

March 2017

# CIVIL SERVICE SAILING

*Civil Service Sailing Association*



**AGM on the  
10<sup>th</sup> April: p3**

**IDOR 2017: p18**

*Race on the Mersey  
or cruise the Clyde  
with Five Kingdoms  
Sailing Club: p4-6*



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*The weather's warming up and thoughts inevitably turn to sailing - what else could anyone think about?! There are a range of exciting CSSA events to choose from, including overseas cruises, taster sails and training opportunities in the UK. Take your pick and be sure to enjoy yourselves.*

*Meanwhile, as ever, magazine contributions are most welcome, and I'm particularly on the look-out for interesting and dramatic pictures. Do email them to [civilservicesailing@yahoo.co.uk](mailto:civilservicesailing@yahoo.co.uk), and remember that high-resolution images work best! If you aspire to the front page, they need to be portrait-shaped.*

**Deborah Ward, Editor**

■ **FRONT PAGE PICTURES:** Five Kingdoms Sailing Club's yacht Ynot takes part in racing on the Mersey before heading for a season on the Clyde and Scotland's west coast

## Victory Trophy all set for Littleton

As I approach the end of my tenure as Rear Commodore (Dinghies), it is inevitable that I reflect on what has been achieved and, unfortunately, what has not. There has been significant change in the landscape over the past four years, starting with the loss of Fisher's Green SC from the CSSA fold. This, together with other factors probably still not entirely understood has had an impact on the annual Dinghy Championships attendance that culminated

this year in the last-minute cancellation of the event. Up to then, Netley Cliff SC had continued to put on a professional regatta with the aid of some exceptional Race Officers, but even this has saved the event from a shrinking level of participation that seems to be shared among so many sailing clubs in these austere times. A host club for 2017 still needs to be found, Netley Cliff having concluded that it cannot continue to lay on a party with no guests.

The Victory Trophy, contested annually (in principle) with the Armed Services, has had a similarly patchy record, although our team has recorded one 1st equal and another outright win during my time in office. For this I cannot claim any credit other than for having managed, on two occasions, to get the event run despite falling water levels in Littleton's lake. If we are to continue to support this event, we need a smarter way of recruiting experienced Team Racing sailors to our team. If there are any potential recruits out there, for this year's event on 22<sup>nd</sup> October please get in touch with Ellen Milner at [milner.ellen@googlemail.com](mailto:milner.ellen@googlemail.com)

All this notwithstanding, it has been a huge privilege to serve on the CSSA's General Committee and Management Group. This organisation is incredibly lucky to have a team of dedicated volunteers running its affairs, and I have confidence this will continue. My final appeal to members is to find a replacement RCD who may be able, with better contacts or insights, to guarantee the continued vigour of the dinghy clubs' programmes and, in particular, ensure that a Dinghy Championships continues. I hope you can help me achieve this before my now imminent retirement from this role.

**Iain Mackay**

**Retiring Rear-Commodore (Dinghies)**



### Chandlery

Rectangular CSSA House Flags  
Triangular CSSA burgees

Sizes	Large (30cm x 45cm approx)	£16.00
	Small (20cm x 30cm approx)	£13.00

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

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

- CSSA AGM, Civil Service Club, London, 10<sup>th</sup> April (note corrected date)
- Civil Service Offshore Racing Club, JOG Nab Tower, 1<sup>st</sup> April
- Open Day at Jumbles Sailing Club, Saturday 22<sup>nd</sup> April
- Civil Service Offshore Racing Club, JOG St Vaast, 28<sup>th</sup> April
- Open Day at Littleton Sailing Club, Saturday 13<sup>th</sup> May
- Inter-Departmental Regatta, Sunday 18<sup>th</sup> June to Friday 23<sup>rd</sup> June 2017
- 2017 Rolex Fastnet Race, 6<sup>th</sup> August 2017
- Victory Trophy, Littleton Sailing Club, 22<sup>nd</sup> October

# 59<sup>th</sup> AGM on 10<sup>th</sup> April

Members are invited to attend the 59<sup>th</sup> Annual General Meeting of the CSSA, to be held on Monday, 10<sup>th</sup> April, starting at 18.00:

The Civil Service Club  
13-15 Great Scotland Yard  
London  
SW1A 2HJ

Please note that the date has been changed since January's edition of CS Sailing. After closure of the AGM, members are invited to raise any matters for discussion. A free buffet will then be available.

## Agenda

1. Presentation of awards and trophies
2. Commodore's address
3. Minutes of the 58<sup>th</sup> AGM held on 25<sup>th</sup> April 2016
4. Adoption of the Annual Report for 2016
5. Treasurer's Report and Adoption of the 2016 Annual Accounts
6. Election of Officers and Committee Members
7. Appointment of Auditor

## Volunteers needed!

A number of posts will become vacant after the 2017 AGM. These include Rear-Commdore (Dinghies), General Secretary, Offshore Secretary and Dinghy Secretary. Volunteers for any of these posts are welcome to make themselves known - please speak to one of the committee members at the AGM, or email magazine editor Deborah Ward at [civilservicesailing@yahoo.co.uk](mailto:civilservicesailing@yahoo.co.uk). The Offshore Secretary's role might suit someone interested in serving as Rear-Commodore (Offshore) following the AGM 2018 and wanting to gain some experience prior to nominations. For this role, contact Claire Durkan at [offshore\\_sec@cs-sailing.org](mailto:offshore_sec@cs-sailing.org) or [paul.brereton@hse.gov.uk](mailto:paul.brereton@hse.gov.uk).

