



July 2016

# CIVIL SERVICE SAILING

*Civil Service Sailing Association*



**CSSC honour for  
Vanda: page 7**



**IDOR 2016:  
pages 12-13**



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The 2016 season is well under way, with plenty of great sea-faring stories to relate, an excellent IDOR and successful events for two of our dinghy clubs. Congratulations in particular to Littleton's Vanda Jowett who was named Volunteer of the Year in the annual CSSC award, collecting the Lord Turnbull trophy.

Magazine contributions, meanwhile, are very welcome, but do remember to send photos as separate high-resolution files, portrait-shaped if you want to make the front page: [civilservicesailing@yahoo.co.uk](mailto:civilservicesailing@yahoo.co.uk).

**Deborah Ward, Editor**

■ Front page shows the crew of Freyja heading up to Thames - more on pages 14-15

## Brand new look for CSSA website: do let us know what you think

The CSSA website has been relaunched with a bright new feel and fresh, up-to-date images. The revamped site at **[cs-sailing.org.uk](http://cs-sailing.org.uk)** also contains more news and general information. Additional features will be added and the content refined as members feed back their suggestions. Anyone visiting the old site's URL will automatically be redirected to the new one. This is still a work in progress, so please let us know what you think by emailing the development team of Nick Bowles and Andrew Moore: [nickbowles2000@yahoo.com](mailto:nickbowles2000@yahoo.com) or [asjmoore@btinternet.com](mailto:asjmoore@btinternet.com). Members are welcome to submit articles and images for inclusion to [civilservicesailing@yahoo.co.uk](mailto:civilservicesailing@yahoo.co.uk) or [csgensec@yahoo.co.uk](mailto:csgensec@yahoo.co.uk). We hope you like it and look forward to hearing from you!



### Chandlery

Rectangular CSSA House Flags  
Triangular CSSA burgees

Sizes	Large (30cm x 45cm approx)	£16.00
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CSSA ties (polyester) £10.00

P&P included. Please send your requests and cheques (payable to Civil Service Sailing Association) to:

Brian Grubb  
64 Cross Road  
Winchester  
Hants  
SO23 9PS



■ The new website is very much a work in progress, so do let us know what you think.

### ... DIARY DATES .... DIARY DATES .... DIARY DATES .... DIARY DATES ....

- St Peter Port JOG, 26th-28th August
- Littleton Sailing Club, RYA training courses, 20th-23rd August
- ECYD Competent Crew/Day Skipper courses, Shotley Marina, 9th-14th October
- CSD Competent Crew/Day Skipper courses, 6th-9th October and 13th-16th October
- Inter-Departmental Offshore Regatta, Isle of Wight, 18th-23rd June 2017
- Rolex Fastnet Race, 2017





■ Commodore Graham Dalton

Let me look back over the last year and report to you on the state of the Association.

Over the last few years, I have observed that we have been in challenging times, in a world where people have less disposable income and where, employers have had to cut back their support for discretionary activity, and a world where people are more transient in their roles - moving between a series of employers in their careers.

These changes have all had an effect on the Association, and more widely on our parent body, the Civil Service Sports Council.

The art of surviving these changing circumstances, and the changing need of the membership, is to develop the opportunities that the club offers.

So I am pleased to report to you that, in my opinion at least, the Civil Service Sailing Association is in good shape.

What I would like to do is to just note a few highlights:

- *Two new yachts purchased last year mean that all three of the Association's yacht operating clubs have good quality modern boats in very good shape - boats that are attractive to current members and the all-important prospective members.*
- *The IDOR regatta is properly re-established on a sustainable basis, getting old hands and first-time sailors out on the water at the Mecca of world sailing - the Solent.*
- *CSORC put in a highly creditable performance in last year's Fastnet under the watchful eye of Simon Zavad and Nick O'Leary.*
- *Inland clubs continuing their vibrant activity, whether taster days, part of the RYA's "push the boat out" initiative, or with open days to get new people afloat on almost anything that floats.*
- *Finally settling the lease arrangements with CSSC to give the affected clubs reassurance over their future.*
- *Seeing Hooe Point have a resurgence in membership - a sign of what certainty in future tenancy can do for member enthusiasm and numbers.*

A lot of people make a big contribution to making an Association like this successful. It is not normally the done thing to single out individuals, and in doing so I don't mean to belittle the very significant contribution of many people. But I would like to highlight a few star contributions - in no particular order:

- *Deborah Ward has injected new life into a refreshed and very readable CS Sailing.*
- *Nikki Brown has stepped into the role of Secretary - often a thankless task, yet one she has embraced with real enthusiasm.*

# Still ship-shape amid a challenging climate

The 58th AGM was held at the Civil Service Club in London at the end of April.

Report by  
**Commodore Graham Dalton**

- *Your Vice-Commodore Trevor Drew brings an understated style. Yet his real passion for sailing, in any form, is a real asset to the Association and he brings some real leadership.*
- *Brian Grubb - quietly minding the numbers. Brian's stalwart work to manage the Association's finances mean that we are in the position to finance two yachts in a year, to support clubs more widely, to support the individual events, and still be in a position to support further investment in the foreseeable future.*

With a shrinking civil service and organisations such as the Highways Agency - which I led for seven years - moving out of the civil service, CSSA is increasingly forging a path as an autonomous association for membership drawn from the wider public sector and beyond.

