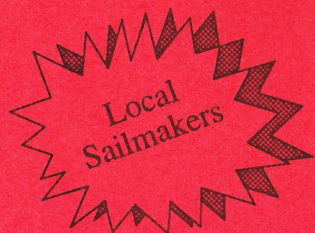




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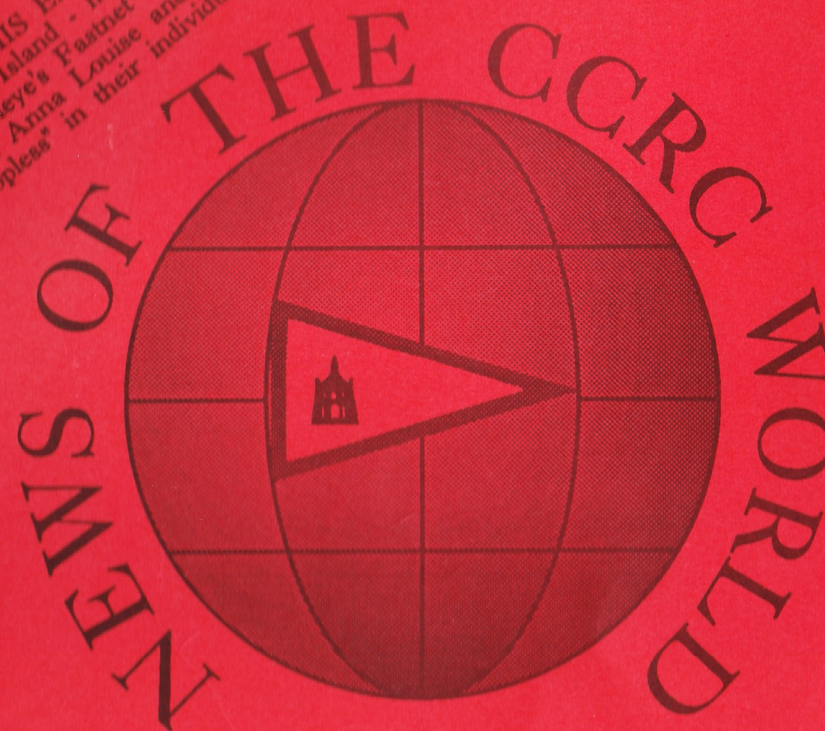
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September 1991

THIS EDITION
Round The Island - how CCRC fared,
Goldeneye's Fastnet Campaign,
* Both Anna Louise and Advocate
go "topless" in their individual ways



News and Race Reports from the

CHICHESTER CRUISER RACING CLUB

The Club
For Yachting Enthusiasts
Throughout Chichester Harbour

CHICHESTER CRUISER RACING CLUB



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What a totally illogical species we are! Every other year several hundred yachtsmen and women go through purgatory with the aim of getting their boats to within a few miles of the Southern Irish Coast only to have to turn round and go home again.

Yes, it's Fasnet year again, and I am delighted to report that for the second race in succession CCRC provided three of the entrants namely MONS MEG, SAREEMA, and GOLDENEYE. For the first two mentioned it was their second trip to the famous rock. I am even more delighted to report that all three finished safely and with respectable results. Congratulations in particular to our Commodore who brought the MEG home 1st Contessa.

Richard Creer has documented his Fasnet run-up campaign for this issue, and Denise Cartledge is working on a report of the race itself, incorporating contributions from Hugh, Rob and Richard which will be in the next issue.

Racing in any field of sport inevitably puts both participants and equipment under greater strains and stresses than would normally be the situation, nevertheless, it is rare that we suffer any serious accidents or breakages. Later in this issue you will find Roger Morris' account of his very unfortunate dismasting shortly after the start of the St Malo race. Roger was particularly fortunate that the accident happened in the Solent, and not mid-channel as it could have been even more serious out there. I know repairs are well in hand at Vernons Shipyard in Chichester Yacht Basin, and it is hoped that



ANNA LOUISE will be out with us for the last round of races before the season ends.

As regular readers of News of the CCRC World will know, we usually produce 1000 copies for distribution to yachtsmen and women throughout the Chichester Harbour area. However, with the Southampton Boat Show coinciding with the production of this issue we decided to double the number with a view to distributing at least 1000 copies to attendees of the show.

A word therefore to those of you who are reading about our Club for the first time. The CHICHESTER CRUISER RACING CLUB is nearly 45 years old, and caters for yacht owners based at the many marinas throughout Chichester Harbour. We provide a mixed programme of passage races and bay races to locations around the Solent and over to the French Coast.

Whilst the level of competition within our fleets is very strong, as can be judged when CCRC boats regularly top their classes in other events such as JOG, Fastnet, Cowes and Channel Weeks etc., we also provide an excellent social environment with a heavy emphasis on family sailing.

If you have a boat in Chichester Harbour, why not contact one of our members to find out more about our activities, or, if you have no boat but would like to try crewing, ring Shona Rankine on 081 577 7853 to get your name on our available crew list.

Finally, I would just like to thank all those members who have contributed to this issue, and in particular Denise for typing many of the articles onto disk for me. I would also like to thank all the advertisers for their support without which this would just not have been possible.

