize an instructor.

Rob Mitchell
Training.cvlsc@gmail.com

Spring Solo Report

Christmas is now well over, along with New Year, but I'm sure some of you, like me, are still showing the effects around the waistline, and not because it's shrunk. I managed to get home for Xmas, having been delayed by the storm just before, trundling through the Dover Straits in 75 Kts of adverse wind, against the tide and making 1.5kts over the ground. Lord even my solo goes faster than that. It does make you appreciate the power of the weather and the force of the seas and how lucky we are at Chew to be sailing Inland where the waves are pretty small.

Boxing day saw the Tap trophy eagerly contested with a fair mix of boats. The weather was pleasant but not the best for sailing; sunshine and light winds, which did much to make a difficult job harder for the Race Officer, Simon Chapman. The winner was Mathew Chapman, sailing his Dad's Solo, but to be fair only because Alex Knight went over in the light airs which cost him the race.

The Frostbite series has now started and consists of 12 Morning & 12 Afternoon races, being two separate series. So, if the two races on a Sunday are too much you can take your pick, but remember if you do the mornings you will miss George's witty repartee after the PM race. Further to my emails last year regarding the alleged disparity between the newer FRP boats and the older wooden & GRP boats we will have a secondary prize for the 1st boat older than sail number 4200 in the series, kindly donated by the Fleet Captain.

Saturday 15th February sees an in house training day with Chris Goldhawk & Graham Cranford-Smith taking the day, I will be there to assist, and hopefully pick up a few pointers. Please ensure your

in the future. Again, send an email to [train-
ing.cvlsc@gmail.com](mailto:training.cvlsc@gmail.com) if you would like to do the "try out" which is guaranteed to be fun and informative regardless of whether or not you choose to do the DI course.

The Thursday evening improver sessions will run again this year from May and are a superb opportunity to have a few hours on the water with or without an instructor to learn new or develop existing skills.

A further change this year is

boats are ready to sail as we wish to spend time on the water rather than fiddling with individual boats. If you need any advice prior to the day please ask on a Sunday.

Saturday 22nd February is the first of the Solo Championships, the Winters at Grafham. It is my intention to go, a 1 day event, 3 races, 2 to count. Age prizes are available and as I've now reached the 60's there may be some hope. On this note the Winters for 2015 are at Chew so you have a year to make some progress. They are great events, with the chance to sail with some of the best in the country, come along, you will enjoy it. The Nationals are at Brightlingsea (East Coast) this Summer, Chris, Graham & myself are set to go, how about a few more and go for the fleet prize, it's a fantastic week. Oh & by the way the Solo Winter Champs are at Chew on the 14th Feb 2015.

As usual at this time of the year I am arranging the duty schedules for the open meetings, and you will be contacted by dutyman when this is done. If you wish to do any extra duties to gain experience, please let me know or contact Graham Cranford-Smith. The yellow card will be going into print soon with the dates for the coming year.



Again anyone wishing to try a Solo is welcome to have a go in mine, just contact me to make arrangements on email or use the mobile phone number below. This includes you Toby & Andy!

And finally, what was your new years resolution! To put the boat in the water next time!

Nick Fisher Solo Fleet Capt. unshornsheep@btinternet.com Mobile 0777 586 3972

SOLO EVENTS 2014

- | | | |
|---------------------|-------|---|
| 22 nd | Feb | Solo Winter Championships. Grafham |
| 12 th | April | Bristol Corinthians. Western Area Open. |
| 3/4 th | May | Tata. Welsh Championships/Western Area Open. |
| 11 th | May | Bowmoor. Western Area Open |
| 24-26 th | May | Salcombe. Western Area Open |
| 7 th | June | Sutton Bingham. Western Area Open |
| 14 th | June | Chew Valley. Western Area Open |
| 21/22 nd | June | Weymouth & Portland. Championships. Western Area Open |
| 6 th | July | Teign Corinthians YC. Western Area Open |

- 8-11th July Nations Cup. Lake Garda
- 26th July – 1st Aug. National Championships. Brightlingsea
- 3 -8th Aug Salcombe Regatta. Solo Start
- 20-21st Sept Inland Championships. Rutland
- 28th Sept Frampton on Severn. Western Area Open
- 4th Oct South Cerney. Western Area Open
- 18/19th Oct Salcombe. Non-Qualifier
- 25th Oct Draycote. End of Season