Against this background of change, I have asked the Vice-Commodore and the management committee to consider their options for my successor. With much looser ties to the civil service, I think the Association might be better served by a Commodore from somewhere outside the immediate Whitehall area. Trevor will do this, and will report to the General Committee and membership with his recommendations later in the year.

Notwithstanding all that is changing, sailing remains a popular, enjoyable and increasingly accessible activity. The Association, with the strength of its membership, continues to do well - getting some 2,600 people afloat and sailing every year.

So in summary, the Association is in good shape. The clubs are all active or very active, and they all look to have a sound future under the umbrella of the CSSA.

## Honour for David

*The Golden Jubilee Plate was awarded to David Hartland (right) for his exemplary contribution to the activities and ethos of the CSSA and its clubs over the years since he joined in 1977. David has sailed with Littleton Sailing Club, Channel Sailing Division and East Coast Yacht Division, racing and cruising; skippering, instructing and mentoring; as well as chairing and serving on numerous committees to keep things running behind the scenes.*



# Ynot heads for northern home

On Saturday 23 April, my crew - John, Patrick and Alistair – picked up YNOT at Mercury Yacht Harbour. Although I had sailed the same boats in IDOR, a familiarisation brief from Paul Brereton (Captain of the 5 Kingdoms Sailing Club) was very welcome.

Our first destination was Yarmouth, to stock up with provisions. The wind was in the north so we hoisted the cruising 'chute and were soon making 10 knots over the ground, arriving just 90 minutes after departure. With the shopping safely stowed, we ate well in the Bugle, chatting to friends who had arrived in their yacht a short time before.

The forecast for Sunday was 5-6 from the north or north-west: perfect for our sail to Weymouth. YNOT performed well, although we did have one slight hitch. Once again we had the cruising 'chute up but, as the wind built, the clip holding the active sheet to the spinnaker came off. We fed the lazy sheet round to the active side to regain control, when that clip also became detached. Fortunately the tack line remained firm and we were able to recover the spinnaker without too much trouble.

Taking the inside passage round St. Alban's Head, we arrived in Weymouth later that afternoon to a typical warm welcome from the Harbour Master. He also gave us a weather forecast for the next day, which suggested a reasonable crossing of Lyme Bay.

We left Weymouth mid-morning, towards Dartmouth, with a forecast which had deteriorated slightly from the day before. We were now promised 5-6, occasional 7 from the west initially but then veering through north-west to north. We gave Portland Bill plenty of room, put YNOT hard on the wind with two reefs in the main and waited for the wind to veer. It didn't, of course, for much longer than expected and so we plugged away on a beat: not particularly comfortable but YNOT took it in her stride and was no trouble to handle in the boisterous conditions.

And we were cheered up later in the day when two dolphins came to play. They swam alongside and then took it in turns to dive under the boat, ahead of the keel, only to repeat the performance from the other side – a definite highlight of the trip! At last, in the early evening, the wind veered. Plan B was quickly agreed – Brixham. With the wind on the beam, YNOT was hitting over 7 knots over the ground, with two reefs in the main and a few rolls in the jib as the wind hit 27 knots.

We arrived in Brixham at around 2200. It was dark but the entrance is straightforward until we saw what appeared to be a line of grey-ish floats blocking the entrance to the marina! We crept in and suddenly the "floats" took off! It was, of course, a large flock of seagulls, which had settled down for the night. I called the marina office and was initially told to find a vacant berth – not an easy task in the dark in a fairly large marina. However, a few minutes later, the dockmaster called us back with a berth number. Apologising for the confusion, he explained that he was new and did not yet know the marina very well. But he came down to the pontoons to light our way in and helped with the lines. It was still blowing quite hard from dead astern but Patrick managed the tricky manoeuvre with relative ease.

We decided to have a day off on the Tuesday. We treated ourselves to a cooked breakfast in the Breakwater Cafe before John

## Minor hiccups as club's 'new' yacht beats its way round coast

and Patrick repaired the table in the saloon. This had clearly been knocked at some point in the boat's life, pulling the screws out of the hinge. A long walk to the chandlers resulted in some slightly larger screws and epoxy resin which quickly resolved the problem. A brisk walk followed to the top of Berry Head. We had all sailed round this headland many times but had never actually visited it before. On top sits an old Victorian fort and, of course, Berry Head lighthouse. This, according to another walker, is actually the highest and shortest lighthouse in the country, being only 5 metres high but standing on top of a 58 metre high cliff. That evening, the Breakwater Cafe, although modest in appearance, gave us a fine meal to round off a very enjoyable day.

The following morning, with more of the same forecast, we set off for Salcombe. Up went the cruising 'chute as we passed the entrance to Dartmouth and headed inside the Skerries Bank, heading for Start Point. This time all of the clips stayed attached to the sail and we made excellent progress. Approaching the Start, the sky darkened and the wind increased. We dropped the kite just in time before we were hit by a heavy hail storm! Great sailing weather! But it didn't last and soon we were round the Start and on the last leg. One last issue was the ebbing tide and Salcombe

Bar. Would we get there in time? Some careful calculations suggested we'd be close, but OK. The Almanac suggests that the deepest water is to the west of the leading line but we opted to stick with what we knew. So

John, on the helm, kept us on the transit

and we crossed the bar with 0.9m under the keel – plenty of water with wind over tide keeping the sea smooth. We picked up a mooring buoy, paid our dues and Alistair cooked us an excellent meal on the boat. Thursday dawned sunny and still. We motored out of Salcombe and motor-sailed virtually to Bolt Tail. At this point the wind increased, the engine was turned off and all was well with the world once again. Alistair took the opportunity to practice his pilotage and took us smoothly into the River Yealm for a night at Newton Ferrers.

