



JIB SHEET

Keeping you in touch with your club's news — Summer 2007

The Commodore's Log

Following the serious sailing incident on Good Friday, which involved the emergency services, your hard working Management Committee have undertaken a review of all safety procedures. This is our response to our concerns, and those of ST, our landlord, I am sure you all agree that no-one wishes to see a repeat of that incident.

In the short term we intend to employ a dedicated temporary member of staff, whose sole responsibility will be to provide Safety Cover during the week. This will give us time to try and organise a permanent solution using members if possible, but as weekend cover is sometimes hard to fill, we will take no chances. We also plan to change our radio equipment to VHF, and share a frequency with the other water users, and will encourage cruiser owners so equipped to also act as extra eyes out on the pond. This it is hoped will ensure quicker response to any incident requiring intervention by Safety Boats.

None of these measures are intended to move away from the basic ideal of self responsibility, as promoted by the RYA, only a safety net to increase everyone's enjoyment. I want to urge all of you to keep an eye on each other, on the water, and report to shore/safety crews anything of concern.

We at CSC have always been at the front as a club, and want to be moving forward now we are in the 21st Century. I know we can never guarantee 100% safety for those who choose to sail, but we can strive to get as close to this using whatever resources we have.

Last Saturday I had my first encounter this season with the dreaded weed, as soon as summer eventually arrives, you may see the weed cutter in action.

Happy sailing

Lawrence Key.

Single Handed Action for the Billy No Mates Trophy



From the Galley.....

During March this year we served a buffet supper for the Club's Prize Giving evening for around 70 people. At the end of the ceremony Jim Hart invited us onto the stage to present us with two of the most beautiful bouquets we had ever received. It was a tremendous surprise to be rewarded like this for a job we both enjoy so much and unfortunately we were unable to express our thanks sufficiently for such a thoughtful gesture at the time.

We would also like to take this opportunity to mention

others who have done such a lot to make us feel part of Carsington Sailing Club. Mick, Trevor and the gang for their assistance with hammers, nails and screwdrivers; the Fleet Captains for their support at the Open Events special mention to Lyn for being a constant source of practical assistance, advice and fun; to the Commodore and Jim Hart for that lovely evening in March and most of all to the customers who have been so generous at the counter with their friendliness and goodwill.

Sandra and Deb
thegalley@w3z.co.uk
07809 436393

Jim's Corner

Monday July 2nd 2007 1622hrs skived off work early to knock this article up for you. I bet you're glad that you own a boat at the moment? Lets not get into the weather though!

So, this issue of Jib Sheet is probably crammed full of all of the news that is surrounding our lovely club at the moment, so shall I tell you what's going on at the risk of being repetitive, or shall I tell you about the trials and tribulations of raising a ceiling in an old stone built cottage?

The new committee boat is doing the business the marks aren't moving much (apart from number 3 which seems to have a wonder lust) The safety boats are lovely, the res is full (not surprising that!), the socials are happening, the sailing committee is full of lovely people and the management committee aren't too bad either. The Wednesday racing is going great guns, (If you haven't ventured into racing yet come down on a Wednesday its quite easygoing and the meal afterwards is fabulous!) The training room is finished, what more can I say?

One thing that I have noticed this year is that we at the keel boat end have had a lot of birds (and the odd wasp!) making nests in our boats, it's lovely to convene with nature but taking a swarm of wasps out for a sail is I think going a bit far. It has raised the question in my mind that perhaps we could be doing our one thing for wildlife by erecting some habitats for these creatures, has anyone got any bird boxes kicking around? If you can help please let me know?

So an article that doesn't really say much, shall I end with a salutary tail? This Sunday a K6 which should remain nameless (a certain much admired and respected member and international race officer?) spied an Rs700 in an upside down pose and doing the right thing sailed over to check that the helm was not in a state of distress, it turned out that he was fine right up to the point when the said K6 sailed over his rig and converted his mast into a two piece affair. Ah.. the joys of sailing! If there is a motto to this tail it's probably the wrong one?

