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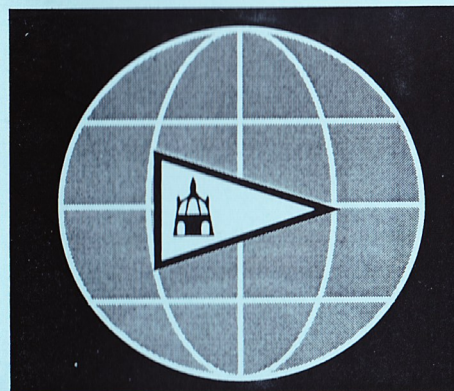


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CHICHESTER CRUISER RACING CLUB

NEWS OF THE CCRC WORLD Winter 1998/9



In this Edition

CCRC's Jubilee Season

Race Reports

The RNLI Open Race

Channel Race and Cruise

Get Those Starts Right
and Enjoy Them

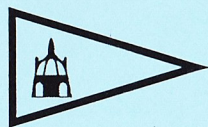
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The Commodore's Bender 98

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CHICHESTER CRUISER RACING CLUB



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Editorial

1948 to 1998

What a year it has been!

The special events to celebrate the Jubilee have been memorable and successful.

The Dinner on HMS Warrior was the event of the year, enjoyed by so many of our members and friends.

Together with the RNLI race, we have put our celebrations to good use in the support of the Lifeboats and their crews, whom we always hope never to have to call upon.

The Jubilee was equally celebrated in the Club's sailing activity, the highlight of which must be Mike Tong's, our Vice Commodore, 3rd. overall in the Round the Island Race, supported by so many other strong results from our club boats, with wins and high results in every class in that and many other major events.

The quality of the skills bred by the CCRC format of racing stands comparison with the heavily hyped centres around the coast. The great interaction between sailors, developed by sailing on as many other boats as possible, must help in producing these great results. Maybe we should try some real coaching as well.

CCRC 50 years young and still going from strength to strength!

Nick Colbourne

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Copy date for the Early Season Issue :
1st. May 1999

Cover picture: 'Excalibur' in full flight in 1998
Round the Island.
Photo Brian Dandridge

Commodore's Foreword

Reviewing '98, our 50th year, gives considerable pleasure. As ever, that very special blend of members' abilities to race hard and always enjoy themselves, whatever the adversity, made it a memorable season for CCRC.

Although the early turnout was a little low, mainly due to a large part of the Club celebrating in Antigua, gradually, the numbers increased and, with a very enjoyable May cruise, the season went from strength to strength. The splitting of our programme into three separate series has been successful allowing members to concentrate their efforts even when, for whatever reasons, they cannot always be racing with CCRC.

The Club heartily congratulates our many trophy winners and champions at other venues. Their success reflects very well on CCRC and I am sure if we had bothered to pay the fee, our 50th year would have shown CCRC as the leading Club around the Island.

I believe we can certainly claim to have held the best social event of the year with our 50th anniversary dinner on HMS Warrior. It was a wonderful occasion and the Club is indebted to all those who helped in the organisation of this very special occasion. Our guest list included representatives from all the Clubs in the Harbour, the Harbour Master, the Chairmen of both Conservancy and Federation and friends from other Clubs in the Solent. We had eight past Commodores with Bill Courtney humorously reminding us of the Club's past heritage. The memorable evening was rounded off, superbly, by Brian and his band.

During our 50th year, the Club has also worked hard in supporting the RNLI. Glenn Jones organised our Open Race in the Harbour where we raised £632 and through our raffle, organised by Monica Rose, we raised £1,697. Our thanks, and

those of the RNLI, go to Glenn Jones and Monica and the many others who helped in raising these huge sums.

We have encouraged seven new yachts to race with us during the year and at least one member to buy a new and bigger boat for the '99 season. It is new members who provide the lifeblood of the Club and who will become its future officers, therefore continued effort ensures not only that new members feel welcome but also others are encouraged to join us.

Crew members are continuing to join the Club and thanks to Sue Dearden many of our members benefit from the Crew List.

Our thanks are also due to Hayling Island Sailing Club for enabling CCRC to combine our Autumn Series with theirs. Thanks are also due to Itchenor SC for hosting our special 50th Birthday Party, to Tony for the great Birthday Cake and to Chichester Yacht Club where we held the AGM.

I believe that CCRC must always remember and actively promote its roots and beginning from within the Harbour Clubs. We will work with them to cajole, encourage and support all cruiser racing in Chichester Harbour and Hayling Bay.

I should like, on behalf of Helen and myself, to thank you all for the immense honour, privilege and pleasure to have been Commodore of the CCRC in its 50th year.

Finally, but no less resolutely, I should like especially to thank my Officers, Mike, Jacky, Brian and Rob, without whose help and support none of this would have been achieved and they have made 1998 a really memorable and enjoyable 50th anniversary year.

Mike Smith
Commodore



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Sailing Secretary's Column

Fifty up! When I joined CCRC back in 1987 I little thought I would have the privilege and honour of being the Sailing Secretary of the Club in such a year. Once again it has been a very active year both on and off the water.

I am delighted that despite the various out of Club activities some members have taken part in, the turn-outs have been good throughout the season, and we are attracting new members with CCRC type boats. Even in the past few days, I have been e-mailed by two potential new members who have seen the web-site and made contact requesting information on how to join.

Firstly, let's look back at the past season. Once again we split the season into three parts as this formula seems to have worked well and been well received by our members. I anticipated poor turnouts as many of our regulars were committed to the 'The Alternative Golden Cruise' out in Antigua as organised by Peter Wallace. Despite the absenteeism this created we had a healthy turn out for the first few week-ends, particularly in the Beta fleet where apart from one race, we averaged 6 boats per race.

Of course, just before the CCRC season kicked off, several Club boats took part in the annual Red-Funnel Series at Cowes. ARION and LOHENGRIN took the first two slots in CHS Class 3 whilst EXCALIBUR and SAREEMA took 1st and 3rd in Class 4.

I don't have any results from Antigua, but I have seen the photos of an unhealthily bronzed bunch of individuals in various stages of undress who seemed to be having a whale of a time whilst upholding CCRC honours in these distant waters.

Back on the home front, the second part

of the CCRC season kicked off with the RNLI / 50th Season Celebration race. This was very well supported thanks to Glenn Jones and his tremendous efforts in organising the event. The evening social featured our first Bar-B-Q of the season returning to the hospitality of Cobnor.

From a personal point of view, the highlight of the season was the Spring Cruise. For the Dandridge family it has for many years been unfortunate that the cruise coincides with half-term holiday and I have been reluctant to take our disabled son over the Channel with the very real possibility of not getting him ashore. However this year, with the great help of Mike and Helen Smith, who with Mike and June Tong, organised the Cruise, and with the on-board help of John Hampton, we took Robert over the Channel for the first time. We all really enjoyed it and it gave Robert an opportunity to share the experience. I would like to thank Mike Helen and John, as well as the other members who helped us out and allowed us to relax and enjoy the cruise.

During 1998 we had the usual mix of weather, however, only one race could not be run. This was the Brammidge Trophy event with CYC. I remember making it to the start line in thick fog with visibility less than fifty yards to find our OOD - Patrick Marshall on his own with a hand-held GPS and a dicky out-board wondering where everyone was. The radio was thick with messages from various boats lost in the fog or turning back.

The annual Round the Island race is a high point for many CCRC members and is a great indicator of the quality and competitiveness of CCRC. It gives me considerable pleasure to report that

CCRC had a particularly good race with Class wins for ARION and EXCALIBUR plus a 2nd in Class for ANNA LOUISE and a 3rd in Class for LOHENGRIN. But particular mention must be made of Excalibur's result 3rd CHS overall, a tremendous achievement in what is always a very competitive event. Congratulations to Mike and crew.

EXCALIBUR also won the Royal Southampton YC Double-handed Round the Island -Mike and Pat are suckers for punishment. Further afield ARION won Class 3 in the CHS Nationals, 3rd in class at Ford Cork Week and a class 3rd in the Hamble Winter Series. Rob and Anita were very disappointed that they didn't make Cork Week as they had to turn back whilst on route due to severe weather. They made up for it with a vengeance at Cowes week. 4th. in the third race, however 6 first places in the rest of the series in SAREEMA! Hogging it a bit, if you ask me!!

