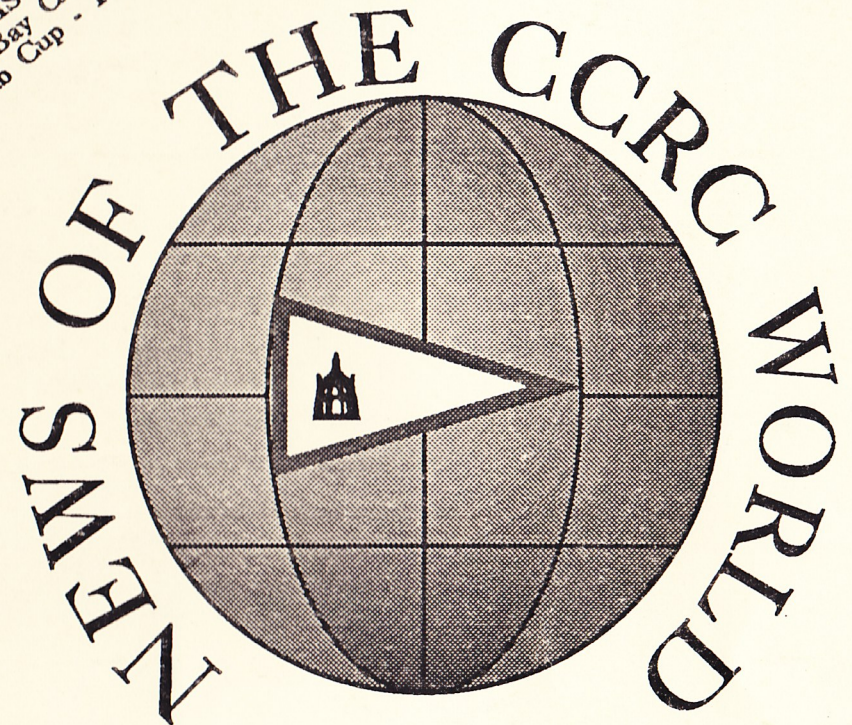


July 1991

THIS EDITION
Seine Bay Cruise - Report
Nab Cup - 1966 Style



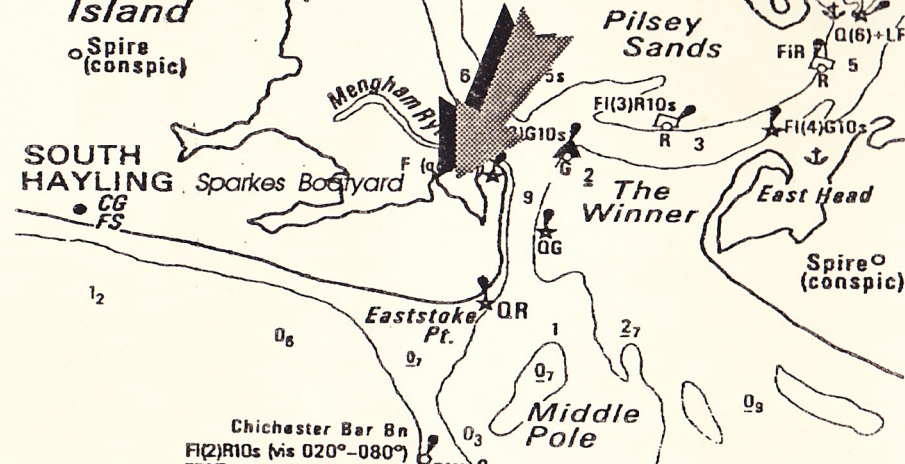
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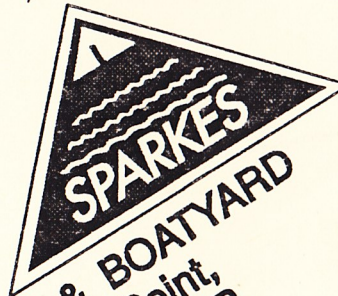
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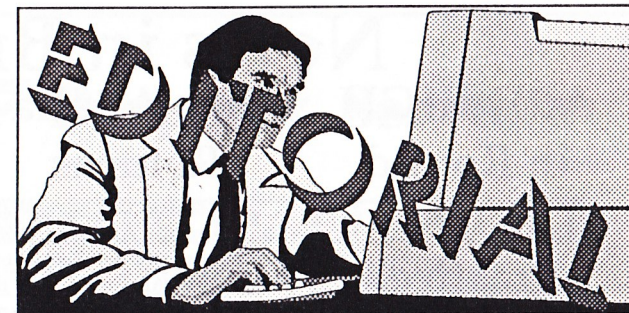
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I was looking through the Race Programme earlier this evening planning crews for the next batch of races and it dawned on me that we are already half way through our 1991 programme. The season seems to be flying by with the alacrity of a spring tide off Egypt Point. All we need now is a summer!! Actually, I think we had it on Saturday 29th June.

After day after day, week after week of wind and rain, the sun shone throughout for the Club's annual trip to Newtown Creek for the Barbecue, and we had a superb race followed by the traditional cook up on the beach. Unfortunately, it did not last, and the return trip took place under leaden skies with rain squalls bringing visibility down to less than a mile. I don't know what happened to global warming and Greenhouse effects!!!

We have just recently finished the Round The Island weekend and once again the CCRC was well represented in the annual jaunt round the Isle of Wight. Particular congratulations to Peter Wallace (GUNSHOT), and Andy Reynolds (RIMAU) for their class wins, in Andy's case, for the second year running and with the remarkable achievement of finishing 15 minutes ahead of the next boat. Look out for a report in the next issue together with a race report from Paul Dale on one of the earlier CCRC races this season. There will also be a few lines from Dr. Eric Archer (Richard Creer) on his Fastnet campaign,



and a report from two other CCRC members who recently took part in a very different sort of race - the London to Brighton cycle race!

I would like to thank all the contributors who have provided the necessary input to enable Den and myself to put this edition together, in particular Freddie Kemp for his superb collection of cartoons many of which were inspired by the May cruise round the Seine Bay and Jim Laing for all his effort in compiling the report of the same event. I would also like to thank the various organisations who have placed advertising with us making the production possible. Thank you for your support.