For details and directions go to solosailing.org.uk

Calling all Wayfarer sailors

Those of you who browsed the September Issue of the Club Newsletter will surely have read the exciting article about the Wednesday Sailors "Twilight Race". Well for those who did not – and as a reminder for those who did read it – the article told the story of a very simple yet fulfilling Thursday afternoon and evening back in early September 2013 for a group of Wayfarer sailors who gathered at the club for a late afternoon fun



Photo Mark Pickthall

race. This then followed by a drink in the bar and an evening supper prepared by our caterer Doug Forsythe.

As was previously reported it was a resounding success; so much so that we are going to hold another Twilight Race in early spring (date yet to be announced).

The reason I am telling you about this now is because we Wednesday sailors would like to throw open an early invitation for all Wayfarer owners to clean off their boats and join us for the next event once the actual date for the race has been set. I hasten to add that, whilst it will be a class race for Wayfarers, it will be just like any other fun event held at the club whereby all classes of boats are welcome – BUT YOU CANT WIN UNLESS YOU ARE SAILING A WAYFARER.

Just a little more detail about the afternoon and evening. I refer to it being a race, but let me clarify the event as I don't want to deter the not too serious sailors from taking part.

The race course is set by complete amateurs when it comes to imitating a Race Officer, with little or no regard to wind direction other than it will be a beat to the first mark.

The start line will be wherever the blue start line flags are on the day and the start countdown will either be "On your Marks, Get Set, GO" or "Ready, Steady, Go". Actually we are all a little more professional than this but I don't want any of you to think that you have to know about racing to take part in this event. There could well be someone in the race hut who will start the race with the hooter and hoot each finisher who crosses the line; there could even be a qualified Race Officer in attendance who will call a pre-race briefing.

I think you can now see where we are coming from with this race, but please be assured that ALL Club Safety standards for both off and on the water activities will be maintained with full Safety Boat cover throughout.

Just one or two points that need to be explained; this is open to sailors and their partners/wives but you have to find your own crew; your boat must be seaworthy; oars, paddles and engines are not permitted; the appropriate sailing apparel must be worn during the race; protests will not be permitted.

The race will be similar to that of last Septembers race in that it will be held on a Thursday afternoon, will start around 17.00hrs and finish just ahead of the sailing deadline; hence the title "Twilight Race". Get there early and you can get a lot of pre-race practice in.

Its then off the water, a drink in the bar and Prize Giving that will take place sometime during the Race Supper prepared by our caterer. However it is not mandatory to stop for the supper. Have I wetted your appetite? If so keep an eye on the club website for the event date and more details. I will also attempt to email all Wayfarer owners that I can to remind them of this event should they not read the Newsletter, search our website or just plain forget.

Just maybe this might stir a few of you sailors out of your armchairs enough to come down to the club and take the cover off your Wayfarer and get it into racing trim.

See you on the day and on the water.

Brian Brooks. Wayfarer 8016



Photo Graham Walker

Laser Fleet update

In November nine hardy Solo and Laser sailors took part in a coaching day at Chew with Jon Emmett. Jon's evening talk was very well supported and nearly £120.00 was raised which has been split between the RNLI and Ewings Sarcoma Research Trust.

There have been good turnouts for the autumn and winter points series, class race day, and Boxing Day with some great racing and jolly social times too. The fleet was well represented at the prizegiving and twenty five of us returned to the Waldegrave Arms in East Harptree for a festive meal in early December.

It has been great to welcome our winter visitors from Wimbleball and elsewhere, especially the youngsters whose sailing skills and enthusiasm are much admired.

There was a fantastic turnout today, Jan 19th, in glorious sunshine and, eventually, a lovely gentle breeze. It was the postponed Resolution Trophy, light winds and LOTS of boats of all classes on the start line made it very "interesting".

Congratulations to James Cummins who, against strong competition, has been selected for one of the RYA training squads and to Ellie Cumpsty who represented GBR at the Youth Worlds in Oman.

