



Editors Column



Happy Christmas! Yes I know it's not Christmas yet but there won't be another club newsletter before Christmas.

Because of this there are plenty of details about what is happening at the club next year in this newsletter. There are also details of the activities we have for the rest of 2009 including the AGM on the 20th of November and the New Years Day sail on the 1st of January

Calshot Sailing Club AGM

Friday the 20th of November

The 2009 AGM is scheduled for the 20th November - to be held at Calshot Activities Centre. Further details have been sent in the post to members, in the meantime please put a note in your diaries. The RNLi will also be selling their range of Christmas cards - so a chance to stock up early!

New Years Day Sailing

On err, new years day!

For a number of years now people have been coming to the club on new year's day, some to go sailing, some to test their new gear & some no doubt to find a quiet corner to nurse a hangover!

This year from 11 o'clock onwards we are going to make it more of a social event and kick off the 2010 season early. So come along for a mince pie and for those that feel up to it a glass of muld wine (or for others, strong coffee) The BBQ will also be lit for those who need something more. If there are enough of us willing to entre we will also organise a race.

RYA First Aid Course

28th February 2010

For a number of years we have organised RYA First Aid Courses run at the Club by Stormforce Coaching. These have always had very good reviews by people who have completed the courses & as the price will be under £20 they are a lot better value than commercial courses. If you are interested in booking a place please email calshottimes@aol.com

RYA Level 2 Powerboat Courses

6th & 7th or 13th & 14th of March 2010

Back by popular demand we are running 2 RYA Powerboat courses in March 2010. If you are interested in doing either of these dates please email calshottimes@aol.com

Sailing Programme Update

The 2010 Programme will be posted out to members with their renewal forms. It will also be on the website soon.

Coming Soon

20th November – AGM

**1st January – New
Years Day Sail**

**28th February – First
Aid Course**



Notices

Membership Renewal Forms

All existing members will be getting a membership renewal form in the post in December. Fees are due on the 1st of January and must be paid by the 28th of February. There is usually a £10 discount for those members who pay their fees before the 31st of January.

Please could all members fill out the renewal forms correctly. Contact details, children's ages, boat identification & insurance details are not optional details & if they are missed out committee members will have chase them. Also please put a correct email address on the form. This newsletter is only available via email, the website or in the club, it is no longer posted to those who don't let us know their correct email address.

2010 ISO & Buzz Nationals

The 2010 combined ISO & Buzz Nationals will be held at Calshot Sailing Club on Saturday the 1st to Monday the 3rd of May. The event promises to see some spectacular asymmetric racing alongside the usual club racing. If anyone would like to volunteer to help out over the weekend please email calshottimes@aol.com

Calshot Camping Club

Many members have asked about joining the camping club. Camping club membership is limited to 250 members. There is a waiting list which was created at the beginning of the year and for some unknown reason is now closed. We are told it will re-open for 2011 & those who are interested should contact the Activities Centre this time next year.

In the meantime the club will be organising several weekend events with camping available outside the compound to members. Details of these will be published in this newsletter & on the website next year.

Calshot Sailors In National Squads

Congratulations to Karen & Danielle Thomas. Danielle has been invited to join the Topper National Junior Squad and Karen has been invited to join the Topper National Youth Squad. Karen has also recently qualified as a Dinghy Instructor and will be coaching at next year's Friday Club



Club Boat Compound

The compound managers Steve & Karl have asked me to briefly explain the rules of the boat compound. The compound manager at CSC has one of the most difficult jobs on the committee and we would ask that you assist them by following these rules:

1. Don't keep your road trailer in the compound.

Members are permitted to keep their road trailers in the compound for very short times i.e. over a weekend when bringing a boat in or taking it away. The committee may agree to written requests to keep trailers in for longer & can charge for this or for trailers for which the committee hasn't given permission.

2. Don't expect your boat to stay still.

The Club don't have marked spaces, this allows us to make the best use of a very small space by moving boats around. This means your boat may be moved or "your" space will be filled when you bring a boat back from a trip away

3. Don't bring in extra boats

Boats need permission of the committee. New members have to fill in a form giving details of the boats they wish to keep in the compound. The committee don't have to give permission, permission maybe refused or the boats put on a waiting list. Similarly any member who wants to increase the number of boats they have in the compound must write to the committee who, although they will probably give permission, may refuse or put the boat on a waiting list.