Of course, the season concluded with our Autumn Series and with the away days over many boats returned to the fold to ensure we had good-sized fleets in both CHS and Beta

Richard Creer's Corporate Sailing Event has become a traditional part of our season. Speaking personally and on behalf of my guests, it was, once again, a tremendous day - if a little fraught I had a crew of six, not one of whom had ever been on a yacht before! And now for the new Season!

Pam Marrs has agreed to work with me in the coming season. Her experience as the Sailing Secretary at HISC will be invaluable. Pam has been largely responsible for designing the 1999 programme with the help of Jackie Black and input from the rest of the Committee. The proposed programme for the coming season follows the principle we have adopted during the past few seasons and is split into three parts with a

Spring Series, Autumn Series and the Menagerie Series in the middle along with various other special events. I am sure many members will be pleased that the season opens a little later than it did this year. Pam and Jackie have provisionally arranged a number of new social venues for the coming year as well as many old favourites. At present, no decision has been taken over the destination of the cruise but the intention is that this year it will be a night crossing to give those members who have to work on the Friday the chance to join in. I believe the Menageries Series was a success this season and, although we won't have so many absentees this coming season, we propose to continue the theme but with a little more weighting in favour of the Beta boats.

Pam has included one major innovation into the programme - an opportunity for the Club to sail in a Royal Southern YC regatta in June. It is hoped this will encourage a number of members to come down to the Hamble and race in different waters.

In 1999, the August Bank Holiday comes right at the end of the month and we are to go to Poole.

It is most encouraging to see new blood coming into the Club. I also gather there are one or two recent new members getting bigger faster boats. I look forward to seeing them give Lohengrin, Arion, Sareema and Excalibur etc. some stiff competition.

It just remains for me to thank my Assistant Sailing Secretaries for their support and Pat Morrell for his work as both Handicap and Results Officer during the past season. Through their joint efforts the season passed smoothly and we can look forward to the next.

Brian Dandridge
Sailing Secretary

First Race - Too Early for some!

It was just as well that we had the comfort of Penrose III as Committee Boat for the first race of the season, as the weather was slightly inclement; a cold North Westerly.

Indeed, some of those hardy souls who braved the first outing, were rather surprised to find that the small (but competent) team on Penrose were actually so well organised that the first Race started on time, ably assisted by the Flag Set recently refurbished by Rita Dunkley

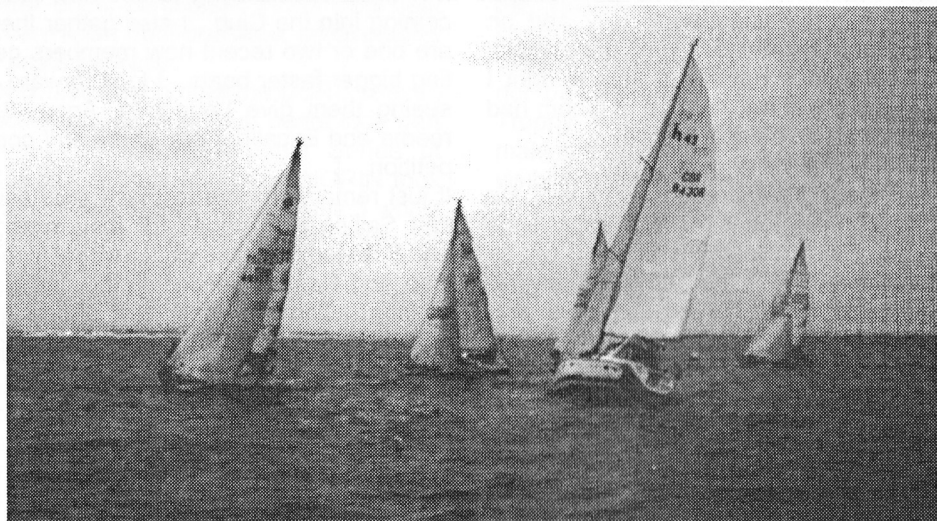
As is often the case, Bill and Den were well prepared for all eventualities, and departed Northney in good time such that we had time to anchor, gauge the amount of drag and re-anchor before even the first competitors had arrived. Unfortunately, the difficult holding at Hard racing Buoy did lead to a slight problem with the start line probably caused by the

OOD calling for all chain to be used - this may have lead to a perception that the Committee Boat had moved during the pre-start manoeuvring but was in fact simply a matter of the scope of the 60 metre chain straightening out!

Other pre-start problems to overcome, included advising all competitors what most of them already knew - that Chi Racing Buoy had not yet been laid -Flag "L" was duly hoisted and all competitors advised to use Chi Spit as the finishing Mark for the chosen Course.

The Beta Class comprised 4 Boats Happy Hour, Andrew Wilson's replacement for General Kaos, Windsong (Trentor and Debbie Ellis), Temeraire with new member Nick Lutte and Innatwist (Bill Woods).

Happy Hour lead the fleet away followed by late arrival, Watersong, which crossed the start line still hoisting the genoa.



A few minutes later, a 20 knot squall went though the fleet but caused no more than a slight awakening of the crews and an increased awareness that there were a few shifts to take into account.

In the CHS Alpha Class, 5 boats came to the line, including new members Nick and Theresa Ritzi in their Legend 43 Manna Kai. Arion jumped the gun probably for reasons associated with Penrose's chain, promptly returned to restart, and still manage to get to the first mark, W-E, only just behind Manna Kai, and closely followed by Excalibur, Major Gamble and Sycorax. Arion then experienced some difficulty with the Spinnaker hoist, allowing Excalibur to catch up before Arion settled into her stride and consolidated her position. Meanwhile Manna Kai surged on, flying what appears to be an enormous masthead genneker, which Laurie Smith may like to try sometime.

Both Fleets ran down Nab East followed by Cambrian and then back to the Winner buoy by which time Arion had overtaken all the Beta boats and

had moved ahead of Manna Kai. However, Major Gamble was keeping well in touch and, on the leg from Winner to the finish, caught up several minutes on the leader.

By the end Arion had only a small lead ahead of Major Gamble, but a 1 minute 1 second advantage was not enough and the Commodore took the first race by 59 seconds on corrected time. How Arion must rue that early start. Manna Kai finished some 10 minutes later closely followed by Excalibur which moved up to 3rd on handicap. Sycorax plugged round bug, finishing some 28 minutes behind the leader, managed only 4th place.

In Beta Class, Happy Hour lead all the way round finishing 25 minutes ahead of Watersong, still an 8 minute win on corrected time.

Glenn Jones

Penrose III

18th. April 1998

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Race 6 - Portsmouth to Beaulieu Sunday 3rd. May 1998

The day dawned sunny and bright. Yeah right! Who are we kidding? It was windy, nearly raining and freezing cold, when we got up on Sunday 3rd May. 'Typical British bank holiday weather' came a yell from the skippers cabin. "Time to get up!" said the skipper for the third time, from the warmth of his sleeping bag.

Ten minutes later we were up and heading for the start at Gleeds. Suitably jaded from the night before, various competitors followed.

Alpha and Beta started together, and Arion, Excalibur, Rimau and various other brave souls ventured to put their spinnakers up. Quickly drawing away from the fleet after rounding North Sturbridge, we raced Arion towards Norris. A few interesting broaches later and Arion took their kite down, and swapped it for something they could handle better. Promptly following that we sped into the horizon (well nearly). 'Ooh that looks interesting!' exclaims Roger. A quick glance (backwards I may add) reveals a very interesting situation. On Arion the tape used to repair the number 2 kindly deposited itself around the top of the mast. But we mustn't laugh too much. As we rounded Norris to head towards Ratsey, we discovered that maybe we weren't so perfect after all. As we buried our toe rail under water another reef and a number 4 were looking very attractive indeed.

However, in typical Brown Bomber

style we abandoned this idea and battled onwards. As we fought on we consoled ourselves knowing that other people were having the same problem (most of them were doing nothing about it either).

We turned left and sped off downwind. Looking back we saw Mike Tong doing his Harold Cudmore impression, rock hopping around Cowes and over Gurnard Ledge.

I, being the only sensible one on board, went downstairs at this stage. Five miles after the start of the 6.5 mile leg the skipper came down complaining of cold feet, leaving Roger and Terry on deck (a fatal mistake). A mile before Saltmead the skipper started to think that 'less was more'. Half a mile later it was decided that a reef and a number 4 were called for. This led to various curses and frantic winding from the somewhat 'knackered' crew. We set off up towards Autohelm. The skipper, from behind the wheel who hadn't lifted a finger during this whole episode, was heard to say 'well isn't this nice,' to which he got a dull groan from the partially comatosed crew.

