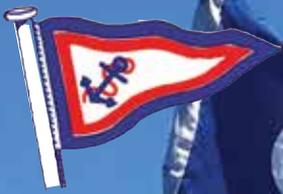


September 2017



CIVIL SERVICE SAILING

Civil Service Sailing Association



How two clubs came together: pages 14-15

Fastnet Race 2017: pages 5-9



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The season is drawing to a close and the weather's now turning chilly, at least up here in the damp North. So that must mean it's time for clubs to be holding their Annual General Meetings, planning next year's programme and, of course, enjoying a spot of socialising.

Meanwhile, as ever, magazine contributions are always welcome, and I'm also 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.

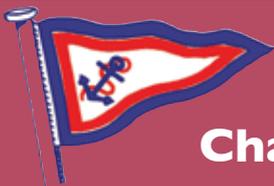
Deborah Ward, Editor

■ FRONT PAGE PICTURE: In action during August's Fastnet Race around the iconic rock off the coast of Ireland. More on pages 5-9

Don't forget to check out our website updates

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 Moore will be happy to take on suggestions.

www.cs-sailing.org.uk



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

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

IDOR correction

July's edition carried some wrong results for the Inter-Departmental Offshore Regatta. The Class A Shield and Cariad Cup should have read:

1. HASSRA and NCAI 64 points
2. Met Office and CSORC 73 points
3. HASSRA B and 5KSC 145 points

Calling all team racers!

Calling all Team Racers – crews and helms! We are looking to set up a team to enter the Victory Trophy on 22nd October. This is a fun event against the Armed Forces and takes place at Littleton Sailing Club in Surrey. Come and join us for the day! For more details please email Beth White at:

Bethany.white@defra.gsi.gov.uk

New address for membership

From 1 October 2017, the Membership Secretary Ken Pavitt will be moving to:

**55 Maes Gerddi
Porthmadog
Gwynedd
North Wales
LL49 9LE**

... DIARY DATES ... DIARY DATES ... DIARY DATES ... DIARY DATES ...

- Victory Trophy, Littleton Sailing Club, 22nd October
- Five Kingdoms Sailing Club AGM, Liverpool, 11th November
- East Coast Yacht Division AGM, Ware, 18th November
- Channel Sailing Division AGM, Hamble, 25th November

We wouldn't survive without you

Report by

Paul Brereton

Rear Commodore (Offshore)

As I write this note I can reflect on my good fortune, like many of you, to have spent a few weeks over the summer benefitting from the efforts of the volunteers who provide CSSA offshore sailing.

For me, it was competing in IDOR, cruising Sea Essay from Brest to La Trinite, cruising Freyja from La Coruna to Viveiro and back and spending a weekend returning Ynot to Liverpool from Largs; all fabulous trips with excellent company – and my season's not over yet. My apologies to those who have seen paperwork delays while I've been away!

Our volunteers provide a very wide range of cruising opportunities for skippers and crews with a wide range of abilities and interests. Ynot is available for charter to relatively inexperienced (or experienced) skippers and crews for cruising the beautiful and sheltered deep water lochs and islands of the Clyde.

RYA Yachtmasters have the opportunity to cruise thousands of miles of the coast of northern Europe between and beyond the Hebrides, the Baltic and Biscay.

Our small armada of three yachts, maintained and operated to high standards by 5KSC, CSD and ECYD, prove popular year upon year with our regular band of cruising members. CSORC offers racing aboard charter yachts including, this year, yet another successful Fastnet campaign.