Looking ahead, Steve Smith is extracting a Radial mini - series from the Frostbite results. Five races to count from am or pm series. The aim is to encourage sailors who would like to concentrate on improving their radial sailing, ladies, youth and novice racers.

I have scheduled a Laser training day for 5th April – details to follow..... in the meantime.....It is impossible to predict what each Sunday is going to bring and conditions haven't always been as forecast. Come on down for some great sailing!!



Photo Primrose Salt

K1 Nationals Torquay

A week ago I was looking forward to racing in the first 3-day K1 Nationals, and my first time sailing single-handed on the sea for over 50yrs !

Steady winds of 10-15 knts were anticipated, with 8 races over 3 days, the perfect setting for the newly formed K1 Class Association to hold its first big National event.

However there had been several days of 25knt Easterlies blowing straight down the English Channel bringing with it huge steep-faced waves, complete with white horses, roaring across the seas off Torbay. On top of that the K1 race course had been set well off-shore to leave plenty of room inshore for a large fleet of 420s who were also racing that weekend.

The regular K1 owners also faced the unexpected arrival of Charley Cumbley (RYA & North Sails, with National & International titles in Finn, Solo, Phantom, D-One & assorted yachts) sailing in a borrowed demo boat to defend North Sail's reputation against Hyde sails, which had won the previous K1 Open at Carsington. Photo Jean Border



In the pre-race briefing the RO admitted that it was a 'bit lumpy' out there & that if we parted company with our K1s then they would be focusing on rescuing us rather than our boats which, being self-righting, would probably career off by themselves towards the seawall or the rocks. If we chose to race then we should also be prepared to retire early rather than present the race management with difficult rescue tasks.

When I left the starting area in Race 1 & headed offshore for the first mark it was a bit of a surprise to say the least, the seas were already pretty rough but nothing compared with the sets of waves that were steadily developing further out to sea as the wind increased.

I know that sailors & fishermen are renowned for exaggerating but the published inshore photographs don't do justice to the conditions further offshore. Anyone doubting my account should ask Chris Goldhawk, who has sailed his Solo there under similar conditions & rated it as some of the most exciting conditions he'd ever sailed in.

The starting area had breaking waves of a couple of metres or so but it was relatively sheltered from the larger swell that we could see breaking further out towards the top mark. When we got out there it was even more daunting than it had first appeared, the bigger sets of waves sometimes completely hid other boats from sight, particularly if they were heeled over beating to windward, and as the wind strength increased later in the day the breaking crests presented

quite a challenge just to stay attached to the deck of the boat, let alone to race effectively.

More daunting still was attempting to run downwind, it was like falling off the roof of a bungalow, in fact some retired with what they described as something close to 'vertigo' & that you sometimes had to look above you to see starboard boats approaching at very short notice. It was certainly unnerving at first reaching down-wind but became fast & exciting once you got the hang of heading up as much as possible for the initial drop over the top of the bigger waves before bearing away & heading down the face of the wave.

I do know that waves always seem much bigger when you're beneath them but even Torbay Yacht Club admitted it was the heaviest seas they had seen for ages. I've crewed in rough seas before, including Flying Fifteens off Falmouth in pretty heavy weather, but the seas there were nothing like as big as those we had off Torquay & the particular difficulty several of us had with new K1 hulls was that the smooth, rounded, side decks are very slippery & also, having no well-defined gunwale to lock onto, were hard to lock onto effectively. Unless you had decent grip from special hiking shorts, or a non-slip deck coating, then it became extremely difficult to find any stability at all while being thrown around the boat by the bigger waves. Quite a few of us had also elected to wear our dry suits, to deal with prolonged immersion should we part company with our boats, & these turned out to be particularly slippery against the deck of the K1.

The helms with experience of racing at sea, & the more experienced heavier helms, soon got to grips with the situation, but many of us were forced to retire from racing to resolve this personal safety issue, not to mention the risk of losing our boats should we part company with them.

We tried various deck tapes from the local chandlery but nothing seemed to help & it wasn't until I followed the suggestion from a local that ordinary cotton shorts worn over the drysuits worked perfectly well that I was able to rejoin the sailing & begin to enjoy the conditions.

