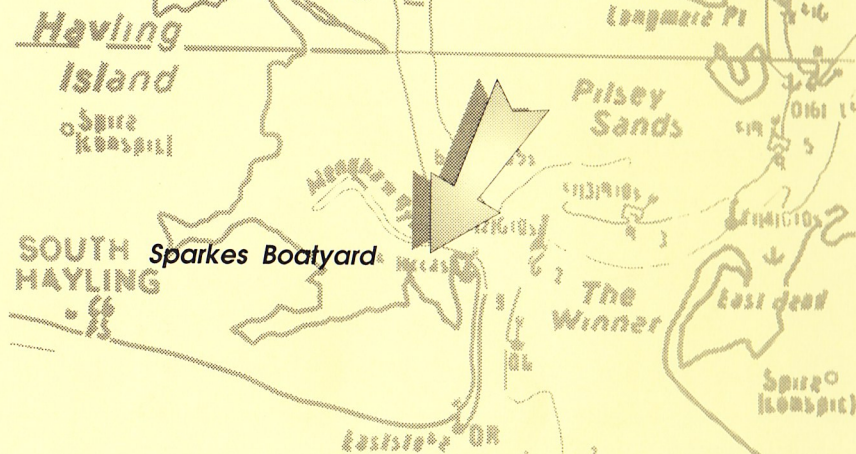


SPARKES

Yacht Harbour Ltd.



WE OFFER A FULL RANGE OF MARINA FACILITIES

INCLUDING:-

YACHT HARBOUR BERTHS

VISTORS BERTHS

PETROL & DIESEL QUAY

MOBILE CRANE

FULL YARD FACILITIES

MODERN TOILETS & SHOWERS

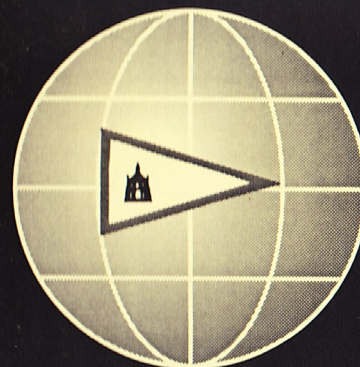
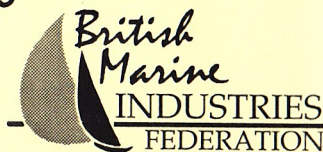
LAUNDRY ROOM

CHANDLERY

STORAGE

CAR PARKING

SPARKES YACHT HARBOUR & BOATYARD
38 Wittering Road, Sandy Point,
Hayling Island, Hants, PO11 9SR.
Tel: 01705 463572 & 465741



CHICHESTER CRUISER RACING CLUB

FREE
Please take
one

NEWS OF THE CCRC WORLD

Spring 1996

This Edition
CCRC
Commodore's
Cup

Atlantic
Adventures -
Getting
to The ARC

Race Reviews

Technical Tips

Kartoon
Komment
& Konfessional



The Club For Yacht Racing Enthusiasts
Throughout Chichester Harbour



**POWER UP With
Quality Sails
and maximise your
boat's potential
TO WIN**

**Contact Jeremy White
Stone Pier Yard, Shore Road
Warsash, S031 9FR
Tel:- 01489 579040, Fax:- 01489 578731
Mobile:- 0385 580796**

photo by HAMO THORNYCROFT Marine Photography
Tel: (01983) 290220 Fax: (01983) 296742

EDITORIAL

The England Soccer Team has a new coach and your magazine has a new Editorial team structure. Brian Dandridge, having created and edited this vital and effective communication for many years, will be concentrating on presentation and the publication process. Marion Saltmer has committed her spare time to commuting to Oxford and will now be our Special Correspondent. Both have made enormous contributions through the magazine upon which our Club, without the social focus of club premises, depends heavily. We will need their guidance and skills to be able to follow in their footsteps. Biddy and I will be totally reliant on the literary, journalistic (if there is a difference), artistic and photographic contributions of all members and their crews if we are to produce a magazine worthy of our Club.

Like many other members, we first heard of CCRC through the magazine and were impressed by the enthusiasm and concept of the Club. With many other pressures on leisure time and the many alternative ways of going sailing that are available today, this magazine reinforces and compliments the strong spirit within the Club which makes it such a good bunch with which to race, cruise, eat, drink and dance!

Mike Tong opens up the discussion on our racing programme for next year in his Sailing Secretary's column. We all have differing views on the ideal racing format but I guess

the one thing we don't want is the Hamble/Lymington style of racing which, although very exciting, really needs a rugby team of 15 stone men on the rail. We know our boat goes better, in a breeze, with that sort of ballast and we know life is a lot easier with more than 7 to do the gybes in any weather. But we if we wanted that form of our sport we would go to the Hamble. We also know that our normal Bay races suit us pretty well because we can all get back in time to mow the grass and the boat is treated with care and we can brew up at any time. I like the occasional challenge of the real 'Round the Cans stuff that we get in the Commodore's Cup but that needs more crew than a Bay Race to keep things running smoothly. For the rest of the time mustering a good capable crew of up to 7 is pretty easy and a good time is enjoyed by all - I think! So we have four types of race - Commodore's Cup, normal Bay race with longer legs, Passage race and, just once or twice a year, the good long offshore race. Which do you like best? Do you like the present mix? How could we attract more boats? Should we impose crew number limits to restrict those of us that might just be tempted to do a Hamble and turn the whole thing too professional?

This is a vital subject for debate in our Club and we will open a letters page to air your views on this or any other topic, so do let's hear from you. That includes all crew members as well, of course, since their participation is a key aspect of this issue and all our activities. Let's have more crew names in the reports too!

CONTENTS

- 1 Editorial
- 2 Sailing Sec. Column
- 4 News from CCRC World
- 6 ARC '95
- 9 Pursuit Race
- 10 Kartoon Korner
- 12 Race 1
- 13 Race 2
- 14 Trinity House Notice
- 17 CORPORATE SAILING
- 18 Wedding of the Year
- 19 Race with CYC
- 20 All Our Yesterdays
- 21 RNLI - Race Notice
- 22 An Autumn Break
- 23 Handicaps Explained
- 24 Commodore's Cup
- 26 Technical Tips
- 27 Race with CYC (another view)
- 28 Klub Konfessional

GOLDENEYE & EXCALIBUR mix it during the Commodore's Cup Weekend

Sailing Secretary's Column



As I write the 1996 season is well underway. The programme is set for the year and we can look forward to the usual mix of sunshine and showers, gale and calm, bay and passage races and the excellent dinners in between. So let's talk about 1997. This is the time when apart from reliving the previous day's race, the favourable/unfavourable wind shift or that marvellous float drop, chat can turn to our future plans.

Now I assume we all like sailing. I like sailing, I like sailing the boat as well and fast as possible. June would say that a casual trip to Cowes for a 'jolly' includes trying to overtake anything nearby, it's just that it's satisfying to have everything going just right and that includes making gear as effective as possible. So in general, to me, the faster and more furious the racing, the better it is.

Some people want to go sailing to get away from the 'hurley-burley', happy to meander along, glass in hand sails not constantly tended. That's fine too. I hope all sailors have a good time however they do it.

It seems to me though that C.C.R.C. provides mainly for sailors of the first category.

Comments at the AGM indicate rumblings from the other camp, what should be done to provide for them? Some requested more Bay races but these seem less well supported than passages. What about the recent Open Meeting? All Bay races, there was one proper Beta entry plus one escapee from the Alpha fleet and a few late entry Sonatas. Should we change to a non-Bank Holiday weekend? Surely £10 for entry was not excessive even if only a race or two was actually sailed. Perhaps racing round the buoys is not a high priority for some members, after all much of the attraction of the Club is that it is a focus for like minded sailors to get from Chichester Harbour to an evening stopover and socialise in very convivial surroundings amongst friends.

Our Vice Commodore started research in his questionnaire last year. Please bend my ear as planning for 1997 gets underway.

Should we worry if we would like more members and can't get them, would like more race entries? The finances of the club are healthy and expenditure is relatively low. Is it just that we can't understand why more Chichester cruisers don't want to do what we do? Perhaps they still don't know the attractions.

It's up to us to tell them. Tell your friends round the Harbour, on the Hamble and at Lymington. We've got a great club. Let's make it even better!

Mike Tong
Hon. Sailing Sec.

Tern Watch

For a peaceful relief from the hectic racing round, try a shift at the Pagham Harbour Nature Reserve. They need watchers to protect the breeding areas where the nationally rare Little Terns are nesting from April to July. Birds breeding in Pagham Harbour include Ringed Plovers, Oystercatchers, Redshank and various other ground nesters. Shifts are 0900 to 1330hrs., 1330 to 1800 and 1800 until dusk. A small caravan is provided for shelter and comfortable brewing facilities and if you are lucky with the weather you can take advantage of the deckchairs.

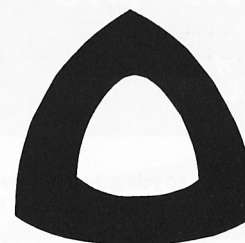
You don't have to be a Twitcher or even terribly knowledgeable to be of great help to these handsome birds, so ring the Visitor Centre in Selsey Road, Sidlesham (South of Chichester) on 01243-641508 to make a booking or get more information. Biddy and I find it a wonderfully restful and peaceful spot to do some quiet reading – or you could have a swim.

Ford Cork Week 1996

Loads of boats seem to be going to Cork Week this year. The list, led by our Commodore's vessel Gunshot, includes Anna Louise V with a ringer from Brown Bomber on board, Major Gamble, Lohengrin, Goldeneye and Arion. (I hope I've not missed anyone) Good luck to all.

I gather we may expect to have a whale of a time, interrupted by the occasional hour or two sailing. A team competition is being organised by the Royal Cork YC and I expect a side bet between two CCRC teams may also occur. Team competition on the water is a possibility as well.