Happy sailing everyone.

Jim Hart
jim@jimthelumber.co.uk



YOUR FLEET CONTACTS

Laser	Phil Robinson	phil@dowieway.fsnet.co.uk
Solo	Jeremy Lane	jeremy.lane@nottingham.ac.uk
Flying 15	Mark Gardner	mark@markgardnerltd.plus.com
Sprint 15	Ray Gall	gallrayliz@supernet.com
Tempest	Ged Bellamy	ged.bellamy@tiscali.co.uk
Laser 2000	Peter Bolton	laserviolin@aol.com
Fast H / Cap	John Webster	john-linda@champion-house.freemove.co.uk
Youth Fleet	Andy Banks	dearbanks@btinternet.com
Cruisers	Andrew Jones	andrewjones2310@tiscali.co.uk
Cat H / Cap	Colin Pimblett	cpimblett@tiscali.co.uk
Slow H / Cap	Gill Pearson	gillian.pearson@virgin.net
Medium H / Cap	John Bumby	jmbumby@yahoo.com

News from your Fleet Captains



CRUISING NEWS

Winds in the early part of this year during Saturday racing seem to have been either all or nothing yet the Cruiser fleet have raced as usual with only a few cancelled races. As I write this I am speaking to Geoff Travis who with his sons is planning to take his Parker 21 "Elan" and compete a 2nd time in the "Round the Island Race". After last year's ill fated weather I wish Geoff and his crew better success this year.

We had our cruiser Fitting-out Supper on April 20th and once again enjoyed a lovely meal provided by the Galley staff. Our next supper will be around November time and I will inform you all of a confirmed date nearer the time.

The Cruiser Park is almost Full and berths at a premium. We are enjoying some new boats on site. I look forward

seeing these on the water.

I am hoping to arrange 2 courses later in the year for Race Officer training and a Race Rules Seminar. These will be open to all Fleets. I will put forms on the cruiser notice board, so if you are interested add your name to the list.

Can I mention a project that might not only be of interested to cruiser members but other members too? – This is a **TRY A CRUISER DAY**. I eel it would be an ideal opportunity to give people who have not experienced Cruisers and Cruiser Racing to come and enjoy the experience. If anyone is interested and wishes to experience a Cruiser Race and gain a little taster, then you can either contact me or add your name to the list on the Cruiser Notice Board. Maybe other Classes might want to reciprocate in their crafts.

Happy Sailing

Andrew Jones



The Open

Summer already! And yet the Open Event for Laser 2000's and 3000's at Carsington seems ages ago. We staged the second round of the Laser 2000 Millennium Series sponsored by Laser Direct on 19/20 May with 30 boats taking part.

The fleet of 20 2000's included 16 visiting boats, with representatives from Loch Venacher in Scotland and a Welsh contingent drawn from both Bala and Llandegfedd. It proved to be two very different days racing with strong gusty winds on the Saturday disappearing overnight to very light and fickle wind on the Sunday. Both days were challenging. The safety crews were kept very busy on Saturday with most boats capsizing at some point, caught out by some brutal gusts as squalls built in the afternoon. Sunday did not deliver quite the same level of buzz and excitement with the emphasis more on mental rather than physical skills and making the most of what little wind was available.

Race Officer Kevan Bloor set a windward-leeward course on both days. On Saturday, 2 father and son combinations with the juniors at the helm emerged as leaders of the fleet. Will and Andrew Sloper won the first race with **Elliot and Andy Banks** winning the latter two. They were followed by a "pack" of four boats all on 17 points after completion of 3 races. After a particularly physical day on the water the 3-course meal laid on by the Galley was much appreciated – particularly for those who enjoyed curries!



The first race on Sunday suffered a delayed start waiting for some wind to kick in but there was just about sufficient to give a close and competitive race. As the second race got underway, the wind decayed to almost nothing and the course was shortened. This proved to be the end of racing for the day with lighter wind experts Dave and Kate Eccles from Bala taking the honours in both races. **The Banks'** just managed to hold off the Slopers' challenge on Sunday to win the event by one point and provide a "home" win for the second year running.

