

Ebb and Flow - 2009 Review



Commodore's notes

As another sailing season draws to a close, it will soon be time to get the covers on the boats and adjourn to the bar for the winter! Over the next few months there are lots of activities planned at the Club to keep everyone interested (including 'work parties!'). Don't miss Santa arriving on 19th Dec and drinks by the fire on Christmas morning. The final event of 2009 will be the New Years Eve Gala Dinner (31st Dec at 1930hrs)—buy tickets from the bar—but numbers are strictly limited so book early. Barry Emerson; (Commodore)



What's on in Nov/December

Sat 28	Winter Regatta (2 races)	1330hrs
Sun 29	Winter Series 4	1200hrs
Sat 5	Junior Sailing	1430hrs
Sun 6	Winter Series 5	1200hrs
Sat 12	Junior Sailing	1430hrs
Sun 13	Turkey Race	1200hrs
Sat 19	Junior Sailing	1430hrs
Sun 20	Bar Race—end of season	1200hrs
Sun 27	Xmas Fun Sailing	1400hrs

What's on in Dec

Bar open at weekends

19th Dec

Santa arrives at 1530hrs—with a little help from the RNLI! Come along to the Club and start Christmas in style!

Christmas Day

Christmas drinks from 1200hrs to 1400hrs. Enjoy a glass of bubbly with friends in front of a fire before returning home for the turkey and plum pud!

Boxing Day

Football and rugby matches being organised! Players needed—no experience necessary. Bar open in the afternoon

Sun 27th Dec

Fun sailing race at 1400hrs followed by mulled wine in the bar!

Function Room can be booked for weddings, christenings, xmas parties etc. For bookings, costs and details contact Michael McLaughlin on 0780-3115294

CSBC Annual Dinner—2009

A big thank you to everyone who helped organise the Annual Dinner in October. With over 100 people—it was a very successful night and one of the largest gatherings in the Club in 2009. Barry Emerson (Commodore) welcomed guests and encouraged everyone to get more involved in helping with Club activities and sailing.

Annual Awards

Club Person of the Year

Brid Stewart

Sporting Person

Ciaran O'Reilly

Basher Lowry Trophy

Marc Ritson

Roaring Bull Trophy

Fergal Connon

Foul up of the Year

Gerry Shannon/Donal McAlister

New Direct Debit scheme for membership/fees

Following discussions, the Committee has decided to introduce a new direct debit payment scheme for 2010. This will enable members to pay their annual membership (and boat park fees) monthly. Marc Ritson (Treasurer) has set the scheme up with the Northern Bank in Cushendall and direct debit forms will be sent out with the 2010 membership renewal slips (in late December). The scheme is not mandatory so you still have the choice to pay by cheque or credit/debit card behind the bar. To sign up for monthly payments, simply complete the form and return it to Marc (address details on form). The Committee hopes that this will help members spread their payments across the year and will ensure that membership income is easier to collect! It's always a hassle chasing 'late payers' and this should make cash flow easier!

New Year's Eve Gala Dinner
Thurs 31st Dec at 1930hrs
Black and White theme!
Tickets £25 from bar



Check out www.csbc.co.uk for regular updates of what's on at the Club

Sailing Review 2009—from the Sailing Secretary—Andy Hillan

As the 2009 season nears its final few competitive races in the Winter Series, it is time to have a short review of the season highlights. The summer of 2009 will be remembered for being a wash out with higher than average rain-fall, particularly in July and August, but it was a very good season for sailing. The season got underway on the 12th April, with the Emily Tankard won by John Lowry; the early season dinghy racing was well supported and largely sailed in fine weather, if a little chilly. Thirteen boats competed in the Early series which was eventually won by Emmet Cannon in a flying fifteen - if his little brother had competed in one more of these races, it was his for the taking. Other dinghy cup races sailed in May were the Barnburner (winner James Farrell in Laser Radial) and Tedford Bell (winner Fergal Cannon, Laser Full Rig. Barry McCartin has a habit of turning up for big races - he also has a habit of winning them, such as the VAT 19 on June 14 and the Peter Stott Martin in August.



The cruisers were late this year to take to their moorings due to a combination of factors. Eventually Aurora beat Sanda Isle in the Opening race on May 23rd. That was May 23rd, the Opening Race - please all cruiser try and have boats in the water for May 1st 2010 or even earlier if the weather is kind. If you are worried about early season gales, forecasts are good, Glenarm marina is only 1 hr away the Harbour master is very welcoming to CSBC boats and it is cheap - so no excuses! We must extend our season at the beginning, and an early cup race will be a feature of the new fixture list.



