

CHICHESTER CRUISER RACING CLUB

Minutes of a meeting of the Committee held at the Royal Ocean Racing Club, St James' Place on Monday, 10th February, 1992.

Present: H Caldwell
J Laing
W Brown
P Dale
P Chivers
J Black
P Wallace
A Reynolds
M Smith
G Jones
R Creer
M Ware

ACTION

1. Apologies for absence were received from B Dandridge and G Calvert.
2. Minutes of the Committee meeting held on Wednesday, 4th December, 1991 were approved and signed by the Commodore.
3. Matters Arising:
(Excluding those dealt with under the Agenda)

Commodore's Reception

Jackie Black suggested that a suitable venue might be the Cobnor Sailing Centre and it was agreed that this together with any other suggestions would be considered by the Commodore.

JB/HAC

Peter Wallace felt that it was not sensible to use a hotel and a paid reception for entertaining the other Clubs.

4. 1992 Programme

The provisional programme was discussed and a number of alterations were made to the starting times. It was agreed that the joint race with CYC would be for two fleets both racing on Portsmouth Yardstick Handicap. This had been requested by CYC.

RC

It was also agreed that the race with Bosham would also be used to entertain the Yeoman Fleet Owners and that this race would not be part of the points series.

It was agreed that the Multihull Fleet would attend the first weekend with CCRC organising a separate start for this fleet. There would be no need for entrants to join CCRC for that weekend and it is assumed that MOCRA would provide their own prizes for the event.

ACTION

5. Handicapping

The Committee and co-opted members discussed the results on the questionnaire and proposals put forward by Richard Creer, namely:

- Option 1 - One CHS class and one PY class
- Option 2 - Two CHS classes and one PY class
- Option 3 - Fast CHS class and combined slow CHS and PY class.

After a vote on each of the options, the Committee agreed to a trial for a one year period of Option 2.

The split of the Channel Handicap Fleet would be decided by the Sailing Secretary after CHS Certificates were issued. It was hoped that this would be at an early date to enable members to decide on which fleet they would join. It was decided that the higher CHS fleet would sail under a Numeral 2 Pennant with the Alpha Fleet being the lower CHS Fleet and Beta remaining as the Portsmouth Yardstick Fleet.

It was agreed that the Sailing Secretary would provide new sailing instructions to cover the three fleets now proposed. These would be issued with the new handbook insert for 1992.

RC

6. Prizes

J Laing submitted a number of samples together with detailed costings on the new prizes. These were discussed by the Committee and it was decided to instruct the Treasurer to order single size tumblers for first, second and third prizes and to place a bulk order for 250.

JL

7. Race Attendance and Follow Up

H Caldwell, W Brown and R Creer have each contacted the new members who did little racing during 1991. All had confirmed that this was due to private reasons rather than dissatisfaction with CCRC. It seemed likely that the majority would be racing in 1992.

8. Any Other Business

H Caldwell indicated to members that he had referred a request by the Red Cross for sponsorship of the Itchenor Casket Race to Itchenor who had turned the request down.

ACTION

M Smith indicated that initial investigations on alternative venues for the Laying Up Supper indicated that the costs were unlikely to be less than those from Frensham Pond. A request was made to members for ideas on alternative venues, but it was agreed that the Club should return to Frensham Pond if no alternative venue was available.

MAS

The Char Bar had informed the Secretary that the 11th April, 1992 was not now available for this event. The Committee agreed that either 4th April, 1992 or 28th March, 1992 would be suitable.

MAS

R Creer reported to the Committee that the new McMullan Race Program was installed and it was agreed after discussion that his proposal Option 1 should be implemented for distributing the race results, namely:

Class results to class after each race to be issued by the Results Officer.

MW/RC

Cumulative results to all members to be issued monthly by Pam Metcalf.

The proposed amendment to the Discard Rule was also approved by the Committee and the Sailing Secretary would modify SSI23 (a) accordingly.

RC

Assistant Sailing Secretaries' responsibilities were discussed. It was agreed that all ASS's would contact the Secretary concerning arrangements for social functions and that where possible, sailing instructions would be issued to Pam Metcalf 28 days before the first race so that these can be mailed to members 21 days before the race.

RC/A.S.S.

There being no further business the meeting concluded and the Committee proposed a vote of thanks to Hugh Caldwell and RORC for their hospitality.

CHICHESTER CRUISER RACING CLUB

COMMODORE'S REPORT TO THE ANNUAL GENERAL MEETING FOR 1991

We would have been lucky indeed to have experienced a third summer of such good weather as that which blessed Paul Chivers' commodoreship. In the event we had a mixed bag, usually too much wind or too little, a rather cold May, and a particularly wet June and early July.

Declines in new membership applications, and in fleet turnouts, might well have been expected as a result. Our Treasurer and Sailing Secretary will give you the precise statistics, but my own impression is that both are up on last year's very satisfactory levels. In fact, the Club is thriving despite the climate - economic and meteorological. I believe that there are several good reasons for this.