We reached Quinell first and set off at full speed to have a rather late lunch up the Beaulieu River. The skipper's final thought for the day was, 'Well doesn't she go well without all the excess baggage.' If you want to know what that means though, you'll have to ask him for yourself!!

Alison Chivers
Brown Bomber III

And an OOD's view of Race 6

The marina Office gave me a forecast of NE 3 to 4, the radio NE 4 to 5 but most competitors found it to be mainly NE 6. So much for forecasts!

Nine boats turned up on the start line, only two of which were of CHS persuasion, not surprising with so many members Swanning round, or should I say, Beneteauing round the Caribbean.

In view of the fact that none of the 3 courses in the book catered for a northerly wind, yours truly and your very honourable Sailing Sec. concocted a course, which included a couple of beats.

Working on the basis that if you can't provide a beat for the first leg, a running start is the best alternative, so with the countdown proceeding we watched with interest the nine boats hovering off the start line. Arion hoisted her spinnaker and as she lay beam on with her spinnaker flogging away, I thought they were in for a spot of bother, but none of it, seconds before the gun Nick bore away and as the gun went crossed the line going flat out - a dream start. (Pure luck! - Ed.)

While all were off at high speed to North Sturbridge, we stowed the starting paraphernalia, weighed anchor and set off on a broad reach to Beaulieu.

The leg from North Sturbridge to Norris must have been fast and fun. We came across some of the fleet on the windward leg to Ratsey, Andrew Wilson in Happy Hour, his General Chaos replacement, the Commodore in Major Gamble, Brown Bomber just visible on the horizon ahead and Rimau not too far in the rear, all enjoying themselves bouncing over the heaving grey sea into

a bitingly strong NE wind being washed down with spray and icy water.

Watching that lot, I thought rather them than me with my Simrad wind instrument registering 57 knots from the south, I decided the conditions didn't warrant an ancient mariner firtling around watching those nine boats enjoying themselves. Actually the wind condition recorded is not a typing error - the offending instrument had been despatched to Simrad for testing, only to be returned with the comment there was nothing wrong with it!

So, on to Quinell, with the hope of getting some shelter from the north shore, but it was not to be. There was too much east in the wind, so we lay across wind and tide, pitching like mad and dragging the anchor. Three times we upped anchor, each time moving nearer the shore to find shallower water, less tide and better holding ground. Finally, the force went out of the tide and we settled comfortably head to wind in good time to clock in the finishers.

A number of boats after finishing, came down what, in the end, was a rather lengthy finishing line to say 'thank you' - what a polite lot the CCRC are becoming! So when we were all safely gathered in, it was up the river to the Royal Southampton at Ginns Farm for what proved to be a very enjoyable evening.

Freddie Kemp
Lynx IV

Hearing Hard through fog in the race that never was!

All fog disorientates. At sea, the thicker the fog the stranger things seem. Familiar objects take on unfamiliar shapes. It is in circumstances like this that marine electronics, navigators and blind obstinacy come into their own - but not necessarily in that order!

It is rumoured that some 14 boats ventured into the deepening murk on the first Saturday in June for the Bramidge Trophy race, the annual joust between CCRC and Chichester YC. I say "rumoured" because the fog was so dense that nobody could see anyone else. The Marie Celeste stories told at the dinner at CYC that evening might well be true. On the other hand, they might be yachtmen's tales, but nobody can disprove them. Some accounts of what it was like in the thick of it could have come from people who never left their moorings. What little WE know comes from what we heard rather than what we saw. It is the story of the dogged dogged few. And since I was on deck peering into the gloom, I have to concede that my account is secondhand and may contain inaccuracies arising from mis-hearings - it was relayed to me by THE NAVIGATOR (and First Mate) who was down below in the navigatorium operating the GPS, Decca, RDF, VHF and other mystical equipment that we skippers find so difficult to get to grips with.

Untypically, we had left Chichester Marina in good time to get to the start. The visibility was not good but it was good enough on the way down the harbour to see eager preparations going on aboard Anna Louise and Brown Bomber. Passing Hayling Island SC we would have described it as fairly misty, although the clubhouse could be seen to starboard and the three Winner buoys to port.

The first indication that something was amiss came when I was on the foredeck hanking on the genoa. Marigold was just passing a small power boat anchored in the vicinity of the bar beacon. "Can we follow you back into the harbour", they shouted as we motored past. "We're not going back into the harbour," I shouted. "The harbour's in that direction", I said, pointing astern as they faded into the gloom.

"It's really thick - I think we should go back", shouted THE NAVIGATOR from down below. "No we're not," I shouted from the foredeck. "Give me a bearing on Chi Spit". Our good friends John, who was steering, and Deidre, working the sheets and halyards, looked distinctly uneasy. I returned to the cockpit. The compass heading was 180. We motored slowly forward. The start was scheduled to be between the Committee Boat and Hard. The fog got thicker. I calculated visibility was down to about 25 metres.

"Brian's on the radio telephone saying Sycorax is at Hard and asking the OOD and Committee Boat where they

are," shouted THE NAVIGATOR from below. PAUSE. "Happy Hour (the OOD) says he's at Hard but he can't see the buoy or the Committee Boat." PAUSE. "Firestorm says he's at Hard and he can see the buoy but he can't see Sycorax." PAUSE. "Krisnik says he's at Winner in a pea soup and he's not keen on looking for a needle in a haystack." PAUSE. "The Committee Boat is asking Brian if Hard is in the old position or the new position." LONG PAUSE..... "Sycorax is telling Happy Hour that if he wants to call it off that's OK by him." PAUSE. "Happy Hour says the race is cancelled!" PAUSE. "I've put the Winner post in as the next waypoint".

The fog seemed even thicker. I

turned Marigold on to a heading of 013.

It was then that I saw it: a vast black hull with a sloping counter on which I could just make out the letters HMS WARR, towering masts, two beige funnels and not a soul on deck. But there were three international code flags fluttering from the yard arm - the answering pennant, flag R and flag Y. "You should proceed at slow speed when passing me". It vanished as silently as it had appeared. I looked at the compass. It was bearing 050. On course for a celebration!

John Dunkley.

Marigold

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Golden Jubilee Celebration RNLI Race 9th. May 1998

Twenty boats entered in the two fleets sailing the event held as part of the Club's Golden Jubilee year Celebrations in support of the RNLI.

The conditions were looking particularly difficult with the early strong south-south west wind quite suddenly dying away as the races started, leaving a lumpy sea and no power to push the boats through it. Fooled by this strange behaviour, most boats found they had the wrong rig set up and hasty changes were to be seen everywhere.

The club performance handicap Beta fleet was led away by Paul Chivers in 'Brown Bomber III' but the lighter conditions later favoured the smaller boats and the winner on handicap was 'Kandy', a Hunter 245 sailed by Geoff Coop. Four minutes behind were John and Rita Dunkley in 'Marigold', a Hustler 25.5 with the massive 'Brown Bomber III' third.

The CHS Alpha fleet was really caught out by the easing wind at their start and found the early going very slow. Richard Creer made all the running in

his Sigma 362, 'Goldeneye', by tacking off to the west along the shore towards the new wind and out of the tide. 'Arion', another Sigma 362 sailed by Graham and Nick Colbourne, having made the usual doubtful start, was forced to follow 'Goldeneye' in order to avoid the dirty wind created by the bulk of the fleet which was sailing out towards the deeper water. This brilliant tactical decision, Act of God or call it what you will had enabled Arion to close the gap to Goldeneye considerably by the time they reached the first mark, Dean Elbow buoy off St. Helen's. The rest of the fleet, having suffered badly at the start, now made ground as the leaders fell into a calm patch on the second leg, a deep run to Winner. With the benefit of a stronger wind 'Anna Louise V', Roger Morris, led the pursuers, but it was Rob and Anita McLeod in their Westerly Fulmar 'Sareema' that was in the strongest position on handicap.

Much gybing and sailing of the angles on the run produced little change except that the new light south westerly breeze closed the fleet ready for the next beat to Warner.

The race organiser, Glenn Jones, shortened the course at Warner buoy, near Seaview, after the vast block of flats which is the cross channel ferry 'the Pride of Bilbao' had steamed unsympathetically through the fleet as it lined up for the tricky tack to the finish line.