Editor



MOUNTIFIELD

Magdala Road,
Hayling Island
Hants PO11 0BH
Telephone: 01705-463720
Fax: 01705-466451

Sails

**CCRC
SUMMER SERIES -1995
WINTER SERIES - 1995
& "STOP PRESS"
COMMODORE'S CUP - 1996**

GBR 1169T

MIKE TONG'S

**EXCALIBUR
USED**

MOUNTIFIELD HEADSAILS

**For a copy of our brochure on all
our products and services telephone
01705 463720**



ASSOCIATION
OF BRITISH
SAILMAKERS

News from around the CCRC World

CCRC Matters

Jacky Black asks, nay pleads, that we should make our Dinner reservations on time and that we should be sure to be there to take the places booked.

I wasn't sure if, as I am an inveterate late booker, the request to mention this here was really a well aimed dig at me! Thanks Jacky. I confess I am guilty, but we do take the spaces we book, and I will try to book earlier.

Publicity Drive

We are working to raise awareness of our activities and will send Race reports and notices of events to the local papers, radio stations, magazines such as Yachts and Yachting and maybe even have our own pages on the Internet. If you can think of suitable media that we have not yet contacted do please let me know.

The regularity with which we send our items of news will improve our chances of being published so Reporters, please let me have you notes as soon as possible after each event. If you have no time to write it up, dictate key points on our answering machine or Fax the notes. **Tel & Fax 01243 - 574053.**

Ideally, I need the report by late Sunday night – it is then hot news for that week's issues and we are more likely to get it printed.

New Coastal Reports

The new radio station, **SPINN FM**, on 96.6 and 102.3 MHz FM in the Emsworth to Littlehampton area, is carrying useful condition reports at the following times
Weekdays 0630, 0730, 0830, 1630 1730 and 1830 hrs.

Weekends 0730, 0830, 0930 and 1330

Dredging the channel to Chi Beacon

Can it really be going to happen? The Harbour News says that dredging of the Bar channel is due to restore the lost depth to 0.5m. below chart datum.

That will completely ruin the excitement of crossing the bar near low water. The next thing will be that some spoilsport will take the away the lump in the channel to Sparkes, just off the HISC jetty, although I have done my best to move it forcibly.

Portsmouth Harbour Yacht Club

There's one you've not heard of before. Actually, it's the Haslar Marina Lightship moored just inside the harbour entrance and now open to all visiting yotties.

There is a comfortable bar, food (which, I am assured, is good), showers, loos and a launderette. In good weather, tables are arranged on the upper

deck so you get a fine view of the comings and goings in the harbour. Berths available right alongside in the visitors area of Haslar Marina. Call Jacqui McKendry on 01705-222-228 for information. Might be worth a visit. Bar food all day until 2200 and breakfasts at weekends from 0730. I understand this is part of the Portsmouth Harbour Yacht Club based at Port Solent and run by Sunsail.

ATLANTIC ADVENTURES

Robert McLeod and Anita King took part in the 1995 Atlantic Rally for Cruisers and have recorded the whole fascinating story which you can follow in three episodes!

MONS MEG AROUND BRITAIN

When you read this newsletter Hugh Caldwell will be well on his way round Britain.

Hugh sets out at the end of the Spring Cruise, heading West on his way to the Irish Sea before heading off around the North of Scotland. The trip is planned to bring him back to Hayling in early August for a well earned holiday with his wife, Maggie!!

Hugh will complete much of the trip "solo" although he will be joined for some legs.

We wish Hugh a safe and successful passage and look forward to reading of his exploits in a future edition of News of the CCRC World.

Chandlery & Watersports Centre

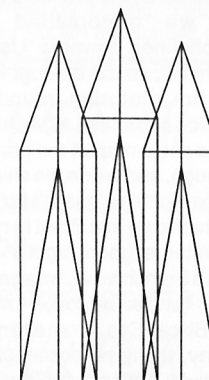
*Sport
Line*

- Chandlery
- Life Jackets
- Marine Electronics
- Provisions
- Offshore and onshore sports wear
- Diesel
- Petrol
- Gas
- Dinghies

Sparkes Marina,
Wittering Road, Hayling Island,
Hants, PO11 9SR.
Tel: 01705 461669
Fax: 01705 461300

Hayling Rigging Services

Sparkes Marina, 38 Wittering Road, Hayling Island, Hants, PO11 9SR



*All types of rigging undertaken.
Work carried out ashore and afloat.
Sail alteration arranged for reefing systems.*

*What ever the job however large or small call to
discuss your requirements and for a competitive quote.*

Telephone: (01705) 464109 Fax: (01705) 461838
Mobile: 0836 510657



Robert McLeod and Anita King Part 1

Hayling Island to Brest – 150 miles
Brest to La Coruna – 350 miles
La Coruna to Viana do Castelo – 100 miles
Viana do Castelo to Funchal – 600 miles
Funchal to Las Palmas – 200 miles

One week after completing the Fastnet and returning the boat back to Sparkes, Robert McLeod and Anita King (hereafter called R&A) put the last coat of antifoul paint on Sareema's bottom and Sareema was finally put in the water mid morning on Monday 22 August 1995.

There was no wind; just bright sunshine and blue skies, so we motorsailed and autohelmed towards Ushant. Night fell, so did the fog! It was no fun motoring round the outside of Ushant, as we had no large scale map of the passage through, and inside the shipping lanes. As there was still no wind, we had to go into Brest to refuel.

After a good night's sleep and a French meal, we again set sail, (under motor!), towards the Biscay Sea. From all around, many, many porpoises started to swim towards the boat, the fins could be seen frolicking towards the boat from over a mile away, staying with us for well over an hour. Sweeping

under the bow and arching through the water.

Listening to the Radio 4 weather forecasts, we were due for a NE4/5.

During our preparation for the trip, and my 'psyching' up for the sail, Robert had warned me to expect SW from Chichester to half way across the Biscay, the wind would then 'turn round' and we would get NE, thereon down to the Canaries. We would then also pick up the Portuguese current. As it turned out, very little happened as it should.

Gradually, the wind began to fill in to a NE4/5 (not SW!) and we enjoyed a fast beam reach/run towards to the Spanish coast, the wind gradually increasing to a F6/7 as we neared the Spanish shore.

It is a very bleak, grey, dismal sea to cross and little things become very exciting.

On leaving the French coast, the charts warn of submarine activity. We saw an orange flashing light coming towards us, which then seemed to circle us for a while before disappearing. Not very reassuring, after hearing

various stories, we both wondered how many more of them were there and could they see us, up there, down there? We also hoped they weren't Spanish and that they did not think we were fishermen!

Two days into our Biscay crossing, sitting on the cockpit side, under grey skies, surrounded by grey, lumpy seas, we started to see water spouts. Was it all starting to get to us? Had we begun to hallucinate. Further shoots of water appeared about 200yds from the boat – we were being observed by whales, although we never actually saw any.

After three days at sea, on Saturday afternoon, we reached La Coruna. In the pilot book, it tells the navigator to look for a Roman lighthouse. This was impossible, given the background of Spanish buildings all around and we ended up relying on our waypoint reading on the GPS.

After picking up a mooring, we went ashore to have a shower in the back of a Casino and then into La Coruna for a meal. We sat down to eat at 10pm in a deserted town square, which

very soon became a hubbub of Spanish sociability as the locals finally came out to eat at 11pm. La Coruna is an interesting Spanish port, full of Spaniards and Spanish tourists and very few foreigners with some very good food. I believe Drake was also a visitor!

After a day's rest in La Coruna it was a quick hop round to Portugal.

The forecast was for F4/5, with F6/7 round Cape Finisterre. We hoisted our main, one reef, and no.3 genoa just outside the harbour wall. The local fishermen were casting their nets within the harbour wall – a tell tale sign, if ever there was one!

Outside a F5/6 blew. 'Can't we go tomorrow?' 'No, it'll quieten down soon, won't last long'.

Another boat came out with us, Hannabella, a Warrior 38 and who also did the ARC. She stayed well in.

The wind picked up.

25 knots

'Put another reef in'

30 knots

35 knots

42 knots

'Great' I thought 'it is definitely not funny' I went below, put the wash boards in and passed up cheese sandwiches, fruit cake

and coffee and positions and other navigational advice at regular intervals. We were now shooting down waves and shooting up waves. Mountains of them. I'd always carefully avoided gales before and now I was stuck in a gale, gusting strong gale. Robert's face had a 'Cheshire cat grin' all the way round (still not sure whether it was fear or ecstasy!).

Gradually, the wind lessened as we rounded the Cape down to F4/5 and in the calm of the evening, hundreds of lights could be seen all around as the Portuguese fishermen worked through the night.

My recommendation, and after Nike Mountifield's recommendation to avoid Cape Vincent, is to avoid anything with a Cape in it!

The next morning, we motored into Viana do Castelo, 20 miles North of Oporto, where we left the boat until our next leg in September.

Hannabella came in a day after us, having ripped her main sail and having sought shelter in a bay further north. We also met up with a Dutch couple on a Contessa 33 who went on to win the ARC.

As the wind had died completely, and reports were

News of the CCRC World
 coming in from those travelling north of no wind to the south, we decided not to go any further. A local representative of the Cruising Association, David, (an accountant from Wales), invited us and several others for a sightseeing trip and for a picnic by a fresh water pool. It was very, very different to the Algarve.

A month later, R&A returned to Viana do Castelo, with two extra crew, Bobby King (Anita's father) and Karl Arnold (a friend of R King).

The wind was a strong SW and again we were land locked. David took us up to Valencia, an old walled town to the North.

Two days later, we finally left in near calm, but with a forecast of a strong SW, decreasing the further South. Changing our destination from Lisbon to Madeira, to make up for lost time, we motorsailed away from Portugal, occasionally trying to sail as we only had 400 miles of diesel.

After two days, the wind gradually filled in and we were faced with a F5 SW. Bang on the nose. We were either pointing to Casablanca or New York.

It then started to rain. It carried on raining. Two days later Robert announced a front

Hayling Marine Carpentry

Yacht & Boat repairs, alterations, renovations & insurance work quoted for.

