

March 2018

CIVIL SERVICE SAILING

Civil Service Sailing Association



Annual General Meeting: p3

Rear-Commodore's appeal: p9



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

Meanwhile, as ever, magazine contributions are most welcome, and I'm particularly on the look-out for interesting and dramatic pictures. Do email them to civilservicesailing@yahoo.co.uk, 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: Cruising in Scotland with Five Kingdoms Sailing Club

Checking the status of CSSA members

Volunteers: Did you know that you can now check the current status of CSSC members?

Membership of CSSA and its constituent clubs requires membership of CSSC as a prerequisite. Until now, however, it has not been straightforward to check whether our Members and Linked Members have renewed their CSSC membership fees annually.



CSSA 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

The move to new membership numbers has provided CSSA with a one-of check of currency of CSSC membership, but there is now an additional online method, which can be used at any time.

To access this facility, simply sign in to the CSSC Sports & Leisure website – you'll need to register, using your membership number, if you've not already done so.

Next, hover the cursor over the "Volunteers" tab and a pick-list will appear. Select "Membership Status Checking" (second from the bottom).

A new page opens, with a grey box in which you type the membership number and it tells you whether or not that membership number is current or lapsed.

You can input any number of membership numbers, separated by a comma, and it will check them all simultaneously. So now you can run an easy, quick and hassle-free check that all the members of your club, or participants in an event are current CSSC members!

NOTE: CSSA Membership Secretary Ken Pavitt has now moved to a new home address at:

55 Maes Gerddi,
Porthmadog,
Gwynedd
LL49 9LE

Find us online at:
www.cs-sailing.org
.... and send in your events!

... DIARY DATES DIARY DATES DIARY DATES DIARY DATES

- CSSA AGM, Civil Service Club, London, 17th April 2018
- Open Day, Jumbles Sailing Club, Bolton, 21st April 2018
- Open Day, Littleton Sailing Club, 12th May 2018
- Inter-Departmental Regatta, Sunday 3rd June to Friday 8th June 2018
- JOG Week, Dartmouth, 22nd to 27th July 2018
- Rolex Fastnet Race, August 2019

Invitation to 60th AGM on 17th April

Members are invited to attend the 60th Annual General Meeting of the CSSA, to be held on Tuesday, 17th April, starting at **18.15** (note slightly later time than usual):

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

After closure of the AGM, members are invited to raise matters for discussion. A free buffet will be available.

Members will be asked at the AGM to vote on a proposal by Rear-Commodore Paul Brereton, and seconded by the Management Group, for a number of amendments to the CSSA's written constitution. The aim is to compress the time taken to invite AGM business.

Background

The constitution requires the CSSA's AGM to be held during April. Nominations and motions must reach the General Secretary by 1st January preceding the AGM.

CS Sailing is the Association's main means of communicating with members, including providing notice of the AGM. Scheduled publication dates for CS Sailing are January (print deadline around 20th December), March, July and September.

However, these current constitutional deadlines combined with CS Sailing publication dates effectively mean that invitation of nominations/motions for the April AGM need to be made some seven months earlier - in the issue of CS Sailing distributed the preceding September.

Modern electronic communications and the publication of the magazine in both January and March make it possible to compress the period required to call for, and process, AGM motions/nominations. A CSSA Management Group meeting usually takes place in January and a General Committee meeting in March. The Manage-

Agenda

1. Presentation of awards and trophies
2. Commodore's address
3. Minutes of the 59th AGM held on 10th April 2017
4. Adoption of the Annual Report for 2017
5. Treasurer's Report and Adoption of 2017 Annual Accounts
6. Election of Officers and Committee Members
7. Appointment of Auditor

ment Group meeting would enable Officers to propose motions and make nominations in good time for the April AGM, while the General Committee can consider nominations/motions received at its March meeting.

Proposal

In the interests of inclusivity and encouraging membership participation in the running of CSSA, the period taken to call for and process AGM motions and nominations should be kept as short as possible.