To be there in the lead was a significant disadvantage and the luckless Goldeneye had to go the pretty way round the block of flats, checking for loose slates or something, allowing Arion to sneak past near the line. In the end, the winner was 'Sareema' having gone well all round the course, with 'Arion' second and 'Gunshot', sailed by Peter Wallace fresh from his successes Swanning about in Antigua Week, third just 18 seconds ahead of the disappointed 'Goldeneye'.

The prize giving was held at a bar-b-que at Cobnor with generous prizes from the event sponsors, the Chichester and Emsworth Chandleries.

With this as the first major event of the Club's Jubilee Year Celebrations well over £532 was added to the Jubilee fund which was to be gathered for the benefit of the for the RNLI and £100 to the Cobnor Trust.

JUBILEE BATTLEFLAG

To celebrate our 50 year Jubilee, we produced a special CCRC battleflag to be flown proudly wherever CCRC boats are gathered together. They have been displayed in all the major events from Chichester to Cork, Langstone to Le Havre. A couple of flags are still available from Nick Colbourne, a bargain at £38, so ring 01243-574053 TODAY!
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Mossat Ho., Halmaker, West Sussex
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Golden Jubilee Celebration aboard HMS Warrior

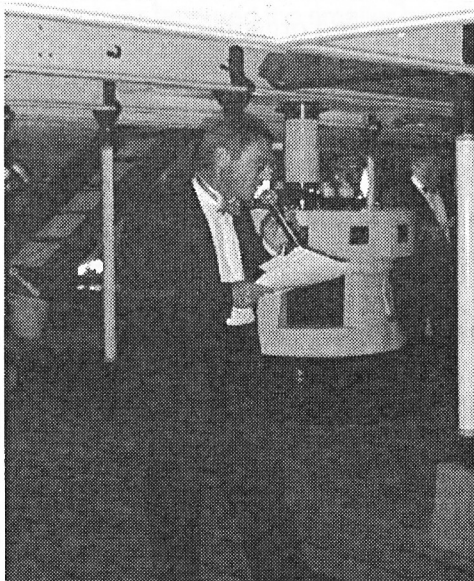
"This is a very special night for all of us."
said the Commodore, Mike Smith.

The cold and damp of the unseasonable weather, on Saturday 13th. June 1998, might have spoiled the evening but the 226 hardy revellers gathered to be greeted, on the main deck of the beautifully restored HMS Warrior, by the Commodore and his Lady.

A glass of Champagne in hand, a first tour of this amazing ship then revealed what an atmospheric venue had been selected for the Jubilee Celebration of the CCRC. Exploring the ship from upper deck to the boiler room generated healthy appetites which were well

satisfied by the excellent meal served at the mess tables between the guns on the gun deck. The tables gave the feel of private dinner parties but the pleasure of dining among many more friends than can be accommodated in one's home.

The feasting done, the Commodore welcomed the many guests, representing the clubs from Chichester Harbour and throughout the Solent, which have given CCRC members warm hospitality over the years, Stewart Garnham of the Chichester Harbour Fed-



The Commodore's address on the Jubilee



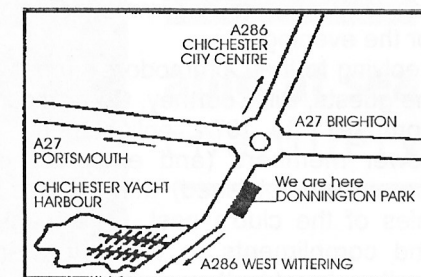
and Mr. Bill Courtney replying

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'tween decks with Table 19 - several pitchers of grog are past caring!

eration, Brig. Bill Woodburn from the Chichester Harbour Conservancy, our Harbourmaster, Lt. Col. John Davies, and the past Commodores and members who fostered the club in its earlier years.

Mike thanked Capt. David Newbury, his officers and staff on the Warrior, County Caterers for the excellent meal and service and all those members contributing to the evening particularly, Jackie Black, for her immense effort for the evening.

Replying to the Commodore's toast to the guests, Bill Courtney, Commodore from 1971 to 1974, enlightened the newer members (and embarrassed the more established) with humorous tales of the club's past. His thanks and compliments to the club were loudly echoed by the guests.

Rumblings from aft on the Half Deck indicated that the dancing was about to begin to Brian Dandridge's band while Monica Rose and her band of raffle ticket sellers hurried to sell the last opportunities to win the big prizes on offer in support of the RNLI. When



Mr. Trevor Rose congratulates the Hon. Secretary, Mrs. Jackie Black on the successful Jubilee Celebration.

Photos Mr. Brian Dandridge and his digital box camera

drawn by our Commodore's Lady, Helen Smith, the principal prizes were won by :-

Neil Millward - Mountain Bike, donated by Red Bull Co. Ltd.

D. Shingler - Stunt Bike

Mrs. L. Castleton - Case of Wine

with twelve other big prizes claimed on the evening or shortly after.

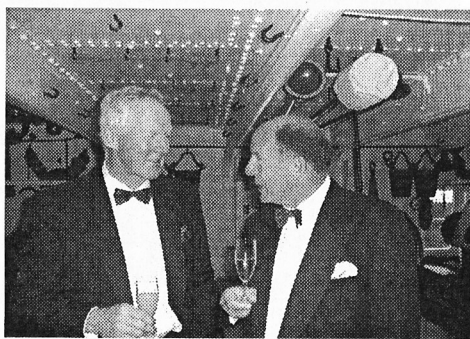
The magnificent total of £1700 was passed on to the RNLI for their new Crew Training Centre at Poole.

A worthwhile, tangible memento of the evening is the certificate presented by the RNLI to the Club and reproduced on page 3 of this News.

The cool evening did nothing to subdue the energy of the dancers on the Half Deck - luckily the Captain was not in his Day Cabin, immediately aft of the dance floor (deck?).

Brian's band produced just the right music to stimulate the party and the surprise of the evening was the call to the tenders coming so early in the revels.

As Mike Smith predicted, it really had been 'a very special night for all of us.'

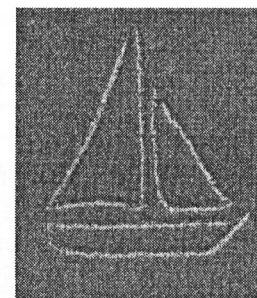


Mr. Mike Tong, left, the owner of 'Excalibur' (ex - Anna Louise IV) compares notes with the previous owner Mr. Roger Morris on the Gun Deck.

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Cross Channel Race and Cruise

22 May 1998

Friday

Quiet sleep suddenly shattered by alarm. Ugh, 6.25am! Even the skipper didn't move straight away. It's his job to get crew up with morning tea (otherwise we'd never go anywhere). That done, as usual, he abandoned the galley and started rushing about the boat. Galley slave cooked lots of bacon and mushrooms and the rest got the boat to the start just in time for a clear, orderly start on Freddie's well set line.

The popular vote was for a starboard pole -several boats gybing within a few minutes. The fleet spread out quickly -BB favouring a course through the Needles - Asterake, Manna Kai, Green Pepper and Excalibur all to our port, Gunshot just to starboard as we crossed behind them to get clear of their dirty air.

Brian just behind to port in Sycorax. Skipper suddenly happy after gybe -"Stay there wind".

An hour later, breakfast and second cup of tea finished, BB's spinnaker came down Brian's engine went on too. Even Excalibur and Gunshot having problems. 3 knots, Excalibur gybed away from us, then gybed across us struggling to keep a decent speed, Sareema got a twist (where's the camera?) and our speed drops to 2.5 knots Asymmetric up!

Two hours after start, just Excalibur to starboard near Island and Sareema (ahead), Lohengrin (to port), and us behind naturally. John had by now given up standing on the main and had found a good use for our partially inflated dinghy -namely a comfy bed - with legs keeping the boom in order.

Skipper much amused at what kicking strap might do to his manhood.

10.45am. We retire as Sareema puts up a new kite and Excalibur seems to be ahead in lee of Island.

Long boring crossing, the highlight of which was a pleasant meal, but somehow we'd lost the wine en route, in a wind that was the exact opposite of that forecast and about 9.30pm we arrived to a welcoming party from BB and Lohengrin ready to catch our lines. We were off in search of a bar immediately to check out the local brew.

Saturday

12 noon. Briefing at Clubhouse began a bit late, as June had to have a beer on arrival from her difficult journey.

Very good to see such a crowd of club members -and even some new ones. The briefing turned into lunch and then into afternoon tea - washed down with a fair amount of alcohol.