As ever, my thanks to everyone who devoted their time and effort to make the event a success and in particular to the safety crews who were much in demand on the Saturday. Thanks also to Kevan for some great action photographs from the Saturday (hang on – he was the Race Officer!?) –

hopefully there is one gracing these pages.

Fleet days. Where are you all? Two boats managed the first and the second one got becalmed. So, anyone interested in getting together as a fleet in September for some "group" sailing, knowledge sharing, skill developing, socialising – that sort of thing, please get in touch.

Even the Laser 2000 Hire Scheme is starting to struggle a bit! Both boats are on hire at the time of writing but no takers yet for August to October. So, if you would like to try a Laser 2000 for a 3-month period, either as a seasoned sailor or a newly trained novice, please contact me for more details. The boats are well suited either to people moving on from the basics or to those who enjoy a good blast when the wind gets up. Try one, you won't regret it!

Peter Bolton



Laser 1 News

Having agreed to take over from Jackie Crafter as Laser 1 fleet captain, I would like to take this opportunity to introduce myself to those Laser 1 sailors who don't know me. I'm generally to be found sailing Laser 171683 (blue hull) and typically positioned somewhere towards that back of the slow fleet, unless it's windy.

The Carsington Laser Open Meeting was held on 24th June and saw the entry of 31 boats, 18 of which were from Carsington, with six of the top ten positions also hailing from Carsington. Given the clear enthusiasm for the event, it was therefore particularly disappointing for there to be almost no wind on the day, resulting in Races 2 and 3 being abandoned. On the plus side, however, John Poulson did a marvellous job in his capacity as race officer, managing to get Race 1 off on time and to a well set course while there was still some wind. Mike Sims of Carsington continued his success in the series with a win, finishing ahead of second placed Richard Bennett (Staunton Harold) and third placed Andy Mcleish (Carsington).

I would like to thank all those from other fleets who helped out on the day and ensured that the event was a success, given that the result will still count in the midlands traveller series. It's hoped that we can expand the event next year by placing the event on both the northern and midlands traveller series and that this will result in the entry of up to 50 boats. It is also possible that the event will be further expanded to include Solos, subject to a suitable date being available.

If you wish to contact me regarding Laser 1 sailing at Carsington please use the email address below or catch me at the club. (If you need advice on how to sail a Laser 1 quickly, however, you're probably better talking to Mike Sims !)

Phil Robinson

The 1st Billy No Mates Trophy Weekend

The first Billy No Mates Trophy Weekend held at Carsington was a resounding success judging by competitors comments, their supporters and club members.

'Fantastic event.' 'Thank you so much.' 'Great job.' 'I'll be back next year!'

Over 50 helms of fast single-handed dinghies, from twelve different classes, signed on. There were three races, back-to-back, each day over a big square course with everyone starting together. This proved to be a real showcase for the boats, encouraging close but fair racing. Everyone had a good time; there was a genuine spirit of camaraderie and co-operation between the classes both on and off the water.

The weather was glorious: sun and a good Force 5-6 on Saturday, slightly less wind on Sunday. The competitors reveled in the conditions: There were immaculate displays of boat handling and agility to admire at the front end of each fleet. Richard and Kit Stenhouse, in Musto Skiffs, were absolutely flying and lead most races on the Saturday. When the wind dropped a little on the Sunday, the Asymmetric Canoes, Contenders and Vortex were mixing it at the front with the Musto Skiffs. Further back down the fleet, the helms were having their own private battles with each other, their boats and the elements. There were enough capsizes and close shaves to make watching entertaining and to keep the rescue boats busy.

It was an enthralling and fascinating sight. If you were thinking of getting into a single-hander or changing between classes the event provided the perfect opportunity to evaluate the boats for yourself. With a good sprinkling of World and National Champions on the water it was apparent that most of the perceived differences in performance and ease of sailing were not due to the boat but the helm's skill.