Post	Nominee	Proposer	Second
Commodore	Graham Dalton <i>(Note 1)</i>		
Vice-Commodore	Trevor Drew <i>(Note 2)</i>	Deborah Ward	Paul Brereton
Rear-Commodore (D)	Vacant <i>(Note 3)</i>		
Rear-Commodore (O)	Paul Brereton <i>(Note 3)</i>		
Treasurer	Brian Grubb	Trevor Drew	Deborah Ward
General Secretary	Vacant <i>(Note 4)</i>		
Membership Secretary	Ken Pavitt	Trevor Drew	Deborah Ward
Safety Officer	Steve Whitting	Trevor Drew	Deborah Ward
Offshore Secretary	Vacant <i>(Note 4)</i>		
Dinghy Secretary	Vacant <i>(Note 4)</i>		
Training Officer	Jean Rehill	Trevor Drew	Nikki Brown
CS-Sailing Editor & PRO	Deborah Ward	Trevor Drew	Paul Brereton
Members <i>(max of nine)</i>			
<i>(for IDOR)</i>	Tom Richardson	Trevor Drew	Deborah Ward
CSSA webmaster	Vacant <i>(Note 5)</i>		
Divisional representatives	Representatives for each club and division are appointed by the club and division.		
CSSC Chief Executive (Simon Lee)	Ex-officio appointment		

## Notes

1. The Commodore was elected by the General Committee to serve for three years from the 2015 AGM.
2. The Vice-Commodore was elected at the 2014 AGM to serve for three years.
3. The Rear-Commodore (D) was elected for a period of two years in 2015 and is not eligible for re-election in 2017. The Rear-Commodore (O) was elected for a period of two years in 2016. Volunteers willing to be nominated as Rear Commodore (Offshore) from the AGM 2018 are invited to make themselves known.
4. Volunteers are sought for these posts. If suitable candidates are available, they would be co-opted to the General Committee.
5. A webmaster for [www.cs-sailing.org.uk](http://www.cs-sailing.org.uk) is in the process of being identified. The Webmaster may be invited to join the General Committee.

# Summer cruising round the Hebrides ... pourquoi pas?

A year or so ago, I learned that one of the three CSSA yachts was to be based in Mallaig over the summer. This seemed an ideal opportunity to explore the Hebrides – the Isle of Skye in particular. So having tested the water with a few others, I quickly made a bid for the ex-Fairview Oceanis 37 previously known as Pourquoi-Pas, now translated into YNOT.

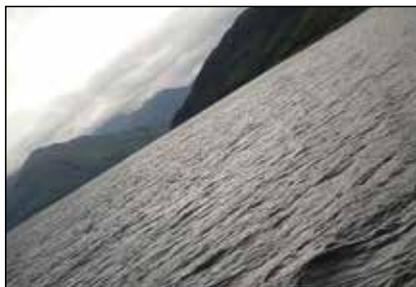
So it was that one afternoon last July, under cloudy skies, YNOT left her berth at Mallaig, fully checked, briefed and provisioned, and headed for an anchorage just north of Isle Ornsay on Skye. With south westerlies in the long-range forecast, our plan was to head north through the Kyle leaving open the possibility of visiting the Small Isles (Rum, Eigg, Muck and Canna) later. After a short delay to observe three red lights giving precedence to the Mallaig/Armadale Ferry, we were under way and under sail!

The first evening was a celebration of Sue's birthday in the Duisdale Hotel. This offered complimentary visitor mooring and appropriate décor but slow service and midges ashore.

The next morning, Loch Hourm beckoned and lived up to a reputation for its own (usually gloomy) microclimate. We had an hour or two to kill before the tide would be favourable for the Kyle so we took the opportunity to get a feel for the boat.

For our least experienced sailor, the beat back to Skye briefly set new parameters for acceptable deck angles (right!)

Then with the southerly wind behind us, we turned north towards Glendale where we planned to anchor for lunch. A great opportunity to try the cruising chute.



Later, while transiting the Kyle, we had our first seal sightings. After that, the only challenge was finding our way into Plockton where we were unable to identify a distant pale rock which was one of the key transits approaching to the harbour. The seals, the passage under the Skye Road Bridge and the beauty of our surroundings made for a memorable day. There were plenty of visitor moorings and we had a run ashore for a cheap but welcome shower, drinks on the sunny loch-side terrace and an excellent meal.

The Scottish weather was largely kind over the next two days, with light wind. We explored a tiny but well surveyed and documented anchorage between the Crowlin Islands while en-route for a highly recommended anchorage on the island of Rona.

In the afternoon, we carefully piloted ourselves into the isolated tranquillity of Aarseid Mhor (Big Harbour) on Rona. The only mooring looked questionable so we opted to trust our anchor. An excellent evening walk followed by dinner on board. Italian meatballs and pasta if memory serves. A peaceful night.

We spent Tuesday night at Portree, Skye's capital with a population of 2,500. Sunshine, showers and moderate winds offered good opportunities to sail. The lack of other boats (in comparison to

the crowded Solent) meant our course was rarely interrupted. Short diversions to explore anchorages at North and South Fladday offered variety and navigational challenges. Seals, porpoises, dolphins and cormorants were common but still exciting sightings.

On Wednesday the rain forecast proved correct. With little wind, we motored back through the Kyle to Armadale on the South West of Skye. The anchorage was slightly disappointing although it is one of the few places where a yacht can refuel and get water. The northerly wind and regular ferry made for an uncomfortable mooring and the Italian restaurant that our resident food critic had researched on Trip Advisor was nowhere to be found. On local advice we took a taxi back up to Isle Ornsay where we had a convivial evening and excellent food at the Eilean Iarain Hotel.

On the Thursday morning we set sail for the Small Isles and Canna which we knew to have a safe anchorage. The wind freshened to a Force 5 with a three-metre swell, at one point breaking over the bow and sprayhood to breach the cockpit. These conditions were quickly forgotten as the sun came out on the approach to Loch Scresort on Rum and the turreted red Kinloch Castle but probably the highlight of the week was the sight of a white-tailed sea eagle soaring majestically overhead.

After a brief lunch stop and visit ashore, we set course for Canna with its sheltered harbour. The wind dropped so whilst under engine, we put out a mackerel line and within a few minutes we had ourselves a beautiful mackerel. We also encountered shearwaters which ducked under the water to escape as we approached.

There were plenty of moorings in Canna Harbour. We had difficulty identifying the transits described in the cruising guide but took the opportunity to try out a reverse mooring pick-up technique we'd observed at Portree.