Brian Dandridge



ANNA LOUISE IV with mast up en-route for Newtown Creek and the annual Bar-B-Q (photo - B Dandridge)

NEWS IN BRIEF

YEOMAN CHALLENGE

Alright, hands up all those CCRC helmsmen who complain about their handicaps, water-line lengths, the fact that the other guy's boat is better suited to prevailing conditions, they don't carry a number 1 (Freddie) etc. etc.. Well, here's your opportunity to really show what you've got.

Brian Lawrence, crewman from ELECTRONIQUE and latest new member to the CCRC, has arranged a day's racing for us at the Queen Mary Sailing Club, in Ashford Middlesex on Sunday 17th November. This is an open invitation to our members to spend the day racing a YEOMAN, a 20' One Design Keel Boat.

There are 15 of these boats which their owners have put at our disposal, on the basis that

the CCRC will provide the helmsman and the owners will crew. Queen Mary's S.C. will lay on the racing, lunch, and afternoon tea and prizegiving.

I think this is an absolutely tremendous offer, and I hope there will be more than enough skippers wanting to participate to justify their kind invitation.

I will be sending out full details to CCRC members in the next couple of weeks, but anyone interested in putting their name down, or getting further information, should contact BRIAN LAWRENCE on 0784 460654 or 0831 272611 or on board ELECTRONIQUE.

I look forward to seeing you there on the 17th November
Brian Dandridge



A YEOMAN 20' One Design Keel Boat.

DIARY DATES

Please note there will be a Commodore's end of season cruise on the weekend of 5th / 6th October. The destination has yet to be fixed, but likely spots include Ginns Farm and the Folly Inn.

Don't miss it!

Secondly, The Laying Up Supper and Prize Giving has once again been booked at the Frensham Pond Hotel - the date; Saturday 23rd November.

2nd Cross Channel Abandonment

Earlier this season we had the unfortunate situation that with absolutely no wind every competitor in our race to Le Havre motored in after many hours of frustration - drifting on the tide or kedging. The August Bank Holiday race to Cherbourg saw history repeat itself as again the wind disappeared, and members found themselves in thickening fog.

The irony is that just twenty four hours earlier the Sailing Secretary and the A.S.S. decided to postpone the start by 12 hours due to the Force 8 gale in progress with a forecast for it to stay in throughout most of the night.

The JOG Cowes to St Peter Port race was similarly affected, and Hugh Caldwell reports that after a delayed start by some five hours due to the high winds, he too was forced to retire when the wind totally disappeared. In this case there were only five finishers from some sixty to seventy entrants.

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ANGELA TODD



General Accident

BRIEF ENCOUNTERS

40,000 Miles a year is a lot of rail commuting, and it is hardly surprising that I occasionally have unexpected meetings with sailing acquaintances. Mostly these are welcome, as on the stormy night when all trains to Portsmouth were cancelled due to fallen trees and I was making my way back to Colliers Wood, resigned to a night in the office, a million-to-one encounter with Di Wallace on the footbridge at Wimbledon Station led to bed, breakfast and a spare toothbrush. (Yes, Peter was home that night).

More recently, while dozing, homebound, in the train at Guildford, I was woken by a

whack on the rather less-well padded patch at the back of my head, delivered by an umbrella handle.

"Well, what are you going to do about the barbecue at Newtown, if the weather stays like this, eh?" boomed Geoff Coop to a crowded, but otherwise silent, carriage.

Forty pairs of ears cocked for my reply. Not wishing to make a public announcement on the matter, I dropped the volume about 20 dB and was quite thankful for some background noise as the train moved off.

HUGH CALDWELL

RACE 16 - July 27

Charlesworth Goblet

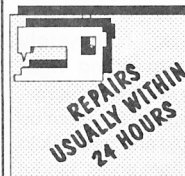
THE ADVOCATE again showed how she likes light weather when she stole a march on the rest of the Alpha fleet in the Force 1-2 at the start of this race.

While the rest of the fleet fought for what little breeze there was at the windward end of the line, guest helmsman - Andy Reynolds, with navigator, Brian Dandridge, eased the UFO 27 past the anchor line of the Committee Boat at the leeward end to build almost a quartre of a mile lead in the first fifteen minutes. As the breeze filled in the larger boats caught up but THE ADVOCATE saved her time on all but LYNX 2 who took first place, with BROWN BOMBER II third. The Beta Goblet was won by SAREEMA, with GOPHER BROKE second.



Geoff Coop joins the CCRC with KANDY for the race to Newtown Creek and the Barbeque. HOBO, the second Sonata close alongside (photo - B Dandridge)

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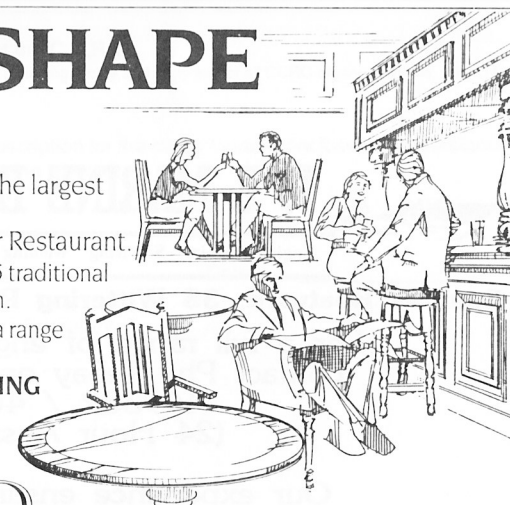
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RACE REPORT



Cowes - St Malo, 12th July

Or the first one and a half hours of it

ANNA LOUISE sailed to Campers at Gosport after the Nab Cups/Sparkes Trophy weekend in preparation for the 11.30 start of the Cowes - St. Malo race the following Friday.

