

Keeping you in touch with your club's news — Christmas 2008

The Commodore's Log

Here we are at the end of our season having had a very mixed summer weather-wise, much of it with strong winds. Personally I have not been able to get out on the water due to having undergone a major operation in the spring, but I'm happy to say I am well on the way to recovery and looking forward to next season.

We are now into the last race series of our calendar which on the whole has worked very well this year. The Sailing Committee have worked very hard throughout the year responding to feedback and adjusting things now and then. Next year's calendar should be even better and I for one look forward to seeing it.

All of the open meeting events held at Carsington this year have been extremely successful and profitable, the NSSA, Topper National and Laser events being some of the largest were no exception. The Charity Regatta raised £370 for the "Railway Children", this is a special charity for me, many thanks for your support.

Some of you may have noticed we have a new day boat complete with engine (brand new). This has been acquired on long term loan from Severn Trent at no cost. I'm sure we will find many uses for it in the future.

Since the AGM your Management Committee have been working on ideas to further improve our finances and put us in a stronger position to weather any future effects of the current credit crunch. Our Hon Treasurer has implemented an "in house" process to deal with the pay bill saving us a considerable sum in accountancy charges. We are also working on a budget for 2009 which will help us to keep a tighter control on outgoings. We will continue with our plan to increase revenue and save costs as outlined at the AGM.

There are many jobs around the club which require attention to keep the site tidy and well maintained. Please keep an eye on the website and notice boards for details of voluntary



The Big Black Cat



working parties to tackle these items. These are usually fun to take part in and provide a chance to meet other club members you may not otherwise socialize with. The club might even throw in a free lunch, You never know!

The weed-cutting boat has been very busy again this year thinning out the dreaded weed. We have been fortunate that water levels have been retained for much of the year. Next year we will have two more weed boat drivers trained and should be able to run the machine longer.

Are there any budding bar tenders out there who would like to run the bar on Saturday's 14.00 to 18.00hrs? Anyone interested speak to Mick. Training will be provided. Mick has asked me to appeal to all keel boat owners with road trailers stored in boat berths. Please help us provide more boat storage space for members by removing your trailers from the site. Available space for larger craft is getting very tight. Members co-operation would be much appreciated.

When this Jib Sheet reaches you Christmas will be upon us so I wish you a very Merry Xmas and a Happy New Year.

Mike Stoker
Commodore

A Happy Christmas & New Year

2009 Sailing Calendar request your copy by email from: lyn@carsingtonsc.co.uk

Rob's Notes

The 2008 season is nearly over, what a year for the sailor, high winds, no wind and it all happens on Sunday morning at 11:00. I can say, I have done less sailing this year than any other year in the history of the club.

Looking forward to 2009, I would like to take the opportunity to inform you that we have made a few changes to accommodate the progress the club is making for the asymmetric fleet.

The format for racing in 2009 will be that everyone racing will sail the same course. It will be at the Race Officers discretion whether the course will be

round-the-cans or windward/leeward. The main noticeable difference to the course will be a small off set mark placed on the course side of the windward mark for the windward/leeward course.

I would also recommend that you check the notice board to ascertain which fleet/ start you are in.

Please, if anyone, sailors or race officer teams, has any doubts or problems, obtain a copy of the new sailing instructions or have a word with a member of the Sailing Committee. We will be happy to help.

I wish you all a happy Christmas and successful 2009 sailing season.

Rob Levy
Rear Commodore Sailing



YOUR FLEET CONTACTS

Laser	Vacant	
Solo	John Poulson	john@jpboats.plus.com
Flying 15	Vacant	
Sprint 15	Ray Gall	ray.gall1914@talktalk.net
Tempest	Ged Bellamy	ged.bellamy@tiscali.co.uk
Laser 2000	Andy Banks	dearbanks@btinternet.com
Fast H / Cap	John Webster	johnlinda13@btinternet.com
Cruisers	Andrew Jones	andrew.jones1064@tiscali.co.uk
Cat H / Cap	Simon Gillis	cats@carsingtonsc.co.uk
Slow H / Cap	Alastair Raynard	alraynard@lycos.co.uk
Medium H / Cap	Vacant	
Sailability	David Cunningham	dave.craftypig@btinternet.com

Your 2009 Sailing Season

2008 was a trial and test year for the Sailing Committee. We think it's a fair judgment to say that we didn't quite get it right but what we did do very well is understand where we went wrong, sometimes you fall in when testing the water!