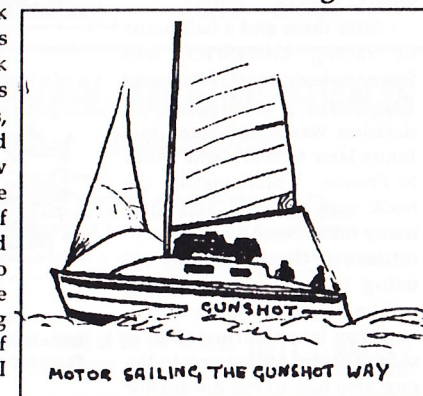
In the last edition I asked CCRC members in particular to where-ever possible use the services of the companies advertising with us. You may be interested to know I try to practice what I preach - THE ADVOCATE is back on the water thanks to the excellent work of Hayling Glass Fibre, Keelson Paints, P.T. Marine, and Harbour View Rigging Loft. All the insurance aspects of the job were handled by W.G. Yachts, who also had the misfortune of having to sort out her loss of mast two years ago. I

am sure we both hope I won't be needing their services again!! Nevertheless, I can certainly recommend them to you for their competitive rates, and fast response to accident claims.

I was recently contacted by Chris Marshall, Secretary for the Hunter 27 OOD Class Association with a request to participate in one of our events. They normally race down in the Solent but are keen to do a race or two up in our waters. We have invited them to join us for races 24 and 25 and hope that perhaps the Chi based boats may be encouraged to join us for next season.

Finally, Colin Wallace brought a new meaning to the term Motor Sailing when he took his exquisitely restored 1934 MG PA on the Seine Bay Cruise - while sailing with GUNSHOT but more of this later.

Brian Dandridge



News in Brief

ARD RIGH in Round The Island Practice.

Roughly Toughty Sailor WALTER BROWN sailed ARD RIGH in the Seal Round the Island Race on Saturday 8th June, then sailed back to CII at the crack of sparrow on Sunday in time to be with CCRC for the Sunday Bay race.

Denise Cartledge, who had forsaken PENROSE III for the weekend to help Chris and Walter reported a near knock down when tacking into a 35 knot gust as the mast aimed for the horizontal. Walter denied this: "The spreaders were at least three feet above the water" he said.

GUNSHOT LOSES HER HOOK

The Vice-Commodore, Peter Wallace, tried to repeat the success of his predecessor, by looking for a class win in this year's Deauville Race. However, his attempt was thwarted by exceedingly light winds.

After three and a half hours of "racing" GUNSHOT was forced to kedge under the lee of Fort Nomans Land until the decision was taken some two hours later to retire and motor to France. Unfortunately, the hook was snagged and after many unsuccessful attempts to retrieve it the chain was cut using the powerful rigging cutters (Have you got some?!).

Peter later learned that a second Storm taking part in the race also had to cut his anchor

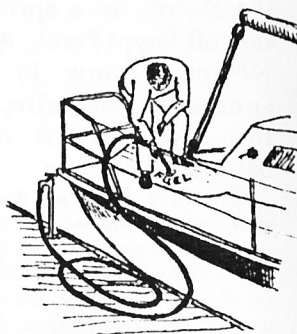
The Attalia Returns

Last season saw the loss of the Jeanneau Attalia, CRISS CROSS, from the Beta fleet when Ronnie and Alice moved up to the Omega 36, however, I am delighted to report the arrival of a new Attalia to the Club. OBVIOUS CHILD, joins us this season in the hands of Alexander Storrar with the assistance of John Miller. Beta fleet members of a few seasons past will recall that CRISS CROSS was regularly in the frame, so I am sure OBVIOUS CHILD will be a strong contender during the remainder of the season.

Welcome to the CCRC, we all hope you will enjoy racing with us and look forward to seeing you out on the water.

STORM 33 Tries new Green Fuel

PETRA's crew are not very popular with their skipper - they filled the fuel tank with water. When we asked the Glenn how he got it out he said "With great difficulty!"



LATEST ADDITIONS

The CCRC Fleets continue to grow. The latest additions include a Northay boat, the Sigma 33 OOD, LE MISTRAL with Francis Boff, and the Spring 25, NUGGY from Chichester in the hands of Richard Windsor.

LATE NEWS

Gerard Mitchell, Tim's younger son, has notched up several successes recently with FIRST SIGHT - 2nd in class in Round The Island and 1st overall in the slow division of the Beneteau Cup 91 Series.

FIRST SIGHT was also 1st in the JOG race from Cowes to Brighton on the 18th May. Another CCRC regula, Rob McLeod brought SAREEMA home for a Class Win in the return race from Brighton back to Cowes.



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HARBOUR GOSSIPINGS

The Chichester Harbour Conservancy Act came into being in 1971 and as with any Governmental Acts one is immediately struck with the detail and setting out in plainest prose possible the various headings. For example:

Part II - Establishment of Chichester Harbour Conservancy.

1 - 5 Constitution of Conservancy

6 Appointments of Members of Conservancy

7 - 10 Various Nominations

11 Chichester Harbour Advisory Committee - of which I have had the honour of being a member, and still serve as Chairman, since 1981. We advise the Conservancy, and they act on our advice.

The Conservancy has very wide powers indeed, ranging from the very serious "Whereas by virtue of divers ancient charters rights and titles and ultimately of the Chichester Corporation Act 1938" and then these divers ancient charters rights would now be transferred in 1971 to "the Mayor, Aldermen and Citizens of the City of Chichester and the Urban District Council of Havant and Waterloo, to confer powers on that Conservancy etc. etc., to the somewhat amusing "Part IV 21 (b) "the holding of exhibitions, shows, regattas, competitions, contests and other entertainment in or in connection with the harbour or the amenity area", or what about 21 (d) - "the provision for and the provision of meals and

refreshments (including intoxicating liquor) unless these facilities are already available".

The last page of the Act is numbered 81, so you can see what you have let yourselves in for.

Boats finishing before 18.00 and after 20.00 are disqualified

But it may be more interesting to present members to read extracts from the Cruiser Section Handbook - 1957, the eighth to be issued. The programme for 1957 consisted of 8 races. Page 7 gave instructions including Timing In. There is a wonderful instruction for a distance race in page 8:-

"This is a five hour race, start 14.00 hours at Chi Buoy and finish at 19.00 at Cowes.

Boats finishing before 18.00 and after 20.00 are disqualified.

"The object is to sail as many miles as possible in the 5 hours, and each boat must keep a log, and enter the time at which they round the charted objects which they choose as marks of their course, and on which hand they pass the marks. The distance between two points will not count more than twice in each direction, and if entered in the log will be deducted.

"There is a penalty of 1% of total mileage logged for every three minutes (or part) between 19.00 hours and finishing time.

"The mileage sailed multiplied by the speed figure expressed as a decimal gives corrected mileage."

On other pages are nostalgic notes of yester-year, and the advert for houses on Sandy Point Haven Estate selling at £2350 Freehold. Great Oaks from little acorns grow and in 1966 was a momentous race for the Nab Cups which made it imperative for time limits to be applied. The race officers having packed up at Hayling and gone home long before CONSORT (my boat) "motored in at midnight" with others.

So the Chichester Cruiser Racing Club goes from strength to strength, the flag nearly as well known on the French Coast as in home waters from the largest boat, a Folkboat, in the early '50s to today's giants.