Dinner at the Grand Gousier recommended by Colin of Gunshot. A party of BB and Gunshot occupied a long table to celebrate Sue Dearden's birthday - but BB's legendary meanness once again refused children decent food - one heard "No you may not have

the 224 franc turbot, Roger" so the poor child, starved again, was forced to eat his third lobster of the day. The restaurant was elegant and traditional, with a technological breakthrough in the form of a revolving loo seat cover in the Ladies

Sunday

A cloudy dawn gave way to sunshine to greet me from the shower. Skipper had breakfast ready on my return to the boat and excelled himself by doing lunch later as well, to set a good example to Nathan.

The fleet set out at about 11am with one or two leaving earlier. Having fitted our old Dacron main, to rest the racing one, the crew had fun trying to get it to resemble the Mylar in shape, rather than an old laundry bag.

We were soon clear of Cherbourg in a light WNW breeze and once we had the tide under us, we shot down to Cap

de la Hague at 10-11 knots. When we ran out of wind (or the tide cancelled it out) we set sail, to have a look at Dialette, under asymmetric spinnaker, ably set by Skipper with Sarah assisting, who then peeled it for the lightweight as we altered course. Lynx,

Gunshot and Lohengrin were all close by as we ran down the coast in the sun.

In Carteret we were ably assisted by the harbour staff who issued an ordnance survey map of where we should berth. As usual, we were chafing at the bit, and early arrivals met some difficulties but, apart from two boats being slightly aground at low water, we were snug under the Capitainerie. Major G made haste to book for dinner (for Sycorax and Sareema too) at the Hermitage - who duly served us lots of lovely seafood.

Monday

Another sunny day after early cloud,

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The CCRC fleet at rest in Cartaret proudly flying Jubilee battleflags!

golf was to fill most people's day -ferried there by Nathan, who was the only one with his driving licence! The day's play was won by Asterake and they all seemed to enjoy the day, save for the lack of lunch.

We non-golfers drove to the beach in search of driftwood for the driftwood challenge and spent a happy time seeking out broken orange boxes, pieces of old polystyrene and some larger timbers. Robert and Gerry found some lovely shells to use as decoration/ballast on their entry.

Major G had had no breakfast, so lunch beckoned urgently and we were sat in the sun at Bonneville enjoying excellent food including croque monsieur and home made pizzas. Bottles of local cider washed it down. The workers all left about 5ish to catch the ferry at Cherbourg. The Yacht Club invited us

all to a barbecue that night and the president, Sandro and his attractive wife, Evelyn, asked us all to join them for a drink beforehand. Our hosts were most hospitable and kept Pascal busy at the bar. Claire and James from Asterake (HISC) were excellent value as they had lived in France for four years and had no trouble charming our hosts with their excellent French. A jovial evening finished late, some members joining in a singsong on board Manna Kai to end their day.

Tuesday

Neil jumped ship to keep Colin company on Gunshot. BB was going to Jersey to visit friends. Onwards to anchor off Herm and then to St. Peter Port. Most boats enjoyed a sunny afternoon on Sark, walks revealing the lovely range of wild flowers. Freddie stayed on Lynx, which was just as well

as Lohengrin went for a wander and ended up nudging Lynx. Sareema came to the rescue and Rob managed to up the anchor and Anita to helm (great fun helming a Swan!) to a new berth to await the crews return. Lohengrin's anchor had found a sheet of metal to attach itself to, which certainly didn't help its ground holding abilities. Meanwhile Major G, Sycorax, Asterake and Gunshot - just north of the Little Russell, found a nasty squall cutting visibility to 20 yards and suffered a severe battering by vicious rain. This decided us on a course straight to St. Peter Port. Victoria Marina found a convenient berth for Sycorax and we tried out a recommended restaurant at Moore's Hotel - fixed price menu £14.50. Excellent evening, which Brian and Colin particularly enjoyed as they shared a Chateaubriand.

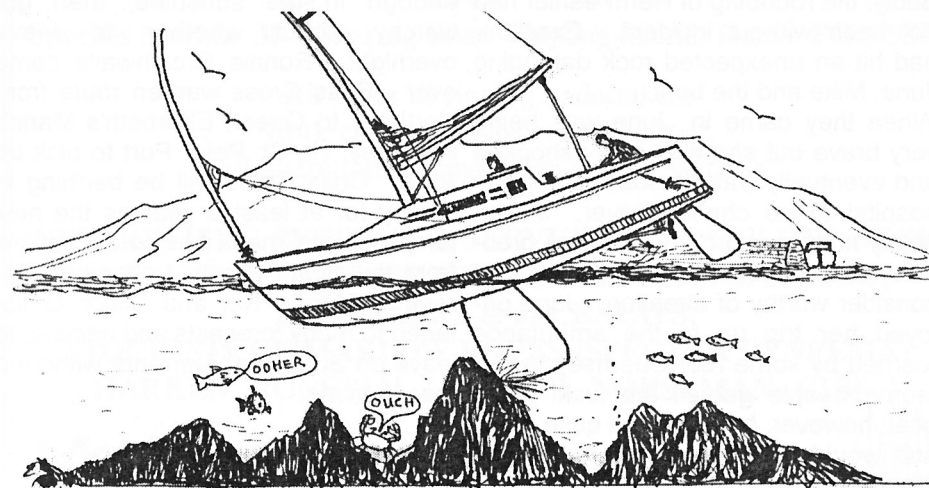
Wednesday

Major G stayed in the outer harbour to enjoy some peace and quiet. On rising, the Commodore was surprised to find a clutch of yachts gathering round him,

cutting short any early morning activities, for the short engine run to Beaucette.

A space had been set aside for us at Beaucette and once lunchtime drinks on board Gunshot were concluded, we all got down to the serious business of the day -preparation for the Driftwood challenge. Monica and Pam arrived gasping for a drink after major efforts scrambling across rocks, climbing cliffs etc. Lohengrin had been just a little late for the sill so had picked up a buoy outside. They joined in the fun while Trevor rested on board, but their own creations were left behind. Excalibur and Manna Kai had gone off round Herm of which more later. Lynx had left us to go to St. Vaast; BB was in Jersey and Green Pepper, Ann particularly, were enjoying their friends' company on Guernsey (they ate next to us at the Marina restaurant). Both pon-

toons were littered with pieces of wood and tools while creation took place, Neil (ex Major G) borrowed Mike's tools to cut his to size, Brian took over the



THERE MUST BE EASIER WAYS TO GET A STICK OF HERM ROCK

efforts of Gerry and Robert, Rob (Sareema) made one in collaboration with Anita, and then a second, improved version. Green Pepper worked away quietly. The sun had left the main pontoon when Michael finally persuaded the entrants that time was up. Excalibur and Lohengrin came in and Mike (Excalibur) was in time for the second run of the boats. The course set was first boat to the pontoon opposite and to be picked out of the water. Two manned attempts were made by Pam's and Monica's boats, Pam's was one of the more successful ones, straight course but quite slow. Neil's boat did well but pride of place went to Asterake for a superb two masted, blue sailed design that beat everyone twice. A really cold wind was blowing across our green for the boules championships. Wine was supplied by Sareema to boost our efforts. By 8 o'clock we were all frozen and adjourned to warmer parts. A play off was still needed between Major G and Lohengrin. Sadly, the rounding of Herm earlier had not been without incident. Excalibur had hit an unexpected rock damaging June, Mike and the boat. When they came in, June was being very brave but she was badly shocked and eventually was persuaded to go to hospital to be checked over. Fortunately nothing more serious than probable cracked ribs, Mike's leg he did not consider worthy of attention. June enjoyed her trip up to the ambulance -carried by some real Guernsey hunks -some people get all the luck! The boat, however, had suffered quite badly and would need extensive repairs although passed fit to travel back to Hayling by Nick. Mike and Geoff re-

turned on the tide the following morning and June flew home. It was the end of Sycorax's holidays too as they left as planned for home.

The dwindling happy band enjoyed an easy motor sail to Braye Harbour. We found, fortunately, the light NE wind did no more than add a little movement to the moored boat - very soporific. BB rejoined us briefly but made their own plans to eat. The rest of us were booked at the Georgian House, first floor, in St. Anne's by Green Pepper. We had another superb meal. Noble efforts by Rob (Sareema), without an engine and Trevor (Lohengrin) with an engine, returned many of us to our boats -the remainder travelling c/o Mr. Mainbrayce.