The Forecast on Friday morning was miserable - SW 4-5 occasionally 6, rain, visibility fair becoming moderate with fog patches. Sounded lovely! But what are we, men or mice? So off we set for the thump up to the Squadron Line against both wind and tide. At least we were strongly crewed, there being 6 of us on board.

The first crisis occurred off Galkicker. One of the bottles of Lynch Bages 1976 broke - only two left - how shall we survive?

Not a bad start, not quite near enough the Island but in clear air Number 3 and one reef, boat going well with the beef on the toerail. Usual performance of short tacks in the strong tide on the Island side. Apparent wind about 25 knots.

Approaching Hampstead Ledge, tacked on to starboard to avoid large class 1 yacht - backstay goes slack - forestay also, lee shrouds too - oh hell - mast leaning over at drunken angle - "Let the sails fly - take them down etc etc."

Whoops, mast support below deck has buckled and mast fallen through deck, fortunately prevented from going right through to the hull by the kicker.

So we strapped the mast up as best we could and ran back to Cowes under bare poles, fearful of using the engine to go any faster because the typical wind against tide seas were causing the mast to move about alarmingly as it was.

Straight in to Shepherds Wharf where we lifted the mast out with the aid of their crane and tied it down on deck. Seemingly no damage to the mast itself but a nasty hole in the deck and rather a mess below!



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Membership of any other Sailing Clubs _____

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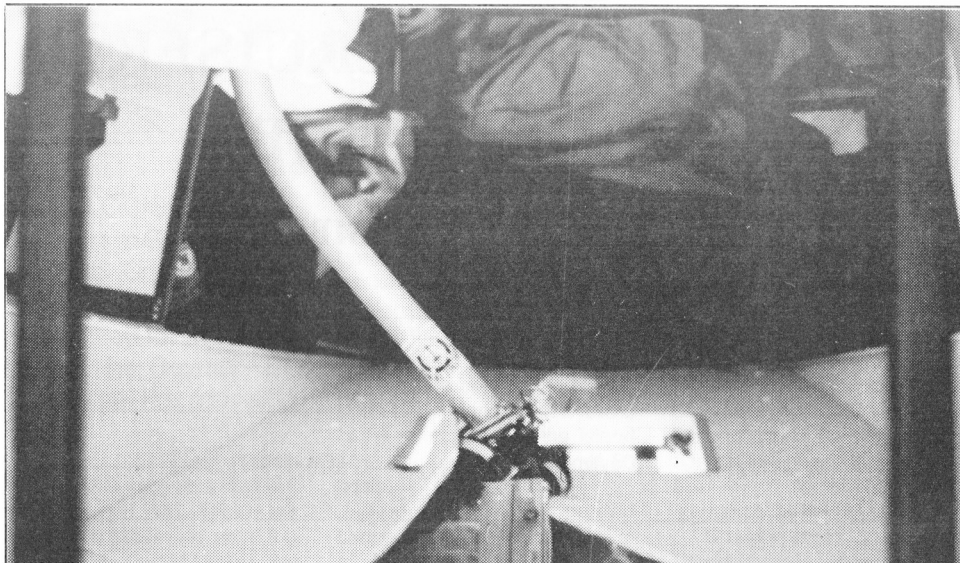
(Current Annual subscription is £33 for Full Membership including family and entry fee for all CCRC organised races, and £14 for Crew Membership)

My cheque for £33 / £14 in respect of my subscription for the current year is enclosed. I understand this will be returned in the event of my not being elected.

Signature _____ Date _____

Please return the completed form to the Hon. Secretary

M.A. Smith
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Then we motored home via Portsmouth to drop 3 crew off (Ian the navigator because he had to get to St. Malo by ferry to join GUNSHOT for the Seamaire de Minquiers.)

Very big spring tides were responsible for two further adventures on the trip from Portsmouth to Chichester. Firstly we touched the Winner off Langstone despite being well out to sea and secondly we arrived with insufficient water at Chi Bar

given the seastate. I can tell you that it is a Godforsaken place to hang about with no mast waiting for the tide.

But at least we carried the flood up the harbour to a convenient mooring where we had the casserole that should have been eating mid-Channel (also the remaining bottles of Lynch Bages!)

Finally we entered the yacht basin at about 10 p.m. to leave the boat at the yard for repair.

All in all a pretty tiring and nerve wracking day. Looking on the bright side however, it could have happened mid-Channel, in the middle of the night and someone might have been hurt. Count your blessings.

ROGER MORRIS
ANNA LOUISE IV

Photos show ANNA LOUISE at Shepherds Wharf, and the badly distorted mast support, and internal deck damage.