One thing is certain, the proficiency and sailing capabilities of the present day members are a credit to the Commodores, Flag Officers, and officials of the Club, and would have been and are the envy of the old time members past and present.

Geoff Calvert

Editor's Note:- Geoff has kindly provided me with a photocopy of the 1957 handbook which you may be interested to know then cost members 2/6 per copy, and carried advertising, so there is a precedent to today's newsletters. If any member would like a copy of this old booklet, let me know and I will be happy to send you a copy. Geoff has also given me a copy of that infamous Nab Cups Race of September 1966 which is reproduced in this issue under the "All Our Yesterdays" banner.

Ed.

ALL OUR YESTERDAYS

THE NAB CUPS

Sunday 11th Sept. '66

This year the race was managed by H.I.S.C. as part of their Regatta and the Commodore, no doubt anxious to avoid the return of the cruisers at low water, decided to use the long course.

In a good blow the traditional Nab Cup course would have provided a splendid contest but in Sunday's "light and variable" the race for most became a wearisome thing. As the wind died away and visibility worsened, the majority made no attempt to reach the Nab and, once through the Forts, very sensibly, headed for the harbour buoy.

In the late afternoon the Hayling race officers became concerned and despatched a radio equipped launch to report from the area beyond the Bar buoy. No cruisers were sighted. At 17.00 hrs, SOOTY came through the mist to head a procession of retiring competitors, PANDA then KARENINA, CHEOY LEE and

AURORA, WINGBEAT, ARCADY, PICKLE and MONASTRA.

Later, after CELERITY and KARLA had checked in, the mist swirled in from the sea and obscured the distance mark and at 2030 the watch from the Hayling box ended.

mast-head rigs, probably TIO PEPE and NAIANDROS, then came LIA 3, CONSORT and SVANE and a well spread out fleet.

On the way from the Forts to the Nab visibility deteriorated, the wind died away completely and after a period of complete frustration KARLA and others wisely went home.

At 1730 a slight breeze came up from the S.E. enabling the five remaining contestants to lay the Nab. JOKER and NAIANDROS tacked off to the eastward and were soon lost to sight but obviously found Boulder. CONSORT was the first Folkboat to find the mark, SVANE and LIA 3 followed.

In the darkness SVANE had difficulty in making the harbour entrance and was passed by LIA 3.

CONSORT, in her own words, 'motored in just before midnight'.

NOTE. The Sailing Committee are under the impression that one or two owners are over zealous when "stripping out" before a major race. Members are reminded that we race under R.Y.A. rules, need we say more?



CAN YOU TELL ME THE WAY TO CHICHESTER HARBOUR

Although many retired the Number one race in the Regatta programme was still alive. Five of the twenty three starters were continuing the struggle against time, visibility and the vacuum.

An account from Jack Riddle on SVANE gives a mast-head view of the marathon.

"JOKER led through the Dolphins, KARLA was about a mile astern, followed by two

CCRC DIARY

July, August & September

No.	Date	H/W	Ht	Start	Course	Social
14	20/7	07.15	3.9	12.00	PNC -Solent	RAF Yacht Club
15	21/7	08.13	3.8	10.00	PNC - Chi	
16	27/7	13.05	4.4	11.00	SNC	Bosham S.C.
17	28/7	13.38	4.5	10.00	SNC	
18	23/8	23.26	4.2	21.00	Cherbourg	
	25/8	09.59	5.8	T.B.A.	Cherbourg Bay	T.B.A.
19	7/9	11.36	4.6	11.30	PNC -Lymington	Lymington Town S.C.
20	8/9	12.38	4.8	08.30	PNC - Chi	
21	14/9	16.02	4.2	11.00	Hayling Bay	Itchenor S.C.
22	15/9	16.55	4.0	10.00	Pursuit Race	
23	28/9	14.42	4.6		PNC - Seaview	Seaview Y.C. Lunch
24	28/9				PNC - Portsmouth	Port Solent
25	29/9	15.27	4.4		PNC - Chi	



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Where Moored _____

Sailing Experience
Membership of any other Sailing Clubs _____

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Signature _____ Date _____

Please return the completed form to the Hon. Secretary

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RACE REPORT

RACE 9 - JUNE 9

Rough race Ronnie on CRISS-CROSS (have you looked at his OOD record over recent seasons?) started two rather depleted CCRC fleets on this blustery 16 mile bay bash. A solid force 5/6 had kicked up the usual lumpy Chi bar sea as three Beta division boats bounced and thrashed their way over the line with FOHN WIND on her first outing of the season going like a train from the start.

Too Much had more legs on the weather rail than does ARD RIGH on the Kennel Club's annual outing

Eight club boats plus a guest in the form of SKYE from Hamilton Yachting who was using the race for some pre Round the Island race training instruction, formed the alpha fleet that set off 15 minutes later. Best start of the day was made by ORENDA who was perhaps a little lucky that the OOD had his attention diverted by SKYE crossing early, but who made an on-the-button (no, I did NOT say "before-the-gun") start to lead the larger proportion of the fleet off on a starboard stand out to sea on her first leg to Dean Elbow.

Too MUCH, LYNX and ARD RIGH chose the port-tack westerly course hoping to get into the Solent rather quicker and find smoother water. Having listened to the forecast, Too MUCH had more legs on the weather rail than does ARD RIGH on the Kennel Club's annual outing. With 10 crew on deck and another 5 reputed to be below making sandwiches, Trevor's bar bill must be horrendous, but at least it proves that the rig is strong!

The inshore squadron were slightly miffed

After tacking out for the mark the inshore squadron were slightly miffed to find that those boats that had taken the seaward leg from the start were well up, with FIRST SIGHT and MONS MEG leading the charge. At the first mark FOHN WIND had opened up a substantial lead in Beta, with GOPHER BROKE lying second, whilst Too MUCH lead LYNX and FIRST SIGHT in Alpha.

The second leg was to Langstone Fairway, and proved to be a beam reach. A spinnaker was first sighted (!) from the third placed alpha boat (work it out), who was the only one brave enough to set her kite in the 23/25 knot winds, and in a very undramatic and well controlled sail took considerable distance out of LYNX.

At Langstone, the logistics of gybing 10 crew, runners, and check stays proved too much (!) for the fleet leader who wore round well ahead of LYNX who had managed to stay in second

place despite FIRST SIGHT's surges under spinnaker. In beta, FOHN WIND had opened out a safe lead over GOPHER BROKE, who disappointingly for the rest of the fleet had not gonfer broke and tried a kite, but had contented herself with dumping a reef and using full main. Not nearly so spectacular, Geoff, please recognise your obligations to CCRC entertainment.