The proposal is to change the constitution so that nominations and motions are required by 14th February. The December/January edition of CS Sailing can be used to provide notification of the AGM, as now, and additionally invite nominations and motions.

A deadline of mid-February for receipt of nominations and motions allows use of the March issue of CS Sailing to report those received at least 14 days ahead of the AGM in accordance with the current constitution, that is, to reach members at least 14 days before the AGM date. Delivery of CS Sailing would be required by mid-March if the AGM is held in the first few days of April. If necessary, the General Secretary can deliver notifications as required by the constitution using means other than CS Sailing.

Changes to clauses 8 and 9 are proposed below:

8. APPOINTMENT OF OFFICERS AND COMMITTEE MEMBERS

(1) (a) The Vice-Commodore shall serve for a period of three years and shall be eligible for re-election for one further three-year term, but shall then retire for not less than three years.

(b) The Rear-Commodores shall each serve for a period of two years and shall be eligible for re-election for a further two-year term; but shall then retire for not less than two years. They shall be elected in alternate years.

(c) The honorary officers not otherwise specified, and up to nine other members, shall be elected annually and shall then be eligible for re-election.

(2) Each Division may nominate one voting member as its representative on the General Committee. Nominations shall be for a period of a year and shall be forwarded to the General Secretary by 14th February in each year but the nominee may be changed at any time following notification to the General Secretary.

(3) Nominations for the posts of Flag and other Officers (except that of the Commodore) and members of the General Committee which are to fall vacant at the next Annual General Meeting shall be sent in writing to the General Secretary not later than 14th February preceding it. Each nomination shall be proposed by at least two voting members. If the nominations so received exceed the number of vacancies, the General Secretary shall ensure they be circularised with particulars in the form of a ballot sheet with the notice of the Annual General Meeting. Members

entitled to vote at General Meetings will be requested to record their votes on the ballot sheet and return it so as to reach the General Secretary at least four days before the Meeting. The result of the ballot shall be announced at the Meeting and the new Officers and members of the General Committee will take office at the end of the Meeting.

9. ANNUAL GENERAL MEETING

(1) An Annual General Meeting of the Association shall be held in April of each year for the purpose of:

(a) receiving the General Committee's report for the period ended 31st December, and statements of account for the previous year, made up to 31st December;

(b) appointing Auditors;

(c) considering any business submitted in accordance with this Constitution.

(2) The General Secretary shall ensure notice of the Annual General Meeting reaches all members and the Secretary of each Affiliated Club not less than 14 days before the Meeting.

(3) A text of every motion intended to be brought before the Annual General Meeting, proposed by not less than two voting members, shall be sent to the General Secretary so as to arrive not later than 14th February preceding it. The General Secretary shall ensure a copy of every such motion reaches members of the Association and the Secretaries of Affiliated Clubs at least 14 days ahead of the Annual General Meeting.

Is this why we love to sail?

Categorising a typical sailor is difficult. While we come in all shapes, sizes and age we also have some common features.

1. A spirit of adventure
2. The ability to get on with people
3. Fondness of the open air
4. A desire to achieve something different

Most of which are hardly the characteristics of a typical Civil Servant! But we are good at organising and setting up procedural systems. Some years ago, we formed the CSSA, which in turn spawned both inshore and offshore clubs. Our three offshore sections have steadily improved the quality of their boats and now provide cost effective access to a massive sailing area between the Hebrides to the whole north European coast.

It's this trade-off between what we want and what we can afford that is the great draw to Club sailing. For the same price as a week's sail you could have a beach holiday (but where's the adventure in that)? You could go (again) to your favourite resort – but how is this different from the last time you were there? Ah ... you might say, what about a walking holiday? Sorry but a summer's evening on the Scottish coast will knock the socks off any inland view.

So, when you are planning a break this summer ask yourself Ynot - and become a sailor!

