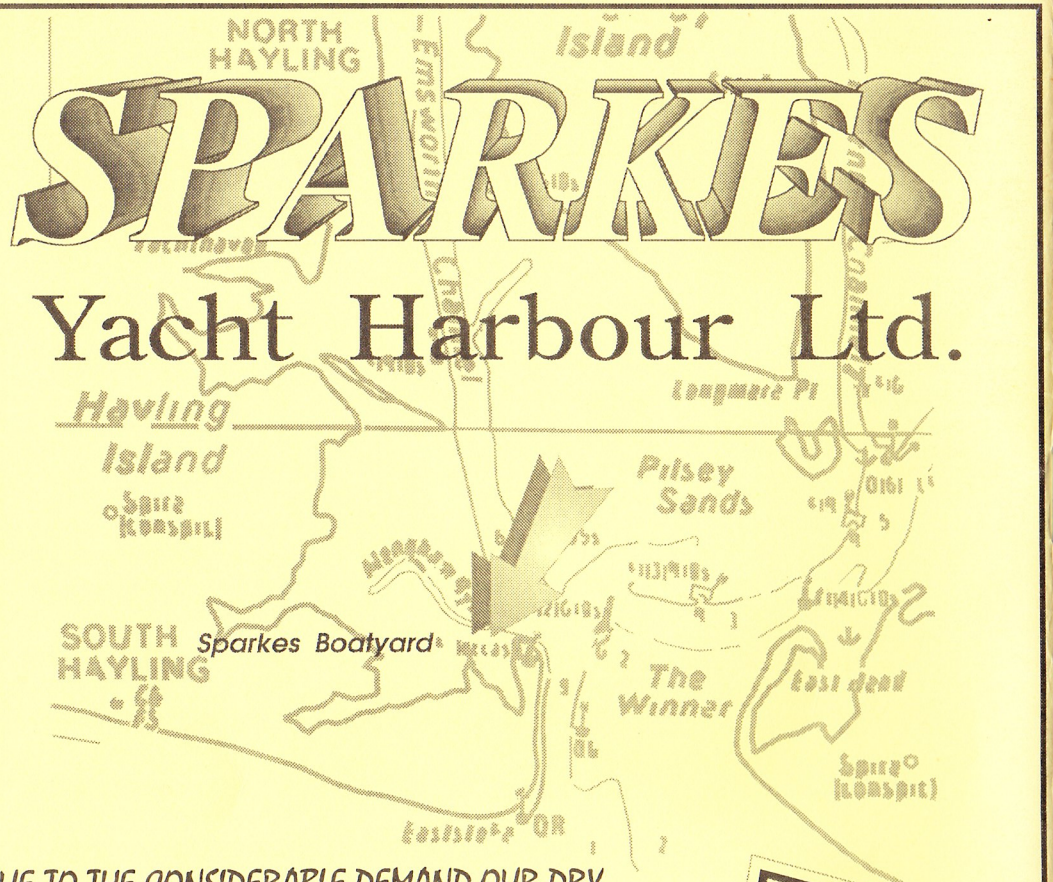



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NEWS OF THE CCRC WORLD

# CHICHESTER CRUISER RACING CLUB

*Summer 1993*



## THIS EDITION

**The Spring Cruise, The Morgan Cup,
Round Britain update + Paddington Bear goes to sea,
Race Reports, and more problems solved by Genny Kerr**

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*FRONT COVER - The Beta Fleet maintains a strong turn out as the season reaches the halfway stage. The start of the race to Hamble.*

# Sailing Secretary's Column

Standing on Cowes sea-front today and watching the Admirals Cup fleet flailing around the central Solent, I was reminded that, yet again, CCRC members have proved that they can hold their own against the finest sailors in the land. Indeed, it was on this very stretch of water, during the return race from the Hamble, that we proved conclusively that a CCRC yacht can drift on the tide just as fast as the latest IMS design, and kedge along with the best of them.

But those long, sunny windless days of June seem aeons away. Goldeneye is, temporarily, in cruising mode, the drizzle is streaming horizontally past the cabin windows and the clouds are down to mast-top level. Clearly it is time to plug in the fan heater, brew up a cuppa and reflect on the first part of the racing season.

Though I haven't worked out the figures, numbers of starters seem to be holding up well, and it has been a pleasure to see new members competing. Thanks, I am sure, to our new handicapping system, the Beta class has shown a remarkable revival, with plenty of starters and some good, close racing. The new courses seem to be working well too - as long as everyone reads them carefully!

The front-runners in our four points series are consolidating their positions but, with lots of points available right up to the last weekend of the season, there is still everything to play for.

Further afield CCRC yachts have been flying the Club burgee in offshore racing. Sareema continued her winning ways in the Morgan Cup, and Helios and Gunshot have both been on the leader board too with 2nds in class in a recent JOG race to Fécamp. Our Results Officer has managed to find time off from his computer to notch up a third place in the H Boat Nationals, and Penrose III has won at least one leg of her round-Britain marathon. Congratulations to all of you, and to anyone whose exploits I have missed

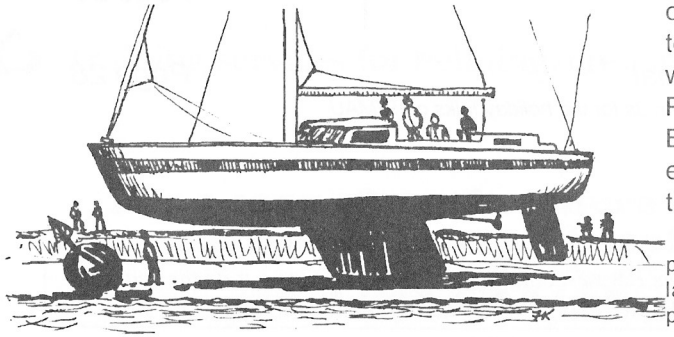
Amazing but true I have already started planning next year's programme. My aim is to continue with all the old favourites, yet try to fit in a few innovations. If you have ideas for new events or venues now is the time to put them forward.

Enjoy your August holidays, sailing or otherwise, and I'll see you in September.

Hm, still raining I see. Must be time for another cuppa .....

**Richard Creer**
**Hon. Sailing Sec.**

## CAPTION COMPETITION



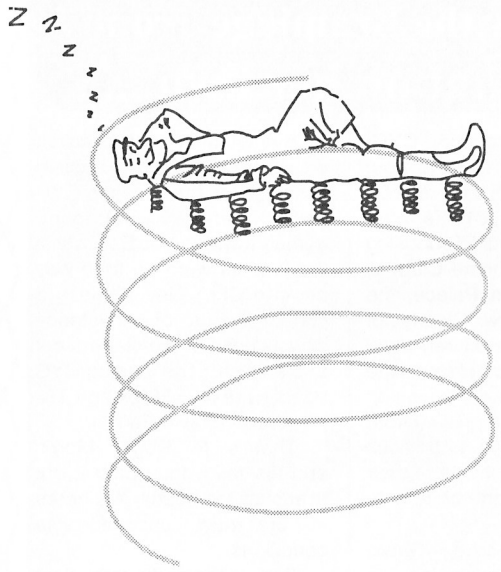
What did Den say to Bill, or, what did they both say to Uncle John when they were stranded on PENROSE III in Bembridge Harbour for eight hours, upright, on their single keel!?!

Answers please an a postcard to the Commodore not later than 31st August for publication in the next issue.





# Springtime is here.....



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# RACE NUMBER 6

## Joint Race with CYC for the Bramidge Trophy

## GOPHER BROKE out on her own.....

To start at the end - in his comments at the evening dinner Robin Tait observed that there had really been two races on the day - one for CCRC and the other for CYC . This was of course merely self deprecation, for the seasoned 'cruisers' of CYC entered into the spirit of racing and acquitted themselves well.

On the face of it, Course SNC 7 (Beta) seemed ideal for this Joint Race with Chichester Yacht Club, the Team Race for The Bramidge Trophy.

