

July 2017

CIVIL SERVICE SAILING

Civil Service Sailing Association



Looking forward to
Fastnet: pages 14-15

IDOR 2017: pages 18-20

CONTENTS

CSSA Annual General Meeting	3
Andy's Atlantic adventure	4-5
Jumbles Sailing Club update	6
Commodore's Corner	7
Littleton Sailing Club Open Day	8-9
Around the Scottish isles on Ynot	10-11
Channel Sailing Division	12-13
Fastnet preparations	14-15
East Coast Yacht Division	16
Rutland Civil Service Sailing Club	17
IDOR 2017	18-20

The weather's warmed and reader are undoubtedly afloat in all corners of the globe. In the UK, the early June heatwave brought a perfect blend of hot sunshine and breezes for this year's IDOR, which attracted 13 boats and some close racing.

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, and remember that high-resolution images work best! If you aspire to the front page, they need to be portrait-shaped.

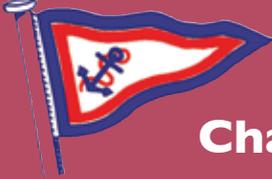
Deborah Ward, Editor

■ FRONT PAGE PICTURES: Top, fun at Littleton Sailing Club's Open Day and, below, the Merlin crew preparing for August's Fastnet Race

Don't forget to check website

There's more news and features from the around the CSSA on our website, which was totally refreshed just 12 months ago. We hope it contains the information you need, but please let us know if there's anything else you'd like to see. Our webmasters Nick Bowles and Andrew Moor will be happy to take on suggestions.

www.cs-sailing.org.uk



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Please note Brian's new email address:
grubb64@hotmail.com

Plea to dinghy sailors: could you help?

Do you have views on what would make a successful CSSA National Dinghy Championships?

Would you be interested in contributing to the organisation of next year's Championships?

If so, please get in touch:
paul.brereton@hse.gov.uk

... DIARY DATES DIARY DATES DIARY DATES DIARY DATES

- 2017 Rolex Fastnet Race, 6th August 2017
- Civil Service Offshore Racing Club, JOG St Peter Port, 25th August
- Victory Trophy, Littleton Sailing Club, 22nd October
- Five Kingdoms Sailing Club AGM, Liverpool AGM, 11th November
- East Coast Yacht Division AGM, Ware, 18th November

The 59th Annual General Meeting was held at the Civil Service Club in London in April.

Report by

Commodore Graham Dalton

Trevor Drew remains very active as Vice-Commodore and leading the Association. He is genuinely committed to the ethos of civil service sailing, and breadth of opportunity that the Association offers. His report in the Christmas edition of CS sailing - and inevitably in the bar later - was comprehensive in covering the Association's activities

Membership of CSSA remains strong with good levels of activity at clubs around the country.

IDOR continues to be the flagship event. Nick Rees and his colleagues have done an enormous amount to bring the regatta on, despite the best efforts of the Daily Mail. Though I dread to think what the "boisterous dinner" described in the Vice-Commodore's report involved?

Nick has now handed over the reins to Tom Richardson, who, I am sure, will take the event on another stage.

Communication is everything in the modern world. Deborah Ward does a brilliant job with CS Sailing - and makes the National Solo magazine look very old-fashioned.

And Andrew Moore and Nick Bowles, meanwhile, have delivered a much-needed refresh of the CS Sailing website.

Of the yachts, Sea Essay proves herself as a popular modern boat, and Freya has just enjoyed a refit, though proving that it's easier to fit a holding tank before the deck moulding is fitted in the factory...

Fiona and I enjoyed a trip to Liverpool in September to name YNOT - an event squeezed in after a full season covering the entire west coast of the UK.

On the dinghy side, mixed reports of active sailing at clubs but a downturn in members travelling. The dinghy championships were cancelled for lack of entries and Netley Cliff now feels unable to continue the event in this format. The Victory Trophy meanwhile has suffered from irregular management by the Services sailing teams. It is due to be held in October, and now I spend my time with the MoD, I will see what I can do to inject some energy.

Last year, I reflected on much good news for the Association, including a brighter outlook for several of the clubs' leases. That turned out to be a bit optimistic. Hooe Point did indeed secure a new lease after disposal of the site by MoD - security that has resulted in a strong revival at the club. But agreements that were all but settled in principle a year ago are still in limbo, and there are concerns that the length of security offered in those leases is not aligned with such events as commitments to dredging of berths or other large expenses. The committee will strive to meet the clubs' legitimate concerns.

Last but by no means least, CSSA and the clubs rely on the voluntary efforts of a lot of people. Two contributions of note - Iain McKay for six years as Rear Commodore dinghies, and Nikki Brown who has had to step down as general secretary as work has taken her to the British Antarctic Survey Station. Thank you to them, and to the many continuing volunteers.

The departure of Iain and of Nikki highlights our very real need for willing volunteers to step forward and to give just a little of.



■ Treasurer Brian Grubb (right) received special recognition for many years of service from Commodore Graham Dalton

your time. We could do with a rear Commodore for Dinghy sailing, and next year a Rear Commodore for Offshore. Trevor looks forward to discussing with you or colleagues from amongst club membership.

After a weekend like the last one, it is possible to believe summer is on the way. Freya is going to Spain. YNOTv is going to the Hebrides. And Sea Essay is drifting around Brittany and the Channel Islands. Meanwhile I will be hoisting the Commodore's swallowtail in the altogether more relaxed waters of the Ionian next month.

Andy Taylor shares his experience of a journey that began when he wandered into Jumbles Sailing Club while out walking. Just a few years, he found himself taking part in a 5,000-mile Atlantic crossing

Walking around a local reservoir, a sign at the sailing club caught my eye: *New members welcome*, it said, so I wandered in and looked lost for a while. "Hello, can I help you?"

It was a good question, delivered by cheery man in a kindly tone. I explained that several years earlier I had done a dinghy sailing course but never took it up and that I was vaguely interested in possibly starting again, maybe.

He introduced me to another equally pleasant chap who took me out for a sail in his Wayfarer. We potted about and chatted and then I took the steering stick. It was pleasant to be at the helm, master of my own destiny, feeling the wind and trying to ride the gusts to pick up speed. We didn't crash nor did we sink, so as far as these nice people were concerned, that was it, I was in.