Canna was beautiful in summer sunshine. It has a population of 25, three churches and a licensed café from March to September. The shop operates on an honesty box. The only shower is at the farm beyond the café and operates on a coin slot but it was worth the walk. We hadn't booked ahead for dinner so had to eat outside but it was the most beautiful evening in a wonderfully isolated spot. Talk at the café was full of the storm expected at the weekend but an excellent meal was had.

Friday was our last day but there was one more surprise – Loch Skavaig. The Cuillins of Skye looked gloomy but as we approached it cleared. Gannets plummeted into the sea all around and as we entered the craggy loch, we were rewarded by the sight of dozens of seals lolling on exposed rocks. Our final passage was a cracking beat to the Point of Sleat and a final leg to Mallaig which provided a perfect opportunity to fly the cruising chute for the last time.

Mallaig was busy with boats seeking shelter from the anticipated Force 9 but a suitable stern-to berth was negotiated next to a friendly yacht from Brittany. After preparing for handover, we adjourned to the Cornerstone Restaurant to reflect on a week well spent and 192nm logged.

**Jane Davis  
James Savage**



## SUMMARY

YNOT was a delight to sail. We were really impressed with her and the sailing area around Mallaig. We purchased additional electronic charts from Antares to help with safe pilotage to many of the anchorages visited.

These were remarkably accurate. The dinghy and a reliable outboard were invaluable. The cruising chute was a distinct bonus. And we were remarkably unaffected by midges although we still took precautions. We will certainly return to Scottish waters another year. For spectacular scenery, fantastic sea life and uncrowded waters, YNOT?

■ Ynot will be heading for Scottish waters over the summer, with options to visit Skye and other islands



# Still time for a Clyde charter

## YNOT's 2017 sailing programme

Ynot is currently on the hard for routine winter maintenance, after winter racing on the Mersey. She will return to the water at the end of March for maintenance shakedown sails over the weekend of the 1<sup>st</sup> and 2<sup>nd</sup> of April.

Ynot is available for charter, skills honing, racing and familiarisations and Taster Sails from Liverpool or from the Menai Straits during April and early May. She will leave Liverpool on 20 May bound for Mallaig where handovers will take place for cruising the Hebrides.

Ynot will be based on the Clyde from 22 July through until the 2<sup>nd</sup> September. There are still a few weeks available for chartering YNOT. Details are available on the 5KSC booking site at <http://www.5ksc.org.uk/booking.php>. “

## Clyde Muster 2017

The Clyde Muster between members of the Scottish Civil Service Cruising Club (SCSCC) and 5KSC is provisionally set for the weekend of 26-28 August 2017 (August Bank Holiday weekend in England). The event is a cruise in company for a meal, possibly the Otter Ferry on Loch Fyne but other options remain on the table.

For further details or to enter a yacht (or dinghy), send an e-mail to [Captain@5KSC.org.uk](mailto:Captain@5KSC.org.uk).

## Inshore Skippers

As a 5KSC Inshore Skipper (essentially those qualified at least to RYA Day Skipper level) you can charter YNOT for sailing in a defined area of the Firth of Clyde, in favourable weather (Force 4 or less) and in daylight without full CSSA Skipper Approval. The limitations keep you within the terms of the codes of practice appended to MGN280. The area limit gives you a vast range of opportunity to visit many marinas, anchorages and hotel moorings in the deep and sheltered waters among the beautiful islands and lochs of the Firth of Clyde.

If you do not yet hold your Day Skipper certificate but have considerable experience as crew and might be interested in becoming a 5KSC Inshore Skipper in future, you may find a berth aboard this year's Inshore Skipper charters. This will start you on your way to familiarity with the cruising ground and with Ynot.

## RYA First Aid shore based course

CSSA First Aid offers RYA First Aid training for CSSA members. The next course is likely to be at Combs SC (north west Derbyshire) in late March. E-mail [CSSAFirstAid@gmail.com](mailto:CSSAFirstAid@gmail.com) if you would like further details.

## Contact:

Crew Bureau: David Hedley [Crew\\_Bureau@5KSC.org.uk](mailto:Crew_Bureau@5KSC.org.uk)

■ Ynot's cruising grounds include the Clyde and a choice of Scottish islands off the west coast





## Moorings and more for members

The Portsmouth Offshore Group is a long-established self-help sailing and moorings club. It celebrated its 50th anniversary last September but is always looking for new members.

The clubhouse is situated just behind Burrow Island on the Gosport side of Portsmouth harbour; so access to the Solent and all its delights is very close.

It has grown into a club with 27 harbour mooring buoys, 50 mid-stream pontoon berths and 175 walk-ashore berths, all at moderate cost because of the club's self-help ethos. The pontoon berths have free WiFi access, electricity points and water.

The moorings are usually well-subscribed, particularly the walk-ashore ones, but the others are often available.

All club members (including those without moorings) can use the large two-storey clubhouse and extensive secure car park/storage area. Winter storage ashore is available (including lift in & out) along with mast removal and storage. There is also a between-tides scrubbing grid, dinghy park, slipway, outboard motor store and workshop.

The club offers amenity berths for any member for limited overnight stays. These, and the scrubbing grid, are booked via the POG website. This is all free of charge to members.

During the year there is a wide range of sailing related activities, including a small racing programme, evening talks with guest speakers and many social events and rallies.

To find out more visit our website: <https://pog-cssa.co.uk/>

# Just 94 maintenance jobs later, Sea Essay is back and ready to sail

Sea Essay is back in the water following the winter maintenance (more of which below), fully rejuvenated and ready for what is already looking like a busy year.

## Winter Maintenance

How is it that between December and February, Sea Essay is transformed from a battered, scratched, scruffy boat with worn sails, rigging and equipment into a shiny, ready-to-sail-away yacht in February? Step up Jeff Llewellyn and the Yacht Husband Team (Colin Smith, Bob Meir, Andy Rankine, David Haward) a number of whom live well over an hours drive from Hamble.