We berthed on the first visitor's pontoon and, with some difficulty, extracted the brand new dinghy from the locker – a tight fit. A short dinghy ride to the landing, a 10-minute walk to the Ship Inn, and more lovely food and fine local beer finished another good day. Although on our return to the dinghy, it was raining and blowing hard. We opted to move to the visitor's pontoon further up the river and round the corner which gave us a quiet night.

On our final day we had but a short sail into Plymouth Sound, through the Bridge and into Mayflower Marina. Thanks to David Hedley, who runs the SKSC crew bureau, a berth had been arranged for us. Tanks were topped up, the boat was cleaned and we set off for home. We hadn't travelled that far but we felt that we had given YNOT a good start on her journey to her new home. She had behaved impeccably through a relentlessly windy week and gave us no trouble at all (barring the spinnaker sheets). John, Patrick and I look forward to sailing her again in Scotland.

**Ivor Keates (Skipper)**





■ Above, John, Patrick and Ivor enjoy a leisurely cup of tea in Salcombe before setting off for the day. Left, Patrick on the helm with Start Point lighthouse in the background and Ivor in the cockpit. Below, Ynot moored.



## Chance to sign up for next year's Fastnet campaign - experience not needed

Summer is nearly here so must be time for lots of yacht racing! Coming up, we have everything from round the cans in the Solent to full on offshore races and we are making plans for a little trip across the Irish Sea and back next summer. As always these events are subject to us finding enough crew and if you want to join the fun on any (or all!) of these, just drop me an email.

**St Peter Port JOG:** 26th-28th August, four places available, likely cost £250-£300.

The skipper says this is a very sociable race, with a reception organised by the town after the finish and a day off in St Peter-port before sailing home. There is also an opportunity to log more night hours on the return (depending on tide, departure to head home will be late Sun/early Mon). The planned arrival back in the Solent is on Bank Holiday Mon by mid-pm at the latest. If you are looking for sea miles for your Yachtmaster ticket, the race skipper will happily hand over to you for the return leg, as a >60nm qualifier for YM.

**RORC Cherbourg Race:** 2nd-4th September, £250-£300, seven places left - let me know if you are interested asap please or we may have to cancel this due to a crew shortage.

**Cowes-Poole JOG:** 10th-11th September, £250-£300, two places left. Another fun, very sociable race and a bit of a tradition for CSORC to round off the season with this one, though not this year as there are still two races to come!

**JOG Lymington race:** 1st-2nd October, five spaces.

**Sunsail 8:** 22nd-23rd October, seven spaces left for a weekend round the cans in the Solent.

And the one I know a lot of you have been waiting for, I'm pleased to tell you we are planning on entering at least one yacht in the 2017 Fastnet campaign, if you are interested please let me know by 30th July, I will get back to you with a short application form which I'd appreciate if you could return as soon as possible.

Everyone is welcome to apply regardless of experience, we pride ourselves in giving novices a chance to compete in this iconic race, though obviously the bulk of the crew will be experienced to ensure everyone has a fun and safe race. It is a big commitment as there are qualifying races to be run as well but these are mostly weekend events so minimising the time needed off work.

In past years we have been over-subscribed for this event, hence the application form, so the end of July deadline gives us time to make the difficult selection choices for our crew, which we would like finalised by late summer, and want to give you plenty of time to make other arrangements if we can't find a berth for you.

We are still working out the costs, last year it came to £2,000 per person for the full campaign of qualifiers and the main race, yes a big price but roughly one-third cheaper than the commercial offerings on similar boats.

Next year we will be chartering a much newer, more competitive boat, a 2015 First 40 but thanks to great negotiation by the possible skipper, we expect the price to around the same. We also plan on chartering this for some of the races this summer if you want a sneak preview of it!

As always any questions just drop me an email.

If you use facebook please join us on there:

<https://www.facebook.com/groups/CSORCSailing/>

**Crew bureau, David Talbot**  
[crewbureau@csorc.org.uk](mailto:crewbureau@csorc.org.uk)





# Littleton's visitors enjoy taste of sailing and paddle boarding

Littleton Sailing Club held their 2016 'Push The Boat Out' Open Day during May, offering dinghy sailing, and stand- up paddle boarding tasters to the public. The bookable dinghy sailing tasters were half-day sessions that were rounded off with lunch or afternoon tea, giving people plenty of time on the water, and even getting a chance of taking the helm under supervision from experienced club members.

Blue Chip SUP Club provided the equipment and expertise to give both members of the public and some of Littleton's own members a chance to have a go at stand- up paddle boarding, whilst Littleton volunteers manned the club's dry land windsurfing simulator, to demonstrate the basics of balance and steering a windsurfer.

Planning for such an event has to start some months before in order to get the required publicity in place, leaving the choice of weather up to the gods, so it was a relief on the day to the organisers that, though the sun did not make much of an appearance, the wind conditions were about perfect for a gentle introduction to dinghy sailing for the 32 people who had booked in advance to come along. In addition, the club was delighted to welcome a number of 'passers-by' and CSSC members who came along to look around and find out what the club has to offer.