One is the very high level of enthusiasm shown by many of the newer members of the Club, as witnessed by the race results - the older hands are having to look to their laurels! It is probable that the increase in marina berthage in Chichester Harbour is now beginning to have a beneficial effect on recruitment, since contact between owners is easier than for those on swinging moorings. But probably the most influential factor this year has been the vast increase in the circulation of our newsletter, due entirely to the enterprise of Brian Dandridge in selling advertising space and thereby defraying the costs of large-scale production in A5 printed booklet format. As Commodore, I regularly receive compliments on the quality of our newsletter, often from unexpected quarters. Brian, and Deputy Editor Denise Cartlidge deserve our gratitude for all their hard work: please show it by keeping them well supplied with plenty of COPY - not only race reports but other articles, or just snippets, on matters of nautical interest, and photographs. Or perhaps you can persuade Freddie Kemp to provide a cartoon illustration? (Thank you too, Freddie!)

The result of all this activity is that virtually all cruiser owners in and around Chichester Harbour must by now be aware of what CCRC is and does.

Brian Dandridge will be reporting on the Club's nautical doings and I shall therefore not steal his thunder, beyond observing that the standard of competition in CCRC is now so high that some of us have been driven to seek easier success in less demanding milieux - RORC, JOG or one-design events for example. This cannot be said of Tim Mitchell in "First Sight", who has done only too well in Club races also. In outside events, he came first in two Cowes Week races and fifth over the week in Class 5, second in class in the RTI, and first in the JOG race to Brighton earlier in the season. Rob McLeod won his class in the return race from Brighton to Cowes and went on to come 9th in the RORC De Guignand Bowl, 6th in the RTI (Class 9), 9th in the St. Malo, 4th of 38 in the Morgan Cup (Class 4) and 8th in the Fastnet Race.

"Brown Bomber", "Gunshot" and "Rimau" also did well in the RTI. "Petra" came second to a works-sponsored boat in this year's Storm 33 Nationals. I gather "Gunshot" will be sporting a new suit next season.

Once again we had three boats in the Fastnet, two of them for the second time. It is also well worth mentioning that the winning boat, both in Class 5 and CHS overall, namely "Min-O-Din" or "The Youth Challenge", had Gerard Mitchell, son of Tim, as one of her very competent young crew.

I would like to point out to those members who take part in RORC races in Club boats (even if only the St. Malo) that RORC runs an inter-club points championship. It costs nothing extra for your boat to be entered for this, apart from the 5 minutes to fill in the necessary form. Had we all entered this year, we would have been fairly high in the results table. It's another way of advertising the Club.

I am sorry to tell you that Brian Dandridge will be retiring somewhat prematurely as Sailing Secretary, due to family circumstances which will curtail his sailing next season, to the extent that "The Advocate" is on the market. You will however be pleased to hear that he will continue to edit and produce the Club Newsletter, and that he will be seen from time to time on other boats at Club events.

I am happy to say that the Club is not currently short of potential able Sailing Secretaries. But the job is no sinecure, as I can testify, and the problem is to pin down somebody willing to take on this extra load in these lean, hardworking times. We are fortunate to have secured the offer of Richard Creer's services, and I trust you will endorse his nomination at this meeting and give him your full support as he settles into his new role next season.

In my foreword to the Handbook this year, I mentioned that it was intended to hold an opinion poll this year to determine members' views on re-formatting the Beta Fleet to include the slower CHS handicap boats as a separate class. This has not yet been done, but will probably take the form of a questionnaire sent to those affected, i.e. Beta fleet members, and Alpha fleet members with TMFs of 0.925 and below. The Committee will take a decision based on the response to this. One thing on which we are already determined is that P.Y. handicapping will continue for the foreseeable future in CCRC for those who want it.

I could not conclude this report without expressing my thanks, personally and on the Club's behalf, to those who have done the real work: Mike Smith for looking after the social and membership side (and for agreeing to continue doing so next year), Brian Dandridge and his teams of assistants (nautical and journalistic), Jim Laing for keeping a whip hand on our finances, Stuart Hunt for trying hard to keep everyone happy with their PY handicaps, Mike Ware for the very considerable, and at times frustrating, task of getting the results out, Paul Dale for priming the yachting media with suitable copy and free lunches (out of his own pocket be it said), all those who have so ably carried out their OOD duties in all conditions, and indeed the membership at large

for making this a good-tempered, protest-free and well-supported season's racing. The last word of thanks must go to Pam Metcalf who, as for many years past, has been deciphering the output of myself and other Club officers, rendering it in legible typed form and mailing it out.

Brian Dandridge is bequeathing (as it were) an interesting programme of events for 1992 to his successor, and our Committee will be thrashing out the details over the close season. Please let them have any ideas or suggestions of your own for improving aspects of the Club's activities. I look forward to seeing you all at the laying up supper, and on the water next year.

Hugh Caldwell.