With blustery conditions, the competitors really appreciated having our Regional Race Officer, **Henry Wright**, who "got on with it" and didn't keep them hanging around unnecessarily. He was supported by an International Race Officer, Manuel, who had traveled over from Spain at the invitation of the RYA, to observe how racing events are organised in this country. All the races started promptly, with plenty of room on the line and a cracking course over the full length of the lake. On Saturday everyone was well back from the line and well spread out. Sunday was a different matter, with helms being enticed up to the pin end by more port bias and, having more confidence in predicting the behaviour of their fellow helms, were more prepared to push their luck. This led to some shut-your-eyes and breathe-in moments 10 seconds before the gun, but no general recalls or crunches.

Everyone involved at the club commented that the fast single handers are a pleasure to put racing on for: They were well mannered on and off the water, adhered to the rules and the spirit of the rules. There was only one protest – a simple matter of giving, or rather, not giving water at the mark; an error of judgment by one of the top helms.

The social side was great too. After an early supper and a well-deserved pint, those who still had the energy bopped away to a professional rock band.

Generous sponsorship from Evolution Sailing and WH Insurance ensured 1 in 5 of the starters, and not just the winners on handicap, received prizes. There were 4 different classes of boat in the top six overall places ~ Musto Skiff, Contender, Asymmetric Canoe and Vortex. **Richard Stenhouse**, sailing a Musto Skiff, was presented with the Billy No Mates Trophy, [a Fine Bone-China Billy Goat], having won 5 of 6 races both on the water and on handicap.

You now know why the first Billy No Mates Trophy is considered such a resounding success and will be organised again next year ~ last weekend in April [Put the date in your diary now!]. You may not know why, or how the Billy No Mates Trophy came into being so here is a brief history:

The concept of the Billy No Mates Trophy weekend event started at the club one wet, cold and very windy winter's day. Even the most stalwart of club sailors were reluctant to leave the warmth of the clubhouse, preferring instead to tightly clutch hot mugs of tea and chat about next season's sailing. As always, discussions turned to problems facing the club~ some dinghy classes not being able muster sufficient numbers to justify an open meeting of their own, exhausting the supply of club volunteers and the generosity of members, the high cost of putting on quality events. *[Many of these problems have been aired in Pete Vincent's articles in Dinghy Magazine, over the last couple of months.]* With a wealth of experience [and years!] between them they also knew what they liked and disliked about other big events and open meetings.

So with all this in mind, they decided to create an open event that:

- Involved as many of the club member's boats as possible
- Involved minority classes at the club
- Included a social night for club members and visitors
- Would break-even
- Was early in the season
- Would be fun, yet competitive with lots of prizes
- Would be exciting to watch and easily seen from the shore
- Was well organized
- Was unique
- Would become established as Carsington's Flagship event

And so, The Billy No Mates Trophy Weekend was born. Now firmly established, it promises to be even better in 2008.

If you can't wait until next year to sail at Carsington they hold a Charity Regatta over August Bank Holiday – everyone is welcome and it is only £5/ head / day – details on their website.

John Bumby

Charity Regatta Sat/Sun 25th & 26th August

The history behind the club organising a sailing event that will generate funds for a charity is uncertain. What is certain is that many members like to help others less fortunate than themselves and to do this once a year as a group effort under the "Carsington Club" banner. This does not stop us supporting other sailing/water related charities throughout the year too, for example the RNLI. The charity that benefits from this event is chosen by the Commodore - it is considered an "honour" and a lot of thought goes into the selection.

The format for the event is very simple:

- 2 days of racing over the August Bank Holiday
- 3 races a day; first race at 1100
- Bit of a "do" on the Saturday night - if only a drink and social chat at the bar [BBQ may be organised if, and only if, the weather improves]
- Open to visitors & club boats
- Lots of prizes awarded on the day [actually the Sunday] - 1st in Class: juniors, single handers/slow fleet, medium fleet, fast fleet, cats and cruisers.
- Suggested donation £5/head/day [You do not have to contribute - it is a charity event! However, if you do not sign on/off and pay up then you are not eligible for an actual prize!]
- If you do choose to donate - we ask you to fill in a special Gift Aid form so that the charity actually get more than the £5 [something to do with tax!]