4. Don't bring in a Boat which isn't insured

All boats in the compound must have 3rd party insurance & owners must give the insurers name to the club.

5. Keep your space tidy

It is your responsibility to keep the space around & under your boat tidy & to cut the grass in your space if you feel it needs doing.

6. Don't Store more than one boat in a space

Some members have felt that as they pay for a space they can keep as many boats as they like in it. This is not the case although we do allow members to keep windsurf boards & kayaks in their spaces. The rule is 1 boats per space.



Training

Powerboat Training

The club is running 2 RYA Powerboat training weekends in March next year (6th & 7th and 13th & 14th). Run in the same way as previous courses they will use club equipment and professional instructors from the activities centre giving members a chance to get their RYA Level 2 Powerboat certificate. The weekend course will cost £55 per person.

If you would like more details or would like to book a place please email calshottimes@aol.com

First Aid Training

On February the 28th the Club is running an RYA First Aid Course. The course begins at 10am finishing around 5pm. It is run by an Ex-Ambulance paramedic from Stormforce Coaching who has impressed members in previous courses with his combination of knowledge and black humour! This will be the 4th course of this type we have run and will cost £20 per person.

If you would like any more details or to book a place please email calshottimes@aol.com

OOD Training

On Saturday the 10th of April the club will be running an OOD Training day. This is intended to introduce new members to all aspects of OOD duty from hoisting flags to driving powerboats & allow more experienced members a chance to practice.

There is no need to book but if you would like any more details or to let us know your coming please email calshottimes@aol.com

Introduction To Racing Training

On the next page you can find Kevin Fogarty's review of this year's Introduction to racing day. We are running a similar day next year on the 17th of April.

If you would like any more details or to book a place please email calshottimes@aol.com

New Club Instructors

It's with great pleasure that we announce Karen Thomas recently qualified as a Royal Yachting Association Dinghy Instructor and Jim Trice qualified as a Club Race Coach.

Do You Have Training Qualifications You Aren't Using?



CSC wants you!

Do you have training qualifications you aren't using? Do you want to get involved in teaching sailing or racing? If the answer to either of these is yes then we want you.

Our existing team of instructors, Richard, Andy and Clive & their team of Powerboat drivers and helpers are looking for other club members with RYA Instructor or Coaching qualifications who would like to help with the 2010 training Programme. Due to the nature of our programme you can be involved with as much (or as little) as you want training whatever level sailors you are interested in working with.

For more information or to volunteer email calshottimes@aol.com

We are also looking for members who want to be involved in training & gain their qualifications. People may not know that the money we receive from the Friday club & other training is ring fenced to be spent only on training members, training equipment or training members to training others. We are currently putting together a programme for 3 members who want to do RYA Dinghy Instructor courses next year to give them the skills they require & we would love to hear from others.



Introduction To Racing Report

Big Thanks to Richard and Andy for organising the 'Introduction to racing' last Sunday and to the more experienced members for helping out.

This was an excellent day with both adults and juniors attending. The day was fully structured starting with instruction on rules and rights-of-way. Plenty of questions were asked without embarrassment, even went back over basic terminology. The flags, the handicap and how to register yourself for racing were all explained. Got out on the water and had 4 races with a break for lunch. Sailing conditions were choppy with 16 knot winds. We used most of the flags in the race from postponement to shortened course.

I sailed in the RS Vision with Jim Trice coaching me which was invaluable. He took the first race explaining what to do then I took the helm for the next 3 races. I would recommend to have this for the next Intro to Racing course so that other novices can learn from a more experienced sailor.

I now have the confidence and knowledge to start participating in the races which I will do from this weekend. I won't win any races as yet however I'll get there so watch out.

I would recommend anybody nervous of racing to do the next one as it will give you the basics to get you in to racing.

Kevin Fogarty

ISO Open Calshot11th & 12th June

The day started off grey cold and 18- 20 knots of wind. As we started to rig up our boats, the rain started, not heavy but the sort of rain that you don't realise you are wet until you take your shirt off.

After a briefing and some coffee we set off, we left Colin behind, he was not happy with how his mast was looking, something about it looking inverted. I don't think he wanted to go and get wet, because by now it was raining properly, nice big drops.

The first race started well, by the first mark Lyndon was in the lead followed by my self and my stand in crew Ben. Mike and Josh close behind. Colin smugly watching from the Club House.