The Sanda race, at short notice, also doubled as the Red Bay Boats Offshore race. Such short-notice posting of races will not be a feature in future. This was an eventful race with Osprey, Euforia and Aurora making the trip with rib Fifi. Osprey and Euforia sailed 2/3 of the outward journey before the wind died and visibility dropped. Aurora, a later starter hit a pea souper 2 miles off the Mull. Worse was to come - Aurora had a fuel line failure, no engine, no wind and no option but to radio Osprey in Sanda bay. A quick check on the plotter showed her position at 6 miles away, with the spring ebb pushing her (fortuitously) back into the North Channel. It was 2000hrs, and a yacht going to take the tow, was going to make a long night of it. Callum Stewart, on the island for the evening, kindly stepped up and kindly agreed to go tow her in. It was 2100 before they got into the bay and dropped the hook. It was a fine evening and an enjoyable evening was had by all. Through the night, an unexpected wind shift had Euforia touching the bottom - her anchor dragged several times as did Fifi's.



The wind stayed fresh into mid-morning, and when it eased we weighed anchor and made for the sound. Aurora weighed anchor, and went nowhere - she was stuck hard on the bottom. Still no engine power, Euforia received a mast top halyard and pulled her off sideways. This manoeuvre meant we had now missed the tide out of Sanda sound and Osprey took over Aurora's tow, both boats making little more than a single knot.

A few miles later, water began lapping over the floorboards of Osprey. Now this would have had me a little worried if it had been a first time occurrence - it wasn't and a quick search for the "breach" revealed a very very hot engine and water pouring in from a hose on the pressure side of the raw water pump. This hose had fallen onto the alternator pulley that sliced into it. The tow rope was released, the wind filled in and Aurora took off. Osprey taped up the ruptured hose, pumped out the bilge and set sail after Aurora. We all had a great sail home, Aurora taking the honours. It was a good weekend, that demonstrated the team effort and spirit that is CSBC.



June 13th, the McAlister Cup to Carnlough was sailed in four seasons of weather including a hail storm the like of which I have never seen before. It was not a good day to forget your salopettes but the meal in the Londonderry made the journey worthwhile.



Great sailing—lots of cruisers and dinghies on the water!



Campbeltown away on the first week of July delivered more fine sailing. Osprey's engine was still playing up, overheating and spitting steam out of the exhaust. We sailed back to our Red Bay mooring and a RBB mechanic, assisted by the Gerards' Auld tried in vain to get us going. The wind was fair, and with other club boats set to depart after us, we decided to set sail without engine. Fortune favours the brave and we sailed all the way to Davaar, with Euforia standing by to tow us up the lough. A wonderfully social weekend, a great Saturday race, with CSBC boats busy racing each other and letting Stargazer take the honours. Sunday greeted us with good wind and the hung-over crew of Osprey earned their corn as we tacked all the way to Sanda sound before the wind allowed us to bear off for Red Bay. A few glasses of "still" cider, courtesy of Damian Connon, was the reward for their hard work.



Aurora with her strong crew continued to dominate the Cruiser Cup events, adding the JBW Cup, the Jimmy Clerkin Memorial, the RNLi, the Regatta to her list of trophies. The Tuesday points was a strongly contested event, sailed over 9 races by 11 boats. Guess who eventually won? Aurora.



The regatta for both Cruisers and Dinghy's, it was agreed would in future be sailed over two days. The formulae for these events can definitely be added to and improved upon. They are extremely well supported events and attract good competition. Dinghy cup racing was very well supported and hotly contested. Paul McLaughlin won the Appreciation Cup, and the Summer series (Lurig Cup), Fergal Connon won the Dinghy regatta senior class, Jack Alton the junior class. This event was sailed in brilliant summer sunshine with a lovely barbeque organised by Ann McLaughlin on the new patio.



The juniors had a good summer, with some promising young talent coming through and showing interest. David Hopkins won the junior regatta (Mary Torrie Trophy) and Emma Bates the Garron Cup. Wednesday evenings were devoted to junior sailing during July and August and I think the same should happen next year. Adults it seems cannot afford the time to sail dinghies on a Wed when they sail Tues evenings and weekends. It is an unfortunate feature of the cruiser racing in the summer months, that dinghy racing generally takes a bit of a hit. However, the possibility of a winter cruising series has been explored and deemed infeasible, so dinghy racing should become priority again for the Autumn and Winter series.