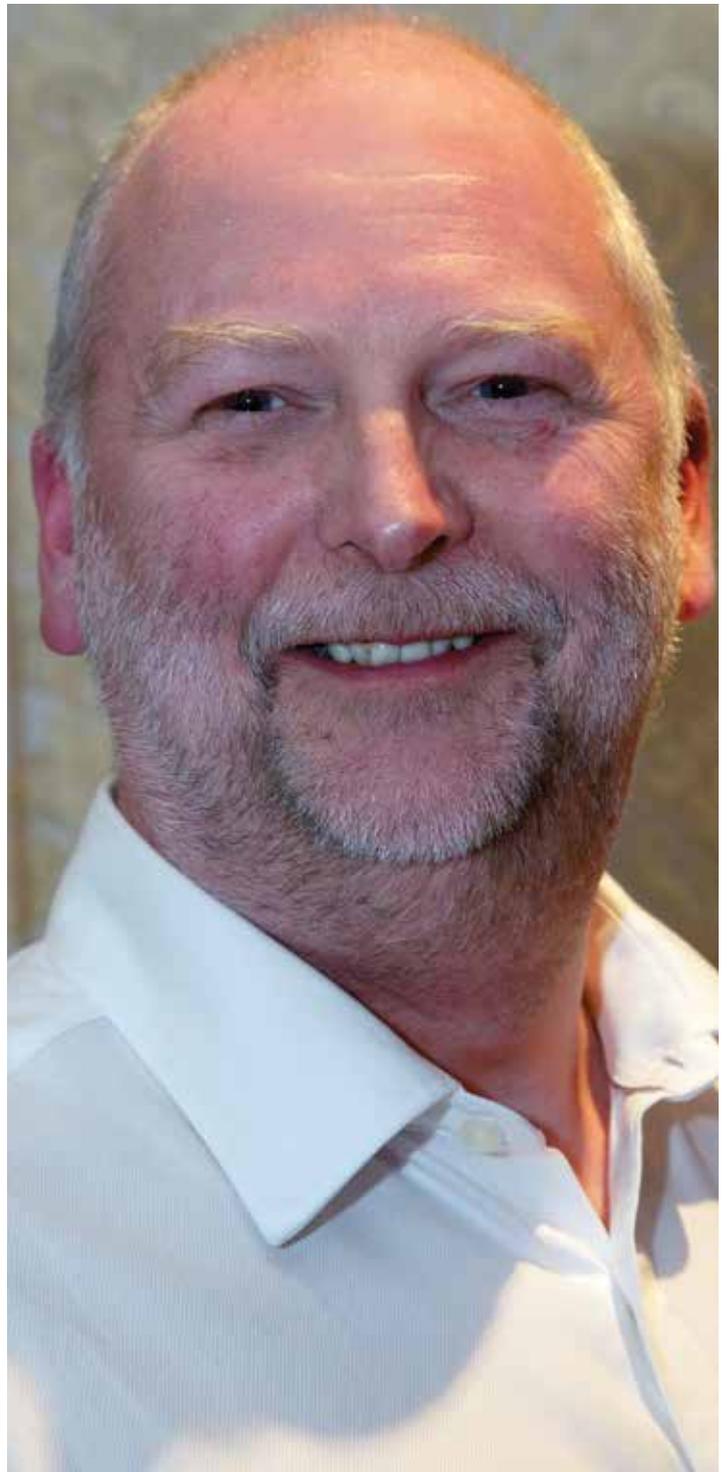
POG offers members many benefits at its facilities in Gosport. But do we offer something for all our members? For example, a large proportion of our offshore members compete in IDOR but do they make full use of our CSSA yachts? If not, why not?

We have the capacity to evolve. All we need is to coordinate our enthusiasm. If you have ideas on how CSSA offshore sailing could be improved, please share them.

The way ahead isn't without its challenges. A big one is to provide offshore sail training. We have a long history of recruiting novice sailors and helping them develop their skills and gain qualifications so far as they wish – in RYA terms, between Introduction to Yachting and Ocean Yachtmaster.

But that is now unsustainable due to RYA rules and other changes. All of 5KSC, CSD and ECYD are looking at ways of continuing to develop and recruit Yachtmasters and supporting crew.

Yachtmasters are the lifeblood to sustain our Approved Skipper



■ Paul Brereton

scheme and grow our future CSSA offshore activities.

Are we delivering against today's demands? I think the answer must be, yes. However, we need to react to shifting demand if we are to enjoy continued success and growth.

This is likely to be my last contribution to CS Sailing as your Rear Commodore (Offshore) so I thank all you offshore volunteers who have made my time in post and my sailing both pleasurable and rewarding.

So whether you are the Offshore Secretary, a Club Officer or committee member, a yacht husband or a webmaster, part of the Sea School, an IDOR organiser, a club cruise skipper, or any of all those others who lend a hand, keep up the good work. We wouldn't survive without you. Thank you.

Enjoy the remainder of your season and let 5KSC, CSD and ECYD know what sailing you want to see in 2018.

FIVE KINGDOMS SAILING CLUB

AGM: Share your thoughts on next year

2017 sailing programme

Ynot is a Beneteau Oceanis 37 (familiar to those participating in IDOR). She has spent the summer cruising the Hebrides and the Clyde from summer bases of Mallaig and then Largs. By the time you see this, she will be back in Liverpool providing mini-cruises in north Wales, racing with Liverpool Yacht Club, skills honing days and taster sails on the Mersey. See www.5KSC.org.uk for details.

Notice of the 19th Annual General Meeting of the 5 Kingdoms Sailing Club

The 19th Annual General Meeting of the 5 Kingdoms Sailing Club will be held at Liverpool Marina Quayside Bar and Grill, Coburg Wharf, Sefton Street, Liverpool, L3 4BP from 12:00 on Saturday 11th November 2016. A light buffet lunch will be provided at about 13:00. A line to secretary@5ksc.org.uk that you intend joining us will help our caterers. Thank you.

Agenda

- Opening
- Apologies
- Minutes of the AGM of 12th November 2016
- Matters arising from the minutes
- Captain's report
- Treasurer's report
- Election of an accounts examiner for 2018
- Debate of motions received
- Election/Appointment of Officers and Committee Members for 2018
- Motions

Proposed motions should reach secretary@5ksc.org.uk by 11th October 2017.

Nominations to the Committee for 2018

Nominations are invited for Vice Captain (Captain elect), Secretary, Treasurer, Crew Bureau and five members. Nominations for the Committee should reach secretary@5ksc.org.uk by 11th October 2017 indicating the proposer; seconder; and agreement of the nominee to stand for the post – a thread of e-mails is sufficient.

What do you want from Ynot in 2018?

Over lunch and afterwards, there will be time to share experiences of 2017 and to chat over plans for 2018. We've had a proposal to go south instead of north. Do you agree? If you can't join us, you can ensure the programme includes the opportunities you seek by e-mailing crew_bureau@5ksc.org.uk. Let us know of any tweaks you propose to improve your experience of Ynot – inventory, instruments, administration, etc. Bring ideas.