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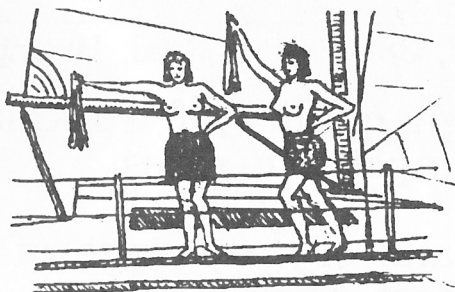
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RACE REPORT

RACE 14 - JULY 20

UNDUE EXPOSURE AT THE START

A true account of the "Happening" at the start of race 14 will not come to Court, because THE ADVOCATE is not submitting evidence. The charge is: That at the time of crossing the Start line, the skipper of ADVOCATE ordered "READY ABOUT TEE-SHIRTS OFF!" Immediately the two JANES stripped off and by so doing diverted the attention of adjacent yachts; in particular that of LYNX 2, where the



ADVOCATE shows off her new strip

concentration of Freddie and Uncle John was successfully distracted.

ADVOCATE then was first round DEAN ELBOW, the first mark, but it is not clear whether this achievement was entirely due to the action at the start or luck with fluky winds!

After getting the BETAS off Trevor ran out of puff for the ALPHAS five minute 'hoot' and a very feeble blow ensued.

Skippers had a choice of either keeping inshore on port tack or going out into the likely stronger tide on Starboard. On CRISS-CROSS we chose port and sailing at over 6 knots soon caught up the DUCHESS, RIMAU and

MARIGOLD who was very close inshore. LYNX was tracking us astern. The wind dropped and we decided to head out where there appeared to be some ripples on the water; but when we got there the wind had disappeared and we were headed. LYNX and PETRA stood on towards the dolphin and found a breeze so that they could sail out from the coast. However a breeze came in from Bembridge and we were able to sail up to the first mark at 6knts and get there before LYNX.

Those yachts that had rounded the mark earlier had set their spinnakers on a shy reach and were pushed into an adverse tide when the wind dropped again. After we had ours hoisted we took the hint and endeavoured to keep away from the main channel. There was no wind and PETRA endeavoured to overtake us with a collapsed spinnaker. Nearby were a number of yachts trying to find some air and the new psychedelic coloured spinnaker of GOLDENEYE which nearly matched her skipper's outfit, was prominent.

A Breeze came up from the Island again which helped LYNX and BROWN BOMBER to sail on a line to No Mans Land Fort. A little later we saw yachts with spinnakers set sailing towards us from the other side of the Forts. A number of CCRC still had spinnakers up at 180 degrees different. A few minutes later the true SW wind came in and we were able to reach across to OUTER SPIT. At this mark the order was: TRUE LOVE, BROWN BOMBER, CROSS-CROSS, FIRST SIGHT AND LYNX. All held port tack on rounding and headed for Gilkicker Point. However some were able to sail higher and made NORRIS without putting in a tack which TRUE LOVE and ourselves had to do.

After NORRIS there was a short run to SE RYDE MIDDLE where the order of the first three remained unchanged, and so by way of N RIDE MIDDLE and E BRAMBLE and a hard on the wind sail to CLIPPER and the finish at CORONATION. The wind was now force 4 gusting 5 and a brisk sail made up for the

lack of wind that was endured for the first two hours. During this part of the course my crew were entertained by an air display off Lee on Solent which involved helicopters, a Vulcan and a Virgin Airways 747 which disappeared behind the houses and zoomed up into a steep climb. Aerobatics were performed by an unidentified aircraft whose manoeuvres would have turned my stomach far worse than any round seas.

TOO MUCH was on station at CORONATION to record the finishing times of what turned out to be an enjoyable sail. A pleasant evening was had at the RAF Yacht Club.

RONNIE CROSSTHWAITE CRISS-CROSS Results

Alpha

- 1st First Sight
- 2nd Brown Bomber II
- 3rd LYNX 2

Beta

- 1st Gopher Broke
- 2nd Duchess
- 3rd Rimau

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A POME FOR BLUE PETER W.

(inspired by the ORENDA'OUS Pome in the last issue, and the signal confusion at the start of the Crew Race back from Newtown Creek)

*An 'S' flag flown in the right place signifies a shortened race.
If 'S' is flown with a class flag, you've pulled the wrong one out of the bag.*

*Poor Crew who rarely get to steer usually only once a year,
Their problems at the start are many with nervous Skippers breathing heavy.*

*So come on guy's play the game, Peter's the one with the blue frame.
Forgive you we will on this occasion - but "Watch It" next time you're on station!*



#07 GOSSIP



The Breast Race

THE ADVOCATE showed off her new racing strip in more ways than one in race 14. She also claimed to be first round the windward mark. Little did she know that all the other boats were hanging back in the hope of a repeat performance. See Ronnie Crossthwaite's report.

CCRC AT THE RAFYC

With most of the Flag Officers doing Channel Week, and the Hon Sailing Sec. not booking in time Ex-Com. PAUL CHIVERS did the honours at the RAF yacht club. His speech was brief: "Twelve Pound a head, my crew will collect." Long speeches are boring anyway.

A small gathering of LNR's (Late night revellers) joined COLIN WALL on TRUE LOVE

for Wild Turkey and other assorted drinks from his well stocked locker. There were many LNR's with sore heads on Sunday morning.