Littleton Commodore Peter Fryer felt the day had been a great success. He said: "The Club was buzzing all day, and the number of people involved was amazing. There were lots of visitors, and the number of members who helped out was great."

The club gained 18 new members from the day in all. Littleton is running a further series of evening dinghy sailing taster sessions during the summer months and has RYA beginner training courses scheduled for August and October.



## CSSC pays tribute to Vanda

The winner of the CSSC's Lord Turnbull Award for 2015 was Vanda Jowett, from Littleton Sailing Club.

CSSC Chief Executive Simon Lee (left) presented the trophy during the annual awards ceremony in Birmingham.

Vanda has been an active member of Littleton for 40 years, involved in training, promotional activities and much more. Last year, she received a prestigious RYA Lifetime Commitment award from the Princess Royal.

**Congratulations!**



■ Photos show visitors Littleton trying out sailing



## RYA Dinghy Training Courses 2016

Join Littleton through the CSSA for £96 (adult membership) and benefit from unbeatable course prices.

### RYA Level 1 and 2 (four-day courses) ..... £120

20th, 21st, 22nd, 23rd August  
1st, 2nd, 8th, 9th October

For more information contact:

David Brassington: [training@littletonsc.co.uk](mailto:training@littletonsc.co.uk)  
or take a look at our website [www.littletonsc.co.uk](http://www.littletonsc.co.uk)

# Drive and enthusiasm brought life and boats to a new club

**By Pete Shuttleworth**

*The Yorkshire sailor*

***A number of times now I've been asked to write a history of the founding of Rutland Civil Service Sailing Club and as I have some free time lately, I thought I'd give it a bash!***

During the 1990s, members at the Milton Keynes Civil Service Sailing Club would have an annual offshore excursion, but as the more experienced members left, then this morphed into sailing small keelboats offshore. These different experiences sowed the seeds for an idea of expanding our sailing horizons by having different boats to sail nearer to Milton Keynes. We hoped to convince the Civil Service Sailing Association (CSSA) that it was a good idea and hence achieve their support and funding. To achieve this we thought the club had to cater for the beginner:

We knew from our experience with the MK section that most members joined having no previous sailing knowledge, so we wanted a keelboat that provided the hands-on experience needed for sailing but without the technical knowledge required of an offshore yacht. Our aims were:

- Location between Milton Keynes and Jumbles Sailing Club (Lancashire), filling a gap in CSSA coverage in the Midlands.
- Be within travelling distance of Milton Keynes.
- Invite other Civil Service sports organisations partly to spread financial risk but also for a wider recruitment base.
- Located inland so that the potential catchment area was 360' to the club. If it was based, say on the East Coast then the catchment area was restricted by the sea.
- The eventual aim was to acquire a fleet of similar boats so that they could be a national sailing asset for the Civil Service.

Only two lakes fulfilled these criteria (Rutland and Grafham Water) but after inspecting Grafham, their largest boat was a Flying Fifteen - too small for what we had in mind. A visit to Rutland established that they would accept a Civil Service Club under their corporate membership and on hearing our requirements, we were pointed in the direction of the Squib and Kinsman fleets.

After a chat with a couple of owners, we were offered a sail in a Squib (Steve Wittome's - Yes M'Lady), and this seemed the right type of craft. We did look at the Kinsman and also a Devon Yawl but limited numbers and high prices ruled these out.

At this time, Squib owners used their own vehicles to launch (which tended to be large 4 x4s) and although we offered the use of an old Land Rover, it was on its last legs. As most civil servants do not have 4 x4s, there were doubts that this class would be suitable, but Rutland Sailing Club (RSC) offered the free use of their club tractor. Well, this sealed the deal so we had both the boats and lake – all we now needed were money and members.



■ Pete Shuttleworth, founder member of RSCSC

These events unfolded during the summer of 2001 and as the autumn came in, then it was time to start pitching our idea for a new sailing club! Our next task was to check the demand for this type of sailing and we "floated" the idea to both East and Midland regions of the CSSC, who in turn advertised it.

There was a reasonable response and an initial meeting was held in the summer of 2002 at RSC in the Commodore's room with about 15 people attending.

After hearing the plan and likely costs, 8-9 people expressed interest in joining. The objective was to ask the CSSC and each departmental sports organisation to raise £4,000 (split between boat and cash to fund the following year). A fleet of matched boats would be built up. All we needed now was funding, which turned out to be difficult to achieve and took about a year.

The obvious point to start was the CSSA and we were invited to their national committee meetings to put our case and there then followed an onsite visit. Unfortunately they were unable, at that time, to commit to a brand new club (but there is a happy ending and we all get together later in the story).

Being Yorkshire, I have a determined (some might say obstinate) streak and we had approached the two CSSC regional associations who advertising the club and then, agreed to grant us £1,000 each! The MK Area Association provided an interest-free loan of £2,000 based on the recommendations of the MK Sailing Section – so as you can imagine we were really chuffed to have the £4,000 for our CSSC boat!





#### ■ Rutland Civil Service Sailing Club: enthusiasts keeps the club afloat

A number of departmental sports groups were contacted using information acquired by the CSSC regional representatives. But most thought sailing was too expensive and only the Inland Revenue came into the scheme (with a £2,000 grant and a £2,000 loan – of which we still owe them £1,000). So, everything was in place and in the spring of 2003, we set off to look for some Squibs.