Yacht familiarisations and skills honing

We will provide Ynot yacht familiarisations on AGM day by arrangement. To gain a full appreciation of Ynot and her equipment it is best to join a skills honing day when you can sail with people who know Ynot well and share ideas on how to get the best out of her. Any topic can be covered. Popular topics include marina handling, flying the asymmetric spinnaker, and getting the best from the plotter. More general topics can also be discussed such as favourite spots to visit in 5KSC's cruising grounds, pilotage, log keeping, following SOLASV, etc.

Contact 5KSC

Captain: Paul Brereton Captain@5KSC.org.uk

Web: www.5ksc.org.uk

An epic race ...

The Fastnet Race takes place every two years over a course of more than 600 nautical miles, starting in Cowes. Leaving the Solent, hundreds of yachts head westward down the Channel, before rounding Land's End and then the Fastnet Rock off the southwest coast of Ireland, heading back to the finish at Plymouth. A nine-strong crew Civil Sailing Offshore Racing Club crew took part in a Beneteau First 41, Merlin. Read about their exhilarating - and exhausting - week on the next few pages.



On the start:

Skipped by Simon Zavad, the CSORC crew are:

- *Jason Newell*
- *Jen Leech*
- *Chris Bloomer*
- *Murray Quinney*
- *Franco Marengo*
- *Stuart Dawes*
- *Hannah Thomas*
- *Jacque Wood*



... with a brilliant crew, who came together as strangers but left as sailors and friends

As you are reading CS Sailing you'll probably have heard of the Fastnet Race – a notorious offshore race of over 600 miles to a rock off the South West of Ireland and back to Plymouth in a fleet of nearly 400 yachts of all shapes and sizes.

The crew of nine began this campaign as described in previous editions of CS Sailing, with a combined sea survival and offshore safety course, a familiarisation and training weekend in the Solent and then building up our skills and qualifying miles through three Royal Ocean Racing Club (RORC) Offshore Races: the Cervantes race to Le Havre, the Morgan Cup race to St Peter Port in Guernsey and finally the Channel race, which took us to Cap de le Hague, off the Normandy Coast, before heading back to Littlehampton and to finish in the Solent.

The Fastnet race itself began on the Royal Yacht Squadron start line at Cowes. This was truly exhilarating as while we were concentrating on our own plan, timings and start, multihulls and 100ft yachts were carving through the waters around us. Some were under sail, some still under engine and they were all prowling the start line checking for the best positioning.

And then we were off ... we got an ok start in the melee of 65 IRC Class 2 yachts. We weren't leading but we were comfortably with the pack as then we all started a long journey tacking up the northern coast of the Isle of Wight. Closer to the shore in the main channel gave slight tidal advantage but we were in the danger of so many starboard tacking boats – very exciting having to cross closely on port or duck below, which we had to do several times.

“ We waved to our family and friends ... not that we could actually see them, but just knowing they were there supporting us was fantastic ”

As we passed Hurst Castle, we waved to our family and friends ... not that we could actually see them, but just knowing they were there supporting us was fantastic. Then the largest fleet, which started last, caught us up and we saw Rambler and others with 24-plus crew heading out into Poole Bay. We passed out of the Needles, next stop the Fastnet Rock.

We quickly moved into our shift pattern for the next four days – three hours on and off at night and four hours on and off during the day with an overlap for breakfast together (tea/coffee and

Jacque Wood describes the sheer hard work and excitement of the Fastnet

bread on the rail with the occasional sausage/bacon sandwich and a happy hour for dinner (and clean-up before sunset). Dinner on the first two nights was pre-prepared lasagne, chicken and meatballs, yummy. After that we were onto “gourmet” boil-in-the bag meals – much improved since my scouting days!

To me, it felt like time stood still over the next three days as we followed our routine of sitting on the rail, writing in the log, navigating, sleeping, eating. A strong South Westerly turning Northerly wind meant we were beating all the way to the Rock, about 300 nautical miles as the crow flies! We had some gear failure on the beat where the mainsail decided it had had enough.

“ A loud bang meant we lost our mast-head spinnaker halyard and the entire spinnaker was in the drink. ”

We put a quick reef in and then some handy rope work meant we were back up and running with only a small disadvantage to carry for the rest of the race. As is usual for the Celtic Sea, the wind increased which meant the inevitable head sail change at 3am in big seas. Needless to say the bow team got drenched. The next morning the wind died and we rounded in the lightest of winds, occasionally going in the opposite direction to the fleet to make it round the Rock.

Downwind back via the Scilly isles was an exhilarating run. With 25 knots of wind behind us, Merlin was averaging 12 knots and topped out at 16 knots whilst surfing the waves. Just after 1am Wednesday night, a loud bang meant we lost our masthead spinnaker halyard and the entire spinnaker was in the drink. Not a problem for Port Watch, who gathered it up quickly (no damage) and then put up our smaller spinnaker on the fractional halyard.

Bad luck struck again - the shackle let go at the mast. After collecting a soaked spinnaker again, the headsail came out for the rest of the night. With only the jib and main halyard remaining, and knowing we needed a spinnaker for the rest of the race, we sent the bow, Chris Bloomer, up to retrieve the fractional, at first light.