So you will notice that in the new calendar we have kept the series timings and durations approximately the same as previous seasons. However we have done the following:

- Reintroduced Morning and Afternoon Series racing to Sundays to give more flexibility to your club racing.
- Introduced VSSR Dinghy and Catamaran racing to Saturdays to be run alongside the cruiser racing. The aim of this is to provide an event for those who want to get involved in racing in a less formal way. Anyone can enter but no 'ringers'.
- No Back to Back open meetings – We heard your complaints and we have made it policy to not allow consecutive weekends where the club is sharing its facility to an open meeting.

- Club Championships – Only six of these through Spring/Summer. These are run as 'normal' Sunday racing with the results also counting towards the overall Club Championship.
- Regatta events – only the Commodores Cup and Charity Regatta, and not held over a Bank Holiday weekend.
- The Windward Leeward Course option has been trialled over the 2008 Winter series and we are pleased to announce that this option will continue for the 2009 depending on conditions. This will mean a retraining exercise for Race Officials so to make it all worthwhile it needs participation from all the sailors to work.

This is we hope what your Sailing Committee think you want for the 2009 Season. You always welcome to raise a question with any member of the Sailing Committee or alternatively you can email the Committee direct on: SailingCommitteeCSC@yahoogroups.com

The first day of the 2009 Season is 31st January. See you all on the water.



2008 TEMPEST ROUND UP

TEMPEST WORLDS

Although this year has only seen the Tempests out on the water occasionally, 5 Carsington Boats attended the 'Tempest World Championships' at windy Weymouth in August. Strong winds saw boats clocked at 14.4 knots by the race tracking system used by the Fleet. Jim Hart (CSC) & John Gill (CSC/Antigua) finished the highest placed Brits in 8th place overall. They managed a magnificent 2nd place in the last of 9 races out of 33 boats.



2008 TEMPEST LAST BLAST

The last weekend in October saw visitors from Ullswater YC and from Arun YC join the fleet at CSC for the final 'Tempest' event of the year **'The Last Blast'**. This was held over two days with winds of 14 to 15 knots gusting towards 22+ on Saturday and Sunday with the event really living up to it's name.

On the Saturday, 3 races were sailed after lunch in conjunction with the Club's cruiser fleet. Kim Dunstan (CSC) & guest crew Paul Adams (UYC) sailing a borrowed club boat 'The Black Pig' (GBR1077) winning all 3 races in a row. Jim Hart & Andy Banks (CSC) in 'Slippery Sam' (GBR 1121) recorded two 3rd places & a retirement with gear failure while John & Neil Robinson (UYC) made a 4th place & two 2nd places.

Sunday saw very similar winds to the previous day, with some close racing particularly between the leading contenders with Derek Budden & Andrew Rumsey (ArunYC) mixing it with the leaders. Kim & Paul however could not be beaten and once again finished the 4th race in 1st place. The 5th and final race was won by Jim & Andy in 'Slippery Sam' with Derek Budden & Andrew Rumsey 2nd closely followed by Kim & Paul who having relaxed had the luxury of discarding a 3rd place.

The final overall positions showed Kim & Paul on 4 points and only 1 point between 2nd, 3rd & 4th places (10, 10, 11

points) with, John Robinson & Neil Robinson (UYC) loosing out to Jim & Andy on count back for a 2nd place in a closely contested event.

Thanks must go to race officer Henry Wright & team for once again providing excellent courses and for not keeping the fleet hanging about between back-to-back races.

'The Last Blast Trophy'

1st GBR 1077 Kim Dunstan (CSC) & Paul Adams (UYC)

2nd GBR1121 Jim Hart & Andy Banks (CSC)

3rd GBR 1111 John Robinson & Neil Robinson (UYC)

Finally the Tempest fleet would like to thank the Galley for yet another fine meal on the Saturday night, which was enjoyed by some very tired sailors.

Ged Bellamy

A Mark Laying Guide

As part of your Safety Boat (S/Boat) duty it is necessary to assist the Race Officer by laying the Start Line outer distance Mark (Dan Buoy with red flag) and also if required Windward/Leeward/Turning Marks.