Green Pepper decided to spend the next day on Alderney, cycling. The rest of us had a cracking sail back to Cherbourg - Major G needing two reefs in the main to complete the journey. The forecast was not encouraging for a Saturday return home -NE and squally. Spent Saturday morning happily enough in the sunshine, then got twitchy about whether to leave overnight. Ronnie Crosthwaite came over - Criss Cross was en route from Northney to Queen Elizabeth's Marina in Jersey, via St. Peter Port to pick up Alice. Criss Cross will be berthing in Jersey for at least a year as the new ferry services make her so accessible from the South coast. Lohengrin, Sareema, Manna Kai and Major G listened to many forecasts and decided to leave on Sunday at 4am -not without a tear from me.

Helen Smith
Major Gamble

The Race to Cowes and Back

When we got to the start, 'The Haribelle' fired the 10 minute gun and Daddy got the spinnaker ready.

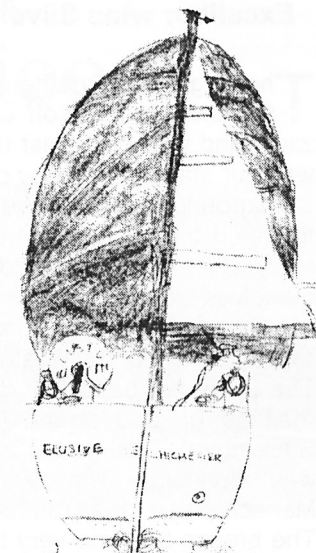
We heard the 5 minute gun and Mummy started getting excited. Five minutes later the starting gun was fired. We were off! Daddy pulled the spinnaker halyard. We saw an orange spinnaker ahead of us and it kept getting farther and farther away. When we got to Cowes, I was playing with my yo-yo and we moved up to the pontoon behind 'Orange Pippin' and beside 'The Haribelle'.

On the way home from Cowes, the sun was shining until about 1:00 when the fog started coming in. It went away soon after. When we got into Chichester Harbour, we had to moor up to a buoy until the lock was free.

Report and picture by

Charlotte McGuinness (aged 9)

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PODIUM FINISH!

Excalibur wins Silver Roman Challenge Cup in "Round the Island"

The eager crew gathered in Hasler at 5.30am! and set off under power in zero wind with breakfast underway. 7.40 was our start and a buoy overlooking the Squadron line seemed the quietest place to watch the early starters. Most drifted away, the kedge was readied for placing ourselves strategically as the tide built. All was well, however, as a gentle S Easter whisked us westward, too near The Green as the luckier ones further out reached up and ahead (incl. old rival, Supernova). Last year's winner, Shallot, was alongside with skiing friends on Menace and a small red racer, Dynamite. The breeze became very fickle, we soon mixed with the slower craft from the start ahead, but many around are on much lower handicaps than us. Down past Newtown the fleet crawled, sometimes with spinnaker, sometimes with genoa (my crew excelled at quick changes) until we were up with bigger clubmate Lohengrin off Yarmouth (they not pleased but it got better for them too). Next the dreaded Vavassi. You have to go inside to stand a chance and it looks like a traffic jam with half the fleet on port and half on starboard. We are put about by an insistent Folkboat and sail right along the ledge almost to the light house. The skipper is understandably wary after a close encounter in Herm only just repaired. Still the inside line appears to pay and we are off, short tacking, towards Freshwater. Here we're lucky because the wind frees for a precious 15 minutes and we are able to lay St Cats until we tack in near Brook Ledges as again the wind goes light (Dynamite is still nearby!).

As the wind builds once more Excalibur powers past Atherstone in company with a good X332, they give us 5 mins an hour, we go past! A reef put in near the beach at Chale and removed at Ventnor. Just behind is Addict, our Class 9 conqueror from '97 so efforts are redoubled. At Dunnose, there is another crucial decision – the tide is slackening and the paying tack is port, out to sea. We go – and joy – the seabreeze comes in from our side, heads us, and we are able to lay Bembridge Buoy on starboard as we surge along amongst large opposition all giving us time. Round the Ledge and up spinnaker to near surf inshore past St Helens – Beken gets a good shot – until, major crisis! the guy parts under Marion's bum, most peculiar she says – and the sail flogs. We struggle round No Mans Land Fort goose winged (the crew work is superb as the gennie is raised and new ropes are fixed by the fore deck hands). We hold that gybe with spinnaker rehoisted past Ryde – Addict ever nearer – that shouldn't be possible as we surf at max. speed – 12+ knots as the waves build towards Norris. Round the corner we keep in front and there is the finish, and a gun! It turns out we are 1st. home of our Group. Later, even better news – 1st. in Class and third overall, winner of the Silver Roman Challenge Bowl (good names on that trophy to savour). That red boat Dynamite won overall, Addict was 4th. Thanks to all my crew for a day to remember!


Mike Tong

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Crisis at East Head

All sailors from Chichester Harbour know East Head. That unique headland into the harbour protects the eastern channel towards Thorney, Chidham, Bosham, Itchenor, Birdham and Dell Quay. It provides shelter for yachts in transit and an idyllic spot for picnics and barbecues on balmy summer days. As an anchorage for the gregarious it has no equal! For entertainment, there are the hectic racing dinghies and elegant keelboats threading their way against the tide to their windward marks at the harbour entrance. Now this much loved area is under serious threat from the continual erosion on its seaward face.

East Head, now owned by the National Trust and managed jointly by the Trust and the Chichester Harbour Conservancy, is giving great cause for concern where it joins the mainland at the 'Hinge'. The seaward face has been eroded badly in the recent storms despite the groynes and planting instituted previously. A major study is in hand to establish a 'permanent' means of protecting this area, as part of a comprehensive strategy for the coast from Pagham to East Head, but this is not expected to be completed for another 18 to 24 months.

Temporary replenishment with sand and imported materials was washed away in September 1998 and more work is urgently needed for medium term protection until a long term solution can be implemented.

A scheme was drawn up to prevent an early breach of the Hinge. This involved the construction of a 200 metre long clay and flint 'hoggin' bank set into the dunes on the east side of the Hinge. This work would have

been funded by an Appeal to raise £60,000 to £80,000.

Reports in the local press indicate that many potential contributors to the appeal wanted a 'harder' and more robust form of defence, even if it were initially more expensive.

A new proposal, to build a 250 metre bank of 1 metre chunks of Portland rock, has now been launched.

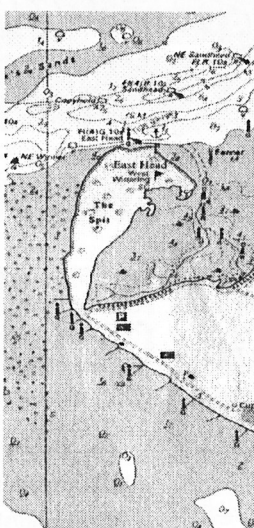
Any hard scheme will require planning approval and funds. While the technical work is completed the money has to be raised which is where we, as users of the Harbour, have our principal role.

Donations are needed now to help the Conservancy's appeal, the :-

EAST HEAD APPEAL FUND

and should be sent to The Treasurer, Chichester Harbour Conservancy, County Hall, Chichester. PO19 1RG.

You could also join the Friends of Chichester Harbour to swell their numbers from 1200 to 2000 by the year 2000. This group works hard to provide practical and moral support for the Harbour.