■ Top, now in sight of the Fastnet Rock. Above, enjoying fine weather and good winds.

This meant no sails up and as Chris swayed and pitched in the swell, we had to suffer watching many of the fleet pass us.

For the final leg there were no more dramas. We saw Plymouth landfall by 10pm Thursday night but light flukey winds in Plymouth Sound meant slow progress towards the finish line. We finally crossed at 0315, coming 50th in class and 227th overall, not bad for a novice crew up against a seriously competitive class.

We thought it might be quite quiet at Plymouth, but hundreds of people were out celebrating and so we got involved (even without showers!). One of our crew's mums was there too!

After a couple of hours of much needed proper sleep, we ate a monster breakfast in Plymouth's Barbican at 4pm, watched the prize giving in Mount Batten and then left for home at midnight, stopping at Lulworth Cove for a swim on Saturday afternoon, followed by a last supper in Weymouth – proudly displaying our Rolex Fastnet and CSORC flags.

Overall, an epic undertaking, with a brilliant crew who came together as strangers and left as sailors and friends.

If you are thinking of doing this for 2019 – get out there and give it a go. It is so worth it.

Some personal reflections by the crew



■ The crew in relaxed mood after the race

The good bits: our team and everyone's commitment



■ In the middle of it all

Chris Bloomer

Why sail to Fastnet Rock and back?

"Because it's there." "Because it's more fun than a day at the office." "Because after a few drinks in the pub it sounded like a bit of a lark."

These are all true, but this doesn't really capture it. I don't have a single answer, but in the interest of providing a pithy quote to go on a T-shirt and put in my epitaph, the best I can come up with is:

"Because NOT doing it would be madness."

What kind of life is one that never includes anything new? Anything difficult? Anything unusual, unfamiliar, or extraordinary? What kind of life is one without new challenges and without the chance of failure? What new things are there to learn if nothing is ever risked. A life without challenge would be madness.

This year, I tried something new, and you know what? I failed: I spent much of 2017 being sick over the side of a yacht, for days at a time! "Can you help bring the jib down?" I'll try, but I'm being rather ill over the side, thank you. Is this the end of the world? Is this the most awful thing that's ever happened to me? Should I quit?

I learned more being sick into the choppy sea and in the days afterwards, than I could have in a whole month of reading textbooks. (I'll tell you something important I learned: peppermint chewing gum is fantastic when you've just been ill into the sea!) I have felt cold, miserable, and genuinely thought "this is awful, I'll never be dry again, this CANNOT get better". But I learned that it does get better! Occasional discomfort and failure teaches me more about myself and the world than a lifetime of comfort and luxury.

It's too easy to forget, but discomfort doesn't last; failure (and sea-sickness) is not the end of the world; and I know more about myself now than I did when I started. Experiencing small discomfort helps prepare me for whatever the world throws my way next!

Being woken up early to change a sail in a storm at night, endless sea-spray to the face, and having a wet, salty sleeping bag were all



The bad bits: saying goodbye and getting off the boat

■ Lulworth Cove - definitely worth a dip

worth it in making the glorious sunshine, 15-knot sailing, and final beers all the better. Now I want to do it all again!

CSORC gave me the opportunity to do all of this with a fantastic group of people from a whole range of backgrounds. It's great to meet and get to know some of the other people that make up the Civil Service, and find out how we all work. We made for an unusual grouping of bureaucrats, scientists, and project managers, united in serving the fantastical whims of the Government of the day, a 1% pay cap, and friendly inter-departmental banter (OF COURSE the Met Office weather forecast is wrong!).

I wish to pass on my many thanks to CSORC, to those that help to organise the Fastnet campaign, and especially to the rest of the crew of Merlin. Special thanks go to our skipper Simon, for organising us and pulling this all together. It's been great fun, and an exceptionally memorable week.

Jason Newell

Good bits: Being pushed in ways that do not normally happen. Being able to test yourself to see what you are really made of. A n excellent opportunity for personal development and working part of a team. Making new friends. Sailing downwind in sunshine, surf, a full kite and 18 knots of wind.

The bad bits: Saying goodbye and getting off the boat.

Murray Quinney

Sailing downwind in sunshine, surf, a full kite and 18 knots of wind..... I would add surrounded by dolphins. The good bits are more keenly enjoyed, I think, because they feel so well earned.

Franco Marengo

Hey, how am I doing after the Fastnet? As I told Murray in one of our last watches "like a Merlin .. sailed for the very first time..." (sing it in a Madonna tune).

But when we were beating to the rock, I was thinking how heartless it was, to make us suffer in humidity and sleep deprivation ("I am a rock, I am an island, and a rock feels no pain, and an island never cries").

What was good: (1) the team, everyone's commitment and contribution; (2) the weather which was good throughout the race (despite the adverse wind direction); (3) the boat and the charter

company; (4) surfing down the waves at 16 knots at night shouting "yahoo"; (5) the 200 dolphins that accompanied our boat through the waves showing us the safest and fastest route.

What was hard to endure: the long beat and the humidity in the boat, in our clothes, in our sleeping bags; running out of bacon and sausages; being overtaken as Chris was working up the mast (although I did not witness that); the lack of ice cream ...