As you all know there is no excuse for bad preparation, so how did this happen?

- 1 We all know that the pole is meant to come out as the kite goes up. It does not happen if you forget to have it as part of the system.
- 2 The kite sheets are meant to be out side of the shrouds, it is not fast to have them in side.
- 3 Oh, we have already said about Colin's mast inverting problems.

The race Officer took pity on us all and finished the race after 2 laps.

- 1st Dave
- 2nd Lyndon
- 3rd Mike

Before race 2 there was much re-rigging of boats, drinking of coffee and eating lunch.

Race 2 was another close battle up the beat from the start. Once again Lyndon was first around the wind ward mark, followed by Colin, then us and then Mike.

The run was fun with a good 1 meter plus swell and 20 – 25 knots of wind by now and still raining.

On lap 2 we passed both Colin and Lyndon who were still upside down after a capsize on the first lap. We gave them a wave as we went passed, they looked quite happy sat on there upturned boats.

The nasty race Officer made us do 3 laps this time, but it was fun.

- 1st Dave
 - 2nd Mike
- DNF Colin, Lyndon

That evening we were all chauffeured to the pub by Roger and Pam, so we could have a hot meal and a couple of drinks, then talk of the days racing.

The Sunday was warm and sunny but with 30 knots of wind.

We all found mast head floats, to try and stop us all having the same trouble as Lyndon the day before. No-one likes to see boats and masts getting damaged.

With some of the boats going of to do the Euro Cup in a couple of weeks, there was concern if we should race, Ben and I went out for a test sail. We went out for a short run and came back as it was getting a bit too much to race in. So that was the end of the weekend for us all.

Only 2 of the 15 or so Club boats finished the race, I think that we made the right decision.

I would like to thank the Club for the friendly welcome, Ben for his efforts in keeping me up-right and also to Mike and Josh who showed the others how to do it.

In the 3 years of running ISO Opens at Calshot, we have had 2 days of sailing, it has to get better soon or we shall have to give up and get a fleet of Optimists or take up wind, or kite surfing.

Next year.....

Dave Poupard



Kestrel Open Report

The competitors arrived to an overcast sky and no wind but by the time it was time to get on the water the sky cleared and the wind started building to a force 3. With a beat along the shore to the first mark, Dusty Miller & John Ellingham in 1558 rounded the first mark, followed by Steven & Lin Worf in 1511 (local knowledge was muttered for this position as 1511 came in from off shore) next round was Dave Hearsom & Gareth Fay in 1574. The rest of the fleet followed round in tight succession. After some place changing happening through the fleet the placings at the finish were 1st 1558 followed by 1574 and then 1511.



Race 2 had the fleet spread along the start line with the course being altered to make a more interesting last tight spinnaker reach. With 1558 disappearing into the distance 1574 having got a comfortable lead over third place 1511, this was not the same between 1511 and 1572, sailed by Brian Deacon & Karen Hall, with them managing to get within a few boat lengths of 1511. Neil Cummins & Kath Skillern in 1566 getting the better of Kevin & Haydn Edwins in this race.

With the BBQ being cooked and eaten in the evening sunshine and also being able to watch, with the help of a set of binoculars, the Morris Dancers on the Brambles Bank in the middle of the Solent made for a pleasant evening.

Race 3 on the Sunday saw the fleet once again beating up the shore line to the first mark, 1574 in the lead followed by 1558 with the first two boats heading towards the wrong mark, on realising their mistake 1574 then 1558 managed to hold onto their lead just ahead of 1511. 1558 overtook 1574 on the next beat. At the finish the order was 1558, 1574, 1511, 1572, 1566, 1544.

Race 4 saw change to the course and slightly more wind. 1558 rounded first at the mark closely followed by 1511 this enabled them to stay ahead of 1574 until the

spinnaker reach to the fifth mark, when 1574 overtook 1511, but they were both made to work for these positions until the finish. They were followed home by 1572, 1566 and then 1544.