Working in the most trying conditions (see photo opposite 'The joys of Winter Maintenance'), which often required ice to be brushed off the deck the team worked through 94 jobs on the hull, engine, sails and rigging, safety equipment, boat equipment and interior. These range across:

- Check keel fixings
- Clean and antifoul hull
- Gel coat repairs and polish plus Decal stripe repair port and starboard
- Check condition of steering cables and tension
- Change oil in saildrive leg
- Remove sails for repair & laundering
- Check condition of reefing lines, halyards, mainsheet, vang tensioning line, furling line and traveller lines, jackstay lashings
- Check operation of all clutches, replace/repair as necessary
- Check operation of winches and service as necessary
- Inspect all blocks and pulleys, replace as necessary
- Repair hole in spray hood window
- Check anchor winch operation, lay out and wash anchor chain, check markings
- Check number and condition of all warps and fenders
- Check and re-certification of safety equipment; lifejackets; fire; gas and CO sensors; smoke alarms; flares; horseshoes/lights; Danbuoy and light
- Check: throwing line; bolt cutters (oil and clean); handy billy; searchlight, water containers; EPIRB; handheld VHF; check grab bag; first aid box
- Remove and launder bunk covers. Check condition of berth cushions, clean if necessary, repair Velcro fixings
- Check bilges and bilge pump
- Replace choker valve in aft heads
- Lift floor panels and clean
- Deep clean and polish woodwork
- Thoroughly clean heads, galley and cooker
- Update paper charts and Navionics cartridge for plotter

One notable item uncovered when the boat came out of the water was the damage to the keel bulb (see photo 'Sea Essay keel damage'), which had occurred since the last lift-out in September. Following the loss of the Cheeki Rafiki in 2014, all CSD skippers were reminded of their responsibility to report all incidents of grounding no matter how slight.

Whilst the Yacht Husband did receive some reports during 2016, none were reported to have been as severe as the extent of the damage to the keel suggested. One theory is that it may have been that the boat was run over some submerged mooring chains. Needless to say the keel fixings and surrounding hull structure were thoroughly examined and fortunately found to be sound.

On behalf of all members a massive thank you to Jeff and his team.

## Photo Competition

Following the success of our 2016 photo competition (the two further winners are shown on page 10) it is intended to run it again in 2017 so please send your shots that best capture what you most enjoy during your time sailing Sea Essay to James Savage ([training@channelsailing.org](mailto:training@channelsailing.org)) or post them on our Facebook page (Civil Service - Channel Sailing Division).

## 2017 Programme

The full 2017 Programme can be viewed on the Sailing Opportunities page on the [www.channelsailing.org](http://www.channelsailing.org) website.

For the latest CSD news and information follow us on Facebook and Twitter ([@seaessay409](https://twitter.com/seaessay409)).

## 2017 Summer Cruise

As previously reported, the results from our 2017 Summer Cruise Survey clearly favoured our usual format of weekly legs moving the boat across the channel to Normandy, North and West Brittany, The Isles of Scilly, South West Coast and return to Hamble. At the time of writing all weeks bar 17<sup>th</sup>-24<sup>th</sup> June St Helier to Roscoff and 1<sup>st</sup>-8<sup>th</sup> July Brest to Concarneau have been allocated.

There are, however, a number of crewing opportunities detailed in the Sailing Opportunities tables on p10 and if we are unable to persuade anyone to charter those two weeks on the Summer Cruise we will convert them to Sea Times making another 4+ berths available on each. If you are interested please make yourself known to Susie ([seatimebureau@channelsailing.org](mailto:seatimebureau@channelsailing.org)).



■ Left, the joys of winter maintenance no matter what the weather conditions. Top, lifting Sea Essay out of the water brought to light some damage to the keel bulb



■ These images were among the winning entries in Channel Sailing Divison's photographic competition. The January edition featured one winner, and the remaining winners are My Group Day crew and, right, Sea Essay at the Spinnaker Tower.



**Taster Day Sails (09.00 to 17.00)**

Date	Area	Berths	Skipper	Contact
7 <sup>th</sup> September	Solent	4	C Smith	jennifer.yarrow@cssc.co.uk
23 <sup>rd</sup> September	Solent	6	C Smith	jennifer.yarrow@cssc.co.uk
24 <sup>th</sup> September	Solent	6	C Smith	jennifer.yarrow@cssc.co.uk
3 <sup>rd</sup> October	Solent	5	C Smith	jennifer.yarrow@cssc.co.uk

**Sea Times (two & three-day events run from 18.00 day one to 18.00 final day)**

Date	Area	Berths	Skipper	Contact
25 <sup>th</sup> -27 <sup>th</sup> April <sup>th</sup>	Solent +	3	R Stephens	seatimebureau@channelsailing.org
17 <sup>th</sup> -19 <sup>th</sup> September	Solent +	1	Simon Worthington TBC	jennifer.yarrow@cssc.co.uk
29 <sup>th</sup> Sept-1 <sup>st</sup> October	Solent +	2	I Keates	seatimebureau@channelsailing.org
8 <sup>th</sup> -11 <sup>th</sup> October	Solent +	4+	B Taylor	seatimebureau@channelsailing.org
10 <sup>th</sup> -12 <sup>th</sup> November	Solent +	2+	T Arnold	seatimebureau@channelsailing.org

**Training (18.00 day 1 to 18.00 final day) (RYA courses dependent on status of CSSA School)**

Date	Course	Berths	Skipper	Contact
2 <sup>nd</sup> -5 <sup>th</sup> April	Boat Handling 1	1	A Vincent	training@channelsailing.org
10 <sup>th</sup> -13 <sup>th</sup> April	Sail Trim 1	2	R Bone	training@channelsailing.org
2 <sup>nd</sup> -7 <sup>th</sup> May	RYA Comp Crew/Day Skipper	Waiting list	TBA	training@channelsailing.org
8 <sup>th</sup> -10 <sup>th</sup> September	Boat Handling 3	3	TBA	training@channelsailing.org
3 <sup>rd</sup> -6 <sup>th</sup> October	Sail Trim 2	4	R Bone	training@channelsailing.org
6 <sup>th</sup> -8 <sup>th</sup> October	RYA CC/DS Pt 1	3	TBA	training@channelsailing.org
12 <sup>th</sup> -15 <sup>th</sup> October	RYA CC/DS Pt 2	3	TBA	training@channelsailing.org
23 <sup>rd</sup> -25 <sup>th</sup> October	Boat Handling 4	4	A Vincent	training@channelsailing.org
29 <sup>th</sup> Oct-5 <sup>th</sup> November	RYA Yachtmaster	2	TBA	training@channelsailing.org
09.00-17.00 27 <sup>th</sup> Nov	Radar 1	6	L Cole	training@channelsailing.org
09.00-17.00 28 <sup>th</sup> Nov	Radar 2	6	L Cole	training@channelsailing.org