Jumbles is a small, relaxed and friendly club and members are helpful. After a few sails in a club boat, it was time to buy my very own.

Ebay is a dangerous place, especially after a couple of sherries. So it was not too long before I picked up my beautiful GPI4, *The Green Goddess*. She had been raced enthusiastically but was a little tired now and in need of a quieter life. I specifically wanted two sails to play with, like a proper boat.

Everybody gathered round and oohed and aaahed in all the right places, then generously gave their time and a couple of bits of hardware to get her ready to launch. Nothing could be quite as exciting, it might as well have been the QE2. Although they would have probably remembered to put the bung in first.

Sailing on an inland water like The Jumbles, surrounded by hills and trees, can be quite challenging. The wind never stays in one direction for more than a few seconds and goes from *nothing* to *scary* in the same timescale. So what was left of the first season was spent spinning around in circles, feet tied up in ropes, banging my head, cursing, and wondering what on earth I was doing.

New members welcome, it said, so I went in

Fortunately, Jumbles is an RYA training centre and several of the people trying not to laugh, were in fact instructors. Year two saw me attending courses and joining in races. I have a vague memory of actually winning a race at one point, the serious sailors must have had the day off.

One sunny day with the wind in my hair, my mind started to wander. This was bringing back memories of Feta cheese, olives, and white wine of questionable quality. A fantasy of sailing around the Greek islands was starting to play over. Time to buy a bigger boat.

I found *Miss Boomerang* on Windermere, 27ft, sleeps four in two cabins and plenty of room. She was old (1985), in need of TLC but if I scraped all my piggy banks together and went without food for a couple of months, I could just manage it.

A yacht has no handbrake and really needs a crew of three, but the biggest problem is that under engine, they are still at the mercy of the wind, especially in reverse. Getting in and out of marinas is quite scary and there's always a chance of hitting something expensive.



■ First it was a GPI4 dinghy for Andy Taylor, then a transatlantic crossing

As soon as the sails are up it's a different story, she sails just like a dinghy with more stability. All those hours of spinning round in circles at Jumbles, the tears and tantrums, were paying dividends and I could manoeuvre *Miss Boomerang* between the ferries, canoeists, swimmers, dinghies, row boats and little power boats.

Windermere is beautiful with hills, views, no tides or lock gates to worry about, and being retired, I could sail any time. Still, it's not the sea, so after a season gaining confidence, it was time for more courses.

The coast between Southampton and Portsmouth is about as nautical a place as you can get. Tides, tidal currents and tidal heights were the new things to get to grips with but after a couple of courses and cruises, I received my RYA Day Skipper certificate.

This is the proudest piece of paper I think any sailor can hold, it means they trust you with a yacht! Day Skipper is OK, as long as you don't go too far and are back for tea, but to sail further requires more courses and exams. The rest of that summer was taken up sailing at Jumbles, Windermere and The Solent. By September I had RYA Coastal Skipper.

Then I bumped into an old friend who lived in France and was also doing courses with the same company. This was a complete life change for him. His wife had tragically died so he was going to sell everything he owned, buy a big yacht, and sail around the world.

Of course he'd need help, in with particular the first leg from Lymington to the Caribbean island of Martinique, via Guernsey and Las Palmas. Hey, what are friends for? So I signed on.

Sailing adventure launched by one simple question: Hello, can I help you?



■ Andy on his GPI4, above.
Below, Windermere and, left,
the brand new Discovery 58



It was January 2017, there was ice on the pontoons as we boarded the brand new Discovery 58 *Elusive*. We were a crew of six, including the owner's two sons. The boys were enthusiastic and confident, as young men tend to be, but had no sailing experience.

The forecast for the Guernsey leg was 6°C, south westerly F7-8, sea state rough to very rough. The boys were going to be educated. On a close reach we were heeled over doing 12 knots into wind, waves and tide. The boat would leap off the top of a 20 foot wave, then all 30 tons would come smashing down, with a 'smack' that felt it would rip the hull apart.

The bows would bury deep into the next wave with the freezing sea washing over the foredeck, cabin roof, helm station and occasionally cleaning the aft deck. I learned that although I might be getting a lot from this trip, sleep was not going to be one of them. The rest of the trip was fraught with the difficulties of a brand new boat. Half the time was spent in marinas waiting for parts or engineers and, all in all, the 5,000 sea miles took us a full two months.

The actual crossing was from lovely Cape Verde and we did it in 12 days with only one slight issue. Mid-Atlantic, several large

swells meet, the resulting sea state can best be described as 'very wobbly', of course this is when the auto helm packed in.

Only three of us had experience to helm, and keeping the boat from broaching sometimes took all our strength and body weight. After another seven days and 1,200 miles of two on, four off shifts, we arrived in the beautiful Caribbean island of Martinique, a little battered and a little tired, but proud as punch. We made it.

She was a dry boat while sailing so after a quick swill down of the decks and check in with the marina office, it was off to a lively and colourful marina bar. They served beer, ice cold beer, in chilled glasses. Never has a pint tasted so good. As we raised our glasses to toast our success, I took time to remember all the people who had helped, encouraged and trained me to be here. Cheers.

Back in the cold, windy wetness of the UK, I look back on the whole adventure, the amusing bits, challenges, fond memories, and to where it all started . . .

"Hello, can I help you?"

A phrase that maybe we should all use a bit more often, you just never know where it might lead.

Juniors are the club's future

Open Day

The weather was perfect for Jumbles Open Day in April and once more, there was a great response from club members who volunteered to help out on the day.

After a slow start, the day became ever busier, with 96 people taking to the water for taster sails. Lots of interest was shown and on the day six family memberships were taken out and some signed up for the Start sailing course in May. More families have returned in the weeks since and have taken out memberships.



■ Visitors arrive for taster sails at the Open Day

Jumbles Juniors – Light Night Fridays

The Junior Section at Jumbles started 2017 with full sessions and a waiting list! In early Spring (before the adults had even unpacked their boats from the Winter), the Juniors were already out sailing, learning more about racing to prepare for the North West Traveler Series and finish off some of their RYA youth certificates.

In May, we started our new venture for 2017, Light Night Fridays. The plan was to sail after school and then have a meal together when we came off the water. We were a little unsure how the new format would work but emails started coming in from parents wanting to book juniors on to the sessions.