Unfortunately for reasons best known only to Officialdom Dean Tail , a buoy that seems to most of us to have been a permanent feature of the Eastern Solent has been removed. Unbelievable - isn't it!. No doubt this fact is hidden away in some obscure Notice to Mariners, but it was nevertheless discovered by the race team almost at the 11th hour. Race Officer Roger Morris nimbly side stepped the problem by a late substitution of Course SNC8, gave all the necessary signals in short order, and sent the fleet away in the direction of Nab East in a stiffening south westerly. Truth to tell though that the line was a little biased in favour of Port tack, and some found it impossible to cross the line on Starboard!

Robin Tait had assembled a good sized team from CYC, extending to eight boats from the smallest, BOLIN, a 26ft Centaur and CCRC's own MARIGOLD, a Hustler 25 choosing to help out her home Club, to Robin's own Gin Palace, the Moody, NEW MOON. Clearly not all the team were entirely used to the cut and thrust of round the buoys racing and in the evening there were a few complaints from owners who later found it difficult to recognise the inside of their own boats let alone be able to find anything!

Back to the race, where CCRC were beginning to dominate. The first nine boats to Nab East were all CCRC led by TOO MUCH but only just ahead of BROWN BOMBER followed by MAJOR GAMBLE, then GUNSHOT [PY 100] tussling with GOPHER BROKE who was well up with the leaders despite her Beta status [PY 109]. A close reach to Langstone Fairway followed with little place changing. A short beat to Cambrian saw GOLDENEYE moving up through the fleet from a rather late start which Richard blamed on the crew (Evidently they went off for a cruise to check on the whereabouts of Dean Tail whilst Richard was reporting its removal to the Race Team.

At the finish the order was TOO MUCH followed by BROWN BOMBER, GUNSHOT and MAJOR GAMBLE but with GOPHER BROKE continuing to dominate, being overhauled by GOLDENEYE only just short of the line and ending up 4½ minutes clear of GUNSHOT on corrected time.

By this time fleet identification was becoming a bit of a problem as some of the smaller CYC yachts were still struggling gamely towards Nab East whilst the leaders were on their way back to Chi. Nevertheless a certain amount of persistence saw all but 4 of the starters get to the finish. The leading CYC boats were NEW MOON and THE HARRIBELLE (David Perrin).

Thanks to Roger Morris and his team for sitting it out at anchor for nearly five hours in the most uncomfortable conditions.

Back in the harbour the fleet took it easy back to Chichester Yacht Basin, mindful of the massed starts of the Itchenor Swallows and Xs en route . At Chichester they had to wait for the tide, and took time off to reflect on a most exhilarating day in extremely convivial company.

The recently rebuilt Chichester Yacht Club was a marvellous setting for the evening social, well organised by Robin Tait and David Perrin., both of whom had been involved in liaising with the CCRC team for many weeks before. The Brammidge Trophy was presented to CCRC's Commodore, Hugh Caldwell, who then proposed a vote of thanks to the Members and staff of the Home Club, and confirmed that the challenge would be accepted again in 1994. Don't miss it.

**Glenn Jones**
**PETRA**






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# MORGAN CUP

## Sareema Cleans up,

### Major Gamble, Helios & Goldeneye fly the flag

*Presumably most people would readily accept that signing on for the Fastnet is very much a personal decision which should, most definitely, not be subject to any form of outside 'persuasion' (subtle or otherwise) - it is in truth a venture which should not be taken at all lightly. However, I do think it is worth suggesting that virtually any of the CCRC regulars could cope with one of the 'shorter' RORC offshore races and that it would make for a most interesting variation on the usual CCRC programme. Perhaps the Club should keep a weekend free to coincide with one of the more 'local' RORC events and actively encourage CCRC member participation (or is that controversial?) .... Just in case we shall move swiftly on.*

Probably the main incentive for the four CCRC teams entering this year's Morgan Cup was the need to achieve Fastnet qualifying miles for boat and crew, but, that apart, the Morgan Cup is a race of almost unique qualities (!) How else can you race from Cowes to Portsmouth via the middle of the English Channel (twice!), the Nab Tower and two of those most 'English' of scenic attractions yes TWO sewer outfalls!!! (i.e. Portobello beyond Brighton and Rustington near Littlehampton)

The fleet set out from Cowes at 2000hrs on Friday 25th June with little prospect of any wind - some 30 hours later the majority of the fleet were back, having averaged speeds from 6 to 10 knots! Of course such weather patterns do make it difficult to prepare for a passage though some would claim to have planned their arrival within minutes (!)

*So CCRC reader, why not try it? Without doubt, the CCRC boats are up to the task, and it will certainly help the crew to gel together even better, and make the odd passage race to Lymington seem a little less arduous !*

On the run down to the Solent, Skipper Richard on GOLDENEYE was insistent that the 80ft o/a OCEAN LEOPARD, starting 10 minutes behind us, would not be allowed to steal our wind as she creamed through the fleet. So up and up and up we crept, until Ryde Sands were beginning to figure as a Navigational hazard, before Mike Slade gave up the challenge and slipped through to leeward with time for a rye smile and a friendly wave. That's the last we saw of him!

At the NAB, most Skippers were following their Navigator's advice to drop the kites and set sail on a close reach to EC2. Obediently the foredeck crew prepared for the drop and started to hoist the plastic fantastic Genesis headsail - but it was not to be . . . , disaster .... the luff tape has ripped out and there is no way it can be risked in the fading light. So the kite stays up, Richard decides to go





forward to investigate, and I take over to steer a safe leeward course below the rest of the fleet. After some further delay whilst the No3 jib is made ready (as a poor substitute, it has to be said) it becomes apparent that our CMG is right on course for EC2 and there is no need to panic at all!. In the event the spinnaker was held all the way to Portobello, and the Genesis was not needed until the last 45 minutes of the race but that's what makes Offshore racing so interesting!

On through the night the wind continued to build but all was extremely manageable and we were beginning to think we were doing rather well - certainly there were a few Sigma 38s in sight. As we approached Portobello at 0700 hrs it was clear that we were in company with SUNSTONE the 20 year old S&S design which regularly outpaces the modern yachts. As it turned out SUNSTONE was to win her class and IMS overall, so why didn't we just follow her up the beat to Rustington ( ?! ), I don't know , perhaps we thought we knew better (!), Richard says it was simpler than that - she just sailed away from us and he couldn't see where she had gone !

In the event the beat along the Coast and then out to EC3 proved to be our undoing , clearly we set out to sea too early and failed to take advantage of the slacker tides inside the Owers and along the SE shores of the Isle of Wight - but again, its easy to see that now we are back ashore - at sea we were concerned not to stray too far from the lay line, ever mindful of the 'variable' element in the shipping forecasts and fearing that the beat would turn into a fetch. Of course none of this happened in our timescale!

Eventually, we got to EC3 in the dark and still in company with the odd Sigma 38, the skipper set a course of 040M and popped up the reaching kite. After some diplomatic noises from the Navigator, (who had just been roused from his bunk for the spinnaker hoist - all very much part of the 'enjoyment'!), this course was amended to 010M which was nearer the mark, but changing constantly as the flood tide bit harder. Approaching Bembridge Ledge the wind was getting lighter and there was no option but to try out the repaired No 1 (courtesy of the Skipper and Bob our own resident Kiwi - mercifully kept in the dark as to the results of the Lions' 2nd test result) .

**After some diplomatic noises from the Navigator this course was amended to 010M which was nearer the mark.**

From there on it was relatively straight forward to head up through the Forts to the finish at Outer Spit, but just to emphasise the character needed to persevere to the end it proved necessary to put in just one last 100 yard tack before we were able to lay the line and claim we had finished at 0215 hrs on Sunday morning.

Sometime later we were to discover that MAJOR GAMBLE had finished only three minutes earlier but had then had to face the prospect of a sail back to HI having discovered that somewhere along the way she had shed part of her folding prop. Its a cruel world.

By the time we got back to Northney it was nearly five in the morning and time to get a 'proper' nights sleep - followed by a midday breakfast at Harbours where the rest of the clientele were well into the lunch time aperitifs.