**Summer Cruise (12.00 Saturday to 12.00 Saturday subject to Skippers' agreements)**

Date	Course	Berths	Skipper	Contact
27 <sup>th</sup> May-3 <sup>rd</sup> June	Hamble to Le Havre	2?	M Curran	seatimebureau@channelsailing.org
17 <sup>th</sup> -24 <sup>th</sup> June	St Helier to Roscoff	TBD	Available for charter	seatimebureau@channelsailing.org
1 <sup>st</sup> -8 <sup>th</sup> July	Brest to Concarneau	TBD	Available for charter	seatimebureau@channelsailing.org
19 <sup>th</sup> -26 <sup>th</sup> August	Falmouth to Plymouth	2?	B Skelley	seatimebureau@channelsailing.org

# Treasurer's Report and abridged CSSA financial statements for 2016

## 2016 Results

1. The Association's surplus for the year was £9,194 compared with £7,283 for 2015. Membership grant from CSSC - CSSA's main income - increased by nearly £2,000 thanks to CSSA's increased membership. The main expenditure, as last year, was a per-capita grant distribution to all CSSA's member clubs totalling £10,000. The distribution was possible because - as in 2015 - £10,000 originally budgeted to meet professional fees in connection with proposed new leasing arrangements for two of the Association clubs' sites was not, in the event, required.

## 2016 Financial position and highlights

2. The Association's financial position remains strong. Taking one year with another, the present aim is to increase reserves broadly in line with inflation. This is so that clubs' requirements for interest-free loan capital to improve and renew their assets - inevitably affected by inflation - can continue to be met. This policy will, however, be kept under review in light of the demand for such loans. Although there was the likelihood of a fairly large loan being sought, this didn't in fact materialise and no new interest-free loans were made during 2016. This is why the year-end bank and deposit balances are large. Repayments on all existing loans continue to be received on or ahead of schedule.

## The Future

3. The Association has sufficient cash reserves to comfortably meet its working capital requirements. And these reserves - coupled with future receipts from annual loan repayments - are likely to be sufficient to satisfy loan requirements of other clubs that may arise in the foreseeable future.

4. The change in 2012 to a capitation basis for CSSA's membership grant from CSSC continues to benefit the Association because it has been able to further increase its membership, thereby qualifying for a larger grant. An increase of some 200 members in 2016 to nearly 2,800 will qualify for a grant of £35,419.50 for 2017. However, this rate of membership increase will probably tail off over time and the 'capitation rate' for the grant will of course depend on CSSC's own finances which, like most parts of the economy, remain under pressure. Likewise there is pressure on the Sports and Recreational Bodies events grant that CSSC also provides to the Association, but it is very pleasing to report that a grant budget of £8,000 has been approved for 2017 - the same as for 2016 and all that was sought.

5. As the surplus for 2016 shows, CSSA continues to have sufficient head room as well as reserves to provide a buffer against any potential levelling-off of grant support. But for 2017 it will again be necessary to set up budgetary provision to meet legal fees that are expected to be incurred in setting up a lease for the site occupied by Littleton SC. Similar arrangements envisaged for the site occupied by Netley Cliff SC are still under discussion.

6. The wider introduction of site rents for the land-based clubs as well as increases in some of those rents will have a continuing financial impact inasmuch as the CSSC looks to the Association not only to collect such rental and associated payments but also to 'guarantee' them. Indeed, if the arrangements result in 'back to



back' leases between CSSC and CSSA, and CSSA and the individual club - as is planned - then CSSA will acquire actual rather than contingent rent obligations and be more vulnerable in the event that clubs themselves are unable to meet their commitments. Once all site agreements are in place the annual obligations - actual and contingent - are likely to approach £140,000. As the Income and Expenditure Account shows, this figure is already nearly £130,000. This is another reason why the Association needs to maintain substantial reserves which, fortunately, it appears able to do in the foreseeable future.

## Appointment of auditor

7. A motion to appoint Wilkins Kennedy LLP as auditor for 2017 will be proposed at the Annual General Meeting.

## ABRIDGED FINANCIAL STATEMENTS

8. Abridged financial statements drawn directly from the audited financial statements and comprising the Income and Expenditure Account and Balance Sheet for the year ended 31 December 2016 are attached. Copies of the full 13 page document including the Audit Report which contains a 'clear' audit opinion, Cash Flow Statement and Notes - will be available at the forthcoming AGM. Copies may also be obtained by e mail request to [grubbs@stcross.fslife.co.uk](mailto:grubbs@stcross.fslife.co.uk), giving your name and CSSA membership number;

*For and on behalf of the General Committee*

**Brian Grubb**  
**Honorary Treasurer**  
**7 March 2017**

## Income and expenditure account for the year ended 31 December 2016

	2016	2016	2015	2015
	£	£	£	£
<b>Income</b>				
CSSC membership grant	32,933		30,919	
CSSC events grant	4,682		6,853	
Interest on bank deposits	1,486		1,421	
Less: corporation tax thereon	(297)		(284)	
Other Income	2		17	
	1,842		1,393	
	—	38,806	—	38,926
<b>General expenditure</b>				
Committee costs	1,435		1,499	
Other administrative costs	1,797		1,768	
Functions	1,119		952	
Grants funded by CSSA	10,000		10,693	
Training expenditure	844		298	
Magazine	9,064		8,916	
Advertising and publicity	78		78	
RYA subscription	580		570	
Loan default provision	--		--	
Trophies and citations	13		16	
	—	(24,930)	—	(24,790)
<b>Events expenditure</b>				
Offshore racing	1,600		1,550	
Dinghy championships	232		2,074	
Victory Trophy	-		479	
Interdepartmental offshore races	2,850		2,750	
	—	(4,682)	—	(6,853)
		9,194		7,283
<b>Gross Surplus</b>				
<b>Loan interest, rents and charges</b>				
HSBC loan interest and charges	1,537		1,868	
Less: amounts recharged to divisions	(1,537)		(1,868)	
	—	-	—	-
CSSC rents and charges	129,307		127,039	
Less: amounts recharged to divisions	(129,307)		(127,039)	
	—	-	—	-
		9,194		7,283
<b>Net Surplus to General Fund</b>				