The first to be inspected was in Birmingham but the owner would not move on price and so we kept looking. The second viewing took us to Whitby, to a rather tired looking Lift Off. The owner initially asked for £2,000, we got her for £1,000. Back at RSC we found she had been in a collision and it cost a further £1,000 (including a new mast), before we could get her on the water.

We needed at least two boats to meet RSC's criteria for being a corporate member and so the third boat inspected was Brandy Snap at Aldeburgh, Norfolk. But the owners would not budge on price. Some weeks later, I was contacted again by the owners, who were willing to negotiate so we met them halfway at £2,550. Everyone had a smile on their face because the joint owners were fairly rich (each being millionaires) and the boat was going to the Inland Revenue, ironic really. That's how we started.

As individuals we had never sailed a Squib before and it was a steep learning curve. But the club expanded rapidly due to the enthusiasm of those early members.

Who were these people? Initially two members helped enormously. Terry Austin belonged to the Milton Keynes section and had just retired from BT, so was looking forward to sailing something larger than a dinghy and the Squib suited him perfectly. He accompanied me in all the CSSA visits and provided valuable support during the long planning period. He was also the main reason why the MK area association was willing to give us a £2,000 loan.

Sadly he became unwell in 2003 and never got to sail at Rutland. Tony Venn worked in the Capital Gains section for HMRC in London and had just moved to Rutland when their office transferred to Nottingham. Again he was due to retire but provided the encouraging words with the Inland Revenue Sports Association and helped us to get the funding. Unfortunately Tony became unwell in 2004 and could not continue beyond the first season.

Then we had our founding members (present at the inaugural meeting), Clive Douglas, Grahame Hudson, Tony Garrick and myself. Finally, there was David Bailey from the MK section who would spend all weekend training people. Not forgetting the MK sailing section as a whole, who helped provide support and valuable experience in those early years. These were the members who cemented the club and got it on its feet.

### ***'We'd never sailed a Squib before - it was a steep learning curve'***

Over the next few years the club grew until we had five boats - four Squibs and a Soling on loan from Ron Morris. John Cranwell Ward joined us and with Dave Bailey, the three of us were sailing almost every weekend. In fact it was too much and for different reasons we all had to cut back, with membership reducing accordingly. One Squib was sold, another (Lift Off) put into storage, the Soling was returned to Ron and for a number of years we ran with just two boats and about 10 members.

The two sailing clubs (Civil Service and Inland Revenue) co-operated closely and we became known as Rutland Civil Service Sailing Club. East region CSSC initially looked after us as the CSSC governing body but a change in the organisation transferred us to the CSSA (told you we'd get back together) and they have been responsible for us since about 2008. By 2015 things had picked up again and we have the Soling back, with talk of repairing Lift Off to sailing again. With approximately 22-plus members, things are looking up again.



# Avast there, me young hearties

Jumbles has had a great few months so far in this year's season. The Open Day in April was extremely well attended as usual and 170 people were taken out for a sail. Some people had returned from previous years and I am pleased to say that we recruited quite a few new families in the weeks following.

The Junior section is growing in popularity thanks to the hard work of Alison Wood and her team of helpers. Many of our new members have young children and it is great to see them out with more experienced children during these sessions and wonderful to see them picking up sailing skills whilst having a fun time in a very safe environment.

We have also been joined by our local Sea Cadets this year and this has proved to be a great collaboration on both sides with them joining in with many of our activities. The culmination of which was the world-famous "Jumbles Pirate Day" which was the most successful yet. Race formats have been revamped with Trophy Days becoming more about fleet racing which we are trying to encourage more of.

Our Club Champion, Chris Lee, disappeared for the first few months of the year on a Pacific journey on the Jubilee Sailing Trust's tall ship, "Tena-cious". On his return Chris spun a few yarns with a club audience which was then combined with a quiz. The evening raised £100 for the Jubilee Sailing Trust.

**Brian Hoy, Commodore**



■ Shiver me timbers!  
Jumbles members  
young and less young  
enjoy jolly pirate japes



# 12 hours of fun for Jumbles juniors

■ Junior members  
celebrate their  
best ranking in  
the annual race



This was topped off by the excellent performance by the Jumbles youngsters in the national Junior 12-Hour Race at Southport.

Congratulations go to the whole team of young sailors who achieved their best position yet: Coming in the top 10 overall and 6th Under-18 team was a fantastic achievement. Every one of the team played their part and their sportsmanship both on and off the water was admirable.



## Another fantastic event

Once again the Inter-Departmental Offshore Regatta (IDOR) went off successfully with only one day lost to racing and plenty of wind for most of the week. This year, 18 boats took part in a series of races in the Solent and round the Isle of Wight. Dates for the next IDOR are Sunday 18th June to Friday 23rd June. Get those dates in your diary. The IDOR is an annual event open to all civil service departments, ministries, agencies, sailing clubs and other public bodies. Crews range from complete novices to seriously competitive sailors, competing for a range of trophies over five days. The boats are Beneteau Oceanis 37 cruisers, chartered from Fairview Sailing, based in Port Hamble near Southampton.