Following a meeting with the RYA development officer at the end of last year, we decided to go with two fleets: Optimists and Toppers for these sessions. The evenings consist of a friendly and fun format including snacks on arrival to ensure everyone has enough energy. We then split into groups from beginners to racers for the first part of the evening, have some fun races in the middle and then finish with games, usually involving more than one person on a Topper!

Something like this can't work without full support of all the parents; new members have quickly learnt to rig the Oppies and they are often out ready when we arrive from work.

When the children get off the water, everyone helps to de-rig the boats and dinner, cooked by one of the parents, is served, then we all sit back and listen to the post-sailing chatter.

The sailing club on a Friday night is now a hive of activity, we are fully booked and have a waiting list for spaces. Parents can be hard-pressed to find a space to sit and eat. This really is the future of our sailing clubs!

Single-Handed Team Racing

In late May, May 2017, Jumbles welcomed the Lancashire Schools Sailing Association for their Topper Team Racing weekend. The event included training on Saturday; this was open to all sailors in Lancashire who could race a simple course and were keen to have a go at this exciting aspect of sailing. The morning training was split into two groups;

those new to the concept of Team Racing and those, including the Lancs Race Squad who had more experience.

The training concentrated on two key areas of starting and mark traps. The weather was kind to us, in that there was plenty of wind. While most of the sailors were in Toppers, some of the up-and-coming younger sailors took part in all the same drills in Optimists giving them the team racing experience and helping the Lancashire Team plan for the future!

During the morning the group were surprised by a visit from international team racing umpires Carol and Jon Haines who had heard that the training was going on and popped by to see what was happening - the feedback they gave to the instructors over lunch was especially helpful. The afternoon sessions saw all sailors in teams of mixed ability competing in a round robin of races.

Sunday was the Jumbles Team Racing Trophy day and many of the young sailors returned, with improved skills, to compete against Jumbles sailors for the trophy. The day provided good weather and a constant F3-4 over the dam, resulting in competitive close racing around a tight course. The 20 short races were supported by an excellent safety crew and experienced club sailors acting as umpires on the water. The trophy was won by Lancashire sailor Jordan Nuttall and instructors Ali Wood and Rana Din.



■ Jumbles juniors (and non-juniors) celebrate success



With so much sailing, there's no time for invasive algae to grow on our hulls!

By **Trevor Drew**
CSSA Vice-Commodore

■ **Trevor Drew: Shameless plug for new campaign**

I hope you are enjoying your sailing season, whether it be on lakes, inshore, offshore or ocean. For myself, an early January sail was followed up by a couple of double-handed RORC races, but nothing too adventurous so far.

It is good to see that our Fastnet crew on Merlin, the First 40' chartered for the campaign, are bedding down well under Simon Zavad's leadership, with some solid performances in the Cervantes Trophy and Morgan Cup.

As I write, the Inter-Departmental Offshore Regatta - the IDOR - is about to start and many thanks to Tom Richardson and his committee for all the hard work that goes into organising the event. If you've not competed before, it is certainly worth considering as an excellent intro to yacht racing, with days on the water and nights in the marina in Cowes, so not too taxing and very sociable.

Our club yachts have also been refusing to let the algae grow on their hulls. The 5KSC yacht based in Liverpool, YNOT, is planning a cruise to the Western Isles, our Hamble-based yacht, Sea Essay, is currently in St Vaast, making her way westwards to Brittany and Freyja from the East Coast Yacht Division is in northern Spain, with an Ocean Yachtmaster passage in the offing – good luck Andy!

On the small boat side, our clubs have launched their RYA training programmes for the year, so do have a look at the CSSA website if you're interested in getting some formal qualifications.

And, of course, there are lots of taster sails available, in all sizes of boat, for those who've not sailed before – again, with details on the website. There's also a great article by Miranda, describing her first time experience on one of the big yachts. I find it useful to reflect on perceptions of those new to sailing, as a check that we're doing the right things and giving people an experience that will encourage them to do more.

I was talking earlier of algae, which reminded me of a work-related item, so please excuse this shameless plug for a new campaign, called "Check Clean Dry".

There are increasing concerns about the introduction and spread of invasive plants and animals in British waters. This campaign, launched by our GB Non-native Species Secretariat, highlights the damaging impact on British plants, animals and ecosystems - by spreading disease, competing for habitat and food and by direct predation.

Boat owners can help, by checking boats and equipment before returning to home waters, making sure any plants or fauna are left where they were acquired and cleaning and drying everything thoroughly. This applies not only when you're sailing overseas, but also when you visit a body of water in UK that is not where you normally sail. The website at <http://www.nonnativespecies.org/checkcleandry/> provides lots of info and posters for download – so please do consider promoting the campaign within your clubs.

Happy sailing – and beware of the water primrose and killer shrimps!

STOP THE SPREAD

STOP THE SPREAD
INVASIVE AQUATIC SPECIES
CHECK-CLEAN-DRY

Are you unknowingly spreading invasive species on your water sports equipment and clothing?

Invasive species can affect fish and other wildlife, restrict navigation, clog up propellers and be costly to manage. You can help protect the water sports you love by following three simple steps when you leave the water.

CHECK Check your equipment and clothing for live organisms - particular in areas that are damp or hard to inspect.

CLEAN Clean and wash all equipment, footwear and clothes thoroughly. Use hot water where possible. If you do come across any organisms, leave them at the water body where you found them.

DRY Dry all equipment and clothing - some species can live for many days in moist conditions. Make sure you don't transfer water elsewhere.

For more information go to www.nonnativespecies.org/checkcleandry



Everyone went away smiling

Littleton Open Day

On 13th May Littleton Sailing Club, held its annual open day, in conjunction with the RYA National Push The Boat Out (PTBO) initiative, aimed at getting more people into sailing.

As any event organiser will know, success depends on pre-event planning, which in this case began around the start of the year when we signed Littleton up to PTBO on the RYA website. Over the following months leading up to the 'big day', various forms of advertising were put in place; posters, vinyl street banners, the club website, Facebook, the CSSC and CSSA websites, email promotion and local radio stations were informed. We invited bookings in advance of the day, making use of Eventbrite for this which works well as a low-cost ticket sales application, allowing people to make card or Paypal payments online, thus eliminating the need for organisers to handle payments themselves.