## Balance sheet at 31 December 2016

	2016	2016	2015	2015
	£	£	£	£
<b>Loans to division due after one year</b>				
CSSA-financed interest-free loans	114,000		143,500	
HSBC-financed interest-bearing loans	21,000		28,000	
	_____	135,000	_____	171,500
<b>Current assets</b>				
Loans to Divisions - due within one year:				
CSSA-financed interest-free loans	27,500		51,500	
HSBC-financed interest-bearing loans	7,000		7,000	
Chandlery stock	1,319		1,382	
Sundry debtors	129,475		127,281	
Bank current and deposit accounts	203,481		135,324	
	_____	368,775	_____	322,487
<b>Current liabilities</b>				
Loans from HSBC - due within one year	7,000		7,000	
Sundry creditors	98,292		90,711	
Corporation tax	297		284	
	_____	(105,589)	_____	(97,995)
<b>Current assets less current liabilities</b>		263,186		224,492
<b>Total assets less current liabilities</b>		398,186		395,992
<b>Long-term liabilities</b>				
Loans from HSBC - due after one year		(21,000)		(28,000)
<b>Total assets less total liabilities</b>		377,186		367,992
	_____		_____	
<b>General Fund</b>				
Balance brought forward		367,992		360,709
Surplus for year		9,194		7,283
		377,186		367,992
		_____		_____

Brian Grubb, Honorary Treasurer  
7 March 2017

# Dedicated volunteers honoured in annual awards ceremony

Those of you who are regular readers of this magazine will have read previously of several volunteering awards won by Littleton members. Well we've done it again! Littleton is delighted to be able to report that two of our members have been honoured in the 2016 Spelthorne Sports Volunteer Awards, with one of them going on to win in his category at county level.

## Coach of the Year

In 2003, Tim Hore started teaching adults and juniors to sail and qualified as a RYA Dinghy Instructor, progressing to Senior Instructor five years later. Between 2010 and 2014, Tim was the Principal of our RYA Recognised Training Centre with overall responsibility for about 10 courses a year covering both sailing and power boating.

Tim identified two juniors as natural sailors and started to coach them for selection in the local zone. Under Tim's guidance and encouragement, they continued to progress to national level and competed in National, European and World championships. Now Tom and Toby are about to progress to the 29er.

Tim instigated the training of six older juniors to become sailing instructors, and last year organised a Start Racing Course for the juniors so that they can gain the skills and confidence to bridge the gap to adult racing.

Tim has always been keen to help and encourage less experienced and less confident sailors, both juniors and adults. He does this in many ways, such as actively supporting the non-race sailing days, when assistance is on hand from experienced instructors, and improvers racing where, unusually, external assistance from instructors in accompanying sail or power boats is allowed.

In 2014, Tim put himself forward to train as Power Boat and Safety Boat Instructor and is now qualified to teach to RYA level 2 Power Boat and Safety Boat in both inland and coastal water, as well as RYA Level 3 Dinghy Sailing.

Tim has a wealth of sailing knowledge and experience, having written several instruction books and produced sailing videos. He passes this on to others, with a quiet, friendly attitude which everyone responds to well.

Tim is passionate: about his own sailing, about giving others of all ages the opportunity to experience sailing and about teaching them to sail and to sail better.

## Outstanding Services to Sport

Andy Bennett has been volunteering at Littleton Sailing Club since 1993 when he started sailing at the lake as a member of the BP Sailing Club, then one of the Community Clubs that have used the Lake. Andy went on to become Commodore of BPSC and over the next several years, Andy and others from BP spent much time and effort improving the south site of Littleton Sailing Club, building a boat shed, installing pontoons and generally improving facilities for all members.

Andy has served for many years on the Littleton Sailing Club Management Committees, mostly as a general committee member, willing to take up specific jobs as they came along. In 2015, Andy agreed to deputise for the Facilities Manager and took over this role in March 2016. This is no mean task and involves him liaising

with individuals, sub-committees, the Main Committee and organising helpers to ensure the best use of their time and effort.

In addition, Andy was the one who volunteered to apply for emergency aid following damage to our pontoons during the floods of 2014. He is also one of the small group of club officials negotiating a lease with our landlord and, if that was not enough, Andy also picked up responsibility for acting on behalf of our landlord in respect of the proposed Thames Flood Relief Scheme.

You might think that Andy would have no time for sailing with all these commitments, but he still sails regularly, helps run races, takes new members out sailing and helps with Phabsail. He also continues to organise dinghy cruising days on the south coast for Littleton members, as he has for many years, arranging safety cover, boat transport and all the other logistics involved.

We were delighted when both nominations were shortlisted and at an award ceremony at Shepperton Studios, were announced as winners of their respected awards.

As winners of Spelthorne Borough, both Tim and Andy would be put forward for consideration for the county level awards. A month later the news came that Andy had made it through!

So it was that he was invited to attend the prestigious 2016 BBC Surrey Sports Awards ceremony at the beginning of December, held at the HG Wells Centre in Woking, and hosted by BBC Surrey's Tim Durrans.

Andy was one of nine people shortlisted for the Outstanding Service to Sport Award, and with volunteers representing football, swimming, badminton, park-run, athletics, boxing and canoeing there was tough competition.