The third leg was a bash back out to Dean Elbow, with the fleet spread out in something of a procession. A most cheering sight for some of us was the view of ORENDA well down the fleet, obviously not liking the conditions one bit, so now the alphas know what prayers are needed to keep ORENDA at bay.

Freddie hasn't read that book

The fourth leg took everyone back to Langstone, and LYNX, emboldened by the successful example of FIRST SIGHT set her kite, but due to the slothful incompetence of her foredeck hand (who managed to get everything wrong that could be got wrong), the leg was half way over before the spinnaker crawled reluctantly out of its turtle. Of course we all know that the best thing to do with a spinnaker is to leave it in its bag, and preferably in the loft at home, but Freddie hasn't read that book. Perhaps FIRST SIGHT's experience on the previous Dean Elbow/Langstone leg had not been as uneventful as had seemed, because she kept her chute well hidden. This did,

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URGENT NOTICE

You should have received revised PNC Course details within the last few weeks. These contain several corrections and amendments. PLEASE ENSURE YOU USE THESE COURSES NOT THOSE DISTRIBUTED EARLIER THIS SEASON. I must apologise to members for the confusion during the race to Yarmouth when a serious error in the PNCs was discovered. Hopefully, Walter and I have now sorted out all the problem areas with the PNCs. However, I must refer members to the Standard Sailing Instructions in the Yearbook re. all marks are rounding marks, and point out the prohibited area.

Sailing Secretary

however, enable LYNX to open out a gap in second place, so on the second visit to Langstone the alpha fleet order remained at Too MUCH, LYNX, FIRST SIGHT, with FOHN WIND still leading GOPHER BROKE and RED CLOUD in beta.

By this time the fleet was so spread out that your reporter was not only unable to detect what excitements were befalling the various competitors, but nor was the running order at all clear. Langstone was a gybe mark with another beam reach off to East Winner before a final bear away to the finish at Chi buoy. Not even Freddie was daft

enough to try to gybe the kite (he'd already seen the mayhem that his crew could achieve with a simple hoist), so that the whole fleet (I think) trundled to Winner with little adventure other than frenzied spinnaker packing on LYNX. Once past East Winner, LYNX and FIRST SIGHT both attempted to entertain by providing colour before the mast on the run in to the finish, but it proved impossible to catch Too MUCH who was probably in dock unpacking the crew by the time that second place LYNX crossed the line, followed a few minutes later by FIRST SIGHT. For beta, the initial order remained, with FOHN WIND finishing well ahead of

GOPHER BROKE, who in turn looked to be well clear of RED CLOUD. Boats of both fleets were required to take their own finishing time as the lumpy conditions had caused such a spillage of gin that the OOD had put in for further supplies, and any boats that record finishing times that put LYNX in anywhere other than first place are to be regarded with Great Suspicion.

An enjoyable sail (at least we now know who needs new oilskins) in just the right conditions to remind us why we didn't join the absent friends doing RORC's De Din-dong Bowl race. What fun that must have been.



RACE REPORT



RACE 6 - MAY 11

The annual joint CYC/CCRC race, saw a day of change; sunshine and cloud, wind direction and wind strength. Forecast as Westerly 3-4 backing South Westerly 3-4, within parts of the race area at least we were to see winds veer to the North West.

Set off in absolutely chocolate box style

With a windward start in 8-10 knots of breeze one might have expected few problems but with the first leg from Chi to Dean Elbow the start presented the dilemma between starting on port and hugging the shore or starting on starboard with all the attendant benefits.

The Betas started bang on time (it is so noticeable that CCRC race officers are punctual, it helps so much in watching for the first gun) and set off in absolutely chocolate box style in the sunshine - equally spaced and all on port.

Amongst the alphas strategies were much more mixed and the inevitable chaos

ensued. We chose the protection of the Starboard tack and found ourselves tucked in behind Lynx 2 as we passed close ahead of the committee boat and into clear air.

Behind us, some had held their port tack up the shoreline, and others, Brown Bomber amongst them, had started on starboard and tacked back once clear of the line. Too Much was doing her turns after being repulsed from what appeared to be an unwanted sexual encounter with the committee boat.

From the start of our race on True Love it slowly became clear that this day was to be a day of even more than usual mistakes for us, and we still had Freddie in close attendance after we tacked for the first mark. However it also became clear that those who had headed inshore had had the advantage of a major freeing windshift and that conspicuous black mast passed well ahead of us as we sought to lay the mark.

Up with the kite and on towards Outer Nab and the shift was obvious. What should have

been a close spinnaker reach was virtually a run until, as the mark approached, the winds returned to their forecast direction. The winds had freshened now and the fleet charged down on Outer Nab in a 20 knot breeze.

The spinnaker jammed a metre or so from the end of the pole

A gybe round the mark and in an attempt to avoid taking a twist around the end of the pole with the new guy, we put two turns around the pole and were very lucky to be able to lay the mark with the spinnaker jammed a metre or so from the end of the pole.

Mercifully, down with the spinnaker and on to Bay knowing that despite the pleasures of friendly waves from neighbouring boats all was long since lost. The skipper then got lost between Bay and W.E. (which did not bode well for the 200 mile race soon to follow).

We hoisted the spinnaker again for the short leg to Chi and defeated but happy we followed the others home.

Too Much was first across the line but could not hold her time on Brown Bomber who built so well on the advantage gained on the first leg. First Sight was second and Freddie fought back to be third.

In the Beta fleet Gopher Broke notched up her first win of the season with New Moon and the Horribelle close behind.

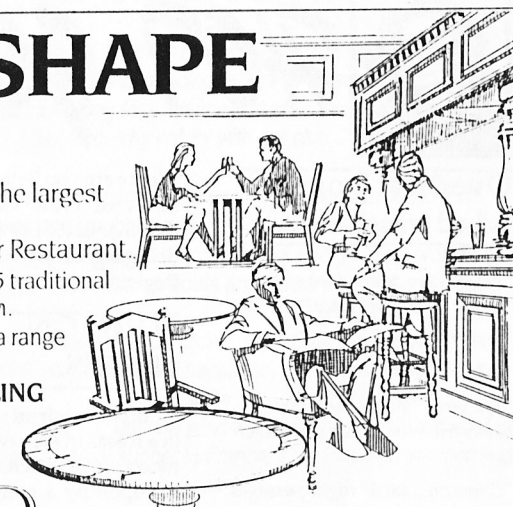
Colin Wall
True Love

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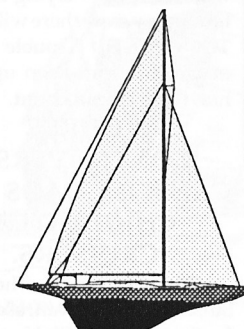
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707 GOSSIP



Overheard on the windward rail...