On the day, the weather gods were kind and although it could have been a little warmer, there was a reasonable F3 breeze in the morning, ideal for giving our participants an idea of what sailing is all about. An army of about 20 club members volunteered to help either on the water or just as importantly, ashore. Blue PTBO branded vests provided by the RYA, were worn by all our shore-based volunteers so that members of the public knew who we were and who they could talk to. Pre-booked tickets entitled participants to light refreshments from the galley after their sail, so as the group from the first session were enjoying a cup of tea and cake, the next group were starting to arrive and get ready to go out on the water. Arranging the day with three sailing sessions in all ensured that we had extra capacity, so anyone dropping in 'off the street' could still be catered for.

We tweeted during the day to report on how things were going and took more bookings via Eventbrite as the day progressed, eventually having to close the online ticket sales since we had reached our maximum capacity.

Saturday afternoons at Littleton are always busy as this is when we hold our weekly Junior sailing club, and with the wind picking up as the day went on, there was plenty to keep spectators entertained, particularly the display put on by the Junior club in front of the clubhouse of how and how not to do it!

All in all the day was a great success. About 30 people got to experience sailing, most for the first time. Additional people who attended chose not to go afloat but just to have a look around and do a spot of spectating. As a direct result, we gained 14 new memberships, making up of a total of 31 new members in all. We filled six places on our next RYA training course. And most importantly of all, everyone went away smiling!

Boat Auction

Littleton's harbourmasters had been busy over the winter months identifying boats in the boat park that needed to be removed, either because the berth was not paid for, or because the owner was no longer a member. We have a strict set of rules for the procedure for dealing with such boats, which culminates in offering the boats for sale publicly. So it was that it was decided to hold a boat auction with viewing of lots during the open day, with the announcement of successful sealed bids during the afternoon. This generated quite a bit of interest, and of the 28 lots available, we successfully sold 16. Those remaining are to be advertised online.

Try Sailing: Evening tasters

During the summer, Littleton is holding a series of evening Try Sailing sessions. Membership to Littleton is offered at discount rates on these Wednesday evenings:

- 12th July
- 16th August

Information and booking are via:
www.littletonsc.co.uk

LITTLETON SAILING CLUB
RYA Dinghy Training Courses 2017

Join Littleton and benefit from unbeatable course prices.

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

- 19th, 20th, 21st, 22nd August
- 30th September, 1st, 7th, 8th October

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

RYA Training Centre

■ Left and below, visitors of all ages enjoyed taster sails at Littleton.



Across the Irish Sea to the Highlands of Scotland



Colin Atkinson recalls a 385-mile delivery trip from Liverpool to Mallaig on board the 5KSC yacht YNOT

Having crewed on delivery trips from Liverpool to Oban aboard our previous club boat *Artful Dodger*, I was really looking forward to the longer trip up to Mallaig on our newer, shinier boat YNOT -- I wondered how she would handle and what the Irish Sea had in store for us.

The five crew, David Hedley (mate), Andy Stocker, Matthew Nelson, Jim Maguire and myself had all sailed together at some time and skipper Rory (Roy) Cook was unknown to all us, but came well recommended by our club captain Paul.

1st Leg – Liverpool to Ardglass (Northern Ireland)

We joined the boat at Liverpool marina on Friday evening and after our safety briefing, locked out on Saturday morning bound for Ardglass. The weather was favourable with SW winds and we later encountered F6 conditions, with some of the crew feeling slightly unwell! Arriving in Coney Bay at 03:50 on Sunday, we anchored and awaited dawn before entering Ardglass Marina, (first visit for all crew). This was the longest and most arduous of our passages, having logged 107nm for this leg.

2nd Leg – Ardglass to Ballycastle (Northern Ireland)

After a few hours rest, we set off north along the Irish coast and headed for Ballycastle marina, where we arrived in the dark, negotiating the approach near to Rathlin Island which again was a new port of call for all the crew.

3rd Leg – Ballycastle to Port Ellen (Islay)

After rest and refuelling, we set off for Scotland crossing the North Channel and TSS zone, arriving at Port Ellen marina, unfortunately just too late for a distillery tour.....but we partook of some light refreshments in the nearby hostelry.

4th Leg – Port Ellen to Scalasaig (Colonsay)

Port Ellen via the Sound of Islay, with good views of the Paps of Jura, to Scalasaig (Colonsay), was our next leg. En-route, we anchored for lunch at Oronsay and then onwards to Scalasaig, where we made use of our previously unused 'rubbing - boards' when tied up along the pier while dining at the local hotel.

We returned to the boat and anchored in the bay overnight, deploying our main and kedge anchors under Rory's directions. The following morning we made a short visit back alongside the pier while breakfasting at the excellent nearby Colonsay Pantry. We also made use of the 24-hour accessible toilet facilities at the MacBrayne Ferryvš offices on the pier.

5th Leg – Scalasaig to Oban (Kerrera Marina)

We set off refreshed, fed and watered heading for Oban. We soon encountered mist and fog patches and the wind dropped, so we did some motoring, sounding our foghorn. We anchored for a short while at Eilach An Naoima on the Garvellachs.

Setting off again with the weather improving we headed up towards Kerrera Sound and Oban. We berthed at the well-appointed Oban Marina on Kerrera and then took the water taxi across to Oban.

We visited the recently reopened Oban Inn where live music was

in progress and the Lorne Bar, assisting some Americans with some pub quiz questions! Fish and chips, then taking the water taxi back to the marina, saw us tucked up again for a good night's rest. The following morning, some took another visit to Oban for provisions and an excellent breakfast at the nearby Dolce Vita café.

6th Leg – Oban to Tobermory (Isle of Mull)

Leaving Oban Marina behind, we set off with the sun in the sky and favourable winds. Before entering the Sound of Mull, Rory had us all practising MOB drills under sail and power which was a useful exercise. With following winds we goose-winged the sails and rigged the whisker pole on the jib (again under Rory's directions).

We made excellent progress up the sound of Mull to Tobermory achieving a noted top speed of 9.7 knots. Having radioed in advance we were met by a marina worker in a RIB who led us in and directed us to a deep-water pontoon berth. It was still quite windy but we docked with no adverse events. We refilled our water tanks and then had a walk in Tobermory for a bite to eat and a few drinks.