Sparkes Boatyard,
 38 Wittering Road,
 Sandy Point
 Hayling Island
 Hants., PO11 9SR

For further information contact:

ADRIAN CARTER

Telephone (01705) 461011

Mobile:- 0850 129303

was going through as a particularly horrible patch of rain hit us.

Robert spent a lot of time bent over his weather fax. This process involved tuning into various levels of squeaks on the short-wave receiver at pre-specified times of the day until a weird sort of morse code seemed to be sent through. Time to get excited. Pictures would appear on the screen. It was not uncommon for the PC to run out of power half way through, or for the weathermap to be of a different area completely. Even of the right area, it would take some time matching squiggles to supposed coastal outlines. Robert became an expert at cartology!

During the next two days, the rain grew worse. The crew were tired and wet. We had all been promised the Portuguese trades, not forgetting the sunshine and heat. There was a lighter patch of wind and rain for a while, then another front

went through and the wind suddenly veered to a NE4/5 and we were off.

Immediately, morale lifted and celebration chocolate was devoured. For the next two days, (200 miles) we had a lovely fast reach towards Madeira. As we rounded the Eastern end of Madeira, a blast of heat hit us, and for the first time for four days, the men started to spruce themselves up and have a shave and put clean shorts on!

After tying up, R&A went to clear in, leaving Bobby and Karl under an umbrella with lagers lined up. Do not expect to clear customs in Madeira (or anywhere else in Portugal) in a rush. R&A went in the first office, we think it was Immigration. Lots of clucking, sucking in of breath and arm waving later, we moved into the next office, we think this was Customs, and then into another office; still don't know what this one was, but we think it was port control, or it may be

the other way round, but there was a lot of shuffling of paper, consultation with colleagues and clucking. By the time we had finished this, the Marina office was shut for lunch.

After a good night's sleep, we left Madeira the next day with an accompaniment of porpoises to see us on our way in beautiful sunshine and the NE trades.

Two days later, we reached Las Palmas, Gran Canaria. We had been advised to tie up to the Texaco dock and we would 'be sorted out'. We were greeted with great gusto by Pedro, half a dozen Spaniards and various dogs, and then guided personally to our berth by Pedro. We were on the main quay (reserved for the big boats). The harbour manager said that they would move us while we were away on to the pontoons, but Sareema was still where we had left her when we returned in November, wedged in place by two 45 footers.

TO BE CONTINUED

Hayling Glass Fibre Repairs

Specialists in Marine & Industrial Structural Repairs

Sparkes Boatyard, 38 Wittering Road, Hayling Island, Hants

We offer high quality of workmanship and very competitive rates.

For full details of our range of glass fibre services contact Mick Frith

Tel: (01705) 464109

RACE REPORT PURSUIT RACE, 12th May, 1996

The forecast for the annual Pursuit Race was not promising - 2 to 3 going dead calm!! I had visions of spending the day at anchor watching the tide drift by. I could understand why Brown Bomber had selected this day for OOD duty.

My crew for the week end included Mark's 1 & 2, Stuart, Pippa, Chris and Ed (taking a weekend off from GUNSHOT where, it was claimed, he had broken the baby-stay the week before!). Pippa, for reasons best known only to her, had volunteered for fore-deck, so we went out early to get in some training. With Ed's invaluable tuition we had the spinnaker up, down, packed, up, gybed, gybed again and again, down and packed all well before the OOD had the course up and sent the first boats off.

The course selected took us down to the Winner, out to Nab East, back to Chi, then out to Winner once more and back to Chi taking in Hard on the way back. If there was time, the course would also include an additional sausage out to Winner and back.

For us on SYCORAX the race started at 11.36 in company with MISTY, GENERAL KAOS, MONS MEG and POLAR STAR. I am pleased to say we made our best start of the season although we almost took out GENERAL KAOS on the line when Andy tried to cut in under the Committee Boat and was broadside across the bows of

POLAR STAR and ourselves. Much yelling of "UP, UP, UP!" from Rosie's crew and mine had the desired effect and we were away. We set after GOPHER BROKE, MARIGOLD, WOODSTOCK & WATERSONG.

During the three mile close fetch to the Winner it was very close between KAOS and ourselves and at the first mark we rounded only about a boat length in front. MISTY was some fifty yards in front of us whilst Rosie and Hugh jockeyed for Contessa honours close astern. After the Winner we had a beat out to Nab East during the course of which we fought hard with GENERAL KAOS to round the second mark ahead of all the fleet. For me this was probably the most satisfying leg as we began to work as a team and our tacks became better.

At the Winner the kites went up and we had a slow down-wind leg back to Chi during which MISTY went by us to windward and we could see the faster boats LOHENGRIN, ANNA LOUISE V, and WILD OAT creep inexorably closer.

"I think he's retiring."

"Can't see anything wrong with him."

"Must have gone the wrong way".

We were surprised when MISTY decided to take the red Chi Spit buoy rather than the correct yellow Chi Racing mark. I wasn't complaining as the extra distance allowed us to cut inside them and retake the lead.

Back on to No. 1 and with a fresh 17kt (apparent) breeze we began to fly towards the Winner. Unfortunately for us

this also suited LOHENGRIN and ANNA LOUISE! The pack closed in!

At Winner we were still ahead. A swift gybe, pole up, kite up - JAMMED!!!

The halyard did a riding turn and caught in the self-tailing mechanism of the winch. Luckily the kite was only about eighteen inches from full up so we had it pulling whilst Marks 1 & 2 set about freeing the jam.

A glance astern and I danced a metaphorical jig. LOHENGRIN had rounded, hoisted kite and had a beautifully shaped "wine-glass" effect. Unfortunately (for us) Trevor soon had his problems sorted, nevertheless it had allowed us to hold our lead a bit longer and we left Hard to port and bore away for Chi still ahead.

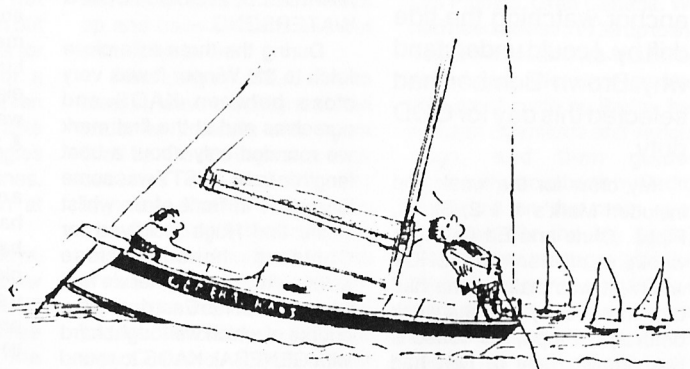
The swoosh of Trevor's bow-wave, the creak of his winches rang ever louder over my shoulder and I knew he was closing fast just up to weather. The time was 2.15 and the race was due to end at 2.30. I felt sure we would have to go around again and I knew they was no way I could hold LOHENGRIN off for two more legs. We made a half-hearted attempt to luff them up but with ANNA LOUISE not far behind I thought better of it and let Trevor through.

As it was, this was the last leg and we finished just yards astern of LOHENGRIN with ANNA LOUISE and WILD OAT not far astern.

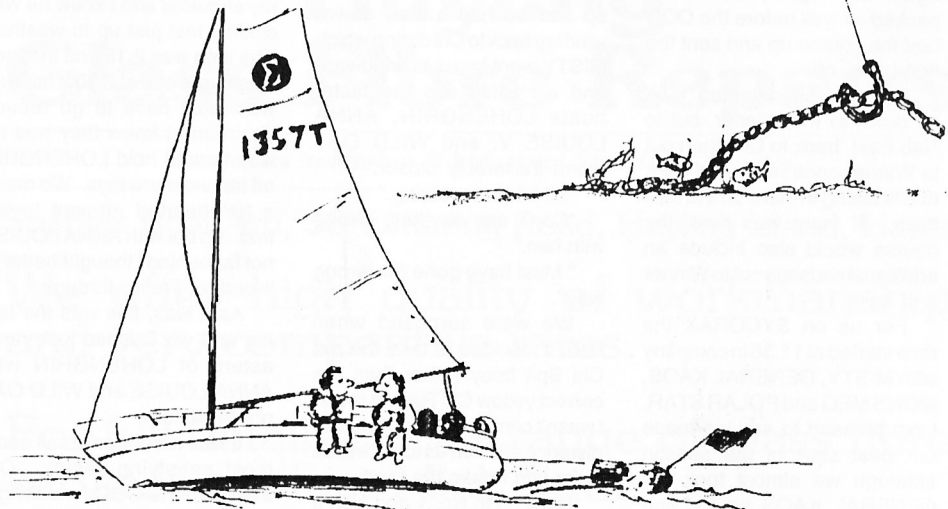
It was a wonderful sail and a most satisfying result. Our thanks to the OOD for calling a halt when he did!