This year the charity is a local children's hospice - The Donna Louise Trust, Children's Hospice Appeal - Treetops, 1 Grace Road, Trentham, Stoke-on-Trent. ST4 8FN.

Billy No Mates Results

Overall Winners on handicap:

- | | |
|-----|---------------------------------|
| 1st | Richard Stenhouse – Musto Skiff |
| 2nd | Tim Holden – Contender |
| 3rd | Kit Stenhouse – Musto Skiff |
| 4th | Paul Holden – Contender |
| 5th | Keith Escritt – Vortex |

Class Winners [3 or more boats]:

- Asymmetric Canoe – Robin Wood
- International Canoe – Colin Newman
- Vareo – Peter Bolton
- RS 700 – Richard Allen
- Vortex – Keith Escritt
- Phantom – Richard Simms
- Blaze – John Holliss
- Musto Skiff – Richard Stenhouse
- Contender – Tim Holden



2007 NATIONAL CHAMPIONSHIPS

Carsington was host to the Tempest fleet over the May bank holiday.

The 3-day event involving 8 races had competitors from around the country competing in a variety of weather conditions. On the Saturday, light variable winds provided some interesting conditions for the 2 races held in the afternoon. Conditions on Sunday and Monday were very different with cold wet and blustery winds from the North blowing force 5-6 each day, providing some gruelling conditions for the last 6 races.

The event was won by John Modrul & Colin Meadows from Datchett SC with John's father Ian Modrul & Robin Higgens from Ullswater YC in 2nd place.



The highest placed CSC boat and 1st Mk1 Tempest was 'The Black Pig' in 5th place overall, sailed by guest helm **Kim Dunstan** and crewed by **Phill Munton** who recorded a very notable 2nd and two 3rd places on the windy days.

The 'Ladies Trophy' went to CSC guest crew **Jackie Crafter** who somehow survived a whole 3-days on a Tempest.

RESULTS

National & Open Champion - John Modrul & Colin Meadows—Datchett

2nd - Ian Modrul & Robin Higgens - Ullswater

3rd - John & Neil Robinson - Ullswater

4th - Mike & Paul Adams - Ullswater

5th and 1st Mk1 Tempest - Kim Dunstan & Phill Munton - Carsington

'**First Lady Trophy**' - Jackie Crafter crewing for Chris Roberts in 9th place Carsington

Tempest Club Sailing

With regard to the general entries in club sailing we do need to get more of the Tempest fleet out on the water to stand any chance of qualifying for fleet status next year. So I hope to see lots of you out there in the coming weeks.

Ged Bellamy

Laser 2000 Hire Scheme

The club owns 2 boats available for extended hire (2-3 month periods) available now it's ideal if you are an RYA Level 2 sailor.

For more details contact:

Peter Bolton 01335 370638.
laserviolen@aol.com

Cat Training News

One two or even three hulls it doesn't matter they are all sailing boats and as such, part of the sport that we all enjoy. To sail a monohull competently you require key skills as taught through the RYA level syllabus. Then through hours of practice on the water perfecting these skills you become a competent helm. The same is also true with catamarans, albeit using slightly different techniques.

There is no doubt that catamarans have a very stable platform compared to a monohull, however they will capsize if heeled over too far or pitch-pole if bow buoyancy is overcome. This combination of stability and light weight means that MultiHulls offer fast and exhilarating sailing. It is this aspect that attracts new helms each year.

The RYA recognises that those wishing to learn to sail a multihull should take a suitable RYA course to learn these necessary skills. The key issue here is that catamaran qualified instructors are few and far between, with the result that most sailing clubs are unable to offer this type of training.