7th Leg – Tobermory to Mallaig

The weather was again favourable for our final leg on Friday morning as we set off and turned north rounding Ardnamurchan point. Passing Muck and Eigg with Rum in the distance, we put into a picturesque, sheltered anchorage for lunch in Loch Ailort before setting off up the sound of Arisaig and arriving at Mallaig marina at 17:30. We set about cleaning the boat for the next crew before venturing ashore for more fish and chips and a couple of pints.

General Thoughts

Rory was a knowledgeable and capable skipper and impressed with his use of the plotter and his Navionics backing up his chart-work, taking us to new destinations in sometimes rather testing conditions.

The crew gelled well and I like to think we were a 'well oiled ... but slightly creaky machine' by the end of the trip and had become adept in reefing in and trimming the main and jib and setting the preventer for downwind sailing.

YNOT handled and performed very well under the varied F6 to no wind conditions. We completed 385nm and 13 night hours without any mishaps or damage to the boat.

I learned a lot and thoroughly enjoyed the trip - thanks to Rory and the rest of the crew for making it so pleasant..

I'm looking forward to sailing on YNOT again in August on the Clyde and warmly recommend others who perhaps haven't yet taken the opportunity to sail and take in the beautiful scenery of the West Coast of Scotland, to take up any available places in our sailing programme.



■ YNOT's crew, below, enjoyed a long and varied delivery trip to Scotland, via Northern Ireland



FIVE KINGDOMS SAILING CLUB

Inshore scheme stays in safe waters

YNOT's autumn sailing programme

YNOT will return to Liverpool during September – a little later than originally proposed. If you are looking for some sailing on the Clyde please get in touch. Once in Liverpool she will be available for charter, skills honing, racing with LYC, familiarisations and Taster Sails. We are likely to offer overnight Yachtmaster qualifying passages to Caernarfon from Liverpool starting on Friday evenings. Availability will be posted 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. The date is provisionally set for the weekend of 2nd September 2017. This is a little later than originally proposed. The event is a cruise in company for a meal, probably at Portavadie but other options remain on the table. For further details or to enter a yacht (or dinghy), e-mail Captain@5KSC.org.uk.

Inshore Skippers

As a 5KSC Inshore Skipper, 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, sheltered waters among the beautiful islands and lochs of the Firth of Clyde. YNOT is available for Inshore Skippers (and CSSA Approved Skippers) to charter in late August and possibly early September. 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 autumn. E-mail CSSAFirstAid@gmail.com if you would like further details.

Notification of the 19th 5KSC AGM

5KSC will be holding its 19th AGM on 11th November 2017 in Liverpool. The venue is yet to be confirmed.

Contact

Crew Bureau: David Hedley: Crew_Bureau@5KSC.org.uk

CHANNEL SAILING DIVISION

Somewhere along the French coast

Having already completed a busy first half of the year with charters, sea times, day sails and training courses Sea Essay is presently somewhere along the coast of France on the CSD Summer Cruise (more of which below). But first a plea . . .

CSD Committee New Members Required

The management, operation and maintenance of Sea Essay and the CSD sailing programme are carried out by a dedicated team of volunteers some of whom have been doing so for many years. A number of these stalwarts now feel it is time for them to stand down and hand on their responsibilities. Prominent positions that will be vacated at this year's AGM include the Secretary and the Charter Organiser so we are very keen for you to come forward to fill these posts in particular. Remember that all committee officers are elected at the AGM and hence their positions are open to all volunteers. If being involved in the many aspects of making a 40ft cruising yacht available to CSSC members appeals to you please get in touch with the CSD Secretary Colin Smith (csdday-sails@gmail.com) for further information and encouragement.

2017 Summer Cruise

The summer cruise is following our usual format of weekly legs moving the boat across the channel to Normandy, along north and west Brittany coasts, then across to the Isles of Scilly and the South West before returning to Hamble. However, it was not an auspicious start to the cruise. For the first week there was little or no wind meaning a motor most of the way from the Hamble to Le Havre. Then to make up for it in the second week the weather generated a storm that held the boat in Honfleur for sometime. Hopefully, the extended visits to Normandy compensated in part.

But worse was to come at the end of that week they encountered some discarded fishing gear, which resulted in the loss of the prop and a tow for the last mile into St Vaast! So instead of a leisurely cruise from Cherbourg to St Helier the crew for the third week were occupied with sourcing a replacement prop, getting the boat lifted out of the water for it to be fitted and tentative sea trials to ensure there was no other damage. Fortunately David Haward, the skipper for this week, is a long-time member of the yacht husband team so was well placed to deal with the problem. Many thanks to David and his crew for getting the boat sorted, moving it to Cherbourg and rescuing the summer cruise. Thanks also to the crew for the following week who had to rapidly change their travel plans to join the boat in Cherbourg instead of St Helier. Hopefully the fates will have had their fill of fun and the rest of the summer will pass with no further disruptive incidents. You can track Sea Essay's progress via AIS using various online apps.

Photo Competition

A reminder of the 2017 photo competition; please send shots that best capture what you most enjoy during your time on Sea Essay to James Savage (training@channelsailing.org) or post them on our Facebook page (Civil Service - Channel Sailing Division).

2017 Programme

View the full 2017 Programme at www.channelsailing.org website.

For the latest CSD news and information follow us on Facebook and Twitter (@seaessay409).

There are, however, a number of crewing opportunities detailed in the Sailing Opportunities tables right. If you are interested please make yourself known to the appropriate contact listed.

Sea times (two and three-day events run from 18.00 first day to 18.00 final day)

Date	Area	Berths	Skipper	Contact Susie at
5 th -12 th Aug	Brest to Falmouth via the Scilly Isles	1	A Ramsey	seatimebureau@channelsailing.org
29 th Sept-1 st October	Solent+	2	I Keates	seatimebureau@channelsailing.org
8 th -11 th October	Solent	2+	B Taylor	seatimebureau@channelsailing.org
10 th -11 th November	Solent	2+	T Arnold	seatimebureau@channelsailing.org

Training (courses run from 18.00 first day to 18.00 final day) (RYA courses dependent on status of CSSA school)