Pete Shuttleworth

The finer touch

Never sailed on a yacht? Done some day sailing and want to try "living" aboard? Like to give sailing a go in the company of other women? Ruth (skipper) and Alison (first mate) from 5ksc are organising a weekend taster sail from Conwy for Friday 11th May - Sunday early afternoon 13th. The idea is to give women who have no or little sailing experience, or who may have some experience of dinghy or day sailing, a chance to find out what it's like to sleep on board (in a marina first night, maybe at anchor the second) and sail of course! It'll be fun and participative so everyone should get a chance to try out different skills/ things the crew of a yacht need to do. Great for preparing for a longer charter trip! The plan is weather dependent but hoping to go up coast of Anglesey via Puffin island (the Puffins will be busy as it's nesting season!) and possibly anchor overnight if it's calm.... if not come back to Conwy. If you are interested, contact Ruth e-mail:

rosaing@aol.com

Ynot's sailing programme is on the website:

<http://www.5ksc.org.uk/booking.php>



Return to an old favourite

Freyja is returning to one of her favourite destinations this year the Netherlands Canals, Amsterdam, IJsselmeer, Marker Meer and the possibility of visiting the Frisian islands. The long trip kicks off with two Club Cruises, from Shotley to Ramsgate 19th-24th May, and Ramsgate to Middelburg 24th-31st May.

Freyja is then based at Enkhuizen with its splendid outdoor museum, whose buildings from around the country create a Dutch fishing village of 100 years ago. Restaurants are plentiful and excellent, while travel is convenient to Enkhuizen and central for visiting most parts of the Netherlands including some Frisian Islands.

There are RYA and informal training courses at the beginning of the season and Taster sails for newcomers.

ECYD programme to September is shown in the table below. At the end of the season, there will be the opportunity for charters in local waters and further training. In late October, we will run a Yachtmaster Coastal and Yachtmaster Offshore prep plus exam. Contact the Crew Secretary Jean on jeanrehill@gmail.com or cruising@ecyd.org.uk and for a private charter contact yachtsecretary@ecyd.org.uk.

■ Freyja is returning to The Netherlands this year



Costs

Club Cruises (per person): £37 per day

Tasters: £35 (plus £8 temporary membership for non-members)

Boat handling: £75 per day training rate

RYA courses per person

Competent Crew & Day Skipper: £400 (five-days)

Yachtmaster Coastal: Berth fee £496, plus RYA exam fee £185 (five days training/refresher plus two-day exam)

Yachtmaster Offshore: Berth fee £496, plus RYA exam fee £215 (five days training/refresher plus two-day exam)

* Training rates include all meals on board, fuel and marina fees

	April	May	June-Aug	Sept	Oct-Nov
Weekly	£1,223	£1,456	£1,711	£1,456	£1,223
Daily	£175	£208	£244	£208	£175
Weekend daily	£220	£260	N/A	£260	£220

New procedure! To register interest in any vacancy (charter, berth, club cruise or training), please go to our website www.ecyd.org.uk and complete the form shown on the Home Page - it's also in the Sailing Opportunities section