CCRC - Programme for 1999

Race No.	Date	Start Time BST	Event	Social	Tide Ports. BST	Series
	April 10		Fitting Out Supper	HISC		
1	April 24	11.00	Bay Race	Bosham SC	06:57	Spring
2		25 11.00	Bay Race		08:21	Spring
3	May 1	11.00	Passage to Cowes	UKSA	13:06	Spring
4		2 TBA	Solent Race to Beaulieu	Ginns Farm	13:42	Spring
5		3 TBA	Return Race		14:15	Spring
6		8 13.00	Brammidge Trophy Bay Race	CYC	17:47	
7		9 10.00	Pursuit Race		18:50	
8		15 10.00	Passage Race to Wootton	Royal Vict. YC	12:00	Spring
9		16 TBA	Passage Race to Chi		12:50	Spring
10	(Friday) 28	TBA	Race to Fecamp to join Royal Escape(Prov)		10:29	
	29		Spring Cruise			
	June 19	TBA	Racing in Royal Southern Regatta	Royal Southern	16:51	
	20	TBA	Royal Southern Regatta		17:39	
	24	TBA	Corporate Sailing Day	TBA		
	26		ISC Round the Island Race			
11	July 3	12.00	Crews Race	Thorney B-B-Q	15:25	
12		4 11.00	Ladies Race		16:09	
13		10 10.00	Bay Race	Seaview YC	09:36	Menagerie
14		11 11.00	Return Race		10:35	Menagerie
15		17 12.00	Bay Race	Rafting Party	15:35	Menagerie
16		18 11.00	Bay Race		16:18	Menagerie
17		24 10.00	Yarmouth	Royal Solent YC	09:30	Menagerie
18		25 12.00	Return - start at MDL		10:27	Menagerie
	Aug 28/30	10.00	Poole			
19	Sept 4	11.00	Passage to Portsmouth	Royal Solent YC	06:35	Autumn
20		5 TBA	Return Race		07:49	Autumn
21		11 12.00	Itchenor Caskets	Itchenor SC	13:18	
22		12 11.00	Bay Race		13:53	Autumn
23		25 11.00	Hamble	Oriental Evening	12:06	Autumn
24		26 TBA	Return		12:45	Autumn
	Oct 2	TBA	Commodore's Bender	HISC	17:42	
25		10 10.30	Bay Race / HISC			Autumn
26		17 10.30	Bay Race / HISC			Autumn

The Rime of the Ancient Yottier

By Albert Ross

From an original idea by Samuel Taylor Coleridge.

The Scene: A hostelry somewhere near Hayling Island. Uncle John Hampton and his two fellow crew are contemplating their stint as OOD on a rather long, slow race from the Hamble. A familiar face enters...

It is an ancient Yottier,
And he stoppeth one of three,
'By thy long grey beard and glittering eye,
Now wherefore stopp'st me?

The Uncle John had anchored well,
Next to Coronato'in;
The fleet had met, the course was set:
On board Orange Pippin.'

He holds him with his skinny hand,
'There was a ship,' quoth he.
'Hold off! Unhand me, grey-beard loon!
Eftsoons his hand dropt he.

The Uncle John stood by the bar:
He cannot choose but hear;
And thus spake out that ancient man,
The bright-eyed Yottier.

'The kite went up, the start line clear'd,
Merrily we did drop,
Below East Bram', below South Bram',
Below the lighthouse top.

The Sun came up upon the left,
Out of the sea came he!
And he shone bright and on the right
Went down into the sea.

Higher and higher every day,
Till over the mast at noon -----'
But Uncle John had shortened course,
We found him at Boyoone.

That's quite enough of that; this could go on forever. Ed

CHICHESTER CRUISER

APPLICATION FOR MEMBERSHIP

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Occupation _____

Yacht details (Please note, Multihulls are not eligible)

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Where moored _____

Sailing Experience
Membership of any other Yacht 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
BN43 5YG

Trapper 300 Helpline Bulletin

Volume 6, Number 26,287 December, 98

Welcome to the world of Trapper 300 ownership !

The Trapper 300 helpline is a voluntary organisation that exists to provide 24 hour, on-line help and telephone counselling to both new and veteran Trapper owners. Whether it's technical advice you need or simply a shoulder to cry-on, ***we're there.***

Funding is entirely by charitable donations and bequests from estates of past Trapper 300 owners who'd lost the will to live. Our switchboard is constantly manned by a highly trained team including; engineers, shipwrights, carpenters, nurses & Black Magicians who will always be able to help and provide succour. Except in rare cases where the content is particularly *juicy* and may be sold-on the News of the World without further consultation, all calls will be treated in strictest confidence.

In order that we may carry on our good works, not only to yourself but also to those that follow you, may we respectfully ask you to complete the enclosed, ir-reversible direct debit mandate payable to:

'The Steve Miller Halberg-Rassey Fund' c/o the Cayman Islands.

FAQ's

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- A.** The answer to this is fairly complex and depends to some degree of the *State of Mind* at the time of the alleged purchase. Usually, it's one of the following;
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 - Pour petrol over it stand back, ignite and claim on the insurance.
 - Sell it quickly before anyone finds out.
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oughly inspect the gas locker, piping and fittings - then claim on the insurance.

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- A.** Thoroughly clean the deck with a pressure washer then de-grease with a solvent-based degreaser. Mix up 4 cubic yards of concrete and liberally coat the deck ensuring the finished top surface is flush with the top of the toe-rail at the gunwales. This ensures all water will flow cleanly off the deck. Paint the concrete with deck paint then add a ton of lead to the keel to prevent capsizes.
- Q.** *All Trapper 300's seem to have a slight list to starboard can this be trimmed-out?*
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- NB.** Don't forget to re-tighten the keel bolts - we cannot accept any liability if this last action is ignored!
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- A.** Yes.

All these useful tips and many, many more are available in regular bulletins if you subscribe to the Trapper 300 helpline now.

Remember, just complete the DD form and on-line help is yours.

Don't Delay - Join Today !

CCRC On-line

The Club Web site at:

<http://dspace.dial.pipex.com/town/parade/ha96/>

has been redesigned by Brian Dandridge with many new and attractive features. The site continues to attract new membership enquiries (which is hardly surprising in view of the quality of the presentation by Brian) from around the world. There is particular interest in the Crew Register run by Sue Dearden. The number of members now able to access e-mail through the Internet is growing almost daily. Brian circulates each new e-mail contact address and the proportion of members that may be contacted quickly and economically in this way is now very substantial. If you are on e-mail do let Brian know. We hope to use this facility even more in future for quicker dissemination of results and news. Contact Brian at:- ha96@dial.pipex.com

Trapper 300 Helpline Bulletin

Volume 6, Number 26,287 December, 98

Welcome to the world of Trapper 300 ownership !

The Trapper 300 helpline is a voluntary organisation that exists to provide 24 hour, on-line help and telephone counselling to both new and veteran Trapper owners. Whether it's technical advice you need or simply a shoulder to cry-on, ***we're there***.

Funding is entirely by charitable donations and bequests from estates of past Trapper 300 owners who'd lost the will to live. Our switchboard is constantly manned by a highly trained team including; engineers, shipwrights, carpenters, nurses & Black Magicians who will always be able to help and provide succour. Except in rare cases where the content is particularly *juicy* and may be sold-on the News of the World without further consultation, all calls will be treated in strictest confidence.

In order that we may carry on our good works, not only to yourself but also to those that follow you, may we respectfully ask you to complete the enclosed, ir-reversible direct debit mandate payable to:

'The Steve Miller Halberg-Rassey Fund' c/o the Cayman Islands.

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GET THOSE STARTS RIGHT AND ENJOY THEM

The Editor complained that Excalibur always seemed to be in his way at starts and asked for an article on the subject to find out our trade secrets – so here goes!

Starting can be one of the most satisfying parts of a race – certainly quite a lot happens! and a good start one gives you a disproportionate advantage in the race (clear air, one up on the opposition etc).

Divide it into parts:

- General situation ie is the line long/short compared with the number of entries, is it to windward? (most of this article assumes this), which side of the course do you want to go after the start? Are you a big/fast boat compared with the opposition or is it likely they will "bury" you even if the start is good.
- Is the line true? (unbiased relative to the wind)
- Does tide play a part?
- Lastly (most unsportsmanlike!), do you want to mess up another competitor?

Lets take a straightforward case and assume the line is a reasonable length and you simply want to get away on time and in clear air. First you want to see the bias.

Sail along the line (you can even sail on the continuation of the line at either end). Leave the genoa unsheeted (or even don't have it up) and sheet in the main – make sure the sheet is centred

on the track - till it is just full. Then jam it. Tack, or gybe, without releasing the mainsheet and having got on the line again, go in the opposite direction. If the sail is luffing (is loosing its wind on the luff), you are now sailing towards the favoured end of the line (ie it is "nearer the wind"). If you have to luff up to luff the main, you are going away from the favoured end – you can check this by resetting the main and turning again. Bear in mind that the wind can change before the start so be aware – you didn't think it was that easy did you!

Now what about arriving at the right end at the right time. This is a skill in boat handling and anticipation. Just bear in mind, however that you can usually slow a boat (especially if it is nearly close-hauled) – just let the sheets out, but if you are too far away you cannot quicken it up beyond normal speed. So approach your chosen spot almost closehauled and at a distance where you can reach the line on time by going slowly. As soon as you are sure that you will not be early over the line, sheet in like mad and away you go.