The following procedure should be normally used: -

- 1 Establish the depth of water in the area of the position required for the Mark by lowering the anchor to the bottom.
- 2 Retrieve the anchor and allow at least 2 times the depth of water for the length of the anchor line.
- 3 Position the S/Boat head to wind around 30 to 50 meters downwind of the mark position required.
- 4 Attach the anchor line to the Mark and put the Mark in the water keeping the line and anchor in the S/Boat.
- 5 Taking care to keep the anchor line clear of the propeller, motor slowly directly into the wind paying out the anchor line until the anchor is to hand.
- 6 Open out the anchor and lock in the open position, then with the anchor **secured** in the S/Boat continue motoring slowly upwind towing the Mark on the end of the line behind the S/Boat.
- 7 When the Marker buoy is in the position required on the water the anchor can be released over the back of the S/Boat.

Using this method it is possible to accurately position any mark.

Club Development Plan

It has provided a few sleepless nights thinking of how to introduce this subject as not only is it long overdue but it is also a very important and exciting project that the Management Committee is undertaking and one that cannot be hurried.

At many AGMs we are asked the question "Does the Committee have a five year plan for the Club". They usually receive a less than precise answer because, the club has never published one. This may sound un-business-like, but it should not really be a surprise. In very general terms the club enjoyed the first ten years where the clubhouse, its contents and the site, were brand new; plus the membership base grew. This enabled the then Management Committees, with judicious management, to set aside substantial reserves which made the club cash rich. In such an environment there was little incentive for a Club Development Plan (CDP). The club was doing sailing and doing it pretty well; so why change something that was working just fine?

More recently reality has kicked in. The club 10 year mark, since which general maintenance costs have escalated and there came the necessity to replace ribs and training fleets. Capital investments on items such as the training hut were also felt to be important in the continued development of the club. The net effect has led to a considerable change to the club's financial base. In addition there continues to be a small but gradual erosion in membership numbers. In the last three years the club has on paper traded at a small loss. It is currently not a major issue, but if allowed to continue it will become one. This has been sufficient to concentrate minds and for there to be a general acceptance that the benefits accrued in the early years will not last indefinitely. It has also been recognised that important management decisions have not been considered against the background of a formal plan or budget, but have been based upon what is felt to be right and necessary at the time. This does not mean that that they either were right or wrong, just that there are occasions when with greater thought and understanding perhaps they could be better.

The beginnings of the CDP go back to early 2007. This was at about the same time Gill Pearson brought it to the Committee's attention that part of the responsibility of an RYA Championship Club, the club must be able to demonstrate that there is a five year club plan charting the future development of sailing. When you combine all these facts together it became very clear that a CDP was not something to consider for the future but something that was needed now. It would not be fair to go further without recognising the input that Gill has provided in getting this off the ground. The Committee were fortunate to have a person with the skills and expertise for this. Although no longer a current Committee member, Gill has offered to continue in a consultative role for which we are very grateful.

As to the progress to date, the Management Committee has arrived at a point where the broad structure of the plan has

been agreed. This is based upon the Memorandum and Articles of Association which was drawn up by the Founder Members when the club was initially formed. Under this there are three key areas the club is committed to develop.

1. Sailing that allow the membership to enjoy all the options that the water provides.
2. Training to provide for the future of sailing both within and outside the club.
3. Social activities to encourage interaction within the membership and to expand our c o n t a c t s externally.

A support framework of services has also been identified which are necessary to enable these key activities to develop. There is absolutely no great rocket science here, as the club is already doing much of what is required. There are some notable gaps. For example the club does not have a person responsible for seeking out funding and sponsorship. However what is of concern are those areas of the infrastructure, that members do not necessarily see, and which are creaking under the load. It is fact that the requirements to run the club and all the facilities that members enjoy at Carsington have changed out of all recognition in the past 15 years. Part of this brought about by the demands of administration and bureaucracy which are largely outside the club's control, and part the result of the club's successful and rapid development.

To take just three of many examples:

- The legal requirements relating to safety have developed to become a major responsibility.
- Employee legislation continues to change.
- The day to day maintenance required on the shore and to the boat fleet has increased hugely.
- Responsibilities that in the earlier days could be handled by individuals but that are clearly not as easily manageable in today's environment without substantive additional help.