Date	Course	Berths	Skipper	Contact Susie at
8 th -10 th Sept	Boat handling 3	2	TBA	training@channelsailing.org
3 rd -6 th October	Sail Trim 2	3	R Bone	training@channelsailing.org
6 th -8 th October	RYA CC/DS Pt 1	Please inquire	TBA	training@channelsailing.org
12 th -15 th October	RYA CC/DS Pt 2	2+	TBA	training@channelsailing.org
23 rd -25 th October	Boat handling 4	2	A Vincent	training@channelsailing.org
29 th Oct-5 th Nov	RYA Yachtmaster	Please inquire	Instructor TBA	training@channelsailing.org
09.00-17.00 27 th Nov	Radar 1	6	L Cole	training@channelsailing.org
09.00-17.00 28 th Nov	Radar 2	6	L Cole	training@channelsailing.org

Summer Cruise (12.00 Saturday to 12.00 Saturday subject to skipper's agreement)

Date	Course	Berths	Skipper	Contact Susie at
19 th -26 th Aug	Falmouth to Plymouth	2	B Skelley	seatimebureau@channelsailing.org
24 th Sept	Solent	1	C Smith	seatimebureau@channelsailing.org
3 rd October	Solent	4	C Smith	seatimebureau@channelsailing.org



Fun campaign that's a bit short on sleep

Jacque Wood has been preparing for the Fastnet Race in August as part of the CSORC crew sailing in Merlin, a Beneteau First 41

The FastNet... a week of no sleep, generally wet, beating head to wind (which means living without a flat surface) and playing sardines (like you last did when you were kids)... and all to sail around a rock – what is not to love? The CSORC Fastnet crew have been having a fun campaign with all manner of challenges to get ready for the big event in August.

The campaign started with our Sea survival course which is mandatory to enter the Fastnet Race. This was a weekend combination of classroom time examining some major sailing incidents with pool time where we learnt to team up in the water and get into a life raft.

It is so much harder than it looks starting from the water and hauling yourself and wet kit in. Our major learning was if you ever need to use your life raft step in from your sinking boat if at all possible - cold and wet inside a rubber tube for any period is not fun! All in all, a good learning experience and a chance to meet the crew for the first time.

Our first sail was a weekend of crew practice – we are using a First 40 Sailing Logic boat for this campaign and we wanted to get to know her and our capabilities. She is definitely a racer and there is not much room on board when there are 10 crew! We had a good weekend in the Solent trying out all the sails and spinnakers and getting everyone sailing-fit. We stayed overnight at Yarmouth and someone had smuggled a bottle of port on-board to revive everyone at the end of the first day. It was welcome!

Our first RORC race was straight across the channel to Le Havre. It was 'hold onto your hats' time as strong winds meant we had a fast race across getting there around 2am. As we crossed the line and started our engine to go into port we realised we had no power... noise but no forward drive. We'd find out a week later that the rotor had fallen off!

With such a quick crossing and it being a bank holiday where we might not get back easily from France we decided to head straight home. This was our first experience of shifts for the crew as the first team took the 2am-6am stint and saw the sun rise before the rest of the crew re-surfaced. Plenty of tea/coffee/chocolate kept everyone going! We followed this up with the Morgan Cup RORC race to St Peter Port in Guernsey.

The Fastnet Race is a famous biennial offshore race organised by the Royal Ocean Racing Club. Sponsored by Swiss watch company Rolex since 2001, the race takes place over a course of more than 600 nautical miles, starting in Cowes. Leaving the Solent, the course heads westward down the Channel, before rounding Land's End and then the Fastnet Rock off the southwest coast of Ireland and heading back to the finish at Plymouth. UK yachtsman Waston Martyr conceived the race after competing in Bermudan yacht events. The very first Fastnet Race was held in 1925.



We had a great start to the race and had our spinnaker up racing down the Solent and out past the Nab Tower. There were some amazing huge yachts that came screaming up and past our fleet as dusk fell. We then had 20 hours – our first real experience of sleeping on top of each other in bunks, heeled over all night and then within sight of St Petersport we were becalmed. The tide took us forward by inches but we had to watch those who took the longer outer route making great progress with their spinnakers. We were delighted when the breeze finally came up and we crossed the line. We had a quick nip into Bray in Alderney to refuel on our return which felt like a very remote outpost.

So one more race to go before the big event. CSORC have been fantastic in supporting the event and the Skipper Simon Zavad has been hugely patient with his vastly varied crew! We've trained hard and hope to do ourselves and CSORC proud.

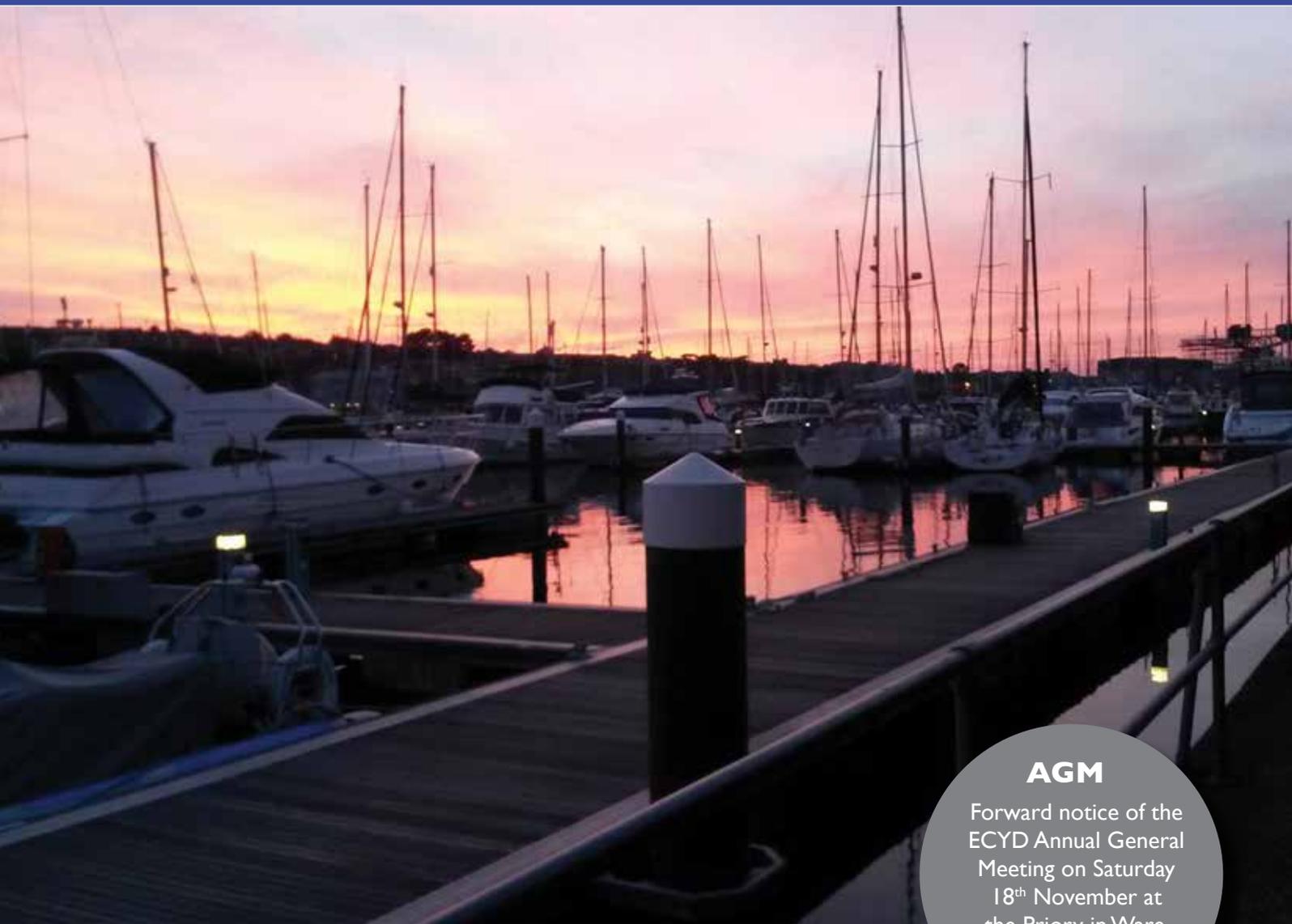
Technology permitting we'll be posting updates on the CSORC facebook site when we set off on 6th August. Any comments and support will keep us going through the wet, heeled-over nights....