Start date (2018)	Days on board	Trip type	Berths	Pick-up point	End date
09.00 Thursday 5th April	9 hours	RYA Inspection	n/a	Shotley	18.00 Thursday 5th April
18.00 Thursday 5th April	3	Skippers Familiarisation	0	Shotley	18.00 Sunday 8th April
18.00 Sunday 8th April	5	RYA Competent Crew/ Day Skipper	0	Shotley	18.00 Friday 13th April
18.00 Friday 13th April	13	Available for charter		Shotley	18.00 Thursday 26th April
18.00 Thursday 26th April	6	Pte Charter	0	Shotley	18.00 Wed 2nd May
18.00 Wed 2nd May	7	Available for charter		Shotley	18.00 Wed 9th May
18.00 Wed 2nd May	7	Available for charter		Shotley	18.00 Wed 9th May
18.00 Wed 9th May	2	Practice Boat Handling	1	Shotley	18.00 Friday 11th May
09.00 Saturday 12th May	9 hours	Taster Sails	1	Shotley	18.00 Saturday 12th May
09.00 Sunday 13th May	9 hours	Taster Sails	4	Shotley	18.00 Sunday 13th May
18.00 Sunday 13th May	6	Pte Charter	0	Shotley	12.00 Saturday 19th May
12.00 Saturday 19th May	5	Club Cruise	4	Shotley	12.00 Thursday 24th May
12.00 Thursday 24th May	7	Club Cruise	4	Ramsgate	12.00 Thursday 31st May
12.00 Thursday 31st May	10	Private Charter	0	Middelburg	12.00 Sunday 10th June
12.00 Sunday 10th June	10	Private Charter	0	Enkhuizen	12.00 Wed 20th June
12.00 Wed 20th June	10	Private Charter	0	Enkhuizen	12.00 Saturday 30th June
12.00 Saturday 30th June	10	Private Charter	0	Enkhuizen	12.00 Tuesday 10th July
12.00 Tuesday 10th July	10	Private Charter	0	Enkhuizen	12.00 Friday 20th July
12.00 Friday 20th July	10	Private Charter	0	Enkhuizen	12.00 Monday 30th July
12.00 Monday 30th July	10	Private Charter	0	Enkhuizen	12.00 Thursday 9th August
12.00 Saturday 8th Sept	7	Club Cruise	6	Middelburg	12.00 Saturday 15th Sept
12.00 Saturday 15th Sept	5	Club Cruise	6	Ramsgate	12.00 Thursday 20th Sept
18.00 Friday 19th October	7	Prep: Yachtmaster & Coastal Offshore + exam	4	Shotley	18.00 Friday 26th October

Mentoring scheme in the pipeline

Sea Essay has already been in action following the winter maintenance, hosting a Sea Time in the Solent on what was probably the coldest weekend before the full impact of 'the beast from the east'. Fortunately the trip didn't include a visit to Bembridge, as ice breaking is not a feature of the Jeanneau specification. Sensibly, a charter the following weekend was cancelled as Storm Emma enveloped the country.

Mentoring

The CSD are presently working on a plan to introduce a mentoring scheme offering individuals of less experience and knowledge guidance on all aspects of sailing by Approved Skippers. It is expected this will be complemented by a series of structured sailing opportunities, probably in place of some of the present Sea Times. If you think you would like to be part of such a scheme, either taking or giving advice please get in touch with Susie Welch.

2018 Programme

The full 2018 Sailing Programme can be viewed on the Sailing Opportunities page on the www.channelsailing.org website. At this time it is showing good utilisation of Sea Essay for the year but there is always room for more sailing.

If you would like to book the whole boat or take a berth then these are the people to contact:

Taster Day Sails

Jenny Yarrow: jennifer.yarrow@csc.co.uk

Group Day Sails

Colin Smith: csddaysails@gmail.com

Sea Times

Susie Welch: seatimebureau@channelsailing.org

Charters

Brian Skelley: charters@channelsailing.org

Training

James Savage: training@channelsailing.org

There are often late berth cancellations that can be taken advantage of, if you are interested and would like to be kept informed of such opportunities please make yourself known to Susie who operates our Crew Bureau.

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

Good fun as February wind chill left us several degrees below zero

The risk of volunteering for a Sea Time in February is that the weather won't be good - but then it might not be too bad either:

So I started looking at the weather forecast for the weekend about five days before. It soon became clear that the weekend of the Sea Time was going to be very windy and that the wind was going to be an easterly or northeasterly, and that therefore it was going to be cold!! Subsequent forecasts didn't change either the overall picture or much of the detail.

By the Friday when we met, the forecast was for lots of sunshine on both days which was good. The wind forecast was for Force 4 on Saturday with gusts to F5 then up to F6 during the evening then increasing during the night to become F5 on Sunday with gusts to F6. The effect of this wind strength was that although the forecast temperature was plus 5°C on Saturday, the "feels like" temperature was actually minus 5°C in the morning, increasing to zero by afternoon.