In addition to the examples mentioned above there are other factors that continue to evolve:

- The regular band of weekday volunteers, many continue to help with various projects, may not in the future be quite so available and willing.
- There has been a gradual drift away from the club "voluntary" ethos where everyone is invited to accept some element of responsibility towards the success of the club. That spirit that filled the club room whenever a social event was held has somewhat dwindled.
- Latterly the general financial environment has become ever more challenging.

Therefore when drawing up the CDP those individuals who will take on the responsibility for each of the three key areas will have a lot to consider when drawing up their five year policy plans. Once these are completed it will then be possible to more accurately assess the areas of support required and to quantify and forecast resource implications.

So what are the benefits that the CDP will bring to the club?

- There will be a greater sense of direction.
- There will be improved financial control both on a day to day basis and looking towards the future.
- There will be greater transparency and understanding for all those involved in the management of the club and for club members.
- There will be an improved support structure to assist the Manager and other employees.

In addition to the above there is another massive benefit which a Development Plan will bring to the club - greater stability and continuity.

Under the Club's current constitution:

- The Management Committee leadership has to change every two years.
- Management Committee Members come and go, some on an annual basis.
- Few join with any specific idea of what they will be expected to undertake or even what the job requires.
- Some leave without ever having taken on areas of responsibility; not necessarily because they didn't want to but because perhaps they were never asked.

In short there was/is no official plan to buy into. As the CDP comes to fruition it will be logical to write job descriptions for the Management Committee and hence overcome some of these weaknesses. Since the club opened all those employed by the club, both past and present, have been subjected to the inevitable changes of leadership, committees and policies: each time this occurs they have to spend time adapting from one system to another before all too soon it starts all over again. Not an ideal recipe for any employee and it is a tribute to the members of staff at the club that they have managed to cope despite, rather than because of the changes and decisions made, many of which must be confusing, bewildering and at times frustrating.

Whilst we cannot simply change the founding principles under which the club is structured, it is the intention to provide a more stable policy platform from which the club can operate in the short and medium term and with a strong sense of direction for the long term. This is the road down which your Committee has embarked and from which it is hoped that future Committees and employees will be able to reap the benefits. Further details will shortly be posted on the club notice board. It is intended that this will be followed by a club forum in the New Year to provide you an opportunity to come and discuss the further development of the project. We hope you will support the Committee as the plans take shape. Any help and encouragement you are able to provide will be much appreciated during the implementation of what we consider is the most exciting and important management project since the club's formation.

Cats 2008 Roundup

Despite the a dreadful season which was either snowing, raining, gales, fog, no wind... etc.. 2008 has shown a steady turnout for our fleet. Members have come and also gone but our numbers despite being slightly lower than this time last year are stronger in spirit and in general we can consider ourselves to be in good health maybe at the slight expense of numbers.

2008 has seen the rise of the high performance boats with the growth of the F18 as well as the introduction of the 'A' class. We have also expanded the allowed boats list for catamarans and this now includes all the mainstream F18 Boats and well as the larger and marginally quicker F20 Boats. We have also seen the growth of Catamaran training within the club with Ray, George and Richard soon to be joined by some fresh from training new cat instructors. We also have to thank the RYA as part way through the Season they lent us two Dart 16 Catamarans for training and youth development. I am now happy to say that the RYA have made the arrangement permanent and the boats are now part of the our club fleet of boats which includes our top end Topaz 16CX catamaran purchased by the club in 2007. All these boats have a busy 2009 so get your name down early for either a taster session or a course.

Our Catamaran Open held in September was a huge success. From my recollection this is the first time that the sprint 15s and the handicap cats have had different courses with David Cattermole making the best of the bad conditions by setting the 15s inside the handicap cats course. Despite the slight wind over the weekend of the event 32 boats including the Sprint 15 fleet turned out.

I am confident that the 2009 Season has a lot to offer the Catamaran fleet and CSC. For spring we have been granted one of the events on the UK F18 TT. The F18 is the fastest growing catamaran class and the numbers are rising at Carsington with rumours of additional boats arriving. We again have our catamaran open at the end of September and we can only hope it meets or exceeds this years event.