So, what did we learn? Certainly that there is more to it than meets the eye (understatement) and a need to evolve a 'long distance' approach to passage planning. Certainly we much enjoyed a challenging experience. Yes, there were deprivations (7 on the boat and only 4 sea berths! and a 3 hour rolling watch pattern - we really need that eighth crew member next time out), but also the exhilaration of running down the Solent as part of a top notch fleet, and the satisfaction of having safely challenged the elements and survived unscathed .

And then there are the post mortems to mull over (often in one's sleep) and the inevitable exchanges between crews of rival yachts, as to how it could all be improved - and quickly, for we are soon off to St Malo, and only three weeks after that we are off to the Rock ....

So CCRC reader, why not try it? Without doubt, CCRC boats are up to the task, and it will certainly help the crew gel together even better, and make the odd passage race to Lymington seem less arduous!

And for the crew of a reluctant skipper (?.-) Don't despair just let your interest be known amongst the roughty toughty teams and you are sure to get an invitation sooner or later.

BUT - Don't phone me After 14th August I am going into semi-retirement! But, at least, I will know what I am Missing!!

**POSTSCRIPT**

SAREEMA - 1 ST CLASS 3

HELIOS - 7 TH CLASS 2

MAJOR GAMBLE - 17TH CLASS 2

GOLDENEYE - 18TH CLASS 2

# RACE REPORT
## 16th May

We should at first spare a thought for the log; that valiant device, which when free of weed gives us an idea of our speed. It is usually not called on to give a reading higher than 6 but on the fateful Sunday was observed to mark our gallant craft at 11.4. My crew felt no compassion for its little trunnions rattling around beneath the waves.

Toppy-Too is home trade and as a rule does not cruise at this speed. Indeed that speed was not achieved in a forward direction but in a sort of downward direction. One of the crew, who is from New Zealand, where they are born with a surf board in their mouths, assured me that 'taking the drop' is something that novice surfers find difficult, but at three and sixty two hundredth registered tons, Toppy-Too had no hesitation. Next time we are out I understand we will have to try 'cutting back' and 'hitting the lip'.

Of course, during a CCRC race all the emotions, not just exhilaration, are brought into play. Earlier that day I had begun to doubt myself.

The crew had been exhorted to arrive with plenty of time to enable us to steam the 5 miles to the start line. Imagine our surprise when at the appointed time we found ourselves at the CHI buoy gazing upon an empty sea. It wasn't really empty but the sentence reads well. KANDY and MONS MEG were out there too.

While pottering about waiting for any sign of a start we had the first of two annoying accidents the second of which we did not notice until we were safely alongside at Chichester Yacht Basin. The sudden and unexpected arrival of the corner of a box of French beer onto an already dangerously corroded can of Easy Start released through the perforation so caused a cloud of ether into the cabin. Credit must be given to our navigator who managed to keep us on course while enjoying this intoxicating mist

Eventually PETRA, the committee boat, hove into sight battling against the elements, flying signal flags the meaning of which still baffles me. I interpret all flag signals as "Come along side for orders". I do actually know what they mean, but the reader should be amused by the above.

A little tip for Officers of the Day: if the course numbers are separated - by ever such a small gap - then course 11 can look like course 111. Can cause self-doubt in one who has already sailed 5 miles in less than summer holiday conditions waiting for the race to start

It was to be a gate start. This is where the committee boat sails a course forming the starting line and the signal to start is when it turns onto the first leg. Now I have been with the club for some years and have never experienced such a start directly. Full advantage is usually taken of the extension of Standard Sailing Instruction 14 to give a time limit of 3 hours for late starters. Viewing it from close up for the first time I thought this a very civilized way to start a race.

Even with everything going for it, TOPPY-TOO is a small and slow boat and we usually spend our time circling the cans largely unhindered by any close racing excitement. We did fall in, however, with ZEBEDEE which apparently show slightly higher boat speed but did not appear to point as well as ourselves. ZEBEDEE tacked away and we were alone again. That is until we rounded the WINNER buoy and GOLDENEYE passed us to lead us to the CHI buoy and the finish. Congratulations to MONS MEG for sailing such a good race.

Inside the harbour I declared the cabin gas free and we enjoyed our first tea since the race. Never in TOPPY-TOO's history of racing with the CCRC has tea not been served during a race.

We berthed to discover the damage sustained in the second accident, which was worse than the first. A bottle of Jif had fallen among the crockery, the spilt liquid creating mega washing up, and cleaning those parts not normally recognised as dirty.

An excellent day with the CCRC and my thanks to Dave Greenwood and Steve Bryant for crewing.





# SPRING CRUISE
## May Bank Holiday Week

### The Race

13 boats set out for St Vaast at the uncivilized hour of 7.00am on Friday 28 May. The forecast of N.W 3 backing to S.W 4, later 5 promised a fair passage, although on "Anna Louise" we wondered why it was necessary to start quite so early given the lock opening times at St Vaast.

Spinnakers were set at the start for a shy reach and the fleet quickly split into three groups those that chose the rhumb line, those who made a precautionary bit of westing, led by "Orenda" and those that sagged to the east, "Petra" and "Caragh". Around mid morning kites were replaced with No I's as the wind moved further to the SW and a rather grey, chilly day gave way to a cracking sail in sunshine. On "Anna Louise" we took in a reef but still made 6 knots and still failed to overhaul "Orenda" who remained to our west.

The big boats, "Too much" and "Goldeneye" had opened up a good lead and were lost to sight but we kept in touch with the bulk of the rest of the fleet. The crossing was fast and it became apparent that we would face a strong ebb tide up the side of the Cherbourg peninsular as we approached the finish at Le Gavendest buoy. The advantage which this gave to the earlier arrivals was compounded by a falling breeze and we found it hard work making up to the line, first re-hoisting the spinnaker and then finding ourselves hard on the wind with headsail set. "Anna-Louise" finished at 2036 shortly after "Lynx" and just ahead of "Crewcut" which was forced to beat to the mark. "Orenda" finished some twenty minutes later but "Petra" and "Caragh" were the victims of the falling breeze and struggled to get in at about 2300.

*Our Commodore discovered a present waiting for him in the cockpit when he returned to the boat; a local duck had laid four eggs in a coil of rope, to which she added a further one on Sunday night!*

It was beautifully calm for the fleet to anchor off Tatihou eating dinner and awaiting the first lock opening at about 00.45. Apparently anchoring was not possible for "Brown Bomber" who discovered on opening the locker that the anchor had been nicked! This gave much opportunity for debate in St Vaast as to the validity of racing without a hook (as did the various creative interpretations of the finishing instructions which specified that yachts should be within 100 metres of Le Gavendest buoy!)

All in all it was a super crossing in lovely sailing conditions and a race justifiably won by "Too Much".

### The Cruise

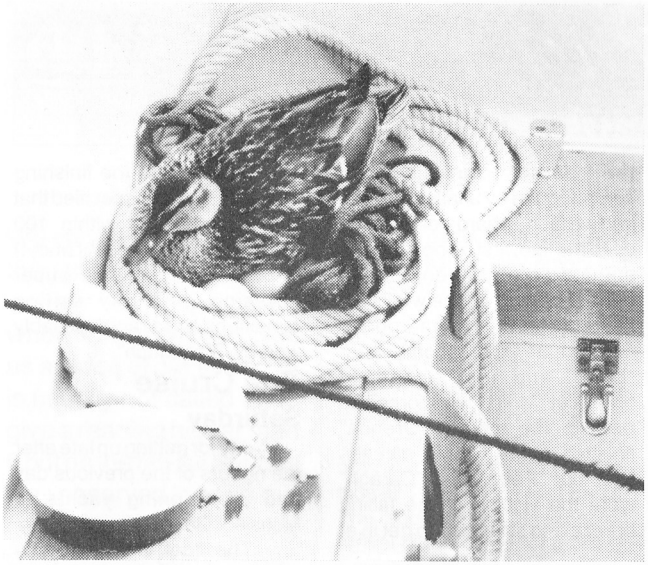
#### Saturday

A day for getting up late after the rigours of the previous day and provisioning yachts at Monsieur Gosselin's emporium.