So when his name was read out as the eventual winner, he was amazed and surprised and had to think up an acceptance speech on the spot! Andy's interview by BBC Surrey can be watched from Littleton Sailing Club's Facebook page.

Congratulations to both Andy and Tim – very well deserved recognition for all you do.

A fair amount of effort goes into these nominations, put together by club volunteers, but when worthy nominees are recognised it makes it all worthwhile for everyone. Not only that but every mention of the Club locally serves to raise our profile within the local community and can only do us good.



■ Above, volunteers Tim and, below, Andy with their awards



# LITTLETON SAILING CLUB

## RYA Dinghy Training Courses 2017



Join Littleton and benefit from unbeatable course prices.

**RYA Level 1 and 2 (4 day courses) £120**

- 22, 23, 29, 30 April
- 24, 25 June, 1, 2 July
- 19, 20, 21, 22 August
- 30 Sept, 1, 7, 8 October

For more information contact:  
David Brassington  
training@littletonsc.co.uk  
or take a look at our website

**RYA Level 3 (2 day course) £60**

- 8, 9, July



## RUTLAND CIVIL SERVICE SAILING CLUB

# Visit our club for a taste of sailing

Whether you used to sail, already sail or just fancy having a go, you will always be made welcome by members of Rutland Civil Service Sailing Club.

The club sails Squibs (right), six-metre long keelboats which are as exciting as dinghies but as stable as yachts, on the south shore of Rutland Water: and takes pride in its friendly atmosphere.

In conjunction with CSSC Sports & Leisure, the following dates are available for taster sails:

- 23 June 2017
- 7 July 2017
- 21 July 2017
- 4 August 2017
- 18 August 2017
- 1 September 2017
- 15 September 2017

Visit <http://rutlandcssc.org.uk> to find out more and book your place.



Sat 13<sup>th</sup> May

Littleton Sailing Club

# Open Day

**RYA**  
**PUSH THE**  
**BOAT OUT**

Come and try Dinghy Sailing at our Open Day

- Experience the fun of sailing a small boat
- Learn the ropes and what to do!
- Timed sessions 10:30,12:30,14:30
- No experience necessary
- Refreshments | Bar

**SPECIAL OFFER!**  
**MEMBERSHIP**  
**If you join on the day**  
**SAVE**  
**£50**



For more information or to book a taster contact:

Tim Hore, 07736 669136,

[tasters@littletonsc.co.uk](mailto:tasters@littletonsc.co.uk)

[www.littletonsc.co.uk](http://www.littletonsc.co.uk)

Littleton Sailing Club, Littleton Lane,  
Shepperton, TW17 0NF

# *Come and make a splash!*

at **Jumbles  
Sailing Club**  
**Open Day 2017**

Saturday  
22<sup>nd</sup> April  
11am-3pm



**FREE** taster sessions  
in the club's boats

- Experienced friendly instructors
- Refreshments
- All ages welcome
- Bring a change of clothes!

[www.jumblesail.co.uk](http://www.jumblesail.co.uk)

Horrobin Lane  
Edgworth  
Bolton  
BL7 0HJ



## The Civil Service Inter-Departmental Offshore Regatta

# IDOR 2017

18<sup>th</sup>-23<sup>rd</sup> June 2017  
The Island Sailing Club, Cowes



Civil Service  
Sailing Association

*The Inter-departmental Offshore Regatta (IDOR) is held every year between boats and crews representing Civil Service departments and agencies.*

*Find out how you or your department can take part, email [idor@cs-sailing.org](mailto:idor@cs-sailing.org) or visit [www.idor.org.uk](http://www.idor.org.uk)*



# Join us for a week of racing fun in the Solent - experienced sailors and beginners are all welcome

The IDOR is a competitive sailing event that is open to all civil service departments and agencies. It is based in Cowes on the Isle of Wight with racing taking place in the Solent and around the Island. The event is in June and runs from Sunday evening to Friday.

The boats used for the event are standard Beneteau Oceanis 37 yachts which crews charter from Fairview Sailing in Hamble. They have around 20 identical boats available.

Last year we had 18 entries and this year we'd like to spread the word to departments that have never participated before.

### **What do you need?**

You'll need a skipper qualified to RYA Yachmaster or Coastal Yachtmaster or with equivalent experience – ultimately the skipper must meet the charter company's criteria of competence. Some racing experience would be useful.

You'll also need at least one other competent sailor:

The boats sleep eight, so you can have up to six further crew. Most entries in the regatta including some inexperienced or even

novice crew members. In order for a boat to represent a department at least two-thirds of the crew (including skipper) must be from that department.

### **What does it cost?**

The cost to charter a boat, mooring and race entry is approximately £2,000, or £250 a head for a crew of eight.

### **What is involved**

Racing takes place by day, over the Monday to Friday and is organised by the Island Sailing Club at Cowes. There are short races and a couple of longer races, usually including a day racing around the Isle of Wight. Crew sleep on the boats in Cowes Yacht Haven.

There is a prizegiving dinner on the Thursday evening (included in the cost of race entry) and the regatta finishes with a race back to the Hamble on the Friday.

You can find more information on the IDOR website. Check out [www.idor.org.uk](http://www.idor.org.uk), or email [idor@cs-sailing.org](mailto:idor@cs-sailing.org) if you have any questions or would like to receive updates.

■ Merlin of Cowes, a Beneteau First 41, is booked for the Fastnet Race 2017

## Double dose of racing delights

Civil Service Offshore Racing Club 2017 programme	
Saturday 1 <sup>st</sup> April	JOG Nab Tower
Sunday 2 <sup>nd</sup> April	Warsash Spring Series
Friday 28 <sup>th</sup> April	JOG St Vaast
Saturday 13 <sup>th</sup> May	JOG Cowes to Yarmouth
Sunday 14 <sup>th</sup> May	JOG Yarmouth to Cowes
18 <sup>th</sup> -23 <sup>rd</sup> June	Inter-Departmental Offshore Regatta
Sunday 6 <sup>th</sup> August	RORC Fastnet
Friday 25 <sup>th</sup> August	JOG St Peter Port
Sat 9 <sup>th</sup> September	JOG Cowes to Poole
Sunday 10 <sup>th</sup> September	JOG Poole to Cowes

It's a Fastnet year and we're entering the IDOR as well. The Fastnet crew has been selected under Skipper Simon Zavad and the boat booked, a Beneteau First 40, *Merlin of Cowes* chartered from Britannia Charters (also known as Sailing Logic). RYA Sea Survival and ISAF Offshore Safety training will take place for all of the crew in the New Year, shortly followed by a training weekend in April.