Carsington has an established catamaran fleet and members of this fleet have over the years arranged unofficial training for rookies. This year to ensure that we follow RYA best practice, several RYA instructors underwent assessment and qualified as RYA MultiHull Instructors. The Management Committee also decided that we needed a suitable training boat, along with RYA recognition as a catamaran training centre.

From July this year Carsington Sailing Club will be offering catamaran training on a new Topper 16CX, a twin trapeze training catamaran. Conversion training will be available for experienced sailors, or those with a monohull RYA level 2. This could result in an RYA Catamaran Level 2 Certificate, most handy for proving competence when wishing to hire a catamaran on holiday.

Conversion courses will take 2/3 days, these can be booked through the club office. It is hoped to run some catamaran taster sessions later in the year, more news on this to follow in the coming months.

Ray Gall

Carsington Sailability

What a year. Here we are already past the longest day and we don't seem to have had that many good sailing days. However, what we have lacked in quantity has been made up with quality. Two events in particular stand out. First of all the Duke of Devonshire Trophy for Access dinghies which attracted 18 boats and was held on Wednesday June 6th. It turned out to be a first class event with everyone saying how much they had enjoyed themselves. Carsington Sailability members Mark Gundry and Tom Alderson finishing in fourth place in the 303 event. Particular thanks go to Henry Wright who did his usual sterling job out on the water and when I sent him a thank you e-mail he replied that he had enjoyed himself "such a lovely bunch of people but who unfortunately didn't know the rules". The Access Association do relax some of the rules to allow for

disabilities so it does become a problem sometimes if anyone is familiar enough with the rules to mount a protest. Our helpers, volunteers and officials all did a splendid job. Another good day for Sailability and the club was when CS played host to Lea Green School for disadvantaged youngsters. It is always difficult to assess what benefit is being derived by youngsters with learning difficulties but it did become obvious that the majority were quite taken by the trip in our Drascombe or Sailfish. 18 youngsters were at the club together with 8 carers so you can tell it was quite a busy day. This was alleviated to a great extent by Mike Fowler coming along in the afternoon to join in the fun using his Drascombe too. It is this type of activity which gives the club credibility within the community and cannot be stressed how much we rely on our volunteers who once again did a terrific job. I was unavoidably detained at the Vampire Suite at the Royal Hallamshire so could not attend either event but I was secure in the knowledge that my mates would be doing their usual grand job.

We are pleased to note that we have been joined by two young volunteers, Abigail Taylor and Geoffrey Archer. They are club members and are keen to help having already taken out an Access 303 two seater with one of our charges. Welcome and thanks to you both. Having said that we are always keen to see new faces and volunteers are soon integrated into the Sailability 'gang' which has been described as a cross between a maritime version of 'The last of the Summer Wine' and 'Care in the Community'.

We still haven't managed to get our entire single seat Sunbirds out on the water yet but we have hopes for the Commodore's charity Regatta. If you fancy having a go in one please let us know.

Derek Lee

Carsington at the 505 Nationals

Four club boats competed in the 505 Championships at Abersoch from 14 - 17 June, and came away with the trophy for BEST CLUB TEAM, out of 30 boats.

The weather provided a day of very windy racing, a day of light winds, a medium day and a cancellation. The event was won by Ian Pinnell and Carl Gibbon (who will be known to some Ogston friends), even though they were unable to sail one of the races.

Best result from CSC was a sound 6th place ... **Richard Sims & Simon Wood**, who also won the "Salty Yacht Trophy" (the old f--ts prize); **Jack Hayhurst & Adrian Coates** came 8th, with a 4th place in race 4; **John Webster & Nick Thompson** got 9th; **Harry & Simon Briddon** came 12th, sailing specially well in the strong winds. **Russell & Andrew Short** (who often sail at CSC on Saturdays), sailed very well, came 4th, and also won race 3 when they got the finish right ... but the leading boats didn't! The Race Officers did a sound job; the beer pumps were working well, and it was an enjoyable event.