The fleet was joined by "Rimau" and "Gunshot" who had cruised over. On "Anna-Louise" we said goodbye to Derek who returned to England on the ferry and Bucko who hopped ship to "Gunshot". Her ladyship and the 3 little Morris's arrived for dinner.

#### Sunday

A rather windy morning caused severe doubts as to the practicality of the plan to leave St Vaast for Carentan at first lock opening. Several crews took the opportunity of visiting the Isle Tatihou on the amphibious craft which weaves its way through the oyster beds. From Tatihou it was clear that, although it was blowing 6ish, the sea was relatively calm it being an offshore breeze. After lunch therefore seven of those that were cruising, "Gunshot", "Petra", "Rimau", "Gopher Broke", "Too Much", "Orenda" and "Anna-Louise", bade farewell to those that were returning to England, and set out for Carentan. "Caragh" and "Lynx" decided to stay on with a



*The Commodore Entertains*
*(or is he fattening it up for dinner?)*

view to joining us on Monday when the wind was forecast to moderate.

It was a boisterous romp to Carentan but very fast and delightful as ever motoring up Napolean's canal to the lock. Inside we discovered a "deviation" - a small byepass channel created to assist the building of a tunnel below the canal basin.

We were greeted at the marina by our Commodore fresh from another triumph in the Deauville race. Hugh had sailed "Mons Meg" over to Carentan the weekend before and discovered a present waiting for him in the cockpit when he returned to the boat; a local duck had laid four eggs in a coil of rope, to which she added a further one on Sunday night!

## Monday

The plan had been to hire bicycles and visit Isigny but no bikes for rent were available so we hired two small cars and ferried those who wished to go. Isigny, the dairy capital of France, is an unremarkable town but an excellent feast of moules was consumed for lunch before returning to Carentan to take a ride over the local marshes in the train touristique.

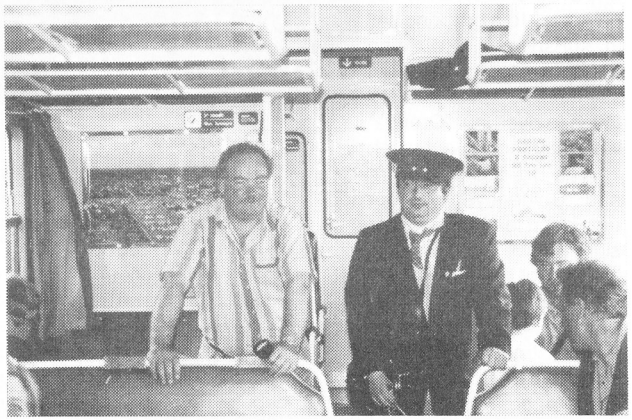
The characters running the train were straight our of a Jacques Tati film and the sight of our beloved Treasurer attempting to negotiate a block discount was memorable; after all CCRC were the only passengers!

In the evening Peter organized the cruise dinner at the Hotel de Commerce where we took over the entire restaurant. Thirty one adults and two little boys sat down to an excellent and very reasonable repast.

On the way home however, Clare from "Orenda" tripped over badly gashing her knee (too much Calvados?) After carrying her back to the marina, a taxi was called and she was whisked off to hospital with her interpreter (Peter) and her personal nurse (Jackie Black). The wound took some twenty stitches to repair but the medical service was both swift and free.

## Tuesday

We left Carentan at 0700 in order to get maximum water at the entrance, with a 40 odd mile sail to Dives in prospect. The wind was light SE but we made good progress and all but "Too Much" and "Caragh" anchored for lunch within the remains of the Mulberry Harbour at Arramanches. Thereafter, with a fresher breeze, we made Dives by about high water in the evening. After an impromptu



*The Vice Commodore Translates*







*The Vice Commodore Translates Again*

drinks party on "Anna Louise", some ate aboard whilst others sought a rather late dinner in Houlgate.

## Wednesday

Daddy said he was fed up with writing this report so I had to do it. He had promised me a day on the beach making sand castles but the weather was too cold. Anyway, my mate Bobby from "Rimau" and I had a paddle watched by Bobby's Dad while Daddy and Uncle Simon went off to the caves. Apparently these are not for children as they are full of booze instead of those stalegtite things.

Then we all went for a huge lunch. Daddy insisted on sitting outside on the pavement although it was raining. The grown ups took ages to eat their food and even longer to drink all those calvathings that Daddy and Uncle Simon like so much. That nice Mr Wallace and Bert "the slug" had "just a snack" at the restaurant over the road but they took almost as long!

When we finally got back to the marina the grown ups played a game called boules (like big marbles). Bobby and I played for the "Rimau" team but we didn't do any better than Daddy's team. All those people from Scotland on "Caragh" won the game and Mr Wallace gave them a prize of guess what? Calvastuff.

Mr Caldwell was going to have a party but the weather was so horrid that he postponed it till tomorrow. We had a lovely supper on "Rimau" which Daddy and Uncle Simon washed down with even more of..... yes you've guessed.

**Jamie Morris**
**(aged 6¼)**

## Thursday

The tides dictated an 0800 departure for Honfleur in order to make the last opening of the bridge. It was yet another dismal morning and quite a choppy sea but plenty of breeze for the 18 odd mile trip which took us 3 hours 20 minutes mooring to mooring.

Once safely moored up in the basin in Honfleur, awnings to "Mons Meg" from "Gunshot" and "Anna-Louise" were rigged and the Commodore raised the gin pennant. An excellent lunchtime party ensued. Peter Wallace produced his guitar and treated us to a concert of 60's music to which various members added their voices, most notably Trevor Rose in his traditional rendering of "Sunshine Mountain". The party broke up at 16.30!

"Rimau" led a large group to one restaurant where the crews of "Anna-Louise" and "Gunshot" later met them for digestives after excellent meals elsewhere.

## Friday

Our last day so we decided to have a good lunch at The Brasserie du Port at which we were joined by "Gunshot" now complete with Shona who had driven from Gent to see them. The afternoon gave way to Calvados tastings and visits to the supermarket for "essential" stores of wine and beer.

In the late afternoon on a very pleasant warm day, the Vice Commodore invited everyone aboard for drinks. "Mons Meg", heavily crewed with Ian Buxton now on board as well as Hugh, "Caragh" and we left at 2000 on the first lock opening, with "Orenda" and "Gopher" planning to follow later and the rest the next morning. With only Pam aboard, Freddie had already left for Le Havre in order to make a daylight crossing on Saturday.

There was little wind for the crossing and I guess most of us motored pretty nearly all the way. On Anna Louise we burnt out the regulator eventually losing all electrics but, as the engine was already running, we made it back to Itchenor early on Saturday evening.

The cruise had been a great success, despite indifferent weather. Our grateful thanks go to Peter for his outstanding organization. I defy next year's cruise leader to find a port in the Seine Bay which CCRC has not yet visited!

**Roger Morris**
**ANNA LOUISE IV**

# SPRING CRUISE - PICTURE FILE











# CHICHESTER CRUISER RACING CLUB

## APPLICATION FOR MEMBERSHIP

Name _____

Address _____

_____

Telephone: _____ (Daytime) _____ (Evenings) _____

Occupation: _____

Yacht Details (Please note, Multihulls are not eligible.)

Name _____ Class _____ Sail No. _____

Where Moored _____

Sailing Experience
Membership of any other Sailing Clubs _____

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I wish to become a FULL/CREW member of the C.C.R.C.
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Signature _____ Date _____

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# CREW REGISTER

Fancy a sail? Many of our skippers are on the lookout for new crew so why not put your name on our Crew Register. Don't worry if you have little previous experience, we all started somewhere. If you are interested please complete this short form and send it in to our Secretary - Mike Smith.

Name: _____ Mr/Mrs/Miss
(please delete as appropriate)

Address: _____

_____ Telephone
Home _____

_____ Office _____

Previous experience

_____

_____

_____

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# NON-MEMBERS

## GET YOUR COPY OF NEWS OF THE CCRC WORLD DIRECT.

This newsletter is designed to promote cruiser racing for yacht owners based in the Chichester Harbour area and to encourage non-owners to join the Crew Register. It is distributed free to all CCRC members and is available through chandleries, marina offices and other sailing clubs in the harbour area. If you are not a CCRC member but have enjoyed reading some of our newsletters, for just £5 per year we will send you a copy of each issue direct ( there are four issues per season). Please complete the form below and return it with your cheque or postal order for £5 to the Hon. Treasurer, Jim Laing.