The stronger wind on Sunday meant that this "feels like" temperature was minus 6°C in the morning rising to minus 2°C in the afternoon. So although the forecast was for a sunny weekend it was also likely to feel very cold and we would need one or two reefs for both days (and many layers).

We slipped at Mercury Yacht Harbour at 7am on Saturday to make use of the slack water at high tide and motored off down the Hamble and into Southampton Water. The crew had the opportunity to drive Sea Essay using the engine, making some

By **Bill Taylor, skipper**

turns to port and starboard and then driving her backwards. All to gain familiarity. Then we put the sails up. Given that the wind was already gusting to F4, we put two reefs in the main sail and one in the headsail, and headed east towards Portsmouth. The sailing was good fun, a bit cool but not too bad. The tacking got faster and neater as we went along.

As we came out of the shelter of the Hampshire shore heading east, the wind was increasing and the waves were building as we entered the fetch coming in through the forts. The original aim had been to make for the Nab Tower, but given the building seas and the strengthening wind, to 22 knots, after passing Ryde we turned about and headed back west towards Cowes.

Things are much quieter heading downwind and the boat is level so things improved immediately. The question then became, where to stop for lunch?

As we passed Osborne Bay we checked it out as a possibility for lunch at anchor, but it too was downwind of the open sea beyond the forts so bumpy. Never mind, looks like lunch just up the Medina River from Cowes. We had the spray hood up to keep the wind off but with the sun shining straight down into the saloon. Very OK.



■ Brrrr. The crew of Sea Essay in February wrapped up warm.

Another run down towards the west and Yarmouth, this time just under headsail. Just browsing idly thorough the Almanac looking at the Yarmouth entry when I noticed, under the shelter section, "...good but uncomfortable in a strong NE'ly." !! Which is exactly what we had. That was the end of Yarmouth so course change to Lymington.

We had an exciting entry into Lymington. Couldn't get into the first berth offered, the final right-hand turn was too tight, so had to ask for another, which was much better.

A good meal in the Mayflower just outside the marina. The crackling on the roast pork was spot on and the tooth fillings held up !

Then to Sunday and the return to the Hamble. There was much thinking about the departure from the pontoon but in the end it went very well. The wind was rising as we motored towards the sea and just in the river entrance we had a gust of 25kt followed a few minutes later by 26kt.

The long fetch from the forts was making the sea look very angry. I didn't fancy sending anyone to the mast in the bouncy seas to put a third reef in so I decided that we'd motor back. Even then there

was an issue. With the tide and strong wind against us we were making only 2½ knots over the ground to start with, so we would have got back to the Hamble in about a fortnight.

We edged Sea Essay slowly left towards the Hampshire shore so into a weaker tide. The speed over ground slowly came up and in the end we were only 40 minutes late for the slack tide at low water back at Mercury. And still in full sunshine.

In the end, the vision for the weekend was totally trashed, but even so we had some good tacking and gybing, a good meal and an exciting start to the return home on Sunday morning. The wind chill wasn't as bad as I had expected.

The full-on sunshine helped. It demonstrated the importance of lots of layers of clothing and also the importance of sun cream! Also the importance of good coffee, hot pasties, and hot hot cross buns, and cake can't be overestimated!!

The company was excellent. The crew were hard working, keen and enthusiastic so many thanks to them.

Come and make a splash!

at Jumbles Sailing Club Open Day 2018

Saturday
21st April
11am-4pm



FREE taster sessions in the club's boats

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

www.jumblesail.co.uk

Horrobin Lane
Edgworth
Bolton
BL7 0HJ



This is a plea for volunteers, volunteers and more volunteers! Because we need your support to keep our association afloat



■ Rear-Commodore Paul Brereton

I thought I'd written my last piece for Commodore's Corner but no. This corner of CS Sailing used to be one contribution each per year from your Flag Officers. We are now down to contributions from our Vice-Commodore and Rear-Commodore (Offshore).