**Brian Dandridge
SYCORAX**

Kartoon Korner

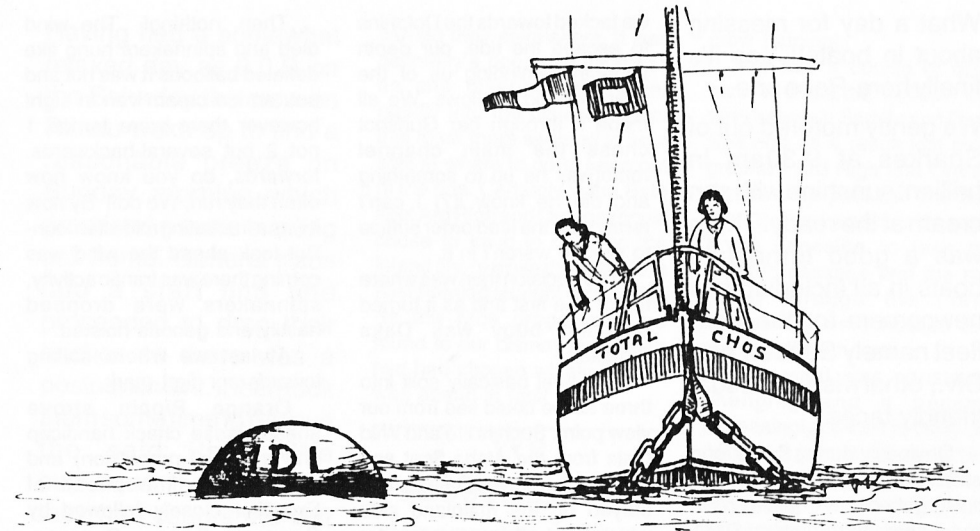


" Pull the ----- thing UP! "

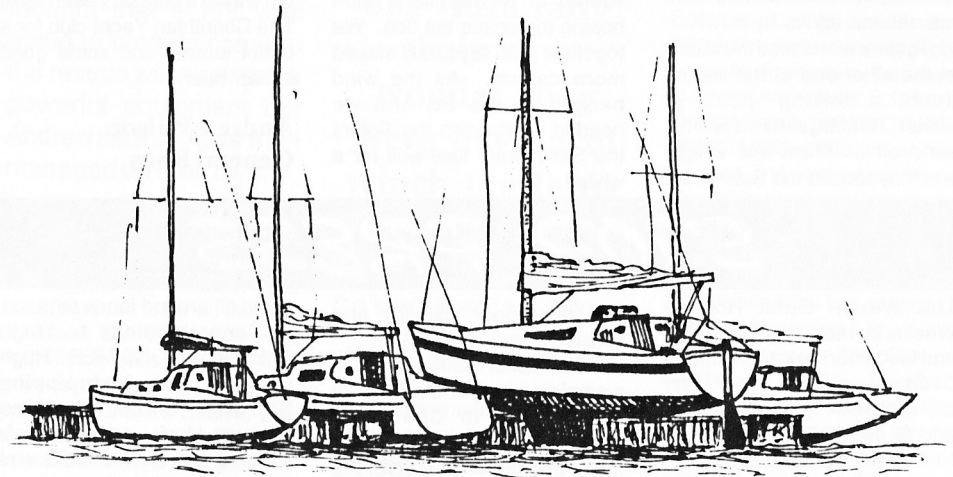


" Do lobster pots usually go faster than Sigmas? "

TOTAL KAOS



Start line is a bit short! If we can't move the boat perhaps we should move the buoy



General Kaos makes a stand

RACE REPORT

Saturday, 27th April, '96

What a day for messing about in boats!! Yes it's finally here-Race one.

We gently motored out of Sparkes at 9.30am in brilliant sunshine with sun cream at the ready. There was a good turnout, 20 boats in all including two newcomers for the Beta fleet namely Sundew and Olv., otherwise the usual friendly faces.

Obviously during those long winter months the Skippers had not forgotten how to jostle on the line, I seem to remember P111 on Port tack at the time shouting some friendly abuse in our direction when we were on starboard tack and obviously in his way, I'm sure he must owe me several drinks by now!

I gather we missed the fracas at the other end of the line (no doubt a talking' point at dinner). Rimau gave us a prompt send off at 11am into a light westerly toward the Solent. As

we tacked towards the Dolphins to escape the tide, our depth sounder reminding us of the ever looming shallows. We all made it through bar Gunshot chose the main channel route (was he up to something and did he know it?) I can't remember the lead order suffice to say we weren't in it.

The decision then was where to go. The first and as it turned out last buoy was Daks Simpson.

The fleet basically split into three as we could see from our view point. Such is life and Wild Oats from the Alpha fleet and Lohengrin from the Omega fleet stayed on the mainland side which paid off handsomely for them in terms of wind, namely more of it. Many including Orange Pippin, Anna Louise V, Excalibur, and Gopher Broke veered of to the Island Side hoping to escape the tide. We together with Sycorax stayed more central. As the wind backed to the SE and we headed west down the Solent the Spinnakers flew well for a while!!

Then, nothing! The wind died and spinnakers hung like deflated balloons. It was hot and not an ice cream van in sight however there were ferries 1 not 2 but several backwards, forwards, do you know how often they run, We do!! By now it was a frustrating mid afternoon. But look ahead the wind was coming there was frantic activity, spinnakers were dropped hastily and genoas hoisted.

At last we were sailing towards our first mark.

Orange Pippin strove ahead (please check handicap and mode of propulsion) and crossed the line ahead of Excalibur closely followed by General Kaos, Sycorax, Gunshot and the rest of the fleet. Gopher had gone to ground at last!!!

With glowing faces we made our way to a pleasant evening at The Corinthian Yacht club for a buffet supper and some good cheap beer.

Andrew Wilson
General Kaos

STOP PRESS

The Witsun Bank Holiday Weekend race to Cherbourg, and feeder for the annual Spring Cruise was won by LOHENGRIN (Omega Fleet) and GUNSHOT (Alpha Fleet).

The race started at 8pm on the Friday evening in miserable weather and the promise of a wet and dreary crossing with

fine rain, poor visibility and Westerly force 5 winds.

Most boats made the trip in a single seventy two mile fetch and arrived in Cherbourg between the hours of nine and ten in the morning. GENERAL KAOS and GOPHER BROKE were not so lucky as they were caught by the tide and did not

get in till around lunch time.

Congratulations to Hugh Caldwell in MONS MEG. Hugh finished 2nd, just pipping SYCORAX on corrected time although Hugh **sailed single handed** and **MONS MEG was fully laden with all the stores** he had taken aboard for his trip around Britain!!

RACE REPORT

Race 2, 28th April, '96

Having had a somewhat relaxed day as 0.0.D on the Saturday the crew on Rimau woke up to find a reasonable breeze on Sunday morning which promised a more exciting sail home. General Kaos laid a start line and proceeded to drag their anchor so there was a postponement. It then took them some time to retrieve the said item. (We subsequently discovered they had caught the last link of an old Admiralty chain - no wonder they were having to winch the thing up!). At one point we thought that P.111 was going to have to come to the rescue with their extra powerful equipment but Andrew and his 'Atlas' men managed on their own.

We eventually started about an hour later than expected and it was almost a beat to the first mark - West Ryde Middle. Most boats seemed to be 'on the ball' and over the line quickly the majority on Starboard tack with a few at the west end of the line on Port. Gunshot, Such is Life and Excalibur were the first boats to the mark - we think, as we were already a bit behind. The next leg was a close reach to Peel Bank and several boats

carried their spinnakers. It was definitely a good day for P.111 as she disappeared rather rapidly into the distance. After this mark there seemed to be a split in where to go to keep out of the tide. Certainly in the Beta fleet Ard Righ and Orange Pippin chose to keep in close to the Island shore while the rest of the fleet headed straight for Saddle. As the race progressed we found to our dismay that these two had chosen wisely 'Pippin was ahead in fact!

**We
subsequently
discovered they
had caught the
last link of an
old Admiralty
chain - no
wonder they
were having to
winch the thing
up!**

(Of the Alpha boats - through the 'bins' it looked as if Alex was showing everyone a clean pair of heels, as he had done the previous day.)

The wind seemed to drop off as we came further east and several people did sail changes the slickest of these in our sights, was from Geoff on Gopher - obviously he's been doing some

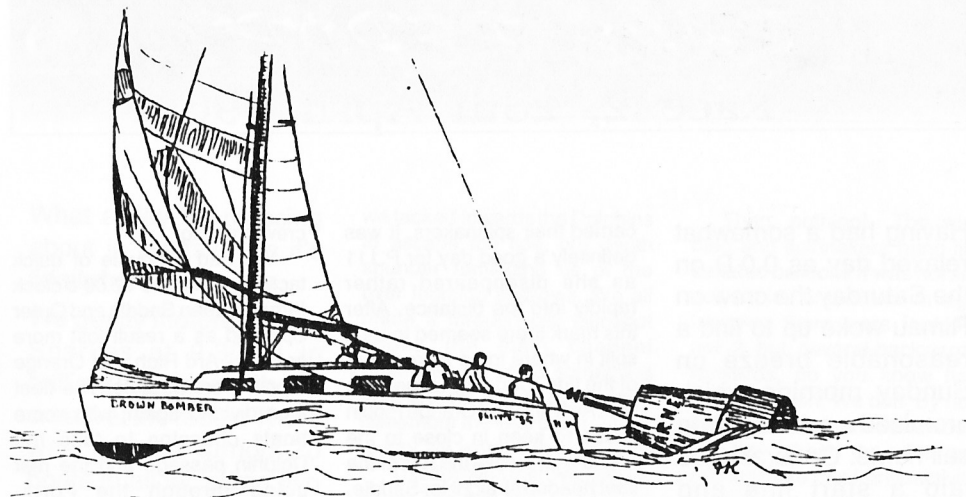
crew training!

We had a couple of quick tacks to avoid the 12.00 o'clock ferry between Saddle and Outer Spit and as a result lost more ground - Ard Righ and Orange Pippin were past us. The fleet then divided again, with some boats choosing to take the Dolphin passage and the rest going through the Forts. Spinnakers were hoisted and we set off for home.

The wind was constantly changing and it became increasingly difficult to carry our 'kite' so it was lowered and we finished the race with the number one genoa. We had managed to get ahead of Ard Righ though I'm sure in the final analysis they would have been too close for us to beat them. Other boats around were Gopher Broke and in the distance we could see the Sonatas coming up. Of what happened to the leading Alpha boats we know not - they were too far ahead. As for P.111 and Orange Pippin, well the Dolphins channel paid off this time as they claimed first and second over the line in our fleet. It was good to see the committee boat on station at the finish - it helped us to find Chi buoy. (Has it moved it's position from last season or am I just imagining it?)

Apologies to the Omega boats - Brown Bomber, Lohengrin, Anna-Louise V, and Golden-eye they were around at the start but from then on I have no idea what they did or where they went!