"Do you fancy this idea of a 'Wight by Night' Race?"

"No!"

"Why?"

"The only 'Wight by Night' I like is from the inside of a warm bar."

"Come on...we do night passages across the channel"

"Yeah.. but there's the lure of France and it's in a straight line - we'd have to turn corners on this one."

Rumour has it that...

The navigators on TRUE LOVE and GOPHER BROKE have been fired. They allowed their blameless skippers to venture into the prohibited area in Southampton Water (Race 5). We wonder how many navigators would be looking for new berths if it had been a beat to Clipper not a reach....

The Sailing Secretary is spreading himself around...first five races on ARD RIGH six and seven on LYNX, now he's been seen on GUNSHOT. Has he flogged THE ADVOCATE or is it really "in the shed"?

LIZA & ELEANORA need an ADVOCATE: caught picking MARIGOLDS & (PEN)ROSES for the DUCHESS while being blown by the FOHN WIND onto the MUGWHUMP and drinking an excess of CORDONNET rouge - they have no alibi - they were not seen on the water.

Where are you Betas? If you are short of crew call SHONA RANKINE (081 577 7853) she is doing a great job with the Crew Register.

FOREIGN NOTES..

Brian Dandruff was involved in a fracas in Deauville. He and two other GUNSHOT crew were set upon by a gang of scooter riders and he was in danger of losing his...dignity, they were rescued by a man walking a large dog. None the worse for his adventures Brian's only problem was sitting on the windward rail for the return journey.

There is a rumour that the Commodore fell off a pontoon while abroad. Speculation is



rife - did he slip - was he pushed or had the rouge taken its toll? We shall investigate....

We are also investigating the whereabouts of the illegal tape recording of "The BERT" snoring. We hear PENROSE

would like a copy so they can fight back when UNCLE JOHN has hit the port.

Back Home..

Glad to see "Rough Weather Ronnie" of CRISS CROSS has kept his record of always performing his OOD duties in a gale. It was bad enough sailing in those conditions - at anchor it must have been 'orrendous. Well done Ronnie - could you let the Editor know when you want to do OOD next year so we can all book our holidays elsewhere.

Graham Hamilton of HAMILTON YACHTING joined us for the above blustery race with a crew on his Race Training Course. That particular group was certainly chucked in the deep end. We hope to see SKYE join us regularly.

More mast problems for Freddie on LYNX this time at the other end - he's on his third wind vane this season, and Uncle John commented that he has been up and down the mast like a pair of whore's drawers.

There is a new game on the windward rail - laying bets on how many crew there will be on TOO MUCH. Trouble is not many of us can keep up with him to do a head count.

COURSE CONTROVERSY CAUSED CHAOS FOR CHICHESTER CRUISERS.

Where is Tesco? The High Street? Opposite Waitrose? Aim for the trollies? BB's Navigator, Marion said she lives above it in

North Humber. PENROSE navigator, Stu, resorted to outside assistance. He telephoned the Island Sailing Club and experts in the bar joined in the search. For future reference Tesco is in position 50° 45'.22N 01° 27'.08W

Round, Hook or ignore?

Hampstead Ledge that is. Course instructions said Hampstead Ledge to Port and the fleet were travelling West. Race instructions said "All marks to be rounded." Result: Round 5, Hook 2, Ignore 3. and race Null and Void. After all that slogging to windward!

UNCLE JOHN revisited the Bucksey Sands recently and pointed out where, in 1974 he spent a night waiting for his keel to join him in the saloon. That was the last time his wife sailed with him...

An 'Orenda'ous Pome

*One evening in a bar we met with Pete and Di and Crew
We talked of boats and racing, where to go and what to do
If you're looking for excitement, fun and camaraderie
They said, why not try with our club CCRC.*

*No further use for baggy sails and rigging stretched and thin
We scraped and scrubbed and varnished, we painted out and in
Our friends helped conned by promises of foreign tours proficient
Then our first race, 18 more boats and crews who looked efficient*

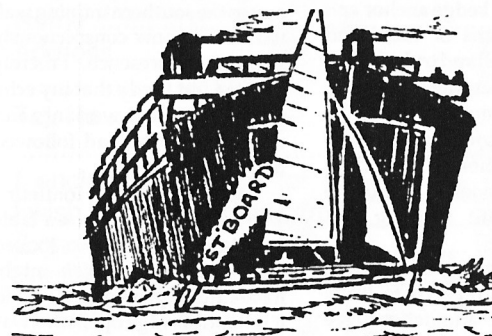
*The members are a friendly crowd, the sailing's done with style
I've learnt to stay calm when becalmed, shout 'starboard' with a smile*

*Use sailing phrases, like 'the wind will come back from our side'
'We'll average 6' - have supper in France, if we leave on the morning tide*

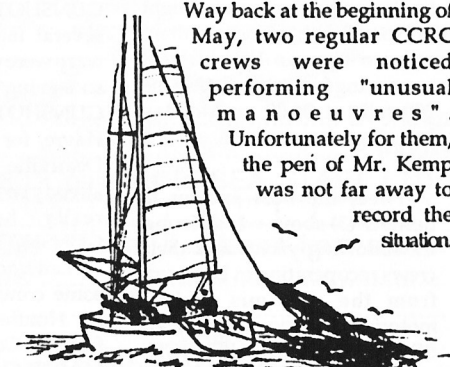
*I've learnt to cross from boat to boat and throw a helpful dart
And counteracting dehydration's down to a fine art
It's early in the season but so far, it would seem
It's about a lot of drinking with some sailing in between*

June Tong
ORENDA

Kemp's Kartoon Korner



NOW THAT REALLY IS
TAKING A MAJOR GAMBLE



SOMEBODY SHOULD TELL EM ITS
TO EARLY TO CATCH MACKEREL

Way back at the beginning of May, two regular CCRC crews were noticed performing "unusual manoeuvres". Unfortunately for them, the pen of Mr. Kemp was not far away to record the situation.

SEINE BAY CRUISE

MAY 24 - JUNE 1, 1991

It is difficult to decide when the Cruise began and when the race finished: The choice could be made from

(1) When the first yacht retired from the race and started motoring to Le Havre - approximately 1300, Friday 24 May

(2) When the yacht on which your intrepid reporter retired and motored to Le Havre - approximately 00.30 Saturday 25 May

(3) When I was asked to write the report - approximately 14.00 in Le Havre, on Saturday 25 May

(4) When the Commodore joined up with the cruise after retiring from the 200 mile race - in Trouville at approximately 1300 on Monday 27 May

(5) When Richard Creer on GOLDENEYE joined the cruise at Ouistreham at approximately 16.00 on Tuesday 28 May. Karen, Elizabeth and Rosemary had been seen the previous night in Trouville, but of Richard there was no sign as he was still recovering from completing the 200 mile at 04.00 on Monday morning.