Overall results

| | | |
|----|---------------------------|--------|
| 1- | DustyMiller/JohnEllingham | -3pts |
| 2- | DaveHearsom/GarethFay | -6pts |
| 3- | StevenWorf/LinWorf | -9pts |
| 4- | BrianDeacon/KarenHall | -12pts |
| 5- | NeilCummins/KathSkillern | -15pts |
| 6- | Kevin Edwins/Haydn Edwins | -17pts |

From Kestrel Website

Brambles Cricket Match 2009

Once again Paul Rapson and I made plans to visit the annual Cricket match on Brambles bank, in our diaries for 2009. This time we were joined by Steve Green, who had heard about the event, but never attended.

The cricket match is between the Royal Southern Yacht Club and the Island Sailing Club, and takes place once a year on the lowest tide. (the magic figure to look for is 0.1m low water). This year that occurred at 06.00hrs on Saturday 22nd August. The bank is exposed for approximately one hour, after which the water starts coming back in and everyone must depart.



So, before dawn, we sailed towards the bank. Every year, as we start towards the bank, I wonder whether the whole thing has been cancelled and we will end up the only boat there. But as we got nearer, I could see the red and green lights of other boats, all heading towards the bank, although at that time there is just the Brambles beacon and lots of water.

It was just light when we disembarked and started to walk towards the assembled crowd. The group consists of the cricket teams from both Clubs, plus lots of supporters. Despite the early hour, there were approximately 100 people on the bank. This year there were three celebrity players, Sir Robin Knox-Johnson and Rory McGrath and Geoff Hunt in his wheelchair. They undoubtedly had to change their cricket technique to allow for the Brambles surface !



Calshot Sailing Club, Calshot Spit, Calshot, Southampton, SO45 1BR



Unlike last year when the water never left the bank, this year we seemed to have a long time on the bank, and were able to complete both innings. As the water slowly reclaimed the bank, there was just enough time for the prize-giving and team photos, before everyone returned to their boats. There is something magical, as you look back to the spot where there had been lots of people and boats, and now there is only water – and the beacon.

Whilst there was a camera crew to record our cricket match, it was the Morris dancers who attend on the more civilised time of 6.00pm, who received the coverage on the local news.

Colin Page

ISO Nationals Lee on Solent

Dave has asked me if I could write a 'view from the front' - a crew's eye view of the recent ISO Nationals (our first). I didn't like to admit that this was difficult, because I had my eyes shut against the spray most of the time!! Anyway, here goes.

The ISO and Buzz nationals were held (conveniently) in Lee-on-Solent this year, between Friday 4th and Sunday 6th September. The Friday was originally going to be the first day of the series, but as some people (myself included) could not get the day off work, it was commuted to a practise and training day. Jim Trice kindly agreed to sail with Dave on the first day. Unfortunately it gusted 30 knots plus, nothing new, (after all Lee on Solent is only 5 miles away from Calshot by water, towards Portsmouth), and so nobody sailed. Saturday was less windy, about 15 knots but the skies were a bit grey. After a short delay the first race got under way. There was also a fleet of Flying Dutchmen and of Buzzes, who started before us. A very well mannered start saw the fleet off to the first mark. The wind was building as the race went on and the boats spread out as some found the downwind leg livelier than they were used to. Several capsizes allowed for some changing of the order by the end of the race. (If that sounds a bit lame as an account of what happened, I'm sorry, because we were too busy concentrating on not falling over ourselves to see what everybody else was doing.) Colin and Ali were 7th in the first race.

Race 2 and 3 were much the same as the wind was still building and throwing a few gusts as well. More capsizes this time too, although unusually not by us and we were pleased to find ourselves on good form with three 4th places. Dave did have to find time to give me a pep-talk halfway through the second race. At one point Dave said as we neared the windward 'capsize' mark 'We'll just get past all these capsized boats before we put our spinnaker up'. We were pleased with our results, showing that we can be consistent and not fall over in some testing conditions. Colin and Ali also did well with a 5th and 8th place. Thirteen boats competed in all.

After a shower and some tea and cake came the AGM, and then a very good curry supper provided by the Club, a couple of beers and then an early night for most as the day had worn us out.

Sunday started as forecast, sunny and light winds.

Race one was a short one as the wind shifted around and started to build, turning it into a leg straight to the windward mark followed by a reach to the bottom mark. The Race Officer allowed us to finish then postponed the next race while the course was re-laid. We were 3rd and Ali and Colin were 7th.

Race two saw the fleet split in two directions, the boats going out on starboard side seemed to come out on top as the tide had started to run out by now. We had a coming together at the leeward mark, and were forced the wrong side of it, so we finished in 7th place.