**Jacky Black
Rimau**



NOTICE TRINITY HOUSE LIGHTHOUSE SERVICE

Following reports that WARNER Buoy has again been subject to vandalism, Trinity House hereby reminds those concerned that pursuant to Section 219 of The Merchant Shipping Act 1995 it is an offence for any person intentionally or recklessly to damage any aid to navigation or to remove, cast adrift or sink any aid to navigation or to conceal or obscure any aid to navigation. It is also an **offence** for any person to ride by, **make fast to**, or run foul of any aid to navigation.

If any person acts in contravention of this Section he shall, in addition to the expense of making good any damage so occasioned, be liable for each offence to a fine.

Any person witnessing such damage is asked to report the matter to the Duty Officer at the Trinity House Control Centre (tel. 01255 242727). Anyone causing damage to a Trinity House aid to navigation will be subject to **prosecution**.

Unlawful interference with aids to navigation can have disastrous consequences for the safety of shipping and the preservation of the environment.

Trinity House
London
23 February 1996

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 _____

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

(Current Annual subscription is £50

for Full Membership including family and entry fee for all CCRC organised races, and £17 for Crew Membership)

My cheque for £50 / £17 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

Jacky Black
Lindowan
1 Beach Green
Shoreham by Sea
Sussex
BN43 5YG

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 Crew Registrar - Sue Dearden.

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

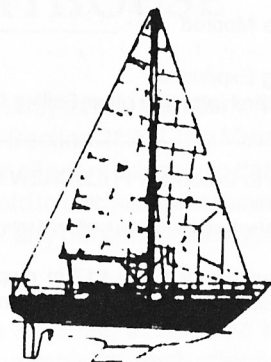
Address: _____

_____ Telephone _____
Home _____
Office _____

Previous experience _____

Please send to
Sue Dearden
18 The Link, West Acton, London, W3 0JW, Tel: 0181 993 5652

W.G. Yachts



Marine Insurance Consultants serving the commercial and private yachting community.
We offer competitive rates and speedy response to claims when the unfortunate happens.

For further information contact Richard Walton-Gould
Tel:- 01737 557020
Fax:- 01737 556877



THE CHICHESTER CRUISER
RACING CLUB
PRESENTS

CCRC CORPORATE SAILING

The 5th Annual CCRC Corporate Sailing Event will take place on Thursday 27th June 1996

CCRC Corporate Sailing is aimed at those members who like to offer clients and business colleagues a sailing experience.

The objective is to provide an interesting, enjoyable and memorable day on the water, and at the same time help CCRC fulfil its objective of promoting competitive sailing in Chichester Harbour.

Programme

Morning:

race training or pottering as you wish, to arrive for ...

Lunch:

at Sea View Yacht Club, a classic yacht club on the Isle of Wight with superb panoramic views of Spithead, Hayling Bay and St Helens Roads. Having recently celebrated its Centenary, SVYC has a wealth of experience in catering for the gastronomic needs of the hungry, and thirsty, yachtsman and yachtswoman, so a memorable repast is ensured.

Afternoon:

a race, starting from the Sea View Yacht Club

line, rounding various marks in Hayling Bay, and finishing at Chi Racing Mark.

Evening:

raft up in Chichester Harbour for prize giving party.

If you would like to take part in this unique opportunity to entertain clients, motivate staff, amaze your friends, and get in some extra sailing during the week without feeling guilty, then contact

Richard Creer on
0181 995 3532 (Work) or 0181 995 5525 (Home).



Wedding of the Year



There's nothing like a puzzle to inspire the members of CCRC and Monica and Trevor's wedding present list certainly gave us a lot of scope.

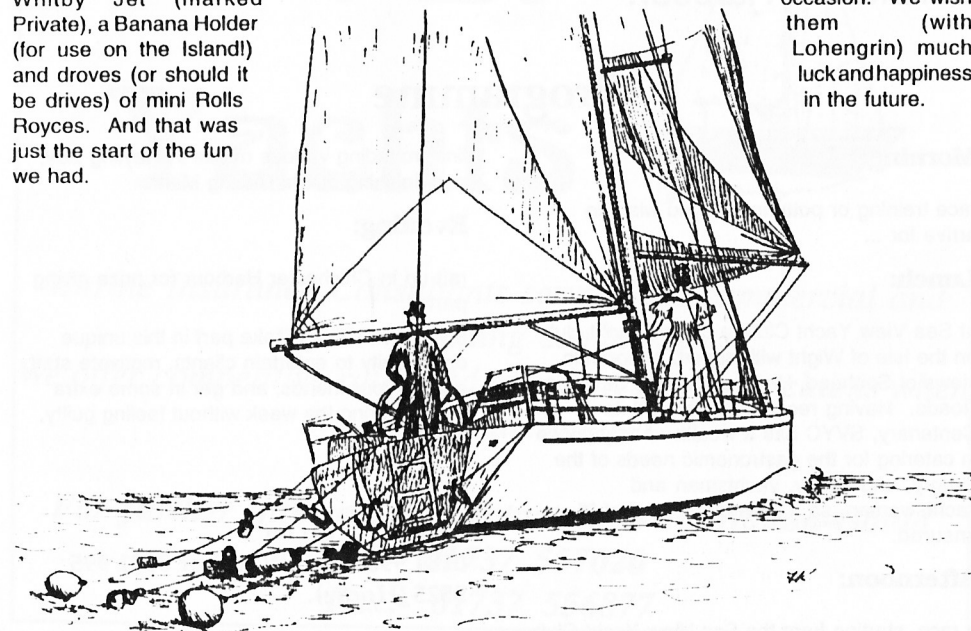
A private jet
A 44ft swan
A Caribbean Island
A Rolls Royce

In other words nothing was expected but what a profusion of ideas this inspired! Some Whitby Jet (marked Private), a Banana Holder (for use on the Island!) and droves (or should it be drives) of mini Rolls Royces. And that was just the start of the fun we had.

The Wedding itself took place at the Millstream Hotel in beautiful Bosham and we met the Newlyweds on their way to the Sailing Club for the Reception. Monica looked stunning in a simple white lace dress with matching shoes. We understand that she hadn't been able to find a dress she liked so had run this up the week before - and created the shoes herself. Trevor looked distinguished and sartorially elegant as he always does.

It's not often that CCRC have an excuse to dress up and get together in February and we were treated to a lovely afternoon. The wine flowed and the food was wonderful (especially the beef!). Tony, a member of their crew, made the magnificent cake (such talent on board this boat). There was music and dancing and Trevor on the Trumpet. In fact we all had a thoroughly good time.

I'm sure that we would all like to thank Monica and Trevor for inviting us to share this happy occasion. We wish them (with Lohengrin) much luck and happiness in the future.



RACE REPORT

11th May, '96 - Joint with CYC.

'What time's kick off?' asked Alison.

'10 o'clock' replied Roger.

'Great, must tune in to Radio 5' said Alison.

'They're hardly likely to be reporting on our race with CYC!' retorted Roger.

'No, Thicko, I'm talking about Manchester United!'

And so it was that the afternoon was interrupted by roars from the crowd, excited commentators and the latest score.

This is not our excuse for coming last - we reckon that was more to do with the fluky winds and the other boats being much faster. Arion has certainly found a new secret weapon - so secret in fact that Biddy and Nick assure me that even they don't know what it is!

At the Alpha/ Beta start spinnakers blossomed quickly as Wild Oat, Excalibur and Gopher Broke led the field. There was a demonstration of the wine glass technique - much copied later by the Omega class!

The Omega start was a far less gentlemanly occasion than usual with shouts of Starboard as they approached the line. We weren't quite sure who had been shown the yellow card! On Anna Louise Roger Morris was heard to shout 'STOP! STOP IMMEDIATELY!'. We looked round to see their halyard

being hoisted quickly up the mast - unfortunately without the spinnaker attached!

Alpha and Beta kites were spread attractively over the horizon as we chased the fickle wind down to the first mark at Nab 2.

'It's about time we lost some more weight,' said Roger as we started to lose ground on the others.

'Oh Bollocks!' cried the Skipper.

Marian and Sue were heard to murmur 'Hear! Hear!'

This is not our excuse for coming last - we reckon that was more to do with the fluky winds and the other boats being much faster.

The skipper scratched his head as we approached the mark.

'We should be able to Jibe the spinnaker but it doesn't sound right' he muttered.

'Well, its nearly 45 degrees, heading 305 which gives you about 100 degrees. Of course its a spinnaker jibe!' explained his 14 year old son. Rest of crew looked blank.

On Anna Louise they were trying to solve their lack of halyard problem by sending someone up the mast. We naturally assumed that they

were wind spotting - very keen!

Our wonderful new chart of the Eastern Solent racing marks doesn't mention Horse Tail. We assumed it was Dean Elbow and took the kite down to reach it - wrong! We soon discovered our mistake when Lohengrin sailed straight on. Its a good job they are there to show us the way!

After watching Arion playing tag with Ferry we decided we weren't quite so brave and turned away when another one tried to play with us. But the more we turned the more it turned too and we ended up heading towards Ryde! Even when we had recovered from that little problem a tug towing a barge decided to give us more grief!

We finally reached the Winner as Alpha and Beta were rounding it for the second time and set off to beat to Chi, then beat to Bay, then beat to the Winner again! I did tell you this wind was fickle! It finally deserted us about 50 yards from the Winner and after several fruitless attempts to get there we gave up.

So we didn't come last at all - we retired!

But the good news, for Alison anyway, was that last minute goal by Cantona to give United the cup. At least one member of the crew was happy!

**Marian Saltmer
Brown Bomber II**

ALL OUR YESTERDAYS

02

"A BLAST FROM THE PAST"



There we are, just coming up to the committee boat one minute before the ten minute gun, and I gets this hail, don't I, ever so toffeynose like...."WILD OATS, will you write the race report?" You know, not so much as a by your leave, just "will WILD OATS write the Race Report?" Well of course, that's what my boat's called, and she can do, and does, just about anything but write!

So I get lumbered, don't I. I got to write it for Wild Oats. This is W.O. reporting. What she says is its bad enough having a handicap like mine (hers) without having to bother what other people are doing. I mean, you know, she says, Ron Holland and all that jazz, but if I'd been designed by Ed Dubois, what'd I got then? She says, Me, I'm not complaining, I only sail for the fun of it. Give me a red, white and blue rosette with Charles and Diana on it. That's enough for me if I win. But she's got her reputation to think of.