**Please send me the next four issues of News of the CCRC World**

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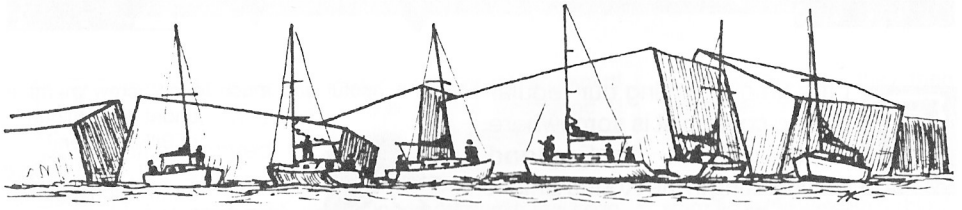
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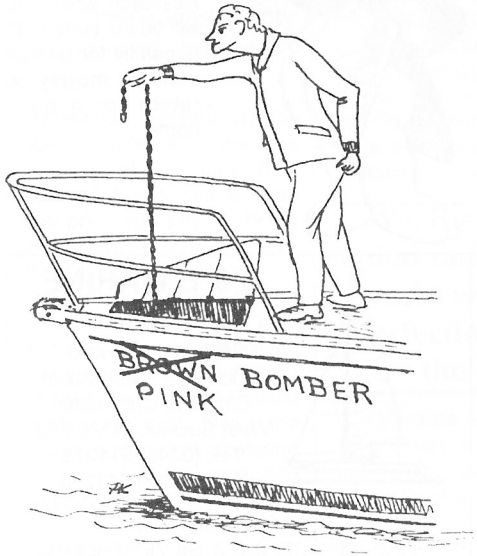




# Kemp's Kartoon Korner

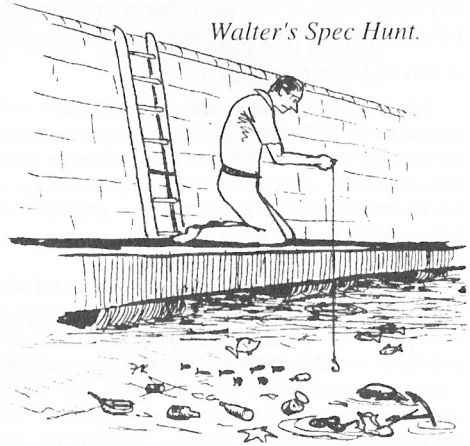


*Anyone know the way in?*

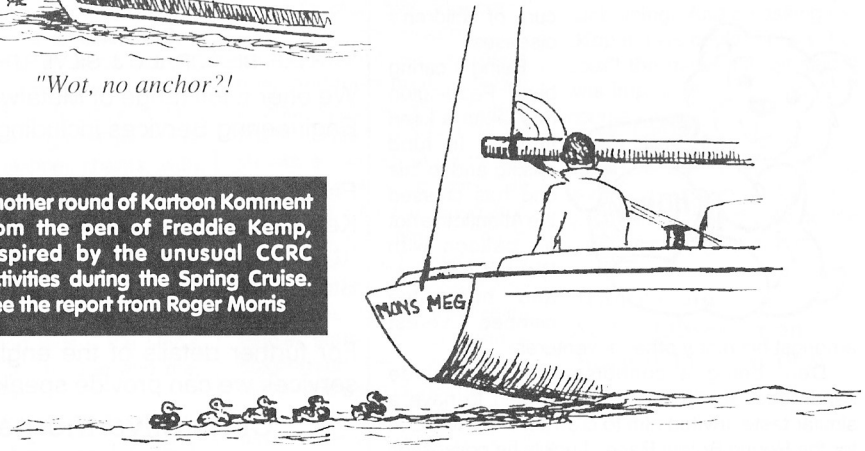



*"Wot, no anchor?!*

*Walter's Spec Hunt.*



**Another round of Kartoon Komment from the pen of Freddie Kemp, inspired by the unusual CCRC activities during the Spring Cruise. See the report from Roger Morris**




*Mother and babies doing well*



# News & Gossip



At the time of writing our regular gossip columnist is somewhere in the North of England participating in the Round Britain Race. There is a report on the first stages of their adventures in this issue with more to follow, and I am happy to report that in the early legs of the race PENROSE III has scored a 1st, a 3rd and a 5th in their class of 17.

Bill and Den have been joined by various CCRC members for different legs, but one crew member will be with them throughout. This crewman does little to assist in the day to day sailing or running of the Oyster 46, but will, nevertheless, probably be the star of the event when it is all over. I speak of none other than Paddington Bear!

Paddington is a bear of many parts and in 1976 was taken into the care of Action Research as their mascot. They are a large charity based in Horsham and raise considerable funds through many sources, including the exploits of Paddington, for many worthy causes. These have included the development of polio vacines, pioneering hip replacement techniques and the prevention and cure of children's diseases.




Being a caring bear, Paddington has taken a keen interest in fund raising and to this end has crossed the Atlantic in a hot air balloon with Richard Branson, and has also climbed Everest amongst his many other adventures.

Den, being a connoiseur of marmalade sandwiches and knowing Paddington to have a similar taste, invited him to crew on PENROSE III for the Round Britain Race. Luckily he possesses a "Yacht Bears" ticket and so will undoubtedly prove a useful and much loved crew member under the guidance of Bill and Den.



On his return Paddington will rest for a while before attending the annual dinner of Action Research where he will be auctioned off, hopefully for a large sum of money in return for a good home.




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# A Gentle-manly Sport?

## A beginner's first encounter of yachting



I have to say I was most disappointed, I was promised I'd be cold, wet, miserable and hungry and what happens? It was sunny, there was plenty of food and bursts of laughter.

However getting up at 6.30am on a Saturday morning is really not my idea of a reasonable time to rise. But this is the price you pay for being part of Storrar's crew - well an active observer in my case.

I arrived at Sparkes marina to find a calm looking sea, blue sky and a very sexy looking little yacht parked in the marina. I could just hear the kettle boiling over Alex's geordie tones, the smell of coffee and someone doing a pretty good impression of a percolator - well so I thought, but someone informs these boats have all mod cons., engines, sails and even a washing machine so I'm told!!

So off we go "H'away the lads" the skipper chants, with our scratch crew of 'the Boss', our giggling navigator, Fiona, Andy and Simon (don't know their surnames but they say "yes" a lot and work for Lucas sails. And I want some commission for that plug lads!), the ship's cook, my mum, Sue and me, 'the beginner'.

We were pretty anxious to get under way. So anxious in fact we had a false start - and I was told skipper was an expert!

The sailing was good (I think!). Just enough wind to pick up speed but not enough to cause involuntary food ejection. Getting to grips with the 'lingo' was another matter, "I'm going to the heads" was a new one on me, how confusing!! A loo is a loo, still as long as you get there on time what does it matter! And I always thought that a Jive (Gybe) was a groovy sort of dance. I wander if Britannica have ever thought of doing a dictionary on boating terms?

> **We, the females spied rather a large yacht with male perfections across the deck**

Onwards we go passing other boats at ever increasing speed. Guess who had baked beans for breakfast? The crew! - Storrar's secret weapon - and you all thought it was just a good boat! And there on the horizon skipper spies a small fishing vessel. "Head for that boat" he shouts, so we did. In actual fact our aiming was so good we nearly got into the 'squashed hedgehog syndrome!. This is when I discovered yachting may not be such a Gentle-manly sport. The men on the fishing vessel started doing strange juggling sort of motions with their hands and used language even stranger than any of the fishing terms I had encountered so far! In actual fact I think they fancied our crew because they then proceeded to chase us, sort of 'boating groupies'.