GOLDENEYE'S crew deserted

at the Hamble leaving only DEN and RICHARD for the Race on Sunday. A quick call to KAREN brought two American Ladies who had never been on a boat before and 10 year old twins LIZZIE & ROSIE to the rescue. It was an interesting race... The GOLDENEYE School of Racing is now open.

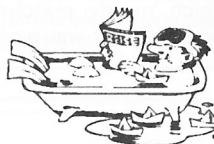
CCRC ROUND THE ROCK

Three CCRC boats, MONS MEG, SAREEMA and GOLDENEYE distinguished

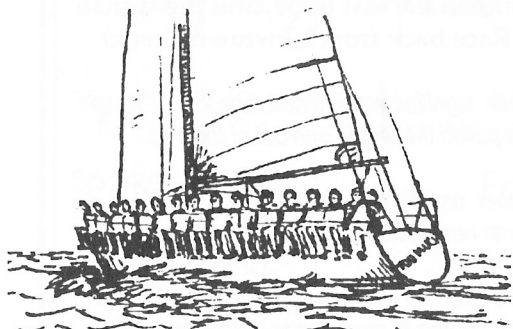
themselves in the Fastnet Race. MONS MEG, 1st Contessa home and 6th in class; SAREEMA 8th in Class and GOLDENEYE 29th in class and the happiest & noisiest boat in Plymouth. Read the Report from GOLDENEYE in the next issue.

THE GALLOPING MAJOR FANCIES MEG

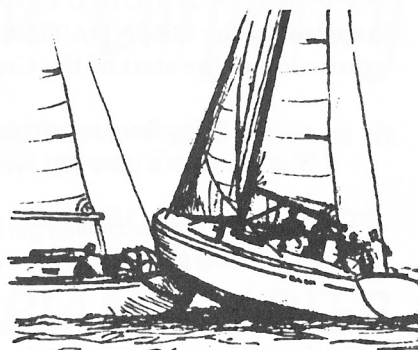
The Hon. Sec had an unfortunate coming together with the Commodore during a recent bay race. In spite of the whispers that followed this unfortunate occurrence we would like to assure readers they are just good friends!



Kemp's Kartoon Korner



TOO MUCH had more legs on the weather rail than does ARD RIGH on the Kennel Club's annual outing (Race 9 - July issue)



The Galloping Major takes a fancy to Meg

CRUISING NOTES

by Freddie Kemp

The last couple of years have seen a number of additions to ports of call along the Cotes D'armor, certainly for those of us with deep keels. Dahouet and St Quay-Portrieux have had Marinas constructed alongside the old drying harbours and thanks to the PR efforts of Harbour Master Jacques Briand the old inland port at Portrieux has been attracting an increasing number of visitors.

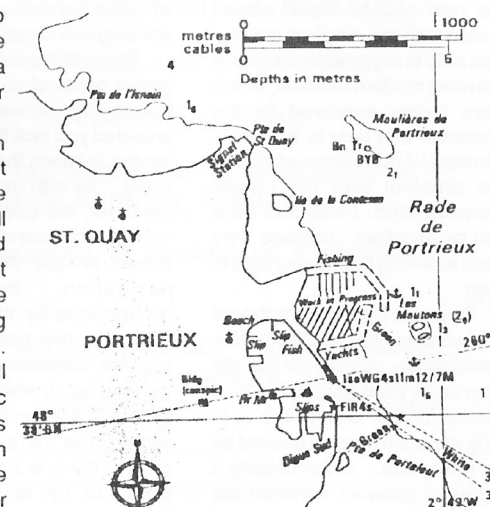
Last year I did the 2 Quays Rally from Torquay to St. Quay. Unfortunately a spell of inclement weather, yes we did have one at the beginning of July, reduced by half the number of entrants that made it for the grand opening. The Marina is accessible at all stages of the tide and is well worth a visit. We called there again this year expecting to find the marina fully completed, but as there are still a couple of rows of piles waiting to be mated to their pontoons, and the long pontoon we moored alongside was still without its finger pontoons. I could only assume that the Marina's intended complement of 934 berths has not yet been fully taken up. Also the shower block for yachters had still to be completed which meant we had to make do with the old portacabin showers, only one of which was giving out hot water, and loos which were the squatze vous eastern type, a style

which long ago should have been a candidate for extinction.

Apart from the toilet facilities the marina is well engineered and is set alongside the old drying harbour. Shops with all basic requirements are within minutes of the marina. For those with children there are beaches nearby. A walk of a mile to the North will bring you to the holiday area with more shops, apartments and beaches. For those who would wish to leave their boat there, a Ferry service now runs to Jersey thus making easier the link with the U.K.

Approached from the North or East the entrance is easily accessible. From Isle de Brehat follow the coast down to and inside the Roches de St. Quay. The Tower Beacon de la Madeux marks the northern extent of the rocks. Also approaching from Jersey or St. Malo leave the Tower Beacon de la Madeux to port and run down the Rade de Portrieux. The Marina entrance is approximately 2500 meters from the Tower Beacon de la Madeux.