"Wotse pick on you fer?" asks Truckworm. "Got a nerve", says Boglosloher.

"But 'e's got luvly wavy 'air' says Galley-Beetle, all soppy.

Ten minutes and 45 seconds later, there we are all bogged down with note paper....."who's

that boat?....What's she called?.....Get her number then.....Cor, what a name....." and the whole ruddy lot sails past our noses on starboard. There we are flapping about like a wet flounder as the hooter goes.

"e only done it to put you orf." Says Truckworm.

"Done that orlright" says Boglosloher.

"But ' looks ever so nice reely" says Galley-Beetle.

By this time WILD OATS decided that she'd flapped about enough, so she goes off on port, only to meet Rosie all full and by on starboard. Her helmsman roaring like a Minotaur lays W.O. flat on her ear with fright.....another dodge around Citron Presse's backside which looks like a squashed lemon, and we are out in the clear.

"OOHLOOK", a high pitched scream from Galley-Beetle....."there 'E is." Sue enough, there is BROWN BOMBER on port as well, ahead and down wind of us. A vision of 'The Goblet' flashes before my eyes.

"Where you goin', Dad?" asks Truckworm. He always calls me Dad. "They've all gorn the uvver wiy".

"May as well do something different, Son can't catch that lot up just by following them. Any how, BROWN BOMBER wins all the prizes, so it can't be bad."

"I'd give 'im a prize if 'e wants another one" sighs Galley-

Beetle.... "Such luvly wavy 'air."

With that, BROWN BOMBER smartly goes about and careers off after the others. So there we are, all on our own e-o with nobody to bother us. And it's a beautiful day now, all the mist being sucked up by the sun, and the Isle of Wight pops up like a shy maiden out of her bath.

"Hey, Dad. How can you write a report if you can't see what's going on?" asks Truckworm. I winks. "Cunning old B..... inne?" whispers Boglosloher in his usual foghorn manner. Anyway, we stand on, a gamble that may pay off if the wind don't bend.

We zigzag through half a dozen Flying Fifteens and Boglosloher makes a few appropriate disparaging and alliterative Anglo Saxon remarks in his usual stentorian sotto voce en passant. (There you are, mates, if you want a report you can have it in THREE languages). The whole horizon is littered with sails.... "there's a sight for sore I.C.I.s" says Truckworm.

So after a little bit we tacks up towards Dean Tail and sees we ain't done too bad with some of the big boys up ahead and the rest tramping down on us on port - very purposeful, like. The GK24 is much too near for W.O.'s handicap.

"If I 'ad a GK" says Boglosloher, "I'd call it GRUBBY KNICKERS!"

a chorus of three..... "YOU WOULD".

So then we starts all this

shuttling across the wind between buoys, and the Alphas show us where to go and what to do. "Cor, here's a buoy called Beast", says Galley Beetle. "Oh, NA-Beast", she mutters but we're too busy to argue as we grope our way through the fishing lines entwined like spiders webs to catch the pretty butterflies they circle round the..... Oh, fer Gawd's sake, let's get on with it. B.B. put up his spinnaker, but we thought we knew better and tried a crafty change up to the Big Jenny. But Boglosloher kept pulling on the wrong rope, we ran slap bang

into a Black Hole with no wind, and it all goes sour. The GK24, a Sonata, and Contessa 28 go through to windward and we are left a-wallowing. So up goes the spinnaker, better late than never, but still things don't look too good. W.O. don't like it one bit and swipes at us real vicious with her boom.

"Truckwork," says I, "we're going too slow. Pull something". So Truckwork pulls something and off we go again. But after about three spinnaker drills he pokes up a scarlet face from down below.....

"All this weaving to an' fro,

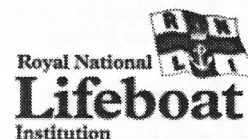
we're wearing a groove in the 'oggin. An' if you want the spinney again after this time, you stuff the bleedin' thing yerself.". And that's fighting talk for Truckworm, because normal like, give 'im a bunch of bananas every two hours and he's happy as Larry for ever and a day.

Se we avoid a mutiny by keeping up the old red, white and blue until we get to the finishing line which somehow has got down somewhere near Langstone entrance.

"Wot a pity", says Galley-Beetle, all soulful, "now we'll never catch 'im up".

That's what we all thought!

Race report from June 1981, kindly provided by Freddie Kemp, from the crew of WILD OATS, a Super Seal 26. So what's changed in the Club, we still have a Super Seal 26, a GK 24, a boat called WILD OAT, another called BROWN BOMBER, and 'e's still got "luvly wavy 'air. Don't tell Galley-Beetle, she might still get soppy!



Our friends at Hayling Island, with whom all of us that sail in and around the harbour have a special relationship (especially me, they pulled me out of the oggin during a Chichester Snowflake race and I was very grateful! - Ed.), report the usual busy start to the year with 15 'services', where they go out to help someone like us, already this season.

With only one of these missions being to help a board sailor and no dinghies, the great majority are to motor boats and

yachts. The latest, at the time of writing, was to pull a bilge keeler with engine failure (? last years fuel perhaps?) off a groyne, on their doorstep, at Sandy Point in the recent strong North-easterlys. The boat had managed to get the groyne in a very uncomfortable place indeed.

Apart from reacting promptly to distress situations, the local RNLI team are always proactive in seeking better safety provisions and have been pushing to have the Chi Spit buoy made a permanent year round feature. The hot news is that some form of lit marker will be installed, hopefully by the winter, but the exact nature of the beast is not yet clear. Let us hope the light is a good deal more visible than the miserable things on the Chi Beacon!

Better markers for the Inner and Outer wrecks would be next

on our list of improvements to the marking of what is quite a hazardous area outside the Harbour. The more features that can be made visible the better, in a patch of sea which, although looking innocuous is full of nasty hard and shallow bits to catch out the unwary or to make worse the problems of those already in trouble.

RNLI race Saturday 8 th. June

Plans for our race in support of the RNLI are well in hand. Lets try and get a few others out from our home Clubs to support the event - bums on wet decks is what we need! It is rumoured that the social gathering will be at the Emsworth Slipper Sailing Club - if true that would be a beautiful spot on a June evening - another good reason for doing the race and the social.

AN AUTUMN BREAK

Following such a fine Summer (we started the year having a 'shake down' Easter cruise to Guemsey), we were loathe to put 'Lohengrin' away - that is to keep her on her cradle where she lives at Sparkes. It was decided to enter the Winter Series Races run by Hamble River Sailing Club in the Solent.

There were 237 other boats there in 13 classes. There were six Channel Handicap Classes averaging 21 boats in each and seven other separate classes including Sigma 33 (40 boats), Sigma 38 (17 boats).

The races were held every Sunday morning in October and November (eight races with two discards) and we were in the third start consisting of us in Channel Handicap 2 (20 boats); Channel Handicap 3 (25 boats) and X99 (7 boats). That gives a grand total of 52 boats on the start line together. I personally think that you can never get a line long enough for so many.

We decided that starting in the middle was the best idea. It saves the hassle at the ends of the line and anyway we had the slowest handicap in our fleet and it kept us away from being sailed over by the quickest. In fact, we fared best beating to windward and generally managed to get to the first windward mark in the first half dozen, and this included the X99's. Off the wind it was different with the newer designs with their

bowsprits - reaching and running well.

One day we reached the windward mark first and bore away on a spinnaker reach. The spinnaker guy got caught around a mid-deck cleat. The spinnaker spun into an hourglass. The skipper cursed and reminded the crew how he personally had got the boat first to the windward mark and how they had ruined it all by allowing the spinnaker to wrap. At least 6 boats went past whilst the spinnaker was lowered, sorted and rehoisted. When the race results were announced we were found to have been over the line at the start! Little wonder we were first to the windward mark.

Another day it was a little windier and we were using our No.2 Jib (it was never windy enough to use our No.3 Blade). The tide was going westwards and the wind was from the East. We beat up the shallows on the mainland side with the normal confusion. Boats going into the shallows on Starboard and then calling for water and getting right of way on Port. When the windward mark was reached, we left it to Starboard and spinnakered over to the Cowes shore and then round a mark to Port to beat (still against the tide) up the Isle of Wight shore. Into the rocks, close enough to count the leaves on the trees, then out again for about an hour. Trying to cheat the tide - very exciting.

We must have been second or third when we were looking for "DAKS" to turn round, but the buoy was not there! Since it was to have been visited several

times during the race, we all gave up and went back to Hamble Marine quite dejectedly. It's funny what happens when you seem to be doing well!

We were impressed by the performance of the X332's in our fleet, and the Jeanneau 32 in the fleet with us.

The weather was superb throughout, with shorts being worn when you would normally expect to use thermals. It is good to be amongst similarly handicapped boats and we thoroughly enjoyed following other boats, knowing you are beating them merely by keeping up.

Not that we did that well - eighth out of twenty.

We returned to Sparkes for the last three Sunday races of the year with Hayling Island Sailing Club. Yesterday was the first race. One Channel Handicap fleet for all handicaps and we were the third fastest. We had a good start. We lead at the first windward mark, wing mark, leeward mark, second windward mark. Gosh, we are doing well, but what about the boats with greater handicaps? Then fog! Our Decca misbehaves. We are lost. We retire (by radio). We go aground three times coming home. We wait for the tide, miss even a late H.I.S.C. roast lunch, and put the boat away in the dark. Is it better asleep in front of the Television? Well it may be next week with really cold weather coming towards us from Russia.

**TREVOR ROSE
LOHENGRIIN**

THE CLUB HANDICAPPING SYSTEM EXPLAINED

The Chichester Performance related Handicapping system as used by CCRC for Beta division boats that do not have / wish to use a formally awarded CHS rating.

The primary objective of this system is to provide owners with the opportunity to take part in CCRC races with minimal cost, in boats that might otherwise not be considered competitive, and to do so with the anticipation of being successful.