I feel the best answer is number (3) above which found the following yachts and their crews recuperating in Le Havre from the previous night's motoring. In no order at all BROWN BOMBER, ARDRIGH, ALEXIS, VALHALLA, ENCHANTRESS, ELEANORA, TARQUAH, LYNX, TOO

MUCH, PETRA, SAREEMA, ORENDA, GOPHER BROKE, TOPPY TOO, and NORWESTERLY, were enjoying the sunshine and the north westerly wind that the BBC had promised the previous day but which had not arrived until we were in Le Havre. GOLDENEYE, MONSMEG and TRUE LOVE were still out in the Seine Bay trying to complete the 200 mile race as a Fastnet qualifier, while Rimau and Anna Louise had already left for Honfleur.

As the crews recovered and found alternative ways of obtaining showers - some free, some hot, some cold, and some costing 7 francs - GUNSHOT joined the assembled fleet. Peter and Di and their crew recounted how, as part of the Cowes - Deauville race, it had taken them 5 hours to race (?) from Cowes to the Forts whereupon they kedge as the tide turned foul. Deciding to retire, Peter turned on the engine, but then discovered that it was not only the tide that was foul. GUNSHOT's kedge anchor and several fathoms of chain and warp were well and truly fouled, so leaving these items behind, GUNSHOT motored off to Le Havre, for lunch, and then to Deauville where dinner had already been booked. It must be really hectic sailing on GUNSHOT.

Later on in the afternoon, as some crews prepared to leave for Honfleur, another refugee from the Cowes-Deauville race, MAJOR GAMBLE, motored in to join us. Mike, Helen and crew had apparently taken 12 hours to travel from Cowes to

Bembridge Ledge before retiring to join the CCRC in France. As the evening approached, therefore, 22 CCRC yachts had made the journey to France, of which 3 were trying to complete 200 miles! I think that it is now clear that a Friday morning start is very popular, even though some of us have crew who cannot get that extra day off - it's a hard life being a teacher.

The fleet now started to separate as some yachts, such as LYNX, TOO MUCH, ENCHANTRESS, TARQUAH, and ALEXIS left Le Havre to catch the evening lock at Honfleur and join ANNA LOUISE and RIMAU. The remainder of the fleet remained in Le Havre where I have it on very good authority that the Yacht Club's restaurant lived up to its reputation for good food, especially the fruits de mer buffet. As LYNX ran down the Seine under sail and the crew looked forward to their own dinner in Honfleur, the skipper was unkind enough to remind me that I had quite blithely sailed across the southern training wall which was now conspicuously showing its presence. I merely pointed out firstly that my echo sounder was not working, and secondly that he had followed me.

Upon arrival at Honfleur I was sent ashore to book a table for dinner as the town looked remarkably full which might have caused problems if we left it until the bridge opened. I was saved from comparing menus as Andy Reynolds and Jackie off RIMAU had already found a good restaurant which happily still had room for the crews of

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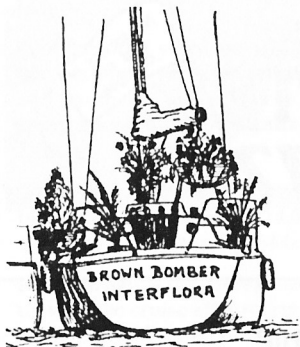
APPLICATION FOR MEMBERSHIP

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 Post Code
 Tel. No. Daytime Evenings
 Weekends Mobile
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LYNX and ORENDA. As the mouscades were washed down with muscadet it did not seem like a year since we had last eaten so well in France [It wasn't - we were at St Vaast at Easter idiot! - Kay].

Sunday 26 May

The crews already in Honfleur were joined for a late breakfast by BROWN BOMBER, VALHALLA, GUNSHOT and MAJOR GAMBLE. There was much evidence of balloons, and



bouquets (in a red bucket) of flowers on board BROWN BOMBER who had been celebrating Sue Dearden being over 21. The cafes on the waterfront soon filled with CCRC members doing what they do best - eating, drinking and in Honfleur, especially, looking for a decent loo! According to the guidebook the town has built new showers and the code for the door should be

given to you when you pay your mooring fee. No such information was forthcoming from the gent who took the money from Lynx, thus perhaps our cheers were a little louder when the same chap fell in while collecting from a French boat moored at the steps - I hope he's had his stomach pumped.

One of the most sought after attractions in Honfleur, apart from one of Sue's birthday presents, was Colin Wallace's 1934 MG. Colin had arrived by ferry and his car was certainly one of the most photographed attractions, apart from Colin himself, in Honfleur that weekend. If he had charged 5 francs a time he could have kept the CCRC in calvados for a week! Other attractions in Honfleur included day-glo shorts on one of TOO MUCH's crew, a mast climbing demonstration from RIMAU, and a camera dropping exhibition by the Hon. Treasurer himself. The camera still seems to be working, though. After dinner in a variety of restaurants, the CCRC crews staying on for the cruise gathered to wave farewell to those unfortunates who had to return early - TOO MUCH, VALHALLA, ANNA LOUISE, ALEXIS and MAJOR

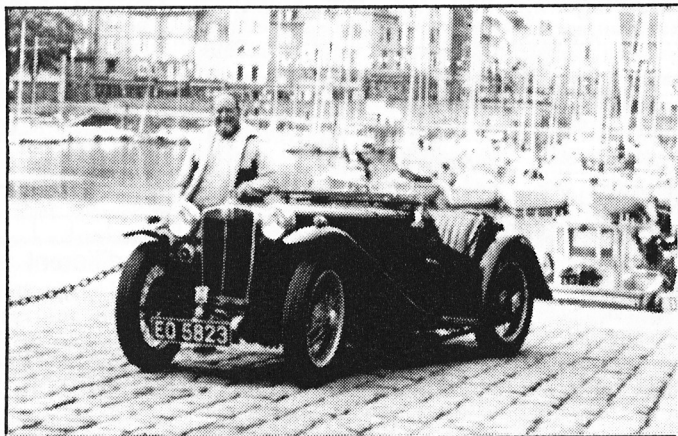
GAMBLE. Some of these yachts had more crew for the return cruise to Chichester than they had had for the original race. Valhalla's crew was augmented by Pat and Dick from LYNX, MAJOR GAMBLE's by the Sailing Sec. and Andy Roberts from MONS MEG (although Hugh, himself, was still in Le Havre).