■ Skipped by Si Zavad, the CSORC crew are Bruce Kavanagh, Jen Leech, Chris Bloomer, Murray Quinney, Franco Il Marinaio, Stuart Dawes, Hannah Thomas and Jacque Wood



■ Merlin of Cowes, a Beneteau First 41, is booked for the Fastet Race 2017, which takes place in August





■ Sunset over East Cowes

Spanish trip under way

At the time of writing this article, 19th June, Freyja had safely arrived in La Coruna. The start of the intended Ocean Passage had to be aborted because of F9 and F10 forecasts at Dover with a series of lows racing across the Atlantic making it not possible.

The delay to the start meant that some crew could not extend their leave and a short-handed crew set off for La Coruna in easier stages. They departed for final leg from Cameret on Thursday 15th June to La Coruna. They reported at 20.00 that their ETA at La Coruna was early Sunday morning and they were about to have a roast dinner.

In the event they arrived at La Coruna at about 18.30 Saturday 17th after flying along in 20 knots of wind. The long trip is now back on course and is due back at Shotley by 12th September.

I was lucky to set off of the long trip on the 15th May from Shotley to Gosport. On the way we visited Boulonge- 'you really feel you have been on holiday when you eat in a foreign restaurant' although it poured with rain while we were in Boulonge we were lucky the rest of the trip, a run under cruising chute from Brighton to Chichester harbour and enjoyed the beautiful sunset over East Cowes marina. A day in Gosport when we visited the Historic Portsmouth Dockyard and had a close look at the Mary Rose museum.

AGM

Forward notice of the ECYD Annual General Meeting on Saturday 18th November at the Priory in Ware. More details next time.

There are still berths available on the 'long trip' skippered cruise: *6th to 12th September from Ramsgate to Shotley, and including the interesting crossing of the Thames Estuary weaving your way among the sand banks and wind farms.*

RYA training

Day Skipper/Competent Crew:

From 18.00 Tuesday 26th September to 18.00 Sunday 1st October
One berth available. The berth fee is £350.00 and includes most expenses but not meals taken ashore.

Yachtmaster Coastal or Offshore prep plus exam:

From 18.00 Friday 27th October to 18.00 Friday 3rd November
Three berths available. The berth fee is £444.00 and includes most expenses but not meals taken ashore. In addition to the berth fee, the exam fee is payable to the examiner prior to the exam, Coastal £181.00, Offshore £210.00.

The courses are dependent on there being sufficient crew to run the course.

Tasters

From 7th to 8th October taster day sails are programmed for this weekend, so if you know of anyone who would like to try a sail, tell them to get in touch.

Jean Rehill

Rutland Civil Service Sailing Club Commodore **Dave Grundy** tells how Squib keelboat Lift Off was carefully restored after languishing in storage for 10 years

And now we really do have Lift Off!

I joined RCSSC about six years ago - I've lost track and it is such a great club it feels like I have always been here. I soon got involved on the committee and three years ago was elected Commodore. Over a pint after a sail, founder and ex-Commodore Pete Shuttleworth said: "How many members do you think we grow to in the next couple of years Dave?"

We had eight members and, off the top of my head, I said 30! We laughed, but today we have 28 members. We had started to increase income and membership through our tasters, marketing etc and wondered if it was time to get another boat. Then we remembered: We had one in storage!

The question was "What does Lift Off look like?"

When the club was launched around 15 years ago, there had been five boats - four Squibs and a Soling - but, in changing circumstances, one was sold and another went into storage at Haversham. That was then and last year, Lift Off was brought back to life.

Many of us had never seen her as she was stored nearly 50 miles away from Rutland. This conversation was in summer 2016. We decided to do something about and, in short, in November 2016, RCSSC members John Cranwell Ward, Mike Threadgill travelled with RSC member John Laxton to go and inspect 'Lift Off' to inspect her and tow her back to Rutland Sailing Club.

Pete Shuttleworth met them there and she was looking sorry for herself, her covers having either blown off or damaged. They towed her back, very carefully. Pete insisting on following the back to make sure they made it.

John CW took the lead and got her jet-washed to see more clearly what needed doing, purchased proper covers so she would be well protected from the elements. It proved worse than suspected when they took a closer look - a lot of work to do. Working with John Laxton of RSC, who has been a good friend to our little club, undertaking work, providing guidance and doing the work that needed technical abilities we didn't have.