The handicapping system awards a Chichester Rating (CR) that is effectively a TCF number based on the actual performance of the boat, skipper and crew. This is in contrast to CHS or PY systems that are based on the potential of the boat, and means that it is not necessary to have a race oriented boat in order to feature in the prize list. However, the proper use of the system does require that boats race in the CCRC fleets on a regular basis, as the handicaps can only be adjusted according to race results.

At the start of the season, (or when they join the club), owners wishing to sail in the Beta division can choose whether they will race with or without a spinnaker. The initial handicap allocated will take this into account.

(Declared non-use of a spinnaker will produce a lower rating, and although this may be a positive advantage on races that arc predominately upwind, e.g. passage to Yarmouth, the rating allowance will be insufficient to fully compensate for races that are mainly downwind, such as Yarmouth return).

The handicapping system awards a Chichester Rating (CR) that is effectively a TCF number based on the actual performance of the boat, skipper and crew. This is in contrast to CHS or PY systems that are based on the potential of the boat

Each Beta Division boat is allocated a handicap - the Chichester Rating (CR) which is based on details of the boat. The CR is used as a TCF to calculate the corrected time for a race, and this of course produces the race results. (Corrected time = elapsed time x CR)

After each race, a time correction factor (TCF) is calculated for each boat taking

part by dividing the corrected time of the boat in the middle of the fleet (the "standard boat") by the elapsed time of each competing yacht. This provides a set of TCF figures for all of the boats taking part in that particular race that if applied as a handicap would have enabled all of the fleet to have the same corrected times. For an even number of finishers, the standard boat is defined as being the boat whose finishing number is immediately above the mid-part of the fleet. In races where there are less than three finishers, this procedure is not applied, and no TCF calculation is carried out.

After a boat has completed four races, her average TCF is calculated by simple averaging of the highest three of her last four TCF values. This is used to produce a revised Chichester Rating, although the maximum change in CR is limited to 3%.

The revised CR is then used for that boat's next four races, after which it is revised again using the same procedure as previously.

**Pat Morrell
April 1996
Handicapping Officer**



The second annual Commodore's Cup Open Meeting was held over the Spring Bank holiday weekend in Hayling Bay with the generous support of our sponsors from last year- **Sparkes Marina, Express Marine Services and Teachers Whisky** with a welcome new sponsor, **Jeremy White Sailmakers**, and with the hospitality and assistance of **Hayling Island Sailing Club**.

20 boats competed in the cold wind conditions varying from very light crawling against the tide to a perfect, boisterous Force 4 in bright sunshine. The OOD, John McCann from Itchenor, operating from the luxurious Fairline Corsica Committee boat kindly provided by Basil Ritz of **Sparkes Marina**, set good startlines and sent the three fleets out on a variety of courses to keep the navigators busy. Hugh Caldwell assisted the OOD throughout the weekend and Mike Tong took over from John McCann for the final race on Monday, *having already secured the Alpha fleet*

trophy.

The Commodore's Dinner and the prizegiving were held at Hayling Island Sailing Club which also kindly provided racing marks.

The Racing - Omega fleet

Four boats started Race 1 in a light, shifty north easterly. Progress was slow enlivened only by Graham Colbourne diving backwards overboard as Arion overtook Anna Louise V carrying the kite in a dying breeze. It is not clear whether the dive was in celebration of the overtaking or as a result of the breaking of a handle made by his helmsman!

Anna Louise regained the lead and squeaked around the next mark leaving Arion, Lohengrin and Goldeneye going backwards on the tide.

Race 2 was again light but solid with the sea breeze finally overcoming the gradient wind. Goldeneye, with an eye on the menu for supper, went very successfully trawling for lobster pots and decided food was more important than the race. Alexis joined the fleet for the long third race so the Siggys 362s made a fleet.

Constant trimming gave Arion good speed but Lohengrin,

feeling her great weight and clearly missing Monica, lacked her usual sparkle finishing second.

The short legs of the Olympic course for Race 4 gave great sport in close tactical racing between AL V, Lohengrin and Arion. Monday saw Monica return to Lohengrin and, despite being forced over the startline by Arion, the Swan set off in pursuit of Anna Louise with great determination to finish only 11 seconds behind and take the race on handicap. Alexis burst her spinnaker snap shackles and had to retire. On Arion, we had our first real spinnaker wrap. We all stood there looking at it, nothing seemed to move it - then suddenly there is our hero, Gordon, halfway up the luff foil - no harness, nothing - and the spinnaker is free, amazing.

Alpha fleet from GUNSHOT

Last year GUNSHOT finished the weekend with a hole in the spinnaker - we couldn't help wondering what disaster this year might bring. More about that later. Last year the sun shone and the temperatures were Mediterranean. This year the sun shone, mostly, but the temperature was anything but.

Sunday was a special day - "Uncle" John announced it was

his birthday, and a rousing chorus of "Happy Birthday" was heard over the waves (well - flat calm actually!). As a special treat he was allowed to tell silly jokes all day - and boy are some of them silly!

There were eight boats taking part in the Alpha fleet - including a race-within-a-race with no less than 3 Storms. Rather like a rehearsal for the Nationals with PETRA, CLOUDS and GUNSHOT. There was very close racing on all three days, though not without a few hiccups. It wasn't very windy on Saturday and Sunday. What can you do when almost the whole fleet drifts slowly and regally over the line with half a minute to go?! Sensibly Basil decided to recall everyone and move the line.

The inflatable was sent off with another large orange balloon to put the first mark in a suitable place. And then we tried again. The most exciting start was when GENERAL KAOS seemed suddenly to realise that the start line was this side of the committee boat and there wasn't enough space for everybody. Lots of shouting! So they had to do their 720° to put things right. That was the end of it, they thought. But later on (much later on) Hugh's voice was heard on the radio calling GENERAL KAOS.

"I'm afraid I've got bad news for you" he said, "you were over the line".

"Oh, does that mean we're disqualified?" Annie asked.

"Well, you could always start again" was Hugh's advice!

After the first three races it became obvious to the rest of the fleet that EXCALIBUR was as usual out in front. But there was lots of competition for the other places. WILD OAT and FUGU always seemed to be there, and Brian Dandridge's

Verl 33, SYCORAX, seems to go quite well! In the Storms event things were getting really close. But has everyone noticed how the lobster-pots in Hayling Bay have been proliferating (something to do with chocolate sauce and Italians according to the theory on Gunshot)? There was a very discreet silence on board both GUNSHOT and PETRA as we overtook CLOUDS who seemed to have taken rather a close fancy to one lobster-pot. (And it wasn't the one next to WE.)

By Monday it was clear that EXCALIBUR had got the Alpha fleet honours, but for the Storms it all rested on the last race. And this is when disaster struck again for GUNSHOT. Approaching the mark with spinnaker up, the baby-stay collapsed. Which is why the sails were all over the place and GUNSHOT headed off in a completely different direction to the rest of the fleet!

So after three days of exciting, eventful and enjoyable racing, EXCALIBUR won the Alpha series, with WILD OAT second and SYCORAX third. PETRA won this Storms encounter - but wait till next time.....!

Beta fleet from Gopher

The performance rated Beta fleet grew magically, like topsy, through the weekend with just RIMAU and GOPHER BROKE starting Race 1. The subtle holes and differing winds were best understood by RIMAU in this race and she led GOPHER home comfortably with time in hand on handicap.

For Race 2, with rather more and certainly steadier sea breezes, the positions, on the water and on handicap were reversed. So the honours between RIMAU and GOPHER

BROKE were exactly even for the Barbeque at HISC that evening.

News of the fun had spread and two Sonatas appeared for the Sunday races. The start of the morning race, Race 3, was delayed first by the Alpha fleet start being recalled and then by the fickleness of the wind. When the long race finally got going a great battle developed between the Sonatas and Gopher which was won by Gopher with Sonic second and Impromptu third.

Race 4 saw the Sonatas revelling in perfect Sonata weather with a decent breeze and reasonably flat water. SONIC and IMPROMPTU stormed away to a 1st. and 2nd.

Bank Holiday Monday brought the fleet up to 5 with a visiting Sonata, 8100. The good North-north-east breeze again gave SONIC what she liked and, following a close race with GOPHER, she overtook the Maxi Fenix on the last beat. RIMAU found her pace finishing third with the visiting Sonata fourth.

OVERALL RESULTS:

OMEGA; 1ST. ARION, GRAHAM &

NICK COLBOURNE; 2ND. ANNA

LOUISE V, ROGER MORRIS; 3RD.

LOHENGRIN, TREVOR ROSE.

ALPHA CHS; 1ST. EXCALIBUR,

MIKE TONG; 2ND. WILD OAT, GEOFF

COOP; 3RD. SYCORAX, BRIAN

DANDRIDGE

BETA PY RATED; 1ST. GOPHER

BROKE, GEOFF MASKELL; 2ND.

RIMAU, JACKY BLACK; 3RD. SONIC,

EMMA JAFFE

STORM 33s 1ST. PETRA, GLENN

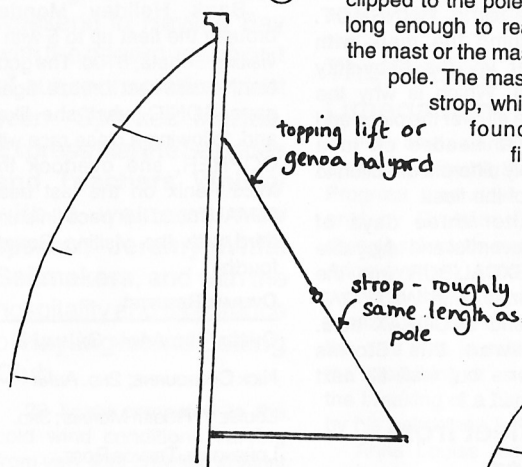
JONES

SONATAS 1ST. SONIC

Technical Bits

At the risk of boring those of you that have been racing these big boats for some time, I thought it would be interesting to swap some ideas on the technical side of handling and getting the best from a cruiser.