Hannah Thomas

I did IDOR last year, and met two members of the previous year's crew. They were still raving about how amazing the experience had been, so I looked into the sign-up date and realised the deadline was soon. I thought I might as well apply, I might not get in.

I told my older sister (who sails regularly) I'd applied, and she immediately looked into how she could also compete, as her little sister couldn't do Fastnet before her! When it was confirmed I had a place, and our boat had a place in the race in January, it all got a bit real!

The more I thought about it, the more I realised I'm not really being physically challenged by anything in my life, so I took up some extra exercise classes to make sure I would be pulling my weight in the crew.

I also had to sit down and work my finances for the year, planning further in advance than I normally would!

The main attraction for me was the combination of physical challenge (cold, wet, exhausted) and mental challenge - bracing yourself each time you get out of your warm sleeping bag and cabin fever halfway through the Irish sea when the finish line feels a million miles away.

Overcoming all of these leads to the amazing experiences, such as seeing dolphins at dawn, sunset and by moonlight. We had amazing weather at all the right times; starting the race on a great clear day, rounding Fastnet rock itself in sunshine, and after the race a beautiful afternoon in Lulworth Cove! We had all bonded as a team, so arriving home was bittersweet: we now had hot showers and beds, but no-one quite understood as well as our crewmates how epic the last week had been.

Sign up to Civil Service Sailing Club on Facebook for the latest events and news on future races

A tale of two propellers

An encounter with semi-submerged fishing gear left Sea Essay stranded during part of its summer cruise, writes Yacht Husband **Jeff Llewellyn**

Sea Essay's summer cruise to Brittany got off to a rather inauspicious start this year. On the second leg of the cruise from Le Havre to Cherbourg, Rob Stephens and his crew were storm bound in Honfleur for three days whilst a deep depression and force 8-9 winds ripped through. In Rob's words, the Seine Estuary looked like the Southern Ocean! By Thursday 8 June the weather had improved so Rob and crew set sail for St Vaast. By the late afternoon the wind had dropped and they started motor sailing.

Without warning there was a 'graunching' sound and the engine stopped. Thinking that they had fouled a fishing pot, Rob tried the well-used trick of engaging reverse and forward gears alternatively but each time the engine was engaged it stopped. Eventually as Rob says there was a tremendous 'clonk' and there emerged from under the stern a sizeable piece of sturdy fishing net. Whether this was lost overboard from a fishing boat or was 'ghost gear' brought to the surface by the recent gales we shall never know. But whatever it was, it was semi-submerged and they didn't see it coming.

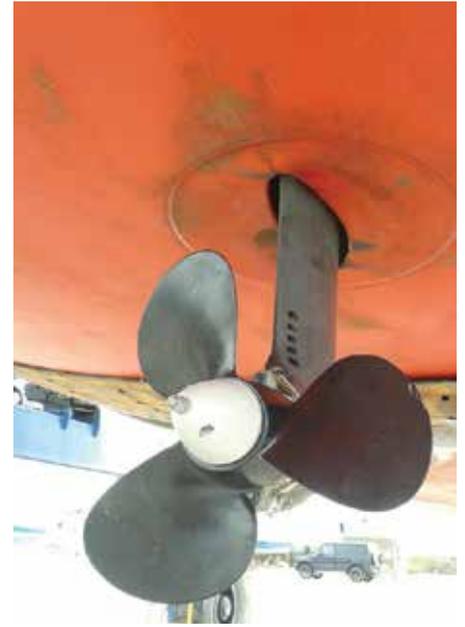
They were 10 miles out from St Vaast and managed to sail on slowly in light winds without the engine. A couple of miles out they were given a tow in by the RIB of a Gendarmerie Maritime patrol vessel that happened to be patrolling in the area, eventually coming alongside at about 10pm. A diver was arranged for Friday afternoon to inspect the damage and remove the remainder of whatever was left around the prop. He reported that there was no rope around the prop because there was no prop! It being the start of 'le weekend' there was not much that could be done but Rob was able to get contact details for the local chandlers, 'U Ship' and the local Yanmar and Jeanneau agents.

The handover to David Haward's crew, scheduled for Saturday in Cherbourg, had to be hastily re-arranged for St Vaast. David sprang into action on arrival in St Vaast and contacted U ship to explain his predicament. Calls to the Jeanneau agent went unanswered (it was 'le weekend') and the Yanmar agent didn't think it was something for them as the engine and sail drive were working perfectly although, in the absence of the propeller, were not producing motion! He suggested that David spoke to U Ship.

U ship were extremely helpful. They established that Jeanneau could not supply a new prop for nearly three weeks, but they themselves could supply a slightly smaller one. After a series of phone calls to the Yacht Husband team Jeff Llewellyn and Colin Smith, it was agreed the top priority was to get the summer cruise back on schedule as quickly as possible to minimise the need for crews to alter their travel arrangements.

We decided to fit the smaller prop rather than wait for the correct one from Jeanneau. David and crew meanwhile explored St Vaast for four days. U Ship had the replacement prop by the following Wednesday and arranged for the boat to be towed to the boat lift and the prop fitted. Fortunately, there was no damage to the splined shaft of the sail drive so the new prop could go straight on. The lift itself proved exciting as Sea Essay only just squeezed into the small lifter.