Undeterred by our popularity with these fishermen on we stormed to the welcoming black clouds of Hamble - nearly there. Took a rain-check on my stomach (it was still where it should be) and we glided across the finish in good time soon after in good spirits, literally!

I have to say as a first experience of racing I couldn't of had it any better. An excellent boat (did wonders for the street cred!), an excellent crew and pretty excellent weather . It's a shame it wasn't better sailing weather on the Sunday, although it did wanders for my tan.

Actually I have a bone to pick with Mr Storrar (so do the rest of the female members of our crew). Whilst trying to race on Sunday we (the females) spied rather a large yacht with male perfections across the deck sunbathing. And on asking the skipper if we could "Follow that boat"! the miserable git said it was impossible to change our course - liar!

My introduction to yachting proved that it is NOT such a gentle- manly sport- but very good fun. Many thanks to the crew for putting up with me.

**Briony Cole**
**Active Observer on 'Such is Life' on 19 & 20 June 1993**

# RACE REPORT

## Saturday, June 19th. Chi - Hamble

Having been asked to write a report we realise how little we are aware of what the rest of the fleet is doing.

In the excitement of the start we are aware of the boats around us. The Maxi 1000 'SUCH IS LIFE' is too soon and goes round again - ORENDA is next and we follow.

Having had a good start at the south end of the line with the wind easing from 20 knots to 12 we lose position to the boats that started to the north of us with Lynx II making their characteristic steady progress.

We dropped into a hole, wallowing as the wind swung round losing all our advantage. But from thereafter with continuous tweaking of sails and a strengthening wind we picked up speed.

A printing error on our next buoy position tempted us to keep to the north of the rest of the fleet. Having sorted the error we were pleased when we rejoined the fleet back in the middle.

The two Westerly Storms, GUNSHOT and PETRA spent much of the race together and gave us a display of close tacking.

The down wind legs made interesting sailing but did not seem to favour one boat against another.

The last leg; the long approach to the Hamble, was very exciting sailing in bright light with a threatening dark sky ahead giving green seas topped with white spray blown up by a constantly strengthening wind. Luckily the sky cleared and we had a comfortable motor up to the Marina.

It is refreshing to see the good support given by the younger sailors which is the backbone and future of any club.

The day finished with a well attended gathering and meal at the RAF Club. The food was good and the company convivial.

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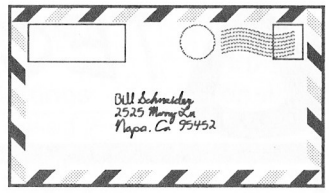
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# Letters




## A Pointed Question

*There were 10 boats in the Delta fleet: Numbers 1, 2, 3, 4, 5 were regular, well sailed, competitive boats that compared favourably with their respective handicaps. Numbers 6, 7, 8, 9, and 10 were newcomers that sailed on occasion and were below par. No boat in the latter group had ever beaten one from the former group. In the points series Boat Number I achieved four 1st places and two second places. Boat Number 2 gained two 1st places, a second, a third, a fourth and a fifth. Who won the series?*

In almost any other club it would have been *Boat Number* 1, but this was the CCRC. It is all a question of points, and we award Big Points. No newcomer entered any of the first three races; all the boats sailed the last three races. The order of results for *Boat Number* 1 was 1, 1, 1, 1, 2, 2 and for *Boat Number* 2 was 5, 4, 3, 2, 1, 1. Thus the points awarded for *Boat Number 1* were 16¼, 16¼, 16¼, 21¼, 20, 20, whilst to *Boat Number 2* were 12, 13, 14, 20, 21¼, 21¼. After discarding three results *Boat Number* 1 totalled 61¼, whilst *Boat Number 2* totalled 62½ and won! (However, I must admit *Number 2* was improving!)

The RYA recommended system is Little Points. Under that system *Boat Number* 1 would have gained ¾, ¾, ¾, ¾, 2, 2 whilst *Number 2* received 5, 4, 3, 2 , ¾ , ¾. *Number 1's* total points would have been 2¼ (discarding a first place result) and *Number 2s* total would have been 3½, a clear (and I suggest well deserved) win for *Number* 1. The Olympic System would produce a similar result.

So what is the justification for Big Points? We are told that it encourages the newcomer, but the least well sailed boat in the fleet can get only 12 points for finishing or 11 for retiring, no matter how many starters, which is worse than he might get from Little Points. I sailed the St. Vaast race (a race marred only by the calm of nightfall and a finish at an unlit buoy) and was the only Beta boat. I gained 12¼ points that will surely be discarded when the Series results are accounted. Had one newcomer joined me he would have received 11, 12 or 13¼ points - what encouragement! But were we to use Little Points he would have had ¾, 2 or 3 of real value. If points aid turnouts then the smaller they are the better.

Will the present system discourage me from taking part in small entry races? Not a bit. But I am not the target of the strategy and will continue to race for its enjoyment alone. However, I cannot see how any newcomer can be enticed by our system.

The Lilliputians disagreed violently over which end of their hard boiled egg to crack open, the big end or the little end, and Gulliver was amazed that so trivial a matter should lead to such hostility. The reason was tradition. Perhaps that is why Big Points remain with CCRC. I do not believe our system is fair, nor do I believe that it helps to gain new active members.

I invite the Committee and the membership to reconsider the scoring system and trust that no hard boiled Lilliputian reasoning prevails.

**Geoff Maskall**
**Gopher-Broke**

# TECHNICAL TIPS
## with MIKE MOUNTFIELD

# REDUCING THE GUESSWORK FACTOR

Sceptics expecting a bunch of expensive ideas in this first article will be greatly relieved to find that many of the ideas and suggestions can be implemented using little more than a magic marker!

Time and time again the more successful yachts will be seen out on the course before a race long before the less successful. Why do these keen guys deem it necessary to be out on the water so long before the gun? Basically, they are eliminating the variables, thereby reducing the guesswork factor. The greater part of this article is therefore devoted to just that.

It will require greater effort but those of you looking to do better in your racing will get more satisfaction and find your sport far more rewarding as the results start to come.

### FACT FINDING

### Before the start

In order to get an advantage over the competition it is important to get as much information as possible about the wind direction, how close you can sail on each tack, and various other details.

1) Establish the compass heading on both port and starboard tacks. This will give the tacking angle you can achieve - most important when making that last tack to the windward mark and the foredeck hand is setting up the spinnaker.

2) Establish the apparent wind speed to windward. This in turn will dictate the size of headsail and the number of reefs, if any, to be placed in the main.

3) Adjust the mainsail outhaul, luff tension and backstay.

### ON THE COURSE

Establish the bearing of the start line in relationship to the true wind - this in turn will give the preferred end of the start line. Tip - a good transit to the shore will indicate your position relative to the start line.

The navigator will be able to plot the position of the start line to give a true direction to the first mark and, also, should the mark at the port end of the line be used as a turning mark later on, the position of that. He can also display the course giving a description of each mark, the bearing from one mark to the next and the direction of rounding on a plastic covered chart, using a chinagraph pencil, fixed in an appropriate position in the cockpit.

Given the wind speed and the angles of the downwind legs the navigator can then compute, if, and which spinnaker should be carried taking into account any tidal stream which will effect different parts of the course. He can also inform the foredeck hand which side the pole will be set.

### GENOA TRIM

A good understanding of your boat and how it performs in different wind conditions and with different sails set is also a vital element.

The choice of sails giving wind speeds and their settings can be tabulated as in the sample table for a ficticious yacht. The sooner the information required for this is collected the better. This will necessitate sailing with each headsail in its effective wind band and noting the correct car position, the distance the leech is off the spreaders and the halyard tension which gives the best performance. Ideally the holes in the genoa track should be numbered, but if you





| Apparent Wind Speed Knots | Headsail Choice | Car Position Genoa Track | Mainsail Settings | Back Stay Tension |
|---|---|---|---|---|
| 0 - 7 | No 1 | 8 | Outhaul eased 2" Halyard eased 2" | 900 |
| 6 - 13 | No 1 | 7 | Outhaul to black band Halyard fully hoisted | 1800 |
| 11 - 20 | No 1 | 6 | Flattener in Cunningham on hard | max |
| 18 - 24 | No 2 | 12 | Flattener in Cunningham on hard | max |
| 22 - 26 | No 2 | 11 | Flattener in Cunningham on hard | max |
| 23 - 28 | No 3 | Inner 4 | Flattener in Cunningham on hard | max |
| 26 - 33 | No 3 | Inner 4 | 1st reef Cunningham on hard | max |
| 31 - 36 | No 3 | Inner 3 | 2nd reef Cunningham on hard | 1800 |
| 35 + | ***Stay*** | ***In*** | ***Bed*** | |

*Sample table for a ficticious yacht*

have only one or two headsails mark the track where the best car position was found.