Some 11 miles across the Baie de St. Brieux lies the other new Marina at Dahouet. However



unlike Portrieux the waters there are held in by a cill and the marina is only accessible from approximately two hours before HW to one hour after. The entrance is narrow and set against the high ground behind it - difficult to identify until one is quite close in. There is a Buoy about half a mile from the entrance but at the time of our approach it was well camouflaged by a couple of dozen small fishing boats doing their best to deplete the fish stocks in that particular area. The best identification is the mile long stretch of golden sand set to the North of the entrance. Aim for a point about half a mile to the South of where the sand ends and as you close the shore you will pick up the Tower Beacon Le Petite Muette set in the middle of the entrance to the harbour. Leave the Beacon to starboard and as you proceed into the harbour the two white

poles, which mark the ends of a submerged wall, to port. Once inside, the entrance to the marina is on your starboard hand. Pontoon O, the small one on the extreme right, is the one for visitors. It is also the one nearest the new shower block where, armed with the magic number, I was able to enjoy a hot shower in the most modern facilities, which were further improved by the presence of a lady in the gents showers! I don't know what was the problem with the Ladies showers which I was told were just as excellent - perhaps they were suffering from a shortage of men.

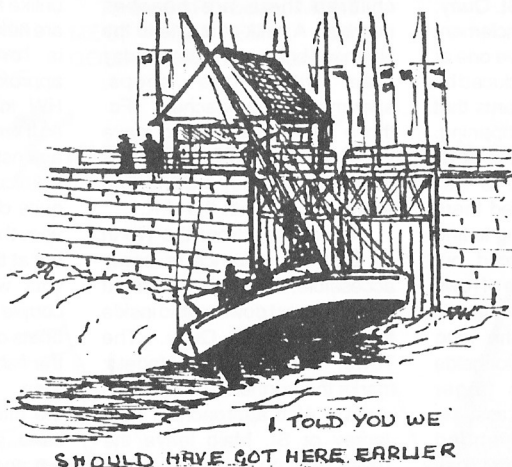
Opposite the marina is the old port with a boulangerie and some restaurants. A walk via the cliff path or by road behind the high ground brings one to the mile long expanse of sand backed by a promenade. Unfortunately a series of showers curtailed our walk along the prom and further heavy showers put paid to any intention to give the town of Pleneuf the once over.

The approach from Isle de Brehat or Portrieux is straightforward but coming in from St. Malo or Jersey care must be taken to avoid rocks which extend 3 miles North of Cape D'Erquy and 2 miles to the North West of Point de Peneuf. Further hazards are the rocks around Rohein, 3 miles even further to the North West.

Finally a bit like the release of an old record we came to Portrieux. After languishing in the backwaters for many a year the efforts of Jacques Briand, that most excellent of Harbour Masters, to spread the gospel of Portrieux are being rewarded by an ever increasing flow of visiting boats.

Portrieux is some 7 miles up river from Lezardrieux. A sheet giving all details of Portrieux and a sketch of the river up to the Cock is available at the Sailing Club at Lezardrieux. ***I strongly recommend you pick up one of these but make sure you get the English language version.***

The river is used by sand and gravel boats of coaster size so there are no problems with water provided you pick the right time - aiming to reach the lock at high water. As with most rivers that meander, the deepest water is round the outside of the bends. It is best to keep this in mind as navigation marks are conspicuous by their absence. Towards the head the river narrows considerably. Round the final bend, which does boast a red and a green buoy, and you come up to the lock gates. If closed, there is a waiting buoy. Boats of up to 25ft can lie alongside the wall by the lock



gate. However don't wait too long as the river bed is unsuitable for grounding at low water.

Once through the lock one motors round a short man made canal section into the final stretch. Past the French equivalent of a Milk Marketing Board depot, past

the jetties where the sand boats discharge, wondering how on earth they manage to turn in so narrow a channel, and past, I can only assume is what Jacques Briand's sheet refers to as a moon rocket launch pad but more likely to be grain silos of considerable size. Two hundred yards further on you come to the section of the quay where yachts are moored alongside. Jacques Briand will have been notified by bush telegraph of your arrival and will be on hand to direct you to a berth and take your lines.

The small town of Portrieux, a short walk from the yacht berths, is extremely attractive. It is divided by the river, now very narrow, and is linked by a pink bridge. Flowers and flower boxes were everywhere. As well as the usual range of shops there is a supermarket on the edge of the town, unfortunately furthest from the dock but aren't they always?

Along the quayside there are a couple of restaurant-bars. Those that tried Chez Jacqueline said they had an excellent meal at a very reasonable price. We regretted we had allowed the bar aspect to influence our decision against it - you can't win them all. Showers at 9 Francs a throw are open for a couple of hours in the morning and early evening.

For those who have not yet visited any of the three destinations in this article, it's probably too late for inclusion in this year's cruise itinerary but there's always next year and I for one will certainly be making for the head waters of the river Trieux once again.

Freddie Kemp

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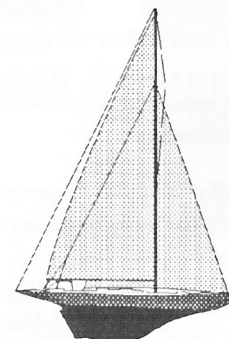
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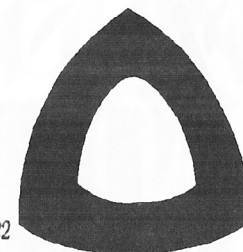


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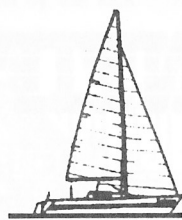
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How to Qualify for the Fastnet in Two Easy (?) Stages

From the RORC Programme, Race 19:

Fastnet Race Experience Qualification:

- (i) two overnight RORC races totalling at least 320 miles; or
- (ii) one overnight RORC race plus another 200-mile race

Unaccountably when drafting their 1991 programme the Royal Ocean Racing Club failed to take into consideration the busy schedule of the Chichester Cruise Racing Club.