After a very quick re-laying of the start line we were into our last race. A little more wind once more to get us flying down wind again, with the wind shifting a little and more tide running, and a 5th place.

After the races had finished it was good to see some good seamanship shown by all of the boats, it is not called Lee on Solent for nothing. There is almost always a lee shore here. Mainsails were dropped and those with jib furlers used them to get back to the gang of helpers on the beach to recover the boats with no incidents or damage. They are well practised at this here.

After a very welcome cup of tea and more cake there was the usual prize giving. We weren't expecting a prize for fourth place, but we were awarded an engraved glass and a bottle of wine each. Dave was very proud. The only drawback of coming fourth is that the convention is you have to write the race report! The first and second places both went to sailors at Emsworth Slipper SC; Andrew and Vicky Gould came first, followed by Mike Lillywhite and Mark Riddington.

The Club ran a very successful event and every one came away happy. A big thank you to all at the Club for their hard work over the weekend. The commodore said that over 30 people helped out to run the event, well done to all of them. I enjoyed the whole weekend and am looking forward to my next Open event, and it looks as though the next ISO Nationals will be even more convenient, as the plan is to hold it at Calshot...

Rachel Hughes ISO 1002 (the pink one).



The Tale of a Sad Gear Box

Once upon a time there was a shiny new gearbox. It was a very happy gearbox and before long it met up with a very sophisticated engine. They made the perfect couple and lived a very happy life, doing all the things they were meant to do together. Every body marvelled at how good they were, never arguing or fighting with each other, just getting along with life as it came along.



Then one day the gear box noticed that things had changed, he was not so happy some of the time. It felt as if he was been pushed and pulled, punched and kicked about a little. The poor gearbox was sad that the nice people who he lived with were hurting it.

On the long quiet nights the gearbox had time to think. It knew the people who owned him were nice people and that maybe they did not realise that they were hurting him. Maybe they did not think that when they were trying to be kind to him, that in fact they were doing some damage and that this was why he felt so sad and abused. The poor gearbox tried every thing to be a better gearbox. He did his best to make his nice owners happy.

Sadly this was not enough, he became weak and frail and found it too difficult to do his job. Eventually he could cope no more with this terrible abuse and cried out for help. Only then did his owners see that the poor gearbox was in need of some TLC. They were sad to see the gearbox in such a poor state of health, that they took pity on him and sent him off for a rest in the gearbox hospital.

When the gear box was in hospital, he became calmer and felt that he could open up to the nice doctor that had got him to look after. Little by little the gearbox opened up and told the doctor about his life before he arrived at the hospital. It took a long time but eventually the nice doctor got the whole sordid story of the abuse the gearbox had suffered.

He was told that some of the people who used him, had tried to be nice, but had hurt him by not been firm enough with him. They put him in to gear too slowly and made his gears grind themselves together, he did not like this, and he wanted his lever to be pushed a little harder and a little faster. He told of the times when he had his tail bashed on to his old friend the slipway. He thought to himself why can't I go and see my old friend the beach instead, at least that was a little softer. But the slipway did not seem to mind at all. The poor gearbox found it all too much and could not stand it any longer. He cried out again and again for the abuse to stop, but no one was listening to him and he finally bent under the strain of it all. (Ahh poor gearbox)

The nice doctor was very sympathetic to his story and gave the gearbox all the support that he needed to become strong again. After what seemed like a very long time the gearbox was brought back to his owners feeling as if he could go back and started to live a happy life once more.

His owners were very sad that the poor little gearbox had had to suffer so much pain and abuse. They decided to make a donation to the hospital of over £700.00, to help the nice gearbox doctor carry on and do his good works for all the other gearboxes that are out there. I am sure that the doctor will be sad for the gearbox and all the other gearboxes out there, but now at least he will be able to carry on and try to help them all.

David Poupard (Aged 53 ½)

Editors note: Please can everybody try their best to ensure I don't have to publish things like this again!

For Sale



RS400 - Sail No. 588- £2,500

3 Jibs, 2 Mains, 2 Spinnakers, Cover (New 2007) & Combi Trolley / Road Trailer

New mast March 2006, New boom 2003, New slot gasket 2007, New rope set Spring 2009, New main halyard (Dyneema) Summer 2009

The boat can be viewed at Calshot SC

Contact: 07786738975
or 01420 563668