Monday 27 May

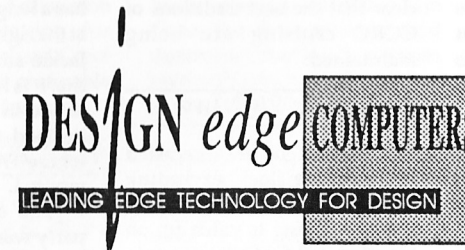
Monday's weather forecast had what was to become a monotonous ring to it "Wight - North Easterly, Force 4-5 occasionally 6". However for the short trip down the Seine this forecast meant that spinnakers blossomed on TARQUAH, BROWN BOMBER, GUNSHOT, ENCHANTRESS and ARD RIGH. LYNX and RIMAU adopted the cruising mode and goose-winged down the channel until everyone heading for Trouville, apart from ENCHANTRESS, reached down to Trouville. Enchantress gybed her spinnaker and drew so far ahead of the fleet that she had time to visit the Deauville marina before joining us in Trouville. As we arrived, Criss-cross, who had initially gone to

St Vaast the previous Friday, was just leaving. It was good of them to leave a nice space for us to moor.

PETRA and MONS MEG now joined us direct from Le Havre, while TARQUAH, who had left Honfleur at the same time as the fleet,



Colin Wallace's 1934 MG



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had gone direct to Ouistreham. GOLDENEYE joined us as the lock opened in the evening but was too late to join in the boules match which Peter Wallace had arranged. Aided by punch and Pimms provided by GUNSHOT, most crews fought it out, but Lucinda and Clare off RIMAU cheated - they used youth, skill and ability to win the contest.

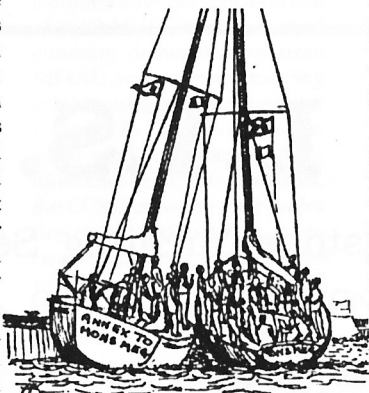
During the CCRC's visit to Trouville two years previously, a Frenchman called Roger had visited Hugh on MONS MEG and talked about Contessa 32's, as he had one at that time. He now reappeared as the owner of a Contessa 35, which, as he was recently made redundant, is now for sale. Having passed us details, a copy of which Hugh has if anyone is interested - price £30,000, he suggested that he join us for dinner. His suggestions for dinner in Trouville were Ali Baba's a couscous restaurant, or an American restaurant, John's Diner. After some toing and froing the crews of LYNX and MONS MEG found ourselves at John's Diner having salads or hamburgers. We also found ourselves in publicity photographs and in receipt of a wine list for Roger's proposed wineshippers. Although we had been on the receiving end of a "soft sell", the dinner and the sample bottles of Cabernet Sauvignon (17 francs per bottle) were good.

Meanwhile GUNSHOT was acting as host for ARD RIGH, and Peter and Di had managed to find a stall in the fish market that took American Express. The "that'll do nicely" menu included fish soup, smoked salmon, crab, etc - as I said earlier crewing on GUNSHOT must be hectic. BROWN BOMBER's crew had also visited the fish market and skipper Paul prepared an excellent

bouillabaisse for his crew. It is clear that the best traditions of CCRC cruising are being maintained.

Tuesday 28 May

With no sign of the forecasted NE 4-5, the fleet, excluding GOLDENEYE where Richard was still trying to catch up on his sleep, left for Ouistreham in a gentle force 3/4 easterly. ARD RIGH set her spinnaker but the rest were content to run goose winged or (very) broad reach to the buoy off the harbour entrance. Navigation was made particularly easy as Brittany Ferries parked one of their ferries off the entrance. The weather, however, decided to make things difficult by blowing up to



THE COMMODORE'S PARTY

force 5 straight into the harbour. We all managed to get in but the conditions were too rough for safely coming alongside the yachts already moored to the waiting pontoons. BROWN BOMBER cleverly managed to put a line on a moored trawler and dropped back, allowing GUNSHOT, with only Peter and Di on board, to take a line from their stern. The rest of us circled until the locks gate opened and ARD RIGH and RIMAU were first in the lock. Unfortunately

it was the big ship lock which has a ledge running along it just at the right height to rub gelcoat. Jackie and the crew found out that it is hard work being on the inside in a lock, but everyone berthed safely in the marina where TARQUAH was already moored.

The commodore's drinks party was held on MONS MEG that evening with LYNX being used as a tender for the overflow. This included all of the crew from GOLDENEYE who had followed us round and were now waiting for the lock to open at 11pm. Drinks and snacks were served impeccably by Geoff, MONS MEG's chief steward, whom I understand is now taking orders for weddings, office parties and bar mitzvahs etc.

The Hon Treasurer had not paid!

After the drinks, all the crews repaired to Le Channell where Bert from RIMAU and Colin Wallace had managed to arrange tables for 20 - no mean feat even in mid week. At the end of meal the Hon Treas. computed "individualised" bills for everyone - next time remind me to take my calculator. Peter Wallace had to explain the reason for the delay to the management and I understand that "Ecosais" and other references to my ancestry and profession were made. As a matter of interest an average bill would have been c160Fr, whereas the "individualised" bills ranged from 75 Fr to 210 Fr. Upon settling the bill, the madame's face was less than happy at the small tip until it was discovered that the Hon Treasurer had not paid! She was a lot happier afterwards - sorry, folks.

Meanwhile BROWN BOMBER's crew had dinner on board prior to leaving for Chichester while Richard Creer came in - the much preferable direction given the forecast.

Wednesday 29 May

With the by now customary NE 4-5 occasionally 6, all the Seine Bay ports were inaccessible, so instead of going to Port-en-Bessin it was decided to go up the canal to Caen. Walter Brown from Ard Righ popped up by car to make a provisional booking for lunch. The fleet then followed, all except Lynx who returned to try and find Freddie's jacket which he had left in the showers. Unfortunately it was not found so Freddie will be sporting a new jacket this season.

Petra also had problems this morning due to water in the diesel. This had been introduced in the tank at Northney by one of Glen's crew who blamed Pam Kemp for distracting him. Apparently, however, it is the second time that he had preformed this miracle of turning diesel into water. Glen had drained off most of the water and the engine had behaved itself up to Ouistreham. Having reached the mooring beside the floating restaurant below the Pegasus Bridge, Glen and son Nick drained off the bottom gallon of the fuel tank and this seemed to cure the problem.

Having finished what Peter Wallace described as the best meal of the cruise, we reassembled in formation to make the cruise in company up the Caen canal as soon as the Bridges opened. Just in case Petra needed a tow I jumped ship to GUNSHOT so that Storm could tow Storm. In the event no tow was needed, so I had to settle for coffee, cheese and

calvados on GUNSHOT - life's hectic yet again. Upon arrival in Caen the fleet moored and discovered that ice, and frozen bottles of water, can be bought in the Capitainerie.