Our Vice-Commodore wants to step down and I, your Rear-Commodore (Offshore), have served two terms and should step down at the AGM in April – but we do not have a nomination for a replacement. We need more volunteers to run your Association: to run the interface between our sailing clubs and our parent body, the CSSC. Appeal for volunteers over:

I'd actually sat down to write about our progress in sustaining offshore training for CSSA members.

The CSSA RYA Sea School is operated by ECYD aboard Freyja. Most training is currently provided local to Shotley, near Ipswich. The Sea School Principal is Jean Rehill and instruction is currently provided by a lone Yachtmaster Instructor, Rob Picot. Rob has time to provide two courses per year for CSSA members. To be viable, our Sea School needs support from more Instructors – is that you?

We have CSSA sponsorship for recruitment and development or requalification of 6 x Cruising or Yachtmaster Instructors over the 2018 and 2019 seasons. In return, we ask that you provide at least two courses per year for members over the five-year validity of your certificate.

We need support from instructors too could that be you?

By **Paul Brereton,**
Rear-Commodore (Offshore)

We would also like to see your skills and knowledge of RYA standards permeate through your home Division through your participation in cruising and/or racing and your hosting of taster sails, skills honing sessions, etc. Volunteer Instructors at the CSSA Sea School are covered by CSSC insurance.

If you are an experienced skipper with theoretical and practical knowledge well in excess of the RYA Yachtmaster Offshore Certificate of Competence, you are eligible to train as a RYA Cruising Instructor. Assessment is over a five-day course with a second Trainer joining on the final day as course moderator. If you have a minimum of two years' experience as a Cruising Instructor, you're eligible to train as a Yachtmaster Instructor.

There are other options for providing practical RYA training for CSSA members. All of CSSA's yachts are well-equipped and meet the standard required for their use as training vessels. RYA practical training is provided aboard Sea Essay via a sea school local to Hamble and aboard Ynot via a sea school on the Clyde.

All CSSC volunteers (and you qualify as a volunteer if you help run a Club or a yacht) can claim up to £75 per volunteer per year from CSSC for accredited courses. And we could ask CSSC if it can negotiate discounts at commercial schools popular with CSSA members. If you want to know more, or share your own ideas, please get in touch at Captain@5KSC.org.uk

Tribute to a real top bloke: affable, cheerful and committed ... that's Mike

Mike Threadgill - a sailing story that began from a 'Fancy a Sail' invite in his local town magazine and now finds him enjoying 'his club and friends', volunteering to be on the Boat Husband team, leading on tasters, member development at Rutland Civil Service Sailing Club and enjoying holidays that include sailing and making new friends to sail with, including the Caribbean.

In July 2013 Merle (Mike's wife) was reading the local town magazine when she saw a short article asking anyone who fancied a sail at Rutland Water to contact local man Dave Grundy. "You would like that," she told Mike: "Give him call". Mike rang Dave, a date was set and, being local, Dave said he would give Mike a lift.

Mike had already sailed, he'd 'picked it up' on holidays and could get himself there and back, but was never really quite sure how it all worked or what to do if things went wrong and had no formal qualifications or training/ coaching.

Rutland Civil Service Sailing Club (RCSSC) sail keel boats (Squibs and a Soling) which, whilst having the stability of an offshore yacht (capsize drill is pretty unlikely), provide an exciting and fun sailing experience.

Inland sailing holds its own challenges as a result of surrounding geography and constantly changing winds, which can go from calm to strong gust in seconds and changing direction. On Rutland Water, which is huge (the largest man-made lake in NW Europe), the combination of the wind, a busy lake with racing, sailing boats, windsurfers, small fishing boats and the Rutland Bell (a large Summer Pleasure boat) to avoid, means there's plenty to test any sailor.