Where the genoa halyard exits the mast or, if more convenient, on the coach roof, mark a datum line. Then mark the halyard at a point adjacent to the datum when it is tensioned correctly for medium airs. In light airs it will be necessary to ease the halyard slightly, in heavy airs - tighten it. Likewise the car position should go forward in light airs and aft in heavy airs. Now we are on the way to setting the genoa correctly every hoist.

### MAINSAIL TRIM

As for the genoa halyard mark the mainsail halyard against a datum line when the sail is at full hoist. Mark 1 inch calibrations for the last six inches out to the black band at the outer end of the boom, and mark the mainsheet traveller track in 2 inch increments from the centre line outwards.

### BACK STAY

Determine your maximum back stay tension and never exceed it, then calibrate it as best you can up to this point.

### NAVIGATOR

Keeping a log of sail control and sail changes is now generally accepted to be the job of the navigator. In times gone by the navigator's sole purpose was to keep track of the position of the yacht, now, however, with modern electronics doing much of the work for him (or her), it is time for the navigator to become involved in the tactical side of racing. In grand prix racing the top navigators will shortly be using waterproof laptop computers displaying a chart with the course, yacht's position, current and weather fax. So that his weight can be used usefully and he is in the right place to talk to the tactician and helmsman he will have it with him while sitting at the weather rail! Don't laugh, it will soon become available to one and all unless it becomes banned - which might not be a bad idea!!

In the next issue I will be giving tips on rudder trim, how to reduce your CHS rating (I anticipate a number of eager readers here! Ed.), and how to increase your performance at very little cost.

Anyone suffering from sail setting difficulties or performance problems please feel free to ring me on 0705 463720.

# ROUND BRITIAN RALLY

PENROSE III has arrived in Scotland, moored with 17 other boats in the Docks at Leith. She has put over 500 miles on her log since leaving Portsmouth on 3rd July on the 1st leg of the Round Britain Rally.

We were started off Southsea Castle in a brisk southwesterly with the only marks of the course being Horse Sand Fort, The Owers Lanby and the Island of Britain all to Port. At the Owers the crew of Chris and Walter Brown, Dave "the Animal", Bill and myself were lying third. The two yachts ahead were Miss Molly (Oyster 55) and Gift Horse (Ocean 60) So far so good. The wind fell light and P III was the first to put up a spinnaker and we had a fairly hairy ride with a biggish following sea. Never say "At this rate we'll be there by .....". Our new "GBH" with all the gizmos was predicting record passage making times when, with nightfall, the wind died and we wallowed in a fast approaching foul tide. We went inshore, kedged just West of Dungeness and waited for the wind and/or tide.

We coaxed PIII, full of fuel (170 gallons), water (150 gallons) enough food for 7 weeks not to mention the wine and beer, tons of video gear (Bill's making a film), Computer, printer and four sets of golf clubs through the next 14 hours in the lightest of fickle winds. We were one of only two boats who did not use their engines so it was somewhat galling to be beaten by the aforementioned two boats who both used their engines pushing us into third place.

Chris & Walter left us in Dover and we were joined by Ron and Liz, who had never been on a sailing boat in their lives, and Chris who described himself as a very rusty sailor. The forecast for the 2nd leg was not particularly good. Bill and I were a little anxious not knowing the strength or weakness of our "crew" but we left in a pleasant southwesterly and had a lovely gentle sail all the way to Lowestoft managing a respectable 5th place.

The next leg Lowestoft to Amble, 210 miles as the crow flies, is the longest leg of the rally and could not be described as gentle. Our crew for this leg, Nick Jones (Glenn's son) joined Animal, Bill and I so we were not exactly overcrewed. The Forecast was Southwesterly 5 or 6 rain at times. "At times" was an understatement. We left the dock in howling wind and horizontal rain. The phrase "Is your journey really necessary?" sprang to mind. The wind, as we approached the start line was Northwesterly and the sea choppy - the thought of a beat to windward for two and a half days was not appealing. Do you detect a note of "Can't we stay tied up in harbour?" That's exactly how I felt, but the smallest boat in the fleet a 26ft Folkboat was gamely out there getting soaked.

P III relished the conditions, Nick helmed her expertly the Animal recovered from his hangover, the rain stopped for a time, and we all had a beer, perhaps it wouldn't be so bad after all. The wind stayed WNW and we were just able to lay the course. Sometimes it backed a little and we were able to free off. We were achieving speeds of over 10 knots, well overcanvassed as usual, with Yankee, Staysail and full main and we only reefed when PIII started show-jumping. 22 tons leaping over waves and crash landing is quite interesting especially for the crockery.

The first evening we passed the most Easterly point of the UK, and during the night ran through the gas rigs off East Anglia - small blazingly lit cities on stilts. Early the next morning just past Flamborough Head (I love all these magical names I've only heard on the weather forecast) we made a tack inshore to avoid the worst of the adverse tide. It was the only tack we were to make for the whole passage. By this time the wind was 25 to 30 knots across the deck and the sea rough and steep but PIII is ideal for this sort of weather and we rushed on.

As the second night approached and with the wind continuing strong we took down the stays'l and put a reef in the main. This did not reduce our speed but at least the boat was sailing a little more upright and we were able to eat a good hot "Hunting Stew" (hunt the meat!). Abeam of Newcastle-upon-Tyne with the wind at over 30 knts we reefed the yankee and in this condition we roared on sighting Coquet Island light sometime after midnight.

We finished at 03.34 maintaining an average speed of a little over 6 knots to windward, and this was enough to take the first prize for this leg.

We are flying the CCRC colours and have many friends joining us for each leg. Further reports will follow and in the meantime please send a translator.

**Den & Bill**






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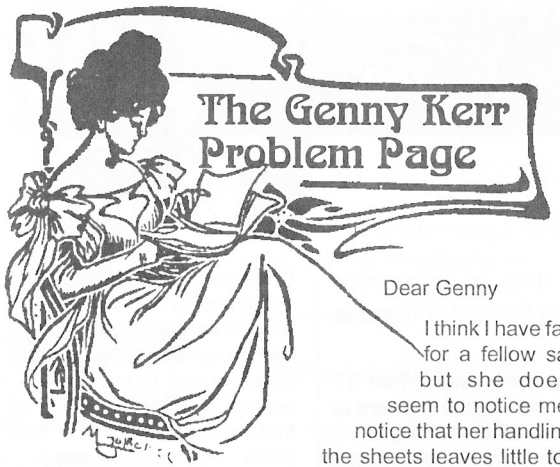
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Dear Genny

My navigator recently threw the plastic racing chart overboard, claiming it was an accident when it slipped out of his hand. I find this hard to believe as he had just spent 10 mins. drawing the course on it whilst the rest of the crew had a drink. Can you please make an exception on this occasion, Genny, and enter into very personal correspondence with him.

I enclose his name and address.

Broke Skipper

*Genny replies:*

*I suppose that the reason you did not give him a drink was because you wanted the course plotted correctly; personally, I find that navigation is aided by a small beverage. I suggest that you don't exclude any of your crew from a round of drinks if you wish to stop the rest of your equipment from following the chart.*

Dear Genny

I think I have fallen for a fellow sailor but she doesn't seem to notice me. I notice that her handling of the sheets leaves little to be desired (spinnaker sheets that is), she is a competent helmsperson and is obviously used to racing around the course.

As it is a long time until St. Valentine's Day do you think I should take a big gamble and declare my GPS?