Now the advantage of a close-hauled approach is that you have right of way over all but someone squeezing up from leeward, so this is the direction to

be aware of. All boats to windward have no rights on you – get the crew to make some loud early shouts on any trying to barge in.

Now some more tips to help the process.

I like to approach my spot to start the run-in on port. This way we are going in the opposite direct to most of the other boats and it is much easier to choose a nice big gap to tack into. I can even choose to be amongst smaller boats which we should be able to roll-over after the start. I don't want to be next to Lohengrin or Anna Louise who are much faster and will soon give us dirty air however well we get away.

Just sometimes, you can carry on and start on port. This is especially good if the race is Westwards and one wants to go right after the start eg go inshore out of the tide in Hayling Bay. Also its

surprising how clear you can get if you're on the opposite tack. If other boats are far away it means you can concentrate on sailing fast.

Remember if the tide is against you, you need to be much nearer the line – sometimes one can hover almost on the line for minutes. Vice versa if the tide is favourable – don't get swept over early.

Have someone on the bow to watch for other boats, perhaps he can help in saying how far off the line you are – use boat lengths as a measurement unit.

Lastly, get to the start area in good time. The last 10 minutes goes like lightening – ask any OOD. The best starts are usually after good preparation and when all on board are relaxed and know what's happening.

Happy hunting!

Mike Tong

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 experience, we all started somewhere. If you are interested please complete this short form and send it to our Crew Registrar - Sue Dearden.

Name: _____	Mr/Mrs/Ms/Miss _____
Address: _____	Telephone _____
_____	Home _____
_____	Office _____
_____	E-mail _____
Previous experience: _____	_____

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

Hey big bender - bend a little time with me!

My big mistake was not putting out a "NO MOORING ALONGSIDE" sign after I had tied Marigold up to Bosham Quay. It was an hour after high tide and we had taken the precaution of mooring up to the end of the quay so that we could make a quick getaway while there was still plenty of water. Going aground until eight o'clock that evening would have ruled us out of the rest of the Commodore's Bender - CCRC's end of the season extravaganza that combined a waterborne mystery tour with a multi-question quiz that had to be completed within a seven hour time limit.

Mike and Helen Smith, the Commodore and Commodorable, had produced five pages of challenging questions about Chichester Harbour and seven of its sailing clubs that could only be answered by going to look. Which is how we came to be at Bosham.

True to form, we had been late leaving Chichester Marina and did not get to Major Gamble, anchored between Chalkdock and Itchenor, to collect our questions from the Commodore until 10 minutes after the 10 to 10.30 start time had elapsed. On the way down we passed Penrose III, Happy Hour and Lohengrin (with a vast crew on board) on their way up. "Do we have to come back?" we shouted. The answers were unprintable! The bender was clearly being sailed as competitively as any of CCRC's races and it was apparent that low cunning would be needed to do well.

The instructions made it clear that any attempt to obtain answers to the quiz by telephone would result in instant disqualification, that motoring (as opposed to sailing) time would lead to deducted points, and that maximum points could be earned by getting the correct answers from the following clubs on a declining scale of fives starting with the top score at Emsworth SC, then Emsworth Slipper SC, Bosham SC, Chichester YC, Itchenor SC, Hayling Island SC, and ending with a minus score for those going to West Wittering SC. (What do CCRC and WWSC have in common? No clubhouse). Bonus points could be earned on a walk from Chichester to Itchenor. As the ebb would make Bosham the first location difficult to get to by water it seemed the obvious place to start. The First Mate jumped ashore with pencil and questions and set off for the Sailing Club and Church (about which there were also questions), leaving me to moor up. I only had time to put out bow and stern warps and a forward spring before Penrose appeared with only 3 people on board. (Surely there had been more when she passed us on the way to the start?) "No mooring alongside", I shouted, anxious not to get Marigold locked in by Penrose's 46ft length. "I'll take a line for you", I said, pointing to a large gap at the further - and shallower - end of the quay. It really was most unhelpful (and cunningly time consuming) of me not to catch the first four lines that were

thrown. Eventually, Peter and Denise jumped ashore and sped off with their sheets of questions. "Would you care for a cup of coffee?", I asked Bill, taking time to put the kettle on when he said "Yes".

We were sitting in the cockpit enjoying the October sunshine when Sycorax arrived, and in spite of my best endeavours, moored up alongside Marigold rather than Penrose. "Would you like a coffee?" I asked Brian as his crew hot footed it towards the Clubhouse. The kettle had barely boiled a second time before the Penrose scribes were back. "Must go", said Bill, leaving a half drunk cup of coffee. "Would you mind casting us off, please?" Two minutes later Penrose was gone.

The First Mate reappeared. "It's the Church's annual flower festival and I need some money for the collection", she said. Off she went again, cash in hand. A couple of minutes later the Sycorax scribes returned. "Must go", said Brian, leaving a half drunk cup of coffee. "Got to get to Emsworth. Do you mind casting us off?" Away they went. Back came the First Mate. "I couldn't get all the answers in the Church," she said. "The flower displays were hiding some of the clues!" We motored out, first there, last to leave. At least we could save some points by sailing down Bosham Channel in the north easterly wind.

As we set off we met Brown Bomber III, Paul at the helm, single-handedly tacking his 45ft yacht under main only up the narrow channel as effortlessly as if it was a dinghy. He wasn't losing points by motoring. But where were the rest of the crew? By the time we reached Itchenor we had the answer. Looking back, we saw BBIII with crew

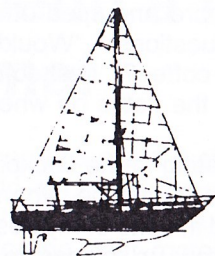
aboard, picking up more crew from a dory at her mooring. They'd been dropped off at strategic points to find the answers and picked up later. Cunning. So that's why Trevor had so many crew on board Lohengrin!

Itchenor was our next nearest location. Should we tie up to a visitor's buoy and row ashore in the dinghy, get the ISC answers, do the walk, get the CYC answers, and walk back, hoping we could sail to Emsworth to maximise our points, and then, perhaps, Hayling, all within the time limit? Given the minus points, West Winner could clearly be missed. A quick calculation made it clear that time was not on our side.

There on the Itchenor buoys were Penrose (picking up crew who had done CYC, the walk, and ISC), Happy Hour (seemingly with only two crew on board - where were the others?), Sycorax (so much for Emsworth!) and Mons Meg (If Hugh was single handed, as usual, at least HE would do the walk both ways). We calculated we only had time to do the walk one way. This needed some lateral thinking and cunning tactics.

We sailed back to Chichester Marina, and then hitched a lift back to Itchenor with our good friends John and Deidre, whose boat is moored on the same jetty as ours. (The instructions made no reference to outside assistance, and anyway they do crew for us in some CCRC races). We arrived at ISC just as the bar was closing, to be told we were too late for lunch. But we found the answers to the Itchenor questions, almost ruined a dinghy race start by unwittingly asking the OOD a question during his countdown, and then set off on the walk back to Chichester (coping with the questions back to front, as they began at the Chichester end). By the

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time we had filled in the CYC part of the Electronique, who lives there. What quiz, including some interesting questions about Chichester Canal, we had for between 1920 and 1956?, we an hour and a half left to make it to asked. "Haven't a clue," he said. "I Emsworth. Never mind deducted wasn't around in 1920. Anyway, I'm a points, engine power had to be used. member of Itchenor".

We arrived at the top of Emsworth We arrived on the new east facing Channel about an hour and a half after pontoons at Sparkes some time after low water. Nick and Biddy on Arion, the Bender drinks party had started having stopped for a cuppa at a local aboard Major Gamble. Mulled wine cafe, were wading through the mud to was providing warming cheer in the get back to their dinghy. We had 40 cold north easterly wind and generous minutes before the time limit. The slices of bread and cheese were sustaining those who had missed out on Emsworth Slipper SC questions were polished off in ten minutes. We had no idea where to find Emsworth SC. The answers? "Not if you are quick," said Slipper members helpfully directed us Mike. We filled in our 55 minutes along the sea wall. When we got there motoring time with scrupulous honesty. the club was closed. What was it that Nowhere in the rules did it say we Emsworth SC had that existed at no couldn't do some of them by car! Hey other club in the harbour? A swimming big bender - bend a little time with me. pool, cycle racks? We guessed a swimming pool.

Back in Emsworth we met Fred from

John Dunkley
'Marigold'

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