### Results 2016

#### The Eric Seal Memorial Trophy

Awarded to the overall winner combined Inshore and Offshore. This is the main prize for the overall result and is awarded at the CSSA AGM in April. The top three were:

1. NCA 2: 13 points
2. NCA 1: 16 points
3. CUSTOMS/UKBF: 17 points

#### The Rutherford Appleton Trophy

Awarded for "Offshore" races. No discards. The top three were:

1. NCA 2: 6 points
2. MCGA: 7 points
3. NCA 1: 11 points

#### The City of Plymouth Trophy

Awarded for the "Inshore" races. No discards. The top three were:

1. UKBF: 3 points
2. UKHO: 7 points
3. NCA 2: 13 points

#### The Amaranthe Salver

For combined inshore and offshore, for departmental entries only. No discards. The top three were:

1. NCA 2: 19 points
2. UKHO: 24 points
3. NCA 1: 26 points

#### The CSORC Shield

For combined inshore and offshore, for club entries only. No discards. The top three were:

1. 5KSC: 54 points.
2. CSORC: 63 points

#### The Elite Cup

For the most improved boat:

1. DSTL: Improved, on average, 1.3 places/race.
2. UKBF: Improved, on average, 1.3 places/race.
3. CSORC: Improved, on average, 1.2 places/race.

#### The Silver Jubilee Trophy

For the highest placed new skipper to the IDOR. One discard:

1. UKBF: 17 points, best race result 1st.
2. UKHO: 18 points, best race result 2nd.
3. RCSA 2: 41 points, best race result 6th.

#### The Class A Shield and Cariad Cup

For the highest placed pairs team:

1. HASSRA A and UKHO: 70 points
2. NCA 2 and 5KSC: 72 points
3. NCA 1 and CCSSC: 84 points

#### The Round the Island Trophy

For the Round the Island race:

1. NCA2
2. Met Office 1
3. MCGA

#### The CSSA Charity Cup

For the crew that raises the most for charity for the event:

1. HASSRA A: £1427.17 by Neil Wood, Mel Munro and Nerys Legg for RNLI.
2. UKHO: £1094 for Alzheimers Research UK
3. HASSRA B: £764 for RNLI, CSBF, RBL and Montessori
4. CCSSC: £400 for RNLI, Severn Area Rescue Association and ???
5. APHA: £325 for RNLI
6. Met Office: £240.96 for RNLI (activities organised by Met Office 1 crew member).

#### CSSA Cowes Rally Passage Trophy

For passage race to Hamble on Friday.