In the event this was too late, the final race on the Saturday was abandoned because the rising wind strength was creating dangerous breaking seas & by the time I'd experimented with the non-slip shorts on Sunday the final three races were being shortened & squeezed in back-to-back before lunch to give the chance to complete at least 7 races for the event.



Photo Jean Border

Charley Cumbly won the smart new K1Nationals trophy, another visiting helm chased him into second place with Jeff from Vandercraft, the K1 supplier, lying third. The regular K1 fleet followed in a series of consistent results with the heavier and/or more experienced sea sailors making the best of the conditions.

On a very positive note for the K1 fleet there were no serious boat or rig failures, nobody became detached from their boats for long, although some, having been swept off the deck & hanging onto

the main sheet simply found themselves being swept back into their boat by the next big wave.

For myself, as for many of the other helms, the self-righting qualities of the K1 gave us the chance to sail enthusiastically under very demanding conditions, particularly downwind, and to race in conditions that we would find extremely challenging in a more conventional dinghy.



Photo Jean Border

I've already bought some Progrid for the side decks & some pull-on hiking shorts to cover up the shiny drysuit .. an obvious thing to do perhaps but not one that was never an issue sailing on lakes or reservoirs.

I was also gratified on a personal level to have the revised rigging that I, amongst others, have been developing & promoting over the past couple of years to be completely ratified at a special meeting of the AGM that was held to resolve these issues.

We now have in the K1 a dinghy with effective sails & controls, a turn of speed equal to a Scorpion or RS200 & the chance to continue sailing single-handed in conditions that would be pretty daunting in almost any other dinghy.

It also appears to be bringing older sailors, often with a string of Championship results from earlier days, back into dinghy sailing. Alf Hawkesworth from Carsington, for example, was Cherub National Champion over 50 yrs ago, Osprey Champion for about ten years, amongst other successes, but hadn't raced a dinghy for over 20yrs. He won the K1 Inland Nationals at Oxford in over 30knts average wind speed & was peeved to do no better than 7th at Torbay. However he also discovered that the many other K1 owners have a similar 'pedigree' which also explains the boats growing popularity.

If anyone wants to have a test sail do ask me. With some clubs, Wimbleball & Teignmouth for example, now having small fleets of K1s developing, often replacing more traditional dinghies such as the Solo or Flying Fifteen, it does seem to be winning over the sceptics.

Lake and Cake and Curry too....

Lake and cake sessions have been curtailed for the winter. However several ladies have been seen on the water on Saturdays and sometimes on the start line on Sundays. Laura has been flying the flag on Sunday mornings in the Laser fleet and if Cathy hadn't broken her foot she probably would have been out there in her Byte all weekend every weekend!!

On a cold and damp Wednesday evening in late November 15 of us were to be found huddled in the bar at the club, enjoying a take-away curry from the Stoke Inn in Chew Stoke, catching up with each

other and watching some of the footage of Ladies Day and the training day. Steve Smith had kindly chosen some clips and provided some really valuable commentary and top tips. Thank you Steve for a really useful session.

I think we all look forward to more great sailing, company and camaraderie in 2014. First Lake and Cake Saturday 5th April, weather permitting.



Photo Primrose Salt

RS 200 Inlands

The weekend started on Friday afternoon with a couple of early arrivals, wanting to show the hospitality that we can provide at Chew Valley, I forced myself behind the bar and commenced to entertain. My audience was small but we did our best and rolled off to our bunks at midnight.

An early start was on the cards for Saturday, the club gate was opened at 0800 and with the great help from Bristol Water allowing home club members to park on their premises, our car park team of Avon & Somerset Police Sailing Group proceeded to get the competitors parked up. We had permission to allow campervans, but not caravans or tents, disappointing a few competitors, including home club members. There was a large mix of travellers and with 10 home boats we were able to have 65 boats on the water. With a slightly lower level than normal it was decided to start in Flights. There were 4 groups, purple, green, white and blue. Each to race against the other colours once each day, so 3 races per day. Race officer, John Smalley, set up the course, and with the wind kindly blowing South by West down the length of the lake, the windward mark was set in the far distance, a spreader mark to keep the fleet apart as they rounded, and two leeward marks to give the choice and avoid the gybe at the bottom of the course.