Simon Gillis

www.carsingtonsc.co.uk

2008 has brought about a realisation that we should not assume that we will get something for nothing. Not that that should be such a surprise. When our current Webmaster took over our web site a lot of work went into improving it and updating it, much was outside the initial brief. Unfortunately once this was completed we failed to recognise the resources required to maintain the site. As a consequence our site has not been maintained in the way it was originally envisaged, a fact that has been noted and commented on by many members.

Various discussions have taken place and specific solutions agreed to ensure that early 2009 we will be back on track with a more stable base for maintaining our site in the future. Thank you for your patience and keep your eye out for our updated website, hopefully by Easter.

Youth Sailing News - 2008

The highlight at Carsington was the success of the National School Sailing Association 2008 Regatta Week. It is wholly appropriate to express a huge thank you to all the Carsington membership, Officers and to single out the Commodore and the Manager. Thank you from all the youth sailors who had a thoroughly enjoyable time and thank you too from Derbyshire Youth Sailing for hosting the event and to put on such a complex occasion.

Now to focus on the sailing. It is true that Derbyshire were narrowly beaten to the Best Team Overall prize, the International Paints Trophy, awarded to the team with the lowest overall combined points score. When the mathematics were calculated, it went down to four decimal places before Yorkshire & Humberside could be declared to have fewer points and therefore win the trophy.



Carsington sailors who tasted success at the event included Joshua Haynes (9) who was awarded the Plymouth Salver as the leading under 12 helm, thanks to his 2nd overall in the Slow Handicap fleet. Other notable performances included Harry Briddon 1st in the Fast Fleet, sailing a Finn, Edward Jones and Matt Cruz in their 29er, who came 7th and 2nd in their class. In the Slow Handicap fleet Benjamin Haynes (13), was 3rd and Ella Stoggall (11) was 5th both in Optimists. Harry Levick (16) came 5th in the Lasers and the highest placed Radial Derbyshire sailor was Chris Williams (14) who made it into the top ten. The Toppers were the largest fleet with over 80 entrants and the highest placed Derbyshire sailor was Carsington's Alice Woodings (13) who came 21st overall.

Derbyshire were also disappointed not to have tasted a repeat of the success of winning the prestigious Mount Haes Trophy in the hotly contested team racing competition held on Super Wednesday. Coming 4th overall Derbyshire duo Craig McCarthy and James Hadden were beaten by Lancashire duo Allison Grennan & Leah Beckford.

David Levick, Carsington member and DYS Chairman said "The event has been a stunning achievement for Carsington Sailing Club and DYS. The success of our sailors across the event shows that we have some serious talent in our clubs and they have had a brilliant week at Carsington Water."

Event Director, Ian Bell, another Carsington member commented, "We have been incredibly well supported by Severn Trent Water, CSC and Derbyshire Sport, without whom the event could not have come about. The volunteers, sponsors and supporters of the Regatta can be proud of their achievements and Derbyshire's sailors."

Niki Birrell, Paralympic Skandia Team GBR member, who sailed in the Skud 18 at the 2008 Beijing Paralympics, attended the event just weeks before going to China and presented prizes as well as spending time happily talking with the competitors who were fascinated by the accounts of his sailing exploits along with Alexandra Rickham.

One very special trophy was awarded, not to a young sailor, but to one of the organising team. Mick Athey was presented with the Nuclear Electric Trophy which is awarded for Contribution to Safety at the regatta.

The NSSA Regatta will be held at Bridlington by volunteers in Yorkshire & Humberside. It is certain that Derbyshire will be fielding a very strong team.

In other events we have also had a successful season. I apologise if I do not mention all of those who have done well but it is difficult to know enough about each of the classes and the sailors. Those I do know of include Harry Levick who was 3rd overall and the highest placed Carsington sailor in the DYS series. Alice Woodings was 2nd girl and 8th overall. Ben and Joshua Haynes were 4th and 7th respectively. Ben Haynes is also the 2008 Intermediate champion and Joshua is the 2008 Junior champion again and retains the Ellen MacArthur trophy. Ben Ainslie, ISAF Rolex World Sailor of the Year 2008, has agreed to the DYS Intermediate trophy being named after him.