Once the fundamental repairs were complete, including new buoyancy tanks, new floor, new beam and more, she was returned to RSC and it was down to sorting out rigging - another huge challenge for John CW. To add to this, the chandlery at Rutland Sailing Club closed - so parts were no longer available on site. Oh the joy!

John CW called in favours from friends at RSC, searching the internet for parts, measuring this and that to make sure he was ordering correctly. We also needed a new rudder, new gudgeons, a new boom, new tiller, new tiller extension, new halyards, new main cleat and main sheets, new jib sheets, new main sheet block, new jockey wheel, replacement sails etc.

John had a budget of just £700 at the start of the project but to

everyone's amazement and the treasurer's joy, came in on budget.

In April 2017, Lift Off was ready for launching - on time for the new season, in budget and looking stunning.

Getting Lift Off back has been a huge amount of work, particularly for John Cranwell Ward who donated countless hours, supported by deputy Mike Threadgill, with many thanks to John Laxton without whom we could never have managed. So, finally we have Lift Off, now part of the Rutland Civil Service Sailing Club fleet ... "Probably the Best Keelboat Club in the CSSA."





Sunshine and spinnakers in the Solent



*Diary date:
Next year's
event is from
3rd-8th June*

The Inter-Departmental Offshore Regatta is a competitive annual event held over five days, with racing taking place in the Solent and around the Island. The boats are Beneteau Oceanis 37 yachts which crews charter from Fairview Sailing in Hamble. Crews range from complete novices to seriously competitive sailors, with a range of trophies to compete for. This year, 13 boats took part, slightly fewer than last year.

Report by **Deborah Ward**

IDOR 2017 began in blistering hot sunshine, in the middle of mini-heatwave across the UK (remember?). Those heavy-duty waterproofs were simply not necessary - it was shorts and sunglasses for everyone.

An informal barebucue on the first night set the tone for races that were friendly but fiercely fought. For three days, winds were light which brought opportunities to practise the delicate skill of flying a spinnaker and all crews finished the week with enhanced expertise in this area.

The usual Tuesday Round-the-Island Race was shifted back a day in the hope of a better breeze, but the forecast proved optimistic. Despite an early 8am start, even the fastest boat took more than 10 hours and some of the slowest simply gave up, bored with near-stationary drifting. Who could blame them?

That evening saw the pontoon party for paired boats, and much

lively discussion about the island race, along nibbles and drinks.

By Thursday, the winds had picked up significantly and the long race out towards the Needles proved fun and demanding: a complete but welcome contrast to the first few days.

The formal prizegiving dinner was the social highlight of the week, with plenty of silverware handed out by CSSC guest of honour Hedley Featherstone.

The last day was a race back to the Hamble in time for lunch, a spot of boat cleaning and general farewells before the crews dispersed around the country, cherishing fond memories of a varied and challenging week.

The results are overleaf and you can find more information on the IDOR website. Check out www.idor.org.uk, and be sure to take note of the dates for 2018.



■ Left, the crew of Apres le Vent keep ahead of the fleet. Above, right and below, races were close and competitive



Results

The Eric Seal Memorial Trophy

Awarded to the overall winner combined inshore and offshore: the main prize for the overall result and is awarded at the CSSA AGM in April.

1. Met Office (Skipper Tom Dunstan, Femme Fatale), 15 points
2. HASSRA A (Neil Wood, Tres Jolie), 22 points
3. NCA 1 (Henry Scutt, Faux Pas), 42 points

The Rutherford Appleton Trophy

Awarded for the offshore races.

1. Met Office (Skipper Tom Dunstan, Femme Fatale), 7 points
2. HASSRA A (Neil Wood, Tres Jolie), 16 points
3. NCA 1 (Henry Scutt, Faux Pas), 21 points

The City of Plymouth Trophy

Awarded for the inshore races.

1. HASSRA A (Skipper Neil Wood, Tres Jolie), 6 points
 2. Met Office (Tom Dunstan, Femme Fatale), 8 points
 3. 5KSC (Paul Brereton, Apre le Vent), 20 points
- 5KSC 2: 16 points

The Amaranthe Salver

For combined inshore and offshore, for departmental entries only.

1. Met Office (Skipper Tom Dunstan, Femme Fatale), 15 points
2. HASSRA A (Neil Wood, Tres Jolie), 22 points
3. NCA 1 (Henry Scutt, Faux Pas), 42 points

The CSORC Shield

For combined inshore and offshore, for club entries only.

1. 5KSC (Skipper Paul Brereton, Apre le Vent), 40 points
2. CSORC (Nick Bowles, D'Artagnan), 58 points

The Elite Cup

For the most improved boat:

1. CSORC (Skipper Nick Bowles, D'Artagnan)
2. RCSA (Suzanne Gillespie, Mange Tout)
3. NCA 1 (Henry Scutt, Faux Pas)

The Silver Jubilee Trophy

For the highest placed new skipper to the IDOR:

1. DLS/RAL 2 (Skipper David Burn, Par Excellence), 57 points
2. DSTL (Sarah Sturgeon, Carte Blanche), 74 points
3. UKHO (Brian Sturgeon, Modernistic Lady) 84 points

The Class A Shield and Cariad Cup

For the highest placed pairs team:

- DLS and DSTL: 119 points
 CUSTOMS/UKBF and CSORC 1: 125 points
 NCA2 and Met Office: 133 points

The Round the Island Trophy

For the Round the Island race:

1. Met Office (Skipper Tom Dunstan, Femme Fatale), 2 points
2. NCA 2 (Neil Snowden, Mon Ami), 4 points
3. 5KSC (Paul Brereton, Apre le Vent), 6 points

The CSSA Charity Cup

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

Awarded to UKHO (Brian Sturgeon, Modernistic Lady)

CSSA Cowes Rally Passage Trophy

For passage race to Hamble on Friday:

1. HASSRA A (Neil Wood, Tres Jolie)
2. NCA 1 (Henry Scutt, Faux Pas)
3. HASSRA B (Debby Edyveane, Avant Garde)

Nab Tower Memorial Trophy

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

Awarded to UKHO (Brian Sturgeon, Modernistic Lady)

■ Winners included the Met Office, below, who collected the Eric Seal Memorial Trophy, UKHO who won the Nab Tower Trophy, right, and 5KSC, below right, who won the CSORC Shield. VIP guest Hedley Featherstone from CSSC presented the trophies



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



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