John Webster

Youth Sailing

Everything in a day for DYS

The weather certainly played its part in mixing it up for the 31 sailors in the Derbyshire Youth Sailing event held at Carsington on Saturday 16th June. This was the fifth date in the original series calendar but due to the postponement of the first event due to an absence of wind, is actually the fourth event of this years series.

The day commenced with calm, light winds and accompanying bright sunshine as the competitors gathered. The forecast wasn't promising but this didn't affect the enthusiasm of the sailors to get racing. The first race got away and was close run in the light winds with the Lasers taking control at the front. **Tom Levick** (17) and **Elliot Banks** (16) both from Carsington SC took the first two places followed by **Chris Woods**, helm, (15) and **Joshua Woods**, crew, (16) in their 29er from Ogston SC/Carsington.

The heavy black clouds, thunder, lightning and screaming squalls with hail and torrential rain came during the second race of the day after the lunch break. These conditions obviously suited the 29er of the Woods brothers who were followed home by Tom Levick and a very creditable 3rd place went to Ben Crossdale (14) from Ogston SC in his Topper. Optimist sailor Ruth Terry (12) of Trent Valley SC

also made good of the difficult conditions coming a very well deserved 8th overall.

The second race had started with a pin end flier, **Phill Bell** (17) in his Laser, who had a fantastic start but after a couple of tacks was so far ahead he convinced himself he had been over the start line and returned to restart only to discover later that he had in fact been clean away. He come home in 9th place and learned a valuable lesson.

The weather had a final trick to play out the event by the wind completely disappearing for the third race of the day resulting in its' abandonment. The results were calculated on the basis of the two completed races and the overall and Senior winner was **Tom Levick** in his Laser followed by **Chris and Josh Woods** in their 29er and **Elliot Banks** in his Laser. The Junior event was won by Oscar Terry (9) in his Optimist dinghy from Trent Valley SC with a special prize being awarded to another Trent Valley SC sailor Eleasha Richardson (11) in a Topper dinghy in her debut DYS race.

Details of the DYS circuit, along with lots more information and some excellent photographs of every event are all on the www.dysailing.com website.

Mike Haynes

RYA North Zone - Youth Training/Racing

The RYA provide training for youth sailors and in recent years we have had a large number from Carsington on the North Zone Squad. Details of all the Youth Zone Selection events for 2007 can be found on the RYA website www.rya.org.uk/youth/youthsailracingprogrammes/zones If you are interested you should apply on line at www.ryaracingevents.org.uk. There will be squads for Toppers, Optimists, Cadets, Mirrors and Windsurfers.

The RYA Zone Championships will be held on 29th/30th September if you are interested register online by going to www.ryaracingevents.org.uk

The North Zone Championships at Notts County SC will have racing for

- N & W Windsurfers
- N Optimists
- N Toppers
- N & W 405s

The West Zone Championships at Ullswater YC will have racing for

- N & W Cadets
- N & W Mirrors
- W Optimists
- W Toppers

The closing date is 19th Sept.

TOPPER NATIONWIDE SERIES

Event 6 - Carsington SC
20/21 October 2007

This is an open event for ALL Topper sailors full details can be found on: www.gbrtopper.co.uk

We hope that as many of our Youth Topper Sailors take part in this event.

Help Urgently Wanted

Can you help us?

The Club has a regular shortage of members volunteering to undertake duties as Race Officers, Assistant Race Officers, etc. If you can help please contact the office ASAP and put your name down. As you know for each duty you do you get a voucher to put towards next year's membership fees.

Are there any reasons why you are unable to do your duty - let us know why so we can ensure we have enough volunteers helping out. Email:

laserviolin@aol.com

Management Matters

It is difficult to believe that the longest day has been and gone. The reservoir is full and the weather for us Saturday bods has hardly been distinguished, with either too little or too much wind. Still there is ample time for that to change.