The first of the qualifying races will probably be the Cervantes Race in late April with two other qualifiers in June and July, so that the crew and yacht have collectively completed over 300NM of practice. The Fastnet race itself will start on 6<sup>th</sup> August.

There may be crew places available on the qualifying races, if interested contact the CSROC Crew Bureau. All of this relies however, on the yacht and her crew being selected by RORC when applications open January (350 places with over 1,000 applications)!

As an aside, it can be a fun day out for the family to go to Hurst Castle on the 6<sup>th</sup> with a picnic and watch all the competitors go by (all 350 !!!) and to cheer the CSORC crew on their way. If

you do, take a photo of Merlin as she goes by the castle and we'll put it on the club website. The club will be entering the IDOR again in June under skipper Nick Bowles and hope for enough volunteers for a second boat. We hope also to enter a number of JOG races..

More details on the website <http://www.csorc.org.uk>

### AGM date has changed!

Finally, please note that the date of the CSORC AGM has changed. It will now be at the Civil Service Club, Great Scotland Yard, London SW1A 2HJ, on 10<sup>th</sup> April, immediately after the CSSA AGM, so starting around 8pm. We'd like to meet you if you are free and you can tell us about your racing ambitions etc. If you haven't got any yet, we may be able to help.

# **RYA courses are still available**

ECYD is the only division running RYA courses this year and there are still some vacancies available.

**Day Skipper and Competent Crew:** five days and nights over two weekends from Friday, 1800, 28<sup>th</sup> April to Monday, 1800 1<sup>st</sup> May, and the following weekend from Friday, 1800, 5<sup>th</sup> May to Sunday, 1800, 7<sup>th</sup> May

No previous experience is need for the Competent Crew course where you will cover basic seamanship and helmsmanship navigation and meteorology. Afterwards, you will be a useful crew member.

Day Skipper assumes knowledge of navigation to Day Skipper shorebased and basic sailing ability with five days on board including four night hours and 100 logged miles. On the course you will cover basic pilotage, boat handling and watch organisation. After the course you will be able to skipper a small yacht in daylight.

To prepare for the **Yachtmaster Coastal** or **Offshore** exam from 1800, Friday, 14<sup>th</sup> April to 1800, Friday, 21<sup>st</sup> April, five days on board with a YM Instructor followed by two days for the exams.

A reminder of experience required within 10 years of the exam to qualify for the Yachtmaster Coastal or Yachtmaster Offshore exam:

<b>Course</b>	<b>Yachtmaster Coastal</b>	<b>Yachtmaster Offshore</b>
Previous experience and minimum seetime	<ul style="list-style-type: none"> <li>• 30 days seetime</li> <li>• Two days as skipper</li> <li>• 800 miles</li> <li>• 12 night hours</li> </ul>	<ul style="list-style-type: none"> <li>• 50 days seetime</li> <li>• Five days as skipper</li> <li>• 2,500 miles</li> <li>• Five passages over 60 miles including two overnight and two as skipper</li> </ul>
Form of examination	Practical	Practical
Certification required before examination	<ul style="list-style-type: none"> <li>• Restricted VHF radio operators certificate</li> <li>• First Aid Certificate</li> </ul>	<ul style="list-style-type: none"> <li>• Restricted VHF radio operators certificate</li> <li>• First Aid Certificate</li> </ul>
Minimum duration of exam	<ul style="list-style-type: none"> <li>• 6-10 hours for one candidate</li> <li>• 8-14 for two</li> </ul>	<ul style="list-style-type: none"> <li>• 8-12 hours for one candidate</li> <li>• 10-18 hours for two</li> </ul>

The certificate is only obtained by examination. The cost of the examination, payable to the examiner before the start of the exam for 2016 is Yachtmaster Coastal, £181, and for Yachtmaster Offshore £210.00 so most likely a bit more for 2017 but not yet showing on the RYA website yet. The berth fee is £420.00

**Taster sails** to try out the sport: One or two days on board with an experienced skipper and mate. Saturday 13<sup>th</sup> May and/

or Sunday 14<sup>th</sup> May. The day normally starts at 0900 but you can book a berth from the previous evening if it helps travelling arrangements. There are four berths available, so subject to availability. We have the choice of two sheltered rivers the Orwell and the Stour depending on the weather and wind direction. The cost of the berth is £35.00 per day for CSSA members and includes a light lunch and breakfast if staying overnight. An additional £8.00 per day for for day membership for non-CSSA members

**Boat Handling** practice a two day course. 9<sup>th</sup> and 10<sup>th</sup> May and 11<sup>th</sup> and 12<sup>th</sup> May. The boat can be joined from 1800 the evening before the course starts. This is very much client-driven whether it be handling the boat in close quarters under power or practice under sail. It's your choice. The cost is £70.00 including lunch and breakfast. It is usual to eat out in the evenings.

**Skippeder cruise 1:** From Gijon to La Coruna 20 days, 14<sup>th</sup> to 24<sup>th</sup> July, 10 days.

**Skippeder cruise 2:** This will be in the UK, finish at Shotley, six days from 6<sup>th</sup> to 12<sup>th</sup> September.

The cost of a skippeder cruise is £55.00 per day in July and £47.00 per day in September plus a share of on-board expenses excluding gas, fuel and travel.

**Sextant practice:** Friday 0900-1500, 14<sup>th</sup> April. This will be of interest for those partaking in the Ocean passages. Cost £20.00 and bring your own lunch but tea and coffee will on tap throughout the day.



■ Left, Mary Reed and David Crofts picking up a buoy and, below, Freyja going through the Channel du Four during one of the skippeder cruises



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



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