A scramble to keep the cruise on schedule as helpful French chandlers find a smaller replacement



Even then, the crew could not get off and the backstays had to be taken down to fit it in. By the time the prop was fitted, David had missed the tidal harbour gate so it wasn't until Thursday morning that they were able to set sail for Cherbourg.

The replacement prop worked satisfactorily but at a reduced speed under engine. But as U Ship were unable to supply a crucial sleeve to fit between the prop and shoulder on the sail drive leg, the St Vaast boatyard made a temporary one with the strict warning it must be replaced within two weeks! The correct sleeve would be posted to David Haward in three weeks! The handover to James Savage and his crew was planned for Jersey on 17th June. It would now be Cherbourg. So James and crew and David Haward and crew both had to change travel arrangements at short notice.

Back in the UK, Colin Smith had by chance called in at Sea Ventures (our Jeanneau agent) in Swanwick to pick up a replacement port nav light as the original had suffered a mishap. He discussed the prop problem with them and Sea Ventures immediately sourced a correct-sized one complete with sleeve locally. It was delivered on the Friday. Colin was able to collect it and give it to Susie Welch as she boarded the ferry to Cherbourg to join James Savage's crew. The challenge was to get the correct prop and sleeve fitted. So with the new prop on board and the temporary one fitted, the summer cruise continued with a whistle-stop tour of the Channel Islands and Northern Brittany to achieve the handover in Roscoff on 24th June. The slightly smaller prop performed flawlessly.

Mick Blockley, who was taking over at Roscoff, arrived on the overnight ferry. Having been told of the propeller issue, by some miracle he was able to persuade the Roscoff boatyard who were working on a Saturday morning to lift the boat and fit the correct prop and sleeve there and then. James and crew had to make a rapid departure from the boat before getting the ferry home.

Sea Essay's cruise continued without further trauma, carrying a spare prop! All in all, the consequences of running into a semi-submerged bit of fishing gear were costly and disruptive. The incident was reported to the RYA under their "Fishing Gear Reporting Scheme". Thanks to all, particularly David Haward and crew who bore the brunt of sorting out a replacement prop and foregoing their planned cruise round the Channel Islands.



■ Above, Sea Essay in harbour and, inset, dolphins spotted by crew members.

Cruising over, now down to planning for next year

Photo Competition

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

2018 Summer Cruise Survey

With this year's Summer Cruise completed, the committee is keen to know the format and cruising areas you would like to see next year. It is intended that, by the time you read this, all regular skippers of Sea Essay will have received a copy of the 2018 survey and been invited to complete and return it by the end of September. If you haven't received it and would like to contribute please contact the Yacht Secretary Adrian Barnes at boscombe@lineone.net

Raymarine EI 25 Multi-Function Display Course.

The Channel Sailing Division are trawling members for interest in their one-day MFD course to be held at Raymarine, Segensworth, Fareham during a weekday.

This is a one-day course conducted at Raymarine's Demonstration Room starting at 09.30 and finishing about 17.00 on a weekday. A minimum of six students per course is required to cover costs.

This is a further opportunity to attend a course specially designed for CSSA members who sail on Sea Essay and covers all navigational aspects of the use of this equipment. It is suitable for sailors who have a good understanding of coastal navigation.

AGM notice

That's it, Sea Essay has completed the 14-week Summer Cruise, it's now all downhill to the Annual General Meeting and Christmas. Well ok, there are still 66 days of charters, day sails, sea times and training booked before then which will take us beyond last year's boat utilisation figure and that includes the days lost due to the disappearing prop. So we do expect to be reporting on another successful year of operation at the AGM to be held on:

25th November 2017, Waters Edge Restaurant, Mercury Yacht Harbour, Satchell Lane, Hamble, starting at 12.00 hours.

Following the plea for new committee members in the last issue of the magazine, we are hoping for requests for Committee Officer nominations forms which can be obtained from the Secretary, Colin Smith, by email at csddaysails@gmail.com.

A buffet lunch will be provided after the meeting

The cost has yet to be finalised once the response from members to this trawl has been received but as a guide previous courses have been £30.00 each. Replies please to Colin Smith, CSD Hon. Secretary by email csddaysails@gmail.com

2017 Programme

The full 2017 Programme can be viewed on the Sailing Opportunities page on the www.channelsailing.org website.

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

Probably the best keel boat club in the CSSA (OK, OK, so it might actually be the only one)

.... or as they say "never let the facts get in the way of a good story". As you know, in the CSSA, we have an Offshore Secretary and a Dinghy Secretary and this got me thinking, where do we fit in as a keelboat club? At RCSSC we sail Squibs [see July 2016 Newsletter which tells the story of how and why our club was set up by Pete Shuttleworth]. We also have access to a Soling – both keelboats.

The following is extracted from the NSA (National Squib Association) website and tells the story of the origin of the Squib and some technical information far better than I could.

Origin of the Squib

The Squib was designed by Oliver Lee in 1967 as a scaled-down version of the Ajax. Oliver Lee was as a naval architect and surveyor working for the established naval architectural practice run by Alan Buchanan in Burnham. Many successful East Coast yacht designs came from the Buchanan board.