Fractional Rig



Today's subject is Spinnaker Pole Topping Lifts.

Not a very exciting topic you may think – and you would be right – except for the trouble they cause.

Some while ago, one David King wrote a series of short articles in Yachts and Yachting about CHS racing techniques. Included in an article on spinnaker strategies was a short description of a Mast Head Topping Lift. Now you may think this only applies to Masthead

rigged boats and, for Excalibur's benefit only, that is right but for the rest of us the idea works for any rig! Excalibur probably has this anyway – that's why they go so fast!

Instead of the pole lift exit on the mast being about half way up, with a masthead topping lift it comes out at or close below the foresail halyard sheaves – not above. See the sketches.

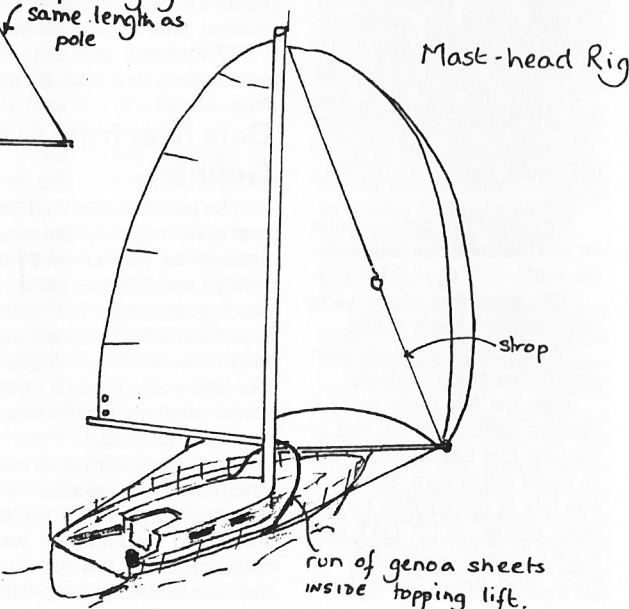
It is also handy to have strop clipped to the pole lift eye and long enough to reach back to the mast or the mast end of the pole. The mast end of the strop, which we have found is best finished with a stainless ring, is held with a bungy clip

when not connected to the topping lift. We use a piece of Dyneema and the internal elastic in the Kemp pole. This works well on our dip pole, I assume a similar thing would help on a double ended pole.

You may already be asking A. Why bother? and B. Why not use the second Genoa halyard?

The answer to B is yes do it works for us and it saves another bit of rope in the cockpit. If the second halyard is in use then the first will do fine.

The answer to A is only now becoming apparent for us. From the helmsman's point of view, you can rig the pole ready on either tack when approaching the windward mark and just hoist it when you finally tack to round. After the leeward mark you can drop the pole on the deck and



Race Report

CCRC v. Chichester Yacht Club

Saturday 11th. May 1996

The first skirmish, in this annual team event for the Bramridge Cup, sent the 16 boats of the Alpha and Beta fleets off together on a run to Nab 3 and a fine and orderly sight it was as the spinnakers and cruising chutes blossomed out in the light NE airs.

The CYC boats outnumbered CCRC 9 to 7 in this fleet but found the competition very stiff with CCRC taking the top five places ahead of Petra sailing for CYC.

The famous trio of Excalibur, Such is Life and Gopher Broke battled it out for line and handicap honours as the wind came and went in all directions. Excalibur finishing first on the water and handicap.

With such control in the first fleet to start, you would think the Omega fleet could manage with just four boats but Arion representing CYC decided to start on Port while Lohengrin and Anna Louise V thought Starboard sounded better and sang it heartily sending Arion twice round in a spin.

Three boats converged on Winner with very little steerage

Brown Bomber abhorred all this nonsense and shot off in the lead from the other end of the line. Lohengrin regained initially lost ground to lead at Nab 3 with Anna Louise second and Arion third. The close reach was tricky but LowonGin still led handsomely at the start of the

beat as the wind freshened.

Put about by a passing Naval vessel, Arion investigated the right hand side of the beat and closed the gap to a minute or so at the first windward mark but the big lift on Port to Chi buoy put her above Lohengrin for the reach to Bay. The nightmare run out to Winner allowed Lohengrin and Anna Louise to catch up and three boats converged on Winner with very little steerage. After the appropriate alterations, Arion emerged just ahead of Lohengrin and these places were held to the finish. Brown Bomber lost the battle against the tide and retired before Winner.

The overall result saw CCRC taking the event by 33 point to 72 and the Bramridge Cup was duly awarded at a very jolly evening and splendid dinner at Birdham.

technical tips continued

tack immediately without the topping lift interfering with the genoa. All in all it gives you more time and flexibility. From the foredeck view, it does make life easier although the one problem this arrangement does not fix is the need to move the genoa over to the correct side if you have gybed since hoisting the spinnaker. It does, however, mean you run the genoa sheets

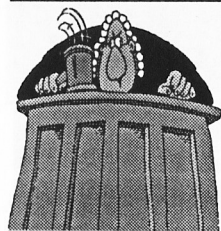
INSIDE the topping lift which makes life easier. If you also put a clip on the foreguy, or pole downhaul, you can release it to make more room through which to move the genoa across.

The purpose of the strop is not entirely clear to us yet, but we do find it saves having to go well forward to attach the top to the pole and, if you are using the halyard as a top, it easily

provides any extra length it needs.

At it is so simple and needs little extra gear, try it and let me know if it works for you! If it doesn't DON'T BLAME ME!

For our next in this series, perhaps someone would volunteer to explain the gybe! Especially gybing short-handed, as most of our boats race this way.



KLUB

KONFESSIOANAL



I CONFESS IT!

IT WAS ME WHAT DONE IT!

I made the handle which pitched Graham overboard from Arion in the first race of the Commodore's Cup weekend.

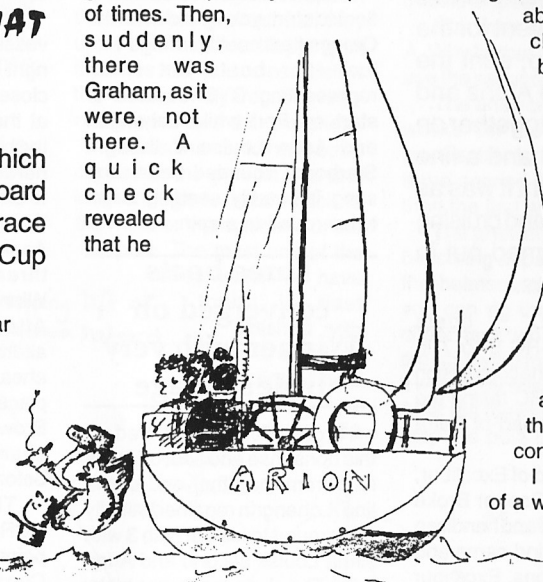
What started as a clear race winning idea proved to be a race loser.

The handle was attached to a loose block running on the Genoa halyard across the coachroof to help the deck man haul the halyard quickly, without having to worry about his hands as the slack is taken up by the halyardman.

True, I did have some difficulty getting the rope through the handle and had to use a fairly thin line, but it looked OK. I have seen similar bits of gear where

a small wire was used - clearly over-engineered.

Well, it worked perfectly. The genoa went up swiftly - a couple of times. Then, suddenly, there was Graham, as it were, not there. A quick check revealed that he



Double back somersault with twist!

was not on deck and was actually quietly lying in the water beside the back of the boat. By a majority decision, we elected

not to leave him there and threw the end of the lazy spi. sheet. Graham received it, checked its strength, like everything was

about to break and clamped on The boat was going very slowly at the time and we hauled him in.

The spinnaker was still flying but the extra drag allowed Anna Louise through. Graham was surprisingly philosophical about it but I thought it best not to confess at the time.

I once had the rim of a wheel come of the nave (the centre bit that bolts

onto the car) - "Don't worry", the manufacturer said, "it wasn't a weld failure." Graham reassured me it wasn't the stopper knot that had come undone. He removed the handle on the other side.

he has continued to provide us with "Kartoon" material. I am also delighted that Bidy has taken on the mantle of "co-resident cartoonist" and will also provide comment on your activities in graphic form! Just when you thought it was safe to go back on the water!

CONTRIBUTORS. It would be a great help if you can supply

articles on 3½" PC format disk in one of the popular word-processing formats. You can even send it to me via the INTERNET. My address is: ha96@dial.pipex.com

Don't be put off if you haven't the technology, clear typed articles are just as welcome.

Brian Dandridge

MARINE PROPULSION

ESTABLISHED OVER 10 YEARS
SERVICE AGENTS FOR:

MerCruiser
Bennett

Mermaid
QUICKSILVER

ENGINE SALES, SERVICING, REPAIRS & WINTERISING
INSTALLATION & COMMISSIONING
SPARE PARTS SALES

FOR FRIENDLY PROFESSIONAL SERVICE CONTACT US ON:

01705-461694

MOBILE: 0836 737488

FAX: 01705-467824

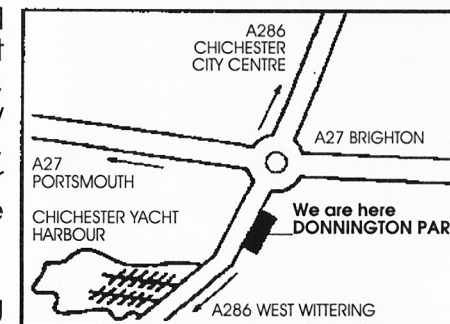
254A HAVANT ROAD, HAYLING ISLAND, HANTS, PO11 0LW

EXPRESS MARINE SERVICES

TEL: 01243 771000 FAX: 01243 778111

Express Marine Services for a full range of chandlery products at competitive prices and with friendly, professional service. Visit our new showrooms at Donnington Park, Chichester, or call to register for our periodic mailings with up to date product and pricing details.

We recommend telephoning before placing your order as our



**1-3 DONNINGTON PARK, BIRDHAM ROAD
CHICHESTER, WEST SUSSEX, PO20 7DU**