A very useful "Rules Meeting" took place in the club on Friday 30th October- James Farrell gave a very useful talk on the rules because Race Officers have been reporting much indiscipline on the water. We have a responsibility to become familiar with and adhere to the rules, otherwise we let the club and ourselves down and frustrate other sailors.

A handicap committee has been formed and will look at handicaps once a year, only making changes if there is a very valid reason to do so. A number of dinghy classes have been altered, while no cruisers have had any changes; examination of results will be ongoing.

Thanks to everyone who helped with events this year - CSBC is a small club that punches well above its weight in many areas. It takes a combined team effort and vibrant club spirit to make it all happen so please continue to lend support and volunteer your services.



Sailing—a self policing sport

Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire.

Sportsmanship is not a rule, is part of the fundamental principles of the sport of sailing. If you commit a gross breach of a rule, of good manners, or of sportsmanship you can be protested by under RRS 2 or RRS 69. If you continue when you are sure you have broken a rule, and eg. interfere with another competitor and force him to get a bad placing, you may be committing a gross breach of sportsmanship. ISAF Case 65

The RYA believes that following these basic principles will lead to bigger and better racing at clubs and in the classes, and if competitors and race organisers understand what is expected of each other it will promote high quality, accessible and enjoyable racing for everybody

Lack of Rule Observance (a) Creates frustration, (b) May lead to boat damage (c) May lead to crew injury. CSBC racing should encourage and promote an attitude and a culture of rule observance. Actively promote a system where penalties for rule infringements can be dealt with quickly and fairly. (James Farrell)



**Christmas Morning
Drinks @ CSBC
1200-1400hrs
Join us!**



COULD YOU HELP CSBC?

VOLUNTEERS NEEDED FOR WINTER WORK PARTIES

(the party is after the work!)

HELP NEEDED WITH GENERAL
REPAIRS, PAINTING, CLEANING
AND TIDYING!

CONTACT BARRY OR MICHAEL

Thanks to Paddy McLaughlin for photos



Ebb and Flow—a big thank you

A big thank you to everyone who contributed to Ebb and Flow throughout the year—the easy bit is putting it together, the difficult bit is getting the articles and photos! So thank you to James, Ciaran and Paddy for endless great sailing pictures, to Andy for his sailing updates (and always meeting deadlines!), to Michael for the 'entertainments' update and finally to Fergal for getting it on the website (AMcL)

Sailing Definitions

Amidships - condition of being surrounded by boats.

Anchor - a device designed to bring up mud samples from the bottom at inopportune or unexpected times.

Anchor Light - a small light used to discharge the battery before daylight.

Berth - a little addition to the crew.

Boom - the result of a surprise jibe.

Bottom Paint - what you get when the cockpit seats are freshly painted.

Clyde Cruising Club Centenary Cruise July 2010

News from Clyde Cruising Club of plans for their Centenary Cruise on the West Coast of Scotland in late July 2010. The Cruise is open to all CCC members and associated cruising clubs (annual membership costs Less than £50!) CCC are also planning a 'buddy boats' system for visiting yachts.

Sat 17th July—Register Ardfern

Sun 18th July— Ardfern BBQ

Mon 19th July — Race to Tobermorey

Tues 20th July— The fleet will muster in Loch Drumbuy to form a 'Sunflower Raft'. Up to 200 yachts are expected!

Wed 21st—Sat 24th—free sailing

Sun 25th July—The fleet will meet on Vatersay beach for a BBQ. Volunteers needed for the BBQ pits!

Mon 26th—Thur 29th—free sailing

Fri 30th July—formal Dinner on Kerrera

Any from CSBC interested? Marc Ritson has more info as Saracen has 'signed up' for the cruise. See www.clyde.org for further details. Cost of cruise about

A pair of Sigmas! - Summer 2009



Plans to revive the Rowing Regatta

Following the success of the new Red Bay Boats Skiff, Tom McLaughlin has plans to revive the Rowing Regatta—with six skiffs sold to CSBC members there should be enough boats to get some class racing organised. Tentative date—early May 2010.



Chart - a type of map which tells you exactly where you are on ground.
Bits for next Ebb and Flow? Email info to AnnMcLaughlin@aol.com before 5th Jan 2010