The prototype was a cold-moulded wooden hull, with an iron keel. It was extensively and successfully tested in 1967/68 and was used as a plug for the first GRP Squib launched in June 1968. The first production boat was No. 11, called Squib.

The Squib is just under 6.0 metres in length, with a 1.87 metre beam and a fin keel of one metre draft. Its two-person racing crew use jib, main and traditional spinnaker with a total sail area of 29 metre². Its all-up weight is 680kg, so a Squib can be trailed by a medium-sized car.

The Squib has been described as "a lovely little yacht" but, when being sailed competitively, can readily be appreciated for performance characteristics more akin to a racing dinghy.

The class insignia is said to have been "scribbled" on a piece of paper by Oliver Lee after being asked by a work colleague what symbol should the class have.

(Source: National Squib Association)

Rutland Water is the playground of the East Midlands with water sports, nature reserves, outdoor adventure centre, cycling and walking facilities.

Rutland Water is Anglian Water's drinking water reservoir in the county of Rutland, England, to the east of the county town, Oakham. It was known as Empingham Reservoir during its construction and until its official opening in 1976. Its area 12.6 km² - about the same size as Lake Windermere and was designated a World Heritage Site in 1991 and is a Site of Special Scientific Interest

Rutland Sailing Club is based on the south shore, and promotes itself as "the best inland club in the UK" and is the home of RCSSC – probably the best keelboat club in the CSSA.

So, where does RCSSC, as a keelboat club, fit in the CSSA? We think, pretty well complementing CSSA offshore and dinghies and giving our members an alternative sail. This year a few of members enjoyed sailing on Ynot in Scotland. Our keelboats give us the stability and excitement of an offshore yacht and the handling of a dinghy. They provide an exciting sail on Rutland Water, where thanks to the surrounding hills and peninsula, we 'enjoy' ever changing winds and sailing conditions, so skills are honed.

If you fancy joining us for a sail sometime, you are sure of a warm welcome.

Dave Grundy



■ Above and opposite page, squibs in action on Rutland Water





■ The group gathered at Goatee Beach

No more dinghy champs? Well, let's try something else instead

In 2016, the long-standing Civil Service Dinghy Championships hosted by Netley Cliff Sailing Club were sadly cancelled due to lack of entrants and the event as we knew it passed into the annals of history. However during an informal visit by Littleton member Andy Bennett to Netley Cliff, there were some musings over a coffee as to what might replace the championships to keep the link between Netley and Littleton alive.

A weekend event with cruising on the Saturday and maybe an informal race on the Sunday was suggested. The weekend of 1st-2nd July was available in the Netley calendar and the seeds sown for this embryonic event.

After attempts to gauge the level of support from both Netley and Littleton members, it was eventually decided the event was on and planning began in earnest. Numbers from Littleton were such that permission was given for them to camp in front of the Netley clubhouse, which was ideal as they were able to use the club facilities, rather than being in the field some distance from the club that had been used for camping in previous years.

Organisational detail even included orders for bacon rolls for breakfast and picnic lunches for the two days, all supplied at cost by Netley, making Littleton members feel extremely welcome.

The main party from Littleton travelled down on Friday afternoon and set up camp in glorious weather before heading off to the pub for a delicious evening meal. Others arrived Saturday morning and by Saturday evening the camping enclave had more than a passing resemblance to the Calais Jungle camp with drying clothes adorning the fence.

Littleton Encampment

The weekend clashed with the Round the Island Race and a crew for this was also on site overnight, promising not to wake anyone when they left at 04.00 for their yacht moored offshore. They apologised in advance for the noisy outboard but it was the dawn chorus in the trees above that woke the campers first.

How two clubs got together for a camping weekend of rounders, racing (sort of), eating, drinking and bags of laughs

The race meant that going down to the Solent for the cruise was out of the question due to the number of boats racing, so the plan was to sail up Southampton Water to Goatee Beach, near Eling.

The tides were such that there was time for a leisurely breakfast, boat rigging and early lunch, before setting off for the long beat up Southampton Water and then the River Test in ideal cruising conditions.

The flotilla comprised an eclectic mix: three Wayfarers, two Laser 2000s, a GP14, a Vision, a Fireball(!) and a Comet Duo supported by the Netley RIB together with three cruising yachts including one owned by Littleton members, who had sailed up from Gosport to join.

The boats stayed clear of the main ship channel until the point where the Test and Itchen diverge and where they gathered and dashed across en masse when the channel was clear. Wise not to play chicken with the ferries and cruise liners! Beating up the Test was a challenge for dinghies and cruisers alike, especially where the river does a dog leg and the wind was blanked out by a huge container ship. Great for watching container loading close-up!

Eventually everyone made a safe landing at Goatee Beach although a few dinghies failed to follow the narrow channel marks and ended up grounding a couple of times. Once ashore there were afternoon snacks, and while some went off to explore the Eling tide mill, others joined in with an impromptu Netley vs Littleton rounders match. The match came to an end when someone hit the ball so well it disappeared into the trees and could not be found.'



Match over and time getting on everyone headed back to Netley, the journey back being very quick as downwind with the tide. 'Beaching' back at Netley was a challenge for the dinghies as there was in fact no beach, the tide now being up to the wall. This made for some nifty jumping out on to the concrete slipway and at least one unsuspecting Littleton member was seen to disappear beneath the waves.