Winter training squads have also been selected and in the Optimists Ben Haynes is in the IOCA national Development Squad and Joshua Haynes is in his third year in the RYA North Zone squad. Ella Stoggall is in the IOCA National Junior Girls Training Squad (18 girls aged up to and including 12) as well as the RYA West Zone Squad.

It is clear that Carsington's youth are out and about on the class circuits and sailing in county, regional and national events are achieving considerable success. This success has to be from an active youth club race training that can lead sailors to find their way out from the club gates to seek further training and racing. Not only can they hone their skills but they have the opportunity of forging new friendships and the enjoyment of visiting other clubs.

One common feature of all the events is that the sailors home club is always a part of the entry and usually the results information, so this spreads the word about where the sailors original skills came from. So, come on Carsington youth sailors – take the first steps and use 2009 as your first season for enjoying sailing elsewhere as well. The DYS Series is a great way to start.

Mike Haynes

The Fast Fleet

I'm not sure where we stand at the moment. The Sailing Committee has been making an effort to give everyone the courses they like, with windward/leeward for the asymmetrics (except Howard who likes reaching) and a mixture of round-the-cans for the trads lads. Actually, when it's very windy other boats like our 505s prefer windward/leeward. Strangely, when we had a gale, the PRO gave everyone a triangle, and some guys opted-out because they could not fly their kites on the offwind legs. Others enjoy a steaming reach; so it's not easy to please everyone.

A temporary anomaly has been that all the Fast Fleet boats have shared the same start; so one finds oneself battling against boats that are in a different competition. It's a bit like coming out of the starting blocks in the Olympic 100m to find that it's the same venue as the rifle-shooting, perhaps resulting in 3 runners signed off DNF. The system is a worthy experiment and will be sorted next year.

Several Fast Fleet regulars have opted for a singlehander in case the beef-department is absent. Most recently John W and Jackie C have become proud owners of magnificent JP Solos. My RS 300 has just achieved its 50th day out. The top 300 lads are very quick, but when I venture into a race I'm having a job to beat Solos. So ! Race-practice needed !

In case there are more people who would like some no-hassle/easy-going/no-prizes practice races, I asked the Sailing Committee if they would agree to the Saturday cruiser-race-officers pulling up a flag, after the cruisers have started (because it's basically their day), to say "anyone". The PRO would take the times; Keith is happy to sort the results, and it might be more fun for the PRO as well, because he must be bored on a Saturday. It was tried for a short period this year; only for the last race of the day; no-one seemed to know about it with few takers.

Anyway, the Sailing Committee has agreed, and want it to run from April to September. There will be no prizes as it is just for practice, but a trophy ... a nice 12" bronze propeller on an oak stand ... has been organised for the person who makes the best effort to improve by completing the most races, not necessarily the person who wins them.

Jack Hayhurst



The Big Black Cat

At the start of this year I began a new project working for **Team Puma**, as shore team sail maker / reserve crew, in the challenge to win the **2008/09 Volvo Ocean Race**. Puma our sponsor are the worlds leading lifestyle brand and now in their 60th year are moving into the world of sailing, in a big way! **I'L Mostro** is our vessel for the race, a brand new Volvo 70 built in Rhode Island USA, she probably has the coolest paint job ever (**black shoe**) which makes her very striking and a real head turner.

I'L Mostro was christened in April of this year and since then a packed program of development / testing has followed. We have a "B" boat, **Avanti**, which is the former ABN Amro 2, a refit and new paint job, now the (**red shoe**) which is used as the benchmark when testing I'L Mostro.

Our first outing with the two boats was the morning after the I'L Mostro christening. In the bitter cold New England winter we set off on a 2000-mile training session, encountering + 45kt winds and mountainous north Atlantic seas. At this time of year and in these waters it's not the easiest way to earn a living! Once the novelty wears off (after about day two) that you are sailing a full-on 70 foot, canting keeled shoe, the reality hits home. Life on board tests physical and mental endurance to the limit. Its relentlessly freezing cold, sleep depriving, painfully tiring and wet, very, very wet! But when you see the speedo hit the 30's and the bow is flying clear of the surface in the mountainous swell, it's all unbelievably sensational and why I enjoy sailing on the world ocean race track.