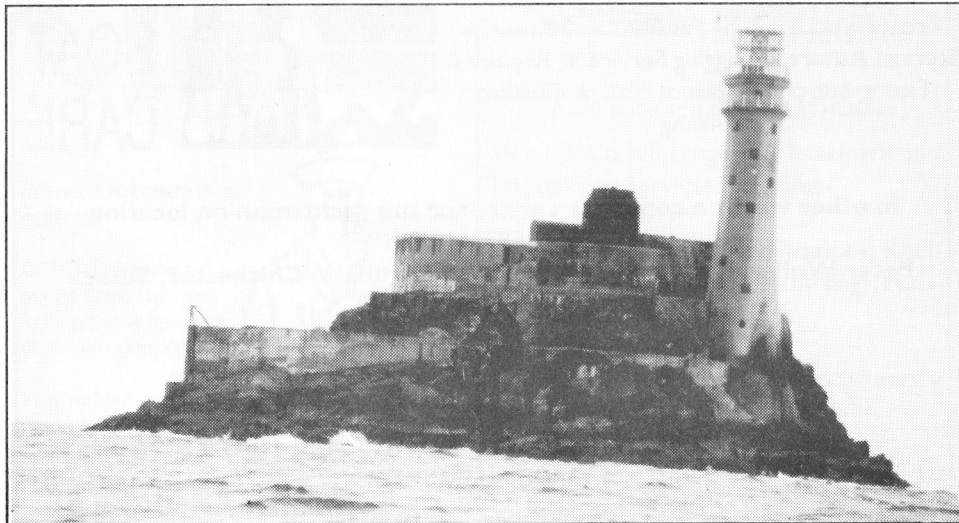
As a result there was no way of complying with option (i) without sacrificing one of our favourite CCRC events, so thoughts turned to option (ii). There being no sign of "another 200 mile race" that wasn't organised by RORC, the only answer seemed to be for CCRC to arrange one itself. Hence race 8B - straight to Le

Havre, then a trip round the Baie de la Seine to clock up the required mileage. This explains why, at eight o'clock in the morning of Saturday May 25th, when other CCRC members were motoring in the general direction of France and lunch,

Oh foolish crew - yacht racing is never that easy!

Goldeneye was kedged in 130 feet, somewhere off Cap d'Antifer.

With no wind in prospect, the remaining 140 miles looked daunting. But the sun was shining, and after a morning of rest and relaxation, interrupted only by the occasional Gunshot, it was deemed time for boat-handling practise. I should perhaps point out that certain elements of the Goldeneye crew were not, at that time, particularly well versed in the use and abuse of spinnakers, so a little on-the-job training would not come amiss. It certainly did the trick: no sooner were we all assembled on the foredeck, ropes and sails



The ultimate goal? (photo - H Caldwell)

in hand, than a little breeze arrived. Up came the anchor; up went the kite and off went Goldeneye - not very quickly but at least we were moving.

By 5 pm we were round the first mark; by 7 pm we were round the second - Oustreham Fairway - and back on a beat to A7 - not far from where we kedged 12 hours previously.

With 36 of the allotted 72 hours gone, about half the distance still to go and a forecast of a serious lack of wind to come, our chances of finishing still didn't look good. There was only one sensible thing for the skipper to do - go to bed. This was definitely a good move, because while he was a kip the wind disappeared completely which, had he been on deck, would undoubtedly have caused him to reach for the iron tops'. As it was he emerged around dawn to find a nice little northerly had arrived to waft us around the third mark at 8 am. Kite up and off to the Isles St. Marcouf - 70 miles to go and a full 24 hours in which to do it.

We crept round the Isles at 4 in the afternoon with the wind down once more to a zephyr. However a spell of religious fervour on the part of the crew restored it to its customary NE 2.

Under No. 1 (aka the Shroud of Turin) we were making a steady 5 knots in the general direction of the final mark - a cardinal buoy a couple of miles north-west of the finishing line which the Racing Secretary had thrown in for good measure. The tide would soon be turning in our favour and thoughts turned to reaching the Matelot's Arms before closing time.

Oh foolish crew - yacht racing is never that easy! By 9 pm we were down to the No. 3 with more than 20 knots across the deck and a short sharp sea that knocked us well off our intended course. An hour later and the wind had gone as quickly as it

had arrived; leaving only the short, sharp sea and 15 miles to go to windward.

By this time everyone was getting a trifle jaded, but with great fortitude we changed back up to the No. 1., slogged our way through the sloppy seas, round that final mark and crept over the finishing line, against the tide, 66 hours 47 mins 45 seconds after the start.

That was the easy bit out of the way, now for the "one overnight RORC race".