The owners of the boat from Gosport had permission to moor their boat on one of Netley's cruiser moorings for the night, but had decided it would be rather too bumpy to actually sleep out there, so had opted to bring along a tent and join the others on the lawn overnight. They may have been regretting their decision though when, whilst coming ashore in their dinghy with all their camping gear, a rogue wave soaked them and their kit leaving everything wet and adorned with seaweed!

Once safely ashore and cleaned down, BBQ supplies were purchased from the nearby Co-op and everyone settled in for a very convivial evening of eating and drinking, accompanied by live music supplied courtesy of Netley's Ian McKay and friends. The long sail had taken its toll and some were asleep in their tents before 10pm though a few diehards just had to stay up to see off the last of the red wine.

There was no fixed plan for Sunday, so someone suggested a trip down to the Hamble and an early return. The weather was lovely and a slightly smaller fleet than the previous day with no yachts in company made its way gently to the mouth of the Hamble. Things then got a little more interesting as they tried to beat up the Ham-

ble against a horde of boats coming down the river. Fortunately, most made it to the beach at Hamble and were able to treat themselves to ice-cream for lunch, much to the envy of a few who had tied up on the Warsash side of the river for lunch. Although no-one admitted it, the beat back to Netley appeared to develop a slightly competitive edge with various inshore and mid-channel routes being taken to see which was more favourable.

Once all packed up for the return the final highlight of the weekend was the presentation of a joint birthday cake. One Littleton member, Andy Bennett had his birthday that day, in company with two others from Netley Cliff, with a fourth person having their birthday on the Monday.

Many thanks to Amanda Bowens and her team at Netley for organising the event and helping make it such an enjoyable weekend, not least the birthday cake, also to Andy Bennett for his organisation on the Littleton side. Netley has already been invited up to Littleton next year, on the occasion of Littleton's 60th anniversary celebration weekend, when the intention among other things is to dust down and compete for the previously hotly contested team prize from the old Championships – the Littleton Bell.

Whether the proximity of the M3 to Littleton's water has quite the same attraction as the main shipping channel in Southampton Water remains to be seen!

More photos of the weekend can be found on the respective Littleton and Netley Cliff Facebook pages.



Dash along Spanish main

Freyja visited Spain again this year but the planned ocean passage to Coruna was delayed due to adverse weather conditions. A belated dash by Rob Picot and his two crew members to Coruna meant that only one charter had to be cancelled.

The long trip continued along the north coast of Spain enjoying beautiful sunsets and local entertainment. The ocean passage for the return leg was thankfully uneventful and Freyja returned to Dover on 19th August having left Coruna at 0600 on 14th August.

■ Sunset in Ria de Cedeiro, inset, local entertainment (inset) and crew member Steve with an old friend (right)

Annual General Meeting

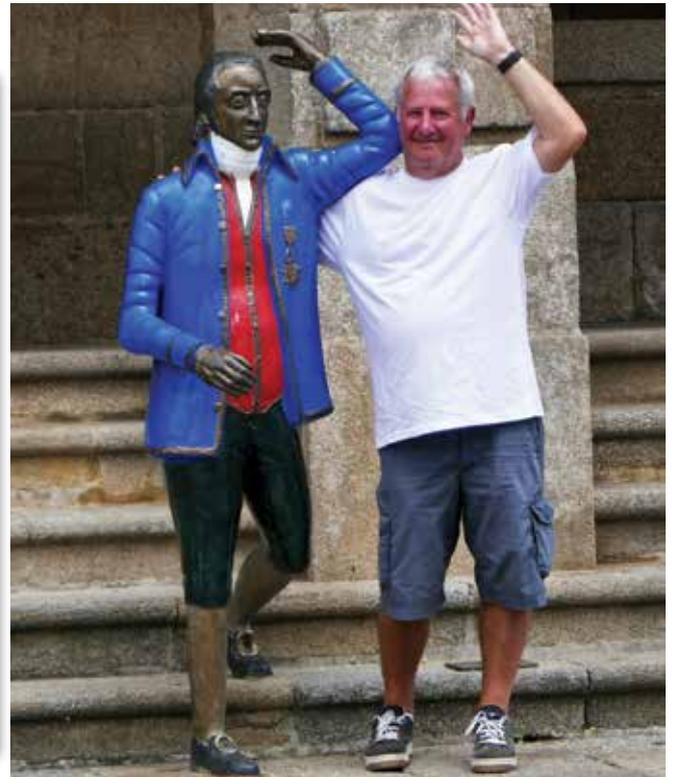
The ECYD AGM will be held at Ware in the Conservatory of the Priory on Saturday 18th November:

Proceedings start at 2.30pm and the programme for the afternoon will be along the following lines with the final timings yet to be agreed.

- *Captain's Introduction*
- *Review of 2017 and Plans for 2018.*
- *Tea, coffee and biscuits*
- *Speaker: Jeremy Batch: The Story of Navigation 2000BC to 2020 AD*

The AGM itself will start at 6.00pm followed by the Laying up Supper at 7.00pm for 7.30pm.

The cost of the meal is £28.00 per head, full details of the menu will be in the next issue of East Coast News. Contact the Secretary Chris Robbins at chrisrobby@googlemail.com if you need to book a place or need further details.



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



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