With everything set, the forecast being 15 -18 kts with an expected increase later in the day, there was no time to lose. White & Green were first off, a clean start and 3 minutes later blue & purple were away. The idea being to avoid large numbers at mark roundings and therefore lessening the possibility of dam-

age or injuries. On lap 1, boat 1467(Chris Catt / Ally Martin) was getting away over 831 (Thomas Wright / Lottie Clay) in the first flight were leading and in the Second Flight 962 (Andrew Peters / Jill Peters) were leading on 634 (Dave Jessop / Renata Sapazinskaite) However by the end of the race it was 1467 taking the bullet over 1285 (John Teague / Naomi Pound) and the team of Peters maintained their lead but Dave Jessop was overtaken by Eddie Whitehead.

Races were scheduled for 35 to 40 minutes, back to back. R/O John Smalley was quick off the mark with race two, no delays and now it's white against blue and green against purple. First lap leaders in their respective flights were 1467 Chris Catt over 1311 (Matt Mee / Emma Norris) and 962 (Andrew Peters) over 854 (Andy Shaw / Pippa Horne) at the end of race 2 though it was 1311 taking the bullet from the First flight and 962 maintaining his lead. Another quick turn round and it was green/blue and white/purple. The wind meanwhile had dropped a touch but this was only temporary as a squall came through which flattened a few of the fleet, time for a rest sitting on the hull while it passed, meanwhile the leaders shot into the distance with Matt Mee rounding ahead of 822 (Eddie Whitehead / Toby Lewis) and in the second flight it was 1508 (George Yeoman / Sophie Ormsby) over 1237 (Dicken McClean / Clint Eastwood) at the conclusion it was Matt Mee over Eddie Whitehead and George Yeoman over Chris Catt. So came the end of day 1.



[Gul](#) RS200 Inlands at Chew Valley Lake - photo Mark Pickthall

The evening started for the Sailors with the AGM, fortunately I didn't have to attend that, but ensured all was ready for the Buffet and Band. With the Band set up and the Buffet ready some weary people happily sat down to eat, just as we were finishing the Band started to play, and boy was it loud, I said, boy was it loud! Yes it was, I know I'm getting to be an old fart now but it was deafening, the band was brilliant but in a confined space it was maybe a little much, sorry Jo.

Day two dawned with a few sore heads, mine included, it had been my 60th the day before and I see no reason to grow up now. A nice day with a decent breeze. The race officer was rapidly out the starting blocks but with a general recall, a rejig and a new start it was blue/purple and white/green. After the first lap it was Matt Mee over Eddie Whitehead and George Yeoman over Chris Catt. At the end of the race the positions had reversed in both flights. However Whitehead had a flyer and was OCS gifting second place to George Yeoman.

A quick start and we're off again. The wind had shifted a bit to the west and a rejig made. By the end of lap 1 it was Daniel Lewis over Andrew Peters and Whitehead over Catt. However by the end it's Peters over Jessop and still Whitehead over Catt. Things are tight at the front of the fleet

and race 6 it's all to play for. Again the R/O gets away a quick start and by the half way mark it's McClean over Catt and Whitehead over 1276 (Maria Stanley / John Pinner) with the fleet tiring and the end of the weekend coming the finish saw no change in the front of the first fleet but in the second it's Whitehead over Matt Mee. A slight confusion over the OCS in race 4 was easily rectified with the meticulous notes and use of dictaphones.

A fantastic weekend with a great atmosphere, many thanks to all who took part, see you next year.

RS 200 Inlands - a competitor's view

Grey sky lay low over the hills surrounding Chew Valley Lake as over 130 RS sailors arrived for their Inland Championships. After a briefing warning sailors to beware of the Pikeys on the lake (some kind of coarse fishermen apparently, distinguishable from their refined trout fishing cousins as the ones who don't fiddle with their flies.) At least there were no killer shrimp this year. The lake we were warned contained hidden shallows to trap the unwary sailor and due to the lack of water (in the lake not from the sky) the fleet was split into flights.