In Caen, Karen, Richard, Elizabeth and Rosemary acted as hosts for another drinks party and I must admit that Lizzie and Rose are much prettier waitresses than Geoff was a waiter. I also discovered how to tell the difference between these twins - in addition to Lizzie currently having long hair. After the drinks a nice dinner was had by the crews of LYNX, GUNSHOT, and GOLDENEYE in another CCRC favourite restaurant, L'Alcide.

Thursday 30 May

Up early to catch the "bridge convoy" at 8.30am, it was suggested that we await the last lock out so as to avoid arriving too early at St Vaast. So after some crews had visited the museum at Pegasus Bridge, and some had popped into Ouistreham. LYNX for showers, PETRA to let Maureen catch the ferry, we again assembled in the lock. GUNSHOT had had a change of crew for this leg of the cruise, Colin, and Sue from ARD RIGH taking over from Peter and Di. Peter and Di had arranged to take the MG today - I suspect that they knew what was coming.

The Commodore had an unscheduled dip in the marina

The usual onshore wind and swell met us, and for once the forecast was correct - Force 4-5 North Easterly. This created a heavy cross-swell which made for an uncomfortable six to seven hour crossing. On LYNX we

managed to keep most of the other yachts in sight, RIMAU in particular keeping up well in the heavier winds and sea. Freddie seemed to object to me taking the short cut between wave crests, that is without going down one and up the other. Unfortunately Freddy had just made a cup of soup - but most of it landed back in the cup.

The fleet's arrival in St Vaast was heralded over the radio by Peter calling from ENCHANTRESS, who was moored in the marina. Peter reminded Colin of the table reserved in L'Escale for dinner so would he please hurry up. Peter and Di helped moor the yachts upon their arrival when Kay and I saw an old friend - our old yacht, PAPILLON. We were invited on board, plied with large quantities of calvados, and had a very convivial talk with her new owner, the Rear Commodore of the Royal Southampton. As midnight approached various dinner arrangements took over, including a curry on board LYNX. This was just too much for me so I found a quiet corner and went to sleep.

Friday 31 May/ Saturday 1 June

Friday was a day of rest, recuperation and recharging of batteries ready for the journey back to Chichester. As it had been all week, the forecast was NE force 4/5 occasionally 6 - on the nose all the way. Before that, however, the Commodore had an unscheduled dip in the marina when he overbalanced fending off a motor cruiser which was making unwelcome advances to MONS MEG. Quickly recovered, Hugh joined the rest of the fleet in the traditional stocking up at M Gosselin's emporium. The

champagne on "promotion" at 89Fr and the 1986 Bordeaux in 6 bottles packs for 120Fr caught the eye of the crew of LYNX.

MONS MEG picked up a plastic bag round her prop

Of the sail back, what can be said except that it was cold and hard on the wind all the way. Most boats left about 1am BST to take the opportunity of making some easting due to extra 8 knots of west going tide that was expected. Various methods seemed to have been employed to avoid the lobster pots ranging from sailing right from the harbour entrance (LYNX), motoring very slowly, and/or using searchlights. Some yachts, particularly the lightly crewed ones motor sailed, and MONS MEG picked up a plastic bag round her prop which did not cause Hugh too many problems as sailing to windward in a lumpy sea is one the

strengths of the Contessa 32. On board LYNX we managed to sail right up to Sweare Deep and arrived at Northney at 5pm to find PETRA waiting to help us moor. RIMAU followed shortly thereafter and toasts were made to the end of another enjoyable Seine Bay cruise.

On behalf of all the participants I would like to thank the many people who helped organise the cruise in company - Richard, Peter, Walter and Glen in particular. Also Kay and I would like to thank Freddie and Pam for our very enjoyable week long test sail on a Dehler 34.

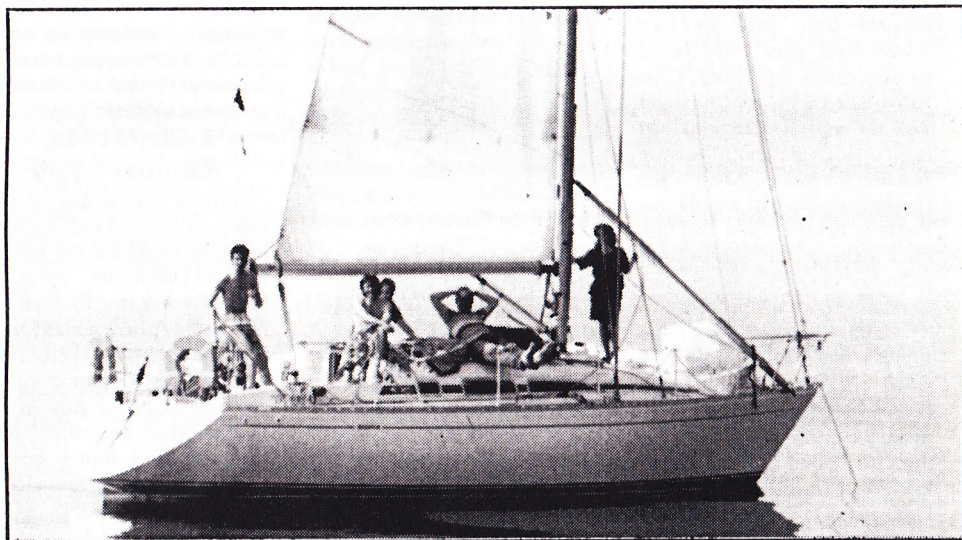
Now for a postscript. As this newsletter will have a much wider circulation than previous ones which I have written, special attention has had to be paid to the law of libel and the privacy of the individual. However, members of the CCRC may like to try the following questions, the answers to which I hope are not too personal.

Answers can be obtained either from myself or most of the participants on the cruise.

Questions

1. Who drinks fruit juice, but only if it has been specially treated?
2. Who has brought a new meaning to motor sailing?
3. Who said "I think this is the first time I've seen you with a blouse on"? and to whom?
4. Who is "an old romantic" and why?
5. Which yacht's library includes books by Mills and Boon, and Jilly Cooper?
6. Why was "physician heal thyself" an appropriate remark to make in Honfleur?
7. Is it possible to fit a "telephone" in a 1934 MG?

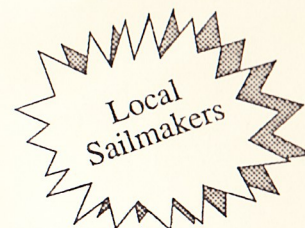
Jim Laing



Richard Creer works GOLDENEYE hard during the 200 mile Fastnet Qualifier. See the next issue for full details of Richard's hard struggle with the elements!



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