Six months of development / testing / training, time to put "Avanti" to bed and move from our home base Newport R.I to Alicante for final preparations and start of the Volvo Ocean Race 11th October, maximum effort now concentrated on I'L Mostro. As team sail maker I will be working ashore from now on, flying to the race stop over's to repair the boat after each of the race legs, Cape Town, Cochin, Singapore, Quindau, Rio De Janeiro, Boston, Galloway, Marstrand, Stockholm with the race finish in St Petersburg June 2009.

Those who have been monitoring progress of the race www.volvoceanrace.org will have seen that Team Puma finished second during the first leg from Alicante to Cape Town, the second leg Cape Town to Cochin / India was going well for us, we were leading the race in the southern ocean but in heavy seas I'L Mostro fell off a series of wave's sustaining damage to her hull subsequently this has meant that she is unable to sail at 100% and will require substantial repairs out of the water on arrival at Cochin.

The race has a long way to go and by the time you read this article Christmas celebrations will be upon us, Team Puma will be in Singapore preparing for start of fourth leg of the race to Quindau, so from afar let me take this opportunity to wish all Carsington sailors a very Merry Christmas and happy sailing in the New Year and a very special thanks to CSC personnel who helped me in my early sailing career.

Tom Gall.

Management Matters - AGM 2008

This year the club AGM was held on Thursday October 9th and was attended by 54 members who were eligible to vote. Whilst the AGM has a very formal format, as laid down within the club articles, it is a very important item in the club calendar as important decisions have to be taken that relate to the future running of the club for the forthcoming year. That such decisions are made by a relatively small proportion of the total membership is always of some concern to the Committee. They do however look on the positive side and take the attitude that low attendance says far more about being satisfied rather than the other way around. Within the more formal proceedings which are recorded in the draft minutes, the following decisions were taken:

Mid Week Safety Cover - 2009

The continuation of the Mid Week Safety Cover into 2009 was given great support by the vast majority of those present. The Commodore had presented data for the period January to September 2008 which clearly showed that there had been a substantial demand for the Safety Cover. The fact that there had only been two days to date during which cover on the water had not been required only confirmed that the decision taken at last year's AGM has proved to be sound. The Management Committee are currently reviewing the day to day operation of the system to see if there are any areas for further improvement.

Subscriptions - 2009

This was an area which the Management Committee discussed at some length prior to the meeting and on which there remained some differences of opinion. The decision to recommend to the Membership an increase of 4.5% was taken against the background of the substantive increase last year, to help finance the Mid Week Safety Cover; against the current national financial situation; and against the fact that the club is currently running at a slight loss. This recommendation was accepted by the Membership



A very Merry Christmas and Peaceful New Year from the Management to all members and staff.

Our thanks to you all for your support and help during the past year as we already look forward to the next.

Your New Management Committee

Commodore

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Vice Commodore

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Rear Commodore Shore

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and will therefore be implemented for the 2009 subscription year.

There remains one space available to the Management Committee should they wish to co-opt a further member. So far four members have expressed an interest which is a very positive sign.

The Management Committee would like to thank all those who attended and for taking such an interest in the running of the club. Also our thanks to Mick and Lyn whose help and organisation behind the scenes is absolutely invaluable.

The Commodore, on behalf of the Committee and club members, thanked all those who have contributed to the success of the club during the past 12 months. Our full and part time staff, the training instructors and all those who give of their time to enable us all to enjoy the wonderful facilities and sailing that the club has to offer.

David Ayre
Hon Sec

Purple Marine Gift Vouchers

Just a reminder to all members who have Purple Marine vouchers these can still be redeemed providing you do so before the expiry date indicated on the voucher.

Attention - Power Boat Drivers

Help Reduce Our Running Costs

It's that time of year when we start to lose water from the pond and shallow areas around the edge get very much shallower. Could all power boat drivers be aware of this at all times and take extra care when operating near the shore or coming alongside the jetties.

There are two shallow areas to be particularly careful about, the area between the north jetty and the club house jetty (the one in the centre) and an area just off the island adjacent to the race hut. These catch drivers out fairly regularly resulting in damage to props which are expensive to replace. In these times when we are desperately trying to reduce running cost please be mindful of shallows when driving any power boat.

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