Name & address held on request.

*Genny replies:*

*I am sorry to hear about this major problem in your life as you seem a little distracted. This certainly will not improve your own performance on the boat which won't impress anybody. Keep your mind on the job in hand; fast boats are more important than fast women during the sailing season.*

Dear Genny Kerr

I write to you hoping you can solve the problem which is keeping me awake in my bunk.

Perhaps I can explain - for a couple of years or so I have enjoyed a peaceful and, I think, friendly relationship with my fellow competitors at CCRC whilst racing my old and trusted (slow) boat. Being a modest guy I was reluctant to complain that my lack of success was due to an obviously incorrect CHS rating rather than any lack of skill on my part.

However, my problems started to take root at the Boat Show when a nice man gave me a thousand reasons to change my boat which, added to my complete lack of thoughtfulness towards others in the fleet, resulted in a new boat arriving.

Now these fellow competitors look at me slyly, ask questions about my rating, check that I round marks on the correct side, seem suspicious of my every tack, and even luff me over the start line on occasions!

This is becoming a maxi-problem for me, - please Genny advise whether I should stick to cruising or, perhaps, buy back my old boat? Am I being Obviously Childish

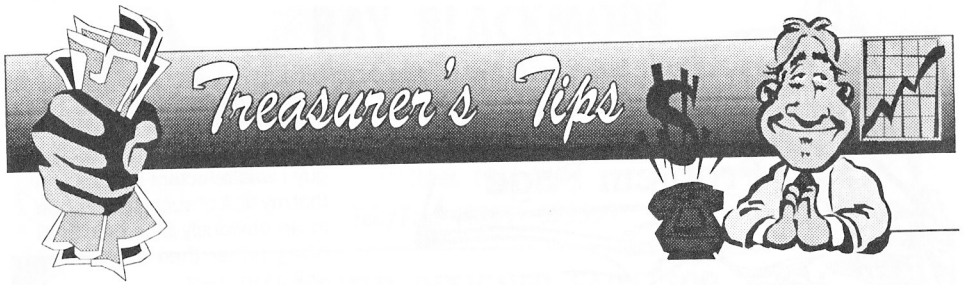
On the other hand perhaps I should say "C'est la vie".

Anon?

*Genny replies:*

*Yes, and what a bonne vie it is too! spending your days basking in the glorious sun with the gentle, warm wind filling the sails as you follow the course. And your evenings spent in such convivial company - you can't give that up to go cruising.*

*Don't lose any sleep over what your fellow competitors are thinking. You must learn to relax and even to enjoy the attention - there will be someone else with a new boat next season.*




First of all an apology to Brian Dandridge as I had promised him an article for the last edition but I went off to ST. VAAST instead. As many of you will know my Scottish birth makes me somewhat careful with my bawbees (and francs, pounds, kroner etc.- says KAY! ). So while in France I carried out my usual survey of the cost of showers, the availability of ice and sources of Calvados. I found that the ST VAAST captainiere is still 1 franc dearer than the showers at the Yacht Club -9 Fr. rather than 8 Fr. for a jeton to the slightly less crowded showers at the Yacht Club. But at the Captainiere there is no time limit on the hot water so if you are really dirty or doing your laundry the extra franc is worth it.

However the jeton from ST VAAST also fits the showers at DIVES, which cost locally 9 Fr., -you can save a franc if you have any jetons left over. When we arrived at DIVES I was pleasantly surprised to see that they have three types of fitting for electricity, including the standard British "blue adapter". Dives is well worth a visit but beware of the extremely fast currents that run either side of High Water - CARAGH'S folding propeller in full reverse would not have let me keep to the 3 Knot speed limit even if I had tried.

Turning to the need to find ice for the 6p.m. gin and tonic the cheese counter at M. Gosselin's sells bags for 10 Fr. You can also negotiate to buy ice from the bar at CARENTAN marina either in frozen bottles or cubes (from behind the bar!). I also found a source in DIVES at the restaurant WILLIAM LE CONQUERANT. Walter and Christina from ARD RIGH who were helping us sail CARAGH as well as TOO MUCH'S crew had an excellent dinner there. During a visit to the facilities I noticed that there was an ice making machine in the back office. As we were leaving I asked the Proprietix if we could have some ice. She produced a small bucket, filled it and wished us good sailing. That ice was either the cheapest in France as we were not separately charged or it was the dearest because it cost 960 francs (but you get dinner and drinks for 4 thrown in free).

I would also take this opportunity to deny the rumour (started by Walter?) that we are thinking of renaming our boat to "CARAGH RETIRED "as a result of recent results.

Finally, may I remind members that I have Club ties - £8.50 and burgees - £7.50 (large), or £4 (small nylon) for those of you needing new or replacement items.

**Jim Laing**

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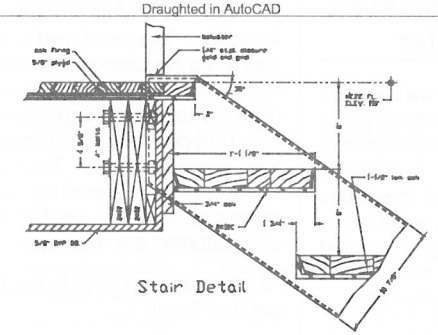
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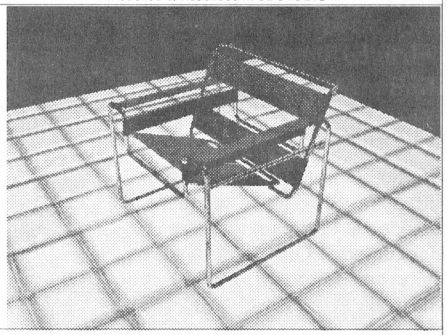
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## CLUB CONFESSIONAL
**With appologies to Yachting Monthly**

# HAPPY HOLIDAY (OR, DO TROUBLES COME IN THREES?!)

July 22nd 1992 saw RIMAU and crew set sail (or rather engine on) for the start of our annual jaunt to the Channel Islands and North Brittany. Our first night was spent at anchor in the lee of Bembridge Life Boat slip way, and we upped anchor and set off for Alderney at 0400. Our first problem was he Decca - it wasn't and would not lock on! We duly sailed across and it appeared to reset itself eventually.

We were all fast in Braye by 1700 alongside another Westerley as the moorings were all occupied. Out came the dinghy and outboard and we went ashore for tea. It was rather dark and late by the time we returned so a rather tired skipper and skiperine turned in for the night.

My next recollection is of Bobby (the 2nd mate) shouting

"Wake up, Dad. Wake up Mum, the dinghy has sunk."

We didn't believe him at first but he was most insistent!

I can't remember who made it on deck first, or what we were wearing, but the sight we met was of our rather dilapidated Avon almost totally submerged, the rear end having deflated during the night and, of course, the outboard (which we had not removed) totally under water!

**The next hour was spent winching the whole thing out of the water**

The next hour was spent winching the whole thing out of the water using the main halyard, watched by numerous spectators from all the boats around us. There were many shouts of encouragement, and a few other comments were passed, I can assure you!

Needless to say, Alderney do not have a Mariner Service Centre so the little engine had to wait for its overhaul until we got to Guernsey. Ay Well, at least that is the end of our troubles - we thought!?!

But no, it was obvious we were in for a spate of three!! The next thing to go wrong was the echo sounder. We had switched it on to check the depth before putting down Bobby's fishing net. The readings were totally haywire - 110 - 200 metres to 5 metres etc. This went on for several hours.

We took the back off the system, checked the wiring, consulted various experts - the man on the boat next door, mainbrace etc. but all to no avail.

The next day we discovered the problem - so simple when you know why. The yacht next to us was using the same system and had its echo sounder switched on at the same time as us so we could check if ours was correct. Yes, you've guessed. The two systems were sending out signals which were conflicting and distorting the readings.

At least we didn't have to pay to get that fixed!

Jacky Black
RIMAU

*Do you have any confessions you are prepared to admit to? Don't be shy, we can keep a secret.*



# CHICHESTER CRUISER RACING CLUB

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