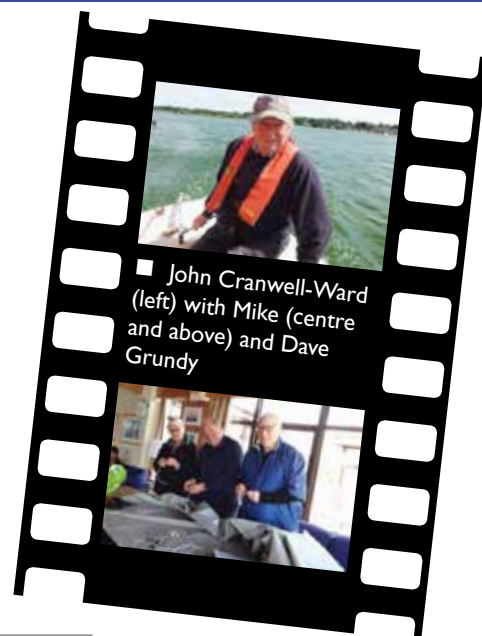
Mike's first sail was with Dave and John Cranwell Ward, and he really enjoyed it. The Squibs did indeed give a great sail and very soon he was on the helm. The wind blew, the sun shone and the conversation flowed – we all were enjoying ourselves. He helped to launch and recover the boat (they are kept on trailers and launched by tractor).

Afterwards, Dave and John took Mike into the club for a 'debrief' over a pint on the veranda overlooking the lake – a fabulous sight which is quite difficult to leave behind at the end of a day's sailing. By September 2013 Mike was a paid-up member and has not looked back since.

In 2014, a Members Sailing Development Group was formed to encourage more members and helms. Mike was one of the first to take part, accompanied by Mark Harrap and Eric Andrew (the latter who was already RYA qualified, but it had been a while so he valued the opportunity for a refresher).

Mike and Mark took their RYA Level 2 in May and, along with Eric, became RCSSC Approved Helms – which means they could take out RCSSC boats and crew. Now the learning really started and Mike sailed as often as he could, with lots of different people.

As his confidence and abilities grew, so did his smile. In 2015, Mike wanted to give something back to the club and joined the committee as part of the Boat Husband team, working with John and provided support to the Development Group and Taster Days.



John Cranwell-Ward (left) with Mike (centre and above) and Dave Grundy

By **Dave Grundy**

When asked what he liked best about these sessions he said: "The size of their smile at the end of the day. You know you've done a good job."

In 2016, it was more of the same, except by this time Mike was totally confident, able and willing to take out guests and members under development – who really enjoyed Mike's warmth and friendliness and his way of encouraging them to sail more. He'd quickly get folks on the helm if they were comfortable doing so, or crewing if they preferred – it is after all, their day.

In 2017 again, we had a winning formula and team of which by now Mike was a key member – always with something positive to say and words of encouragement for others. Mike has taken on board all that he has learned and willingly shares his skills and experience when asked to.

This was also the year of the refurbishment of Lift Off – which was in a sorry state before being completely refurbished, lead by John and ably supported by Mike. Together, the "three men in a boat" enjoyed each other's company, their sailing, the club, the members and helping others get the best out of their sailing, be it a day's taster or development or a weekend leisure sail.

When asked what a difference joining the club has made for him, Mike said: "I used to be able to sail and get back before I joined the club, but I never quite knew how or why things happened, or what to do if things went wrong – I do now and have the qualification to back it up, RYA Level 2, and hours of sailing experience sailing in good company."

When asked what he liked about the club, he said: "Everyone is warm and welcoming and the helms willingly share their knowledge and experience and are so encouraging. A real friendly little club, I just love being there."

I also asked the members to give me a 'single word' about Mike – this is what they came up with: top bloke, affable, amiable, buddy, star, cheerful, committed, knowledgeable, thoughtful, helpful, dedicated, warm, unflappable, dependable, upbeat, solid, calm, laid-back, friendly.

So glad we found you Mike and looking forward to many years to come – sailing in good company with you.

Treasurer's Report for 2017

2017 Results

1. The Association's surplus for the year was £5,058 compared with £9,194 for 2016. Membership grant from CSSC - CSSA's main income - increased by almost £2,500 thanks to CSSA's increased membership. The main expenditure, as last year, was a per-capita grant distribution to all CSSA's member clubs totalling £12,000 (£10,000 in 2016). The distribution was larger than originally provided for because less than £3,500 was required in 2017 of the £5,000 budgeted to meet legal fees in connection with proposed new leasing arrangements for one of the Association club's sites; there will however be further expenditure on this in 2018 - and nothing was spent on training.