Membership Renewals

One issue rising up the agenda is membership renewals. There seem to be quite differing interpretations as to when members choose to renew their subscriptions. The club itself does not always send clear messages, other than when the obligatory reminder lands on the doormat in April, or for a few, a registered letter appears in May informing them their boat will shortly be on the market! That tends to elicit a fairly hasty resolution, but let's face it, that means that those members have had 5 months free credit.

The Club tends to make statements such as 'No boat sticker, No Sailing'. Whilst this provides the Commodore with the opportunity to patrol the water looking at everyone's bottom, just to check of course, and quite understandably so, it appears to suggest to some members that they really don't need to pay until they decide the weather is fair enough to entice them onto the water. Sort of pay as you sail. This may be fine for some but it is most definitely not for either the club or to those members who pay at the beginning of the year, as is the intention.

It is very difficult to manage a membership when you do not know what that membership is or is going to be. For example when there is a waiting list, as there is, at the moment for the Cruiser fleet, the club cannot expect a prospective member to wait until the end of May before he or she receives a definite yeh or nay. By that time the prospective member has made alternative arrangements and an opportunity for the club has been lost.

It is difficult for the club to budget when we are 30% through the year and have only received 60% of the membership fees. Generally speaking we just cross our fingers and hope it will be like previous years! I hope you would agree it is hardly the best way to make an informed decision.

Some members come to the club, enjoy all the facilities but again choose not to pay until they go sailing. Effectively this means that those members who have paid are subsidising those who have not.

What seems clear is that we need a simple, straightforward and fair solution. Some thoughts for you to ponder:

Should the club consider setting up standing orders with the final payment at the end of June, with a standard APR charge added? The club has tended to stand back from this because of the additional administration involved. But perhaps it needs to be revisited.

Should the club consider moving the renewal date forward to April to get away from Jan/Feb when many of us are still smarting from our Xmas credit card bill excesses!?

How about putting £100 onto the annual subscription, that

will be agreed at the next AGM, and to then discount any renewals paid by the end of February by £100 and by £50 if paid by the end of March? Payment in full after that date thereby assumes it to be a new membership and the joining fee is therefore covered. This would also mean that come April 1 potential new members could be invited to join as the club would then know all those who do not intend to renew their membership.

That would seem to be a reasonably fair solution for the majority of members who pay their subscription promptly. Some years ago the MC, under Peter Wymer's able Commodoreship, introduced a similar scheme which worked remarkably well. Why it was not continued remains a bit of a mystery.

Unless of course someone out there can think of something better?

Cruiser Fleet

Considerable efforts that have been put into sorting out berths in the cruiser park. Not an easy task with the huge variation of boats, the fact that some are locked up and some may not be safe to move. Despite the odd mutinous muttering which the fleet captain has had to quash, several new boat spaces have been found and immediately filled.

There is now an official waiting list of potential new members wishing to bring Cruisers to the club. **This therefore means that any current club member wishing to upgrade to a Cruiser or to change to a new one must consult with the Manager before purchasing a new boat to ensure there is space. Please do not arrive on site with a new proud possession in tow and expect a space to be found. There are currently none and it would be extremely embarrassing for all concerned to have to turn someone away.**

This has highlighted the sad situation that there are some extremely poorly vessels which are deteriorating to a condition where they are no longer sailable. The MC will soon be left with little option other than to request that such un-seaworthy boats are removed from the Club. Certainly berths for these boats will not be made available next year until they are approved by the Club as being seaworthy.

Weed Cutter

The weed cutter is sitting on the foreshore waiting for the weed to prompt Severn Trent to swing their plans into action for controlling growth. A two day training course was organised with the manufacturers in May and the water users now have trained operators.

The Commodore has already dredged some weed up off the island (June 30) with his exceedingly deep keel. This should send a strong signal to those Cruiser Race Officers who use the Race Hut, to bring the start line further inshore so as to give the rest of us mere mortals a chance!

David Ayre
Hon Secretary

Editor: Andy Banks . All contributions welcome, please email to: dearbanks@btinternet.com.