Nevertheless the wind was in a good direction enabling a long windward/leeward course to be set on both days. Strong enough generally to stretch everyone's hiking muscles and occasionally strong enough to clench other muscles too. Saturday was enlivened by a particularly viscous rain squall during the 3rd race which caught everyone's attention.

A squall so dense it hurt and caused more than a few to see if they could catch a few fish themselves.



Photo Mark Pickthall

The racing over the weekend was dominated by 4 teams who were separated by just one point at the end of the 6 races. Eddie Whitehead and TobyTastic revelled in Sundays conditions to smash in three 'on the water' wins. Unfortunately an OCS in the first race put paid to their chances and they could only finish 4th with 9 points. Also on 9 points counting 3 race wins were Andrew and Jill Peters. Just one point ahead Chris Catt and Ally Martin, with no result lower than second, lost out on count back to the event winners Matt Mee and Emma Norris who added the Inland title to the National title they

won in August. The silver fleet was almost as hard fought with Sam Thompson and Leanne Hibbard beating Darren McNamara and Alistair Norris by 2.5 points. Bronze was won by Orkun Soyer and Ismail Inan in 28th position.

The club were very hospitable and apparently the 2's will be back to Chew next year. £1.90 a pint in the club bar proving an irresistible lure. However despite Pete Vincent going home for the evening the club ran out of rum. A lesson for next year perhaps – stock up the rum and please fill up the lake.

Andrew Peters



Photo Primrose Salt

A big thank you....

A big thank you to the 51 members of our club who took the trouble to attend our A.G.M. in October 2013 which, as a result, led to the vote in favour of my motion regarding our Club Book which still remains on sale at £10.

For the remaining 550 members, I am sorry you were unable to make it, perhaps it's because you are satisfied with the current conditions at the club such as; racing; safety; heating; cleanliness inside and out; parking; food; duties; training; slipways; pontoons; changing rooms; security; open meetings, and so on.

Also, another big "Thank You" to those members who, both past and present, have given themselves to the building and running of our club since its birth.

Best wishes to you all. Peter Cheek (279)

OFFICERS

President	Gordon Scott	01761 221748
Vice President	George Simpkins	01761 453312
Commodore	Mike Thompson	01454 260704
Vice Commodore	Rob Mitchell	01225 310989
Rear Commodore	Allen Marsh	01275 331143
Hon Secretary	Andrew Martyn-Johns	0117 9358151
Hon Treasurer	Ian Hudson	07921 252131
Hon Sailing Secretary	Nick Fisher	01934 811319
Hon Membership Secretary	Claire Jeffries	01761 417696

COMMITTEE MEMBERS

Duties	Graham Cranford-Smith	0780 3290201
House & Grounds	Allen Marsh	01275 331143
Health & Safety	Charles Tricks	0777 5778524
Group Representative	Hamid Kouidri	01934 710070

SAILING COMMITTEE (Chairman - Vice Commodore)

Sailing Secretary	Nick Fisher	01934 811319
Hon Bosun	Alan Coventry	07887 845551
Dinghy Bosuns	Nicholas Hand	01275 842950
	Peter Barnes	01275 333755
Results	Chris Goldhawk	01454 413115
Principal Race Officer	John Smalley	01934 742635
Youth Co-ordinator	Ali Woodiwiss	0117 9078442
RYA Principal	Mark Fordham	0790 3155802
CLADS (Disabled Sailing)	Mike Preater	01373 813078
RYA Training Co-ordinator	Rob Mitchell	01225 310989

Fleet Captains

Handicap (s)	Peter Rose	01275 852534
Handicap (f)	Derian Scott	01225 314156
Flying Fifteen	Bill Chard	01275 333813
Laser	Helen Martin	01275 333927
Solo	Nick Fisher	01934 811319
Topper (Non Committee)	Kate Jones	0117 9238263
Feva Rep (Non Committee)	Reuben Woodbridge	01225 400063

HOUSE & GROUNDS COMMITTEE (Chairman - Rear Commodore)

Bar	George Simpkins	01761 453312
Dinghy Park	Allen Marsh	01275 331143
Newsletter Editor	Andrew Martyn-Johns	0117 9358151

TRUSTEES

David Macklin	01275 392448
Brian Brooks	01275 331136
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