The De Guingand Bowl

8 am on the 8th June found us drifting, along with the rest of the brave and bold of ocean racing, in a flat calm but fortunately well up-tide of the Squadron line. Three hours later we had drifted almost to Yarmouth. Our log read "no" and "no" in the wind speed and direction columns and "wind decreasing" in the comments. Shades of the previous race, but things changed dramatically and soon after mid-day we rounded Needles Fairway and set off on a beat to EC2.

Unfortunately along with the SE4 came rain and poor visibility. Yet it was strangely comforting, just when you thought you are in the middle of nowhere and you couldn't see more than 100 yds in any direction, to come across another boat doing exactly the same as you.

About 8 pm we found EC2 (how did people manage before Decca?); kite up and off we go to the Nab.

By 2230 the wind is up to F5, so are the seas and its getting dark. Faint-hearted skipper calls for kite down. This turns out to be a good move, because by 0100 its SSW F6 with seas to match, raining and we've reached the Nab. Where do we go now - back to EC2! Faint-hearted skipper

questions sanity of the brave and the bold and decides to pack it in. Fortunately the crew are made of sterner stuff and decide to carry on. There was only one sensible thing for the skipper to do - go to bed.

This time it was definitely a bad move. We were on starboard, lee bowing the ebb and heading in a generally southerly direction. But offshore races are won or lost at night, and a clear-headed analysis of the situation would have shown that what we really needed to do was get as far west as possible.

To add insult to injury the wind shifted to the SW

As it was the tide turned at dawn slamming the gate firmly shut in our faces. To add insult to injury the wind shifted to the SW, heading us, and we could make little progress against the confused sea. On the plus side there were plenty of others in the same predicament. And it had stopped raining.

By mid-day the tide had relented. We rounded EC2 and set off back to Bembridge Ledge and the finish at Gilkicker. The wind however was not going to relent and reached F7 by the time we crossed the line just before 5 o'clock.

We were placed a very satisfactory 13th in class out of 33 starters (Rob McLeod in Sareema was a much more commendable 9th) but most importantly we had qualified!

Will our heroes reach Plymouth in time for the prize giving? And who is the mystery blonde? See next exciting episode.

Richard Creer
GOLDENEYE



Round the Island

1991



RTI 1991 turned out much better in reality than it was in prospect. The forecast Force 7's never materialized, and in winds that were fresh, but not overwhelming, many competitors established personal records for the circumnavigation. Possibly the unsettled weather had discouraged some of the "once-a-year" racers: certainly your Commodore, crewing on GUNSHOT, saw fewer close calls than in previous years.

The beat from the start favoured port tack and GUNSHOT crossed the line with the No.3 up and a reef in the main. With seven up, Peter was able to keep the boat fairly upright, and made good to windward as fast as the lead Contessa 32's, despite not pointing quite so high.

The Needles were rounded with due regard to the ISC's special safety notes, and we found ourselves a little too shy for the kite in the 18-20 knot true

wind. The reef was shaken out and the No. 2 set, however, and good time was made to a close rounding of St. Cats. A watery sun broke through and it was a pleasant sail around the south side of the island.

Up went the Kite as we came off the wind, and in fact it was held on starboard gybe all the way to Bembridge Ledge. By this time we had (we thought) passed all other Storm 33's apart from one sailing in the CHS fleet (earlier start), but SOUTHERN STORM was less than a cable behind and by no means out of the reckoning particularly if we made any mistakes. There was the usual debate about the feasibility of gybing the kite at Bembridge and carrying it to the forts, but Peter made the right decision and chose the No.1, dropping the chute just before the mark. The opposition tried to hold theirs losing a lot of ground.

After shooting the wind shadow

of the fort (with reduced sail) we hardened up to win by about 7 minutes, on a close fetch.

There were many other noteworthy performances by CCRC yachts. In the CHS section, BROWN BOMBER came 6th of 56 finishers in Class 6, with GOLDENEYE at 20th; in Class 7 ANNA LOUISE IV was 10th, and in Class 9 we had FIRST SIGHT 2nd MENACE 3rd and SAREEMA 6th. ARD RIGH was 8th in Class 10, with KULINA 13th and ELAD 17th. GOPHER BROKE was 7th in Class 11.

Among the non-rated fleets RIMAU put up a remarkable performance in coming first in Class F 15 minutes ahead of the next boat.

In the competitive Sonata Class CADENZA and IMPROMPTU came 2nd and 3rd respectively to Chris Ratsey (who presumably gets a good discount on his sails).

Hugh Caldwell

RESULTS OF CCRC BOATS IN THE CHS CLASSES

Boat	CHS	O/A	Grp	Class
First Sight	0.923	42	9	2
Brown Bomber II	0.97	45	15	6
Obvious Child	0.909	71	17	4
Sareema	0.924	73	18	6
Ard Righ	0.895	125	33	8
Gopher Broke	0.882	131	35	7
Anna Louise IV	0.942	161	47	9
C.L.	0.897	178	48	12
Kulina of Makarska	0.9	208	59	13
Goldeneye	0.972	233	69	20
Elad	0.913	279	92	17
The Advocate	0.892	280	93	22
Nor Westerly	0.879	287	96	23
Tarquah V	0.955	312	94	23
Fohn Wind	0.916	334	113	23
Nuggy	0.901	rtd	rtd	rtd



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