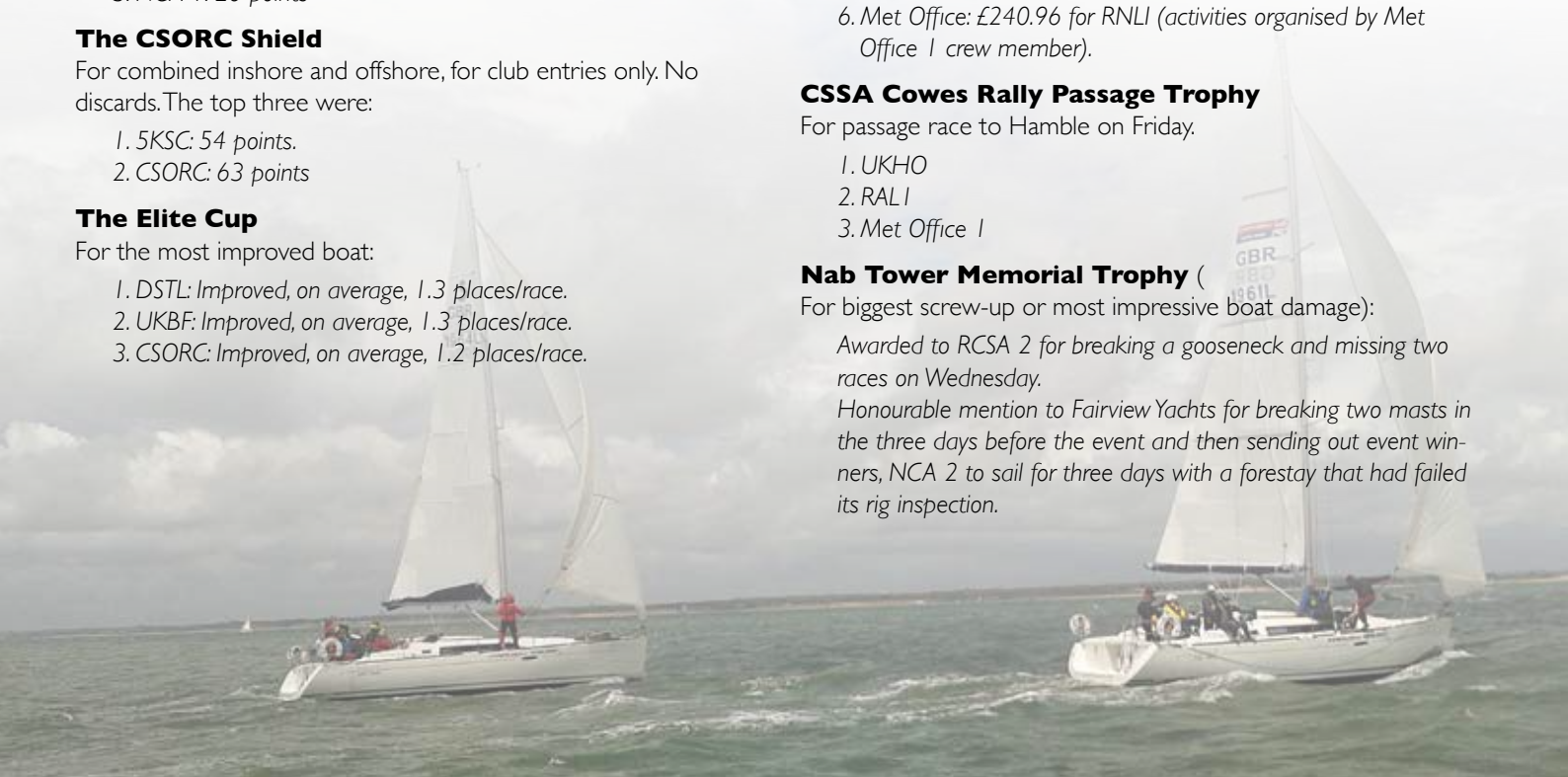
1. UKHO
2. RAL1
3. Met Office 1

#### Nab Tower Memorial Trophy (

For biggest screw-up or most impressive boat damage):

Awarded to RCSA 2 for breaking a gooseneck and missing two races on Wednesday.

Honourable mention to Fairview Yachts for breaking two masts in the three days before the event and then sending out event winners, NCA 2 to sail for three days with a forestay that had failed its rig inspection.







■ Above, winners receive their trophies from guest of honour Simon Lee, CSSC Chief Executive. Right, competitors under way during one of the races.



# Capital trip up the Thames

We had a two-stage plan for our late-April cruise to London: ride the rising tide from Harwich harbour to the Medway, pause overnight at Queenborough, then run up the Thames as far as Tower Bridge on the next rising tide. St Katharine Dock is just below the bridge, but no visitor's berth was available, and so we settled for Limehouse marina, two miles down river.

On the Saturday morning, with a crew of five, we locked out from Shotley at low water, 6am, and were blessed with a north-westerly which sped us down the Waillet at over 8 knots with one reef in the main. That wind also almost froze us, and was an indication of continuing chill to come.

By the time we came to cross the Spitway, there was just enough water, and then we made our way via the East Swin, Middle Deep, and West Swin. Things become more interesting beyond there as our track from the north-east meets and then crosses the major shipping routes into London as it heads toward the Medway Approach Channel. Fortunately there was only one occasion when we had to change course significantly to avoid an oncoming ship.

Just off the entrance to the Medway we passed the projecting masts of the wreck of the American ship Richard Montgomery, which dragged its anchor and ran aground on a sandbank in 1944. The idea sailing past a ship containing thousands of tons of very old ammunition creates some unease. Freyja sailed quietly by, and having rounded Sheerness, we had just a few miles to run up the Medway and into the Swale to pick up a buoy at Queenborough.

On Sunday we were away at 8am, and a WNW force 4 let us sail out of the Medway and into the Thames. It was low water of course, necessary to give us a long rising tide up the Thames. It was a brilliant sail up-river, and we followed the recommended yacht track which runs south of the main channel, then crosses to

the north side just before Tilbury. Gradually the river narrowed and became busier and the green fields beyond gave way to an industrial landscape, complete with appropriate smells. We stowed the sails as we approached the Queen Elizabeth II bridge, which carries the M25, and motored the rest of the way.

Besides the conventional Admiralty charts, we had the Port of London's excellent Recreational Users' Guide which provided much detail – most usefully the guidance on passing the Thames Barrier. There is a control zone for the barrier which extends from Margaret Ness to Blackwall – about five miles – and it's necessary to obtain permission by VHF from Thames VTS to transit the barrier.

Each boat is allocated a span to pass through and here we had a problem. We were directed to span G, but on approach could see only numbers rather than letters. Having aimed at an apparently open span (marked by big green arrows) we were quickly re-directed by VTS to the right one (marked by smaller green arrows). Later we realised that those numbers referred to the piers.

We passed the barrier without further incident and motored past Greenwich and Canary Wharf, all very impressive from the water. At Greenwich, of course, we crossed the meridian, watching the digits run down to zero on the GPS displays. Curiously, because of the river's convoluted course, it's possible to cross the meridian three times following the right bank down-river.

The narrow entrance to Limehouse marina soon followed. Our run up the Thames had been so swift that we were there before 1400, earlier than expected. Freyja moored to the waiting pontoon until the bridge opened and we could lock in to the marina, exhilarated by a fine sail.

**John Garside**

Date from	Date to	Type of trip	Start & finish	Vacancies	Cost per day
1200 Sunday 18th September	1200 Wednesday 28th September	Skippered cruise/***RYA courses	Le Havre to Shotley	***Yes	***Yes
1800 Friday 30th September	1800 Sunday 2nd October	One or two day taster sails	Shotley Marina	**Yes	£35.00 inc lunch
1800 Sunday 2nd October	1800 Tuesday 4th October	Boat handling practice	Shotley Marina	**Yes	£70.00
1800 Tuesday 4th October	1800 Thursday 6th October	Charter	Shotley Marina	*Available	£168.00
1800 Thursday 6th October	1800 Thursday 9th October	Rally	Shotley Marina	**Yes	£37.00
1800 Sunday 9th October	1800 Friday 14th October	RYA Competent Crew/Day Skipper	Shotley Marina	**Yes	£70.00 inc food
1800 Friday 14th October	1800 Saturday 29th October	Charter	Shotley Marina	*Available	£168.00
1800 Friday 21st October	1800 Saturday 29th October	Private Charter	Shotley Marina	No	£168.00
1800 Saturday 29th October	End of season	Charter	Shotley marina	*Available	£168.00

*This year Freyja returned to Brittany for the 'long trip' and at the time of writing was on her way to Brest. On the last leg from Le Havre to Shotley 18th to 28th September it will be possible to take the RYA Competent Crew or Day Skipper course. Full details of the Autumn programme are shown left. The information regarding available berths was correct at the time of writing this article*

*Sailing on the East Coast offers varied sailing opportunities. It is possible to explore the rivers Couch, Blackwater, Stour and Orwell with a visit to the town of Ipswich. If something more remote is sought and the tides are right The rivers Deben or the Alde and Ore are at hand for a quiet get away from it all sail.*

\* To charter Freyja contact Yacht Secretary David Bedborough: yacht\_sec@ecyd.org.uk

\*\* For all crew berths, including long trip vacancies, contact Crew Secretary: cruising@ecyd.org.uk

\*\*\* RYA courses possible on this leg: Start Yachting, Competent Crew and Day Skipper.



■ Clockwise  
 from the top:  
 Rusting masts  
 mark the  
 grave of the  
 Montgomery;  
 Sunset in the  
 Thames;  
 Superb sailing  
 up-river;  
 Approaching  
 the Thames  
 Barrier.



# Sea Essay en route for home base

Sea Essay is presently cruising the west Brittany coast and probably by the time you read this will be heading north to return to the Hamble (via the Scilly Isles) towards the end of August. The yacht can be tracked via her AIS transponder on [www.marine-traffic.com](http://www.marine-traffic.com). Hopefully crews will have sufficient sun and wind to provide some spectacular photo opportunities for entry into our competition.

Following post-summer cruise maintenance, we have planned an Autumn programme of Day Sails, Sea Times and Charters. We have also included our full range of RYA Training courses and in-house Coaching so please check our Sailing Opportunities list (published here and on [www.channelsailing.org](http://www.channelsailing.org)) or direct with our Training Organiser James Savage for the berths available.

## Photo Competition

Yes, we are running a photographic competition this year with free or discounted sails as prizes for the best photographs of your experiences associated with Sea Essay. Winners will be selected at the CSD AGM on the 26th November.

## CSD Committee

Your committee are always on the lookout for members to join the Sea Essay management team but now that search is intensifying as we have a number of officers who wish to relinquish their positions at the end of this year. In particular the Secretary is refusing further entreaties to remain in post and will be stepping down at the AGM in November.

Similarly the Yacht Husband would welcome the opportunity to pass his responsibilities on to a keen volunteer. Even the CSD Captain's position is open for election this year (the Captain is in office

for two years). If serving in any of these offices appeals to you or you have ever considered getting involved in the management and operation of Sea Essay, please get in touch with the CSD Secretary Colin Smith for further information and encouragement

## Sailing Opportunities

To enjoy a variety of sailing experiences on a modern 40ft cruising yacht please see the available berths in our list of opportunities below or contact the appropriate Organiser from the following:

### CSD Organisers

#### Day Sail Organiser

Colin Smith, [csddaysails@btinternet.com](mailto:csddaysails@btinternet.com)

#### Crew Bureau and Sea Time Organiser

Susie Welch, [seotimebureau@channelsailing.org](mailto:seotimebureau@channelsailing.org)

#### Charter Organiser

Simon Richardson, [charters@channelsailing.org](mailto:charters@channelsailing.org)

#### Training Organiser

James Savage, [training@channelsailing.org](mailto:training@channelsailing.org)

#### CSSC Taster Day Sails

Jenny Yarrow, [jenniferyarrow@cssc.co.uk](mailto:jenniferyarrow@cssc.co.uk)

Can you check that these addresses are in your safe contacts lists please? We are concerned that some members do not appear to receive email notifications of berths and fear messages are in some cases being sent to Junk folders..

## Sea Essay Programme

Dates	Type	Area	Skipper	Berths	Contact
13th-20th Aug	Summer Cruise Wk. 12	Brest to Roscoff	R Cook	4	<a href="mailto:charters@channelsailing.org">charters@channelsailing.org</a>
20th-27th Aug	Sea Time Summer Cruise Wk. 13	Cross Channel Roscoff to Falmouth	A Ramsay	2	<a href="mailto:seotimebureau@channelsailing.org">seotimebureau@channelsailing.org</a>
12th-15th Sept	Charter/Sea Time	Solent	Available for Charter		<a href="mailto:charters@channelsailing.org">charters@channelsailing.org</a> <a href="mailto:seotimebureau@channelsailing.org">seotimebureau@channelsailing.org</a>
18th-21st Sept	Boat Handling	Solent	D Price	2	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
4th Oct-7th Oct	Sail Trim	Solent	R Bone	4	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
6th-9th and 13th-16th Oct	Comp Crew/Day Skipper (over two weekends)	Solent	M Blockley	4	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
24th-27th Oct	Boat Handling	Solent	D Price	4	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
20th Oct-6th Nov	Yachtmaster Prep + Exam	Solent	TBC	4	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
28th Nov	One-day Radar Course	Mercury Yacht Harbour	L Cole	6	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
29th Nov	One-day Radar Course	Mercury Yacht Harbour	L Cole	6	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>

The full 2016 Programme can be viewed on the [www.channelsailing.org](http://www.channelsailing.org) website. For the latest CSD news and information follow us on Twitter @seaessay409.



**CSSA is affiliated to the  
Civil Service Sports Council (CSSC)  
and the Royal Yachting Association**



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