2017 Financial position and highlights

2. The Association's financial position remains strong. Taking one year with another, the present aim is to increase reserves broadly in line with inflation. This is so that clubs' requirements for interest-free loan capital to improve and renew their assets - inevitably affected by inflation - can continue to be met. This policy will, however, be kept under review in light of the demand for such loans. Although there was the likelihood of a large loan being sought during 2017, this didn't in fact materialise and no new interest-free loans were made during the year. This is why the year-end bank and deposit balances are large. There is however the prospect of another large loan being sought in 2018, with foreseeable demands for other loans in subsequent years. Repayments on all existing loans continue to be received on or ahead of schedule.

The Future

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

4. The CSSC's finances, however, have been put under strain by the rejection of a Conference motion in 2017 to increase CSSC membership subscription rates, resulting in a lowering of the capitation rate for membership grants from £12.75 to £11.80. Moreover, the introduction of a new CSSC membership database during 2017 'weeded out' some CSSA members previously included in CSSA's own membership statistics, and this is partly the reason why CSSA's membership numbers fell to just under 2600 during the year compared with nearly 2800 in 2016. The combined effect of this is that CSSC's capitation-based membership grant to CSSA - the Association's main source of income - will be only £30,267 for 2018 compared with £35,420 for 2017. There has also been pressure on the Sports and Recreational Bodies events grant that CSSC additionally provides to the Association, but it is pleasing to report that a grant budget of £8,000 has been approved for 2018 - the same as for 2017 and all that was sought.

5. As the surplus for 2017 shows, CSSA continues to have sufficient head room as well as reserves to provide a buffer against this reduced level of grant support. But for 2018 it will again be necessary to set up budgetary provision to meet the balance of legal fees that are expected to be incurred in finalising a lease for the site occupied by Littleton SC.

6. The wider introduction of site rents and charges for the land-based clubs as well as increases in some of those rents will have a



continuing financial impact, inasmuch as the CSSC looks to the Association not only to collect such rental and associated payments but also to 'guarantee' them. Indeed, if the arrangements result in back to back leases between CSSC and CSSA, and CSSA and the individual club - as is planned for Littleton SC - then CSSA will acquire actual rather than contingent rent obligations and be more vulnerable in the event that clubs themselves are unable to meet their commitments. Once all site agreements are in place the annual obligations - actual and contingent - are likely to approach £140,000. As the Income and Expenditure Account shows, this figure already exceeds £131,000. This is another reason why the Association needs to maintain substantial reserves which, fortunately, it appears able to do in the foreseeable future.

Appointment of auditor

7. A motion to appoint Wilkins Kennedy LLP as auditor for 2018 will be proposed at the Annual General Meeting.

ABRIDGED FINANCIAL STATEMENTS

8. Abridged financial statements drawn directly from the audited financial statements and comprising the Income and Expenditure Account and Balance Sheet for the year ended 31 December 2017 are overleaf. Copies of the full document including the Audit Report which contains a 'clear' audit opinion, Cash Flow Statement and Notes - will be available at the forthcoming AGM. Copies may also be obtained by request to grubb64@hotmail.com, giving your name and CSSA membership number.

For and on behalf of the General Committee

Brian Grubb
Honorary Treasurer
16 March 2018

Income and expenditure account for the year ended 31 December 2017

	2017 £	2017 £	2016 £	2016 £
Income				
CSSC membership grant	35,420		32,933	
CSSC events grant	4,450		4,682	
Interest on bank deposits	40		1,486	
Less: corporation tax thereon	(8)		(297)	
Other Income	1		2	
	1,842		1,393	
	—	39,903	—	38,806
General expenditure				
Committee costs	1,180		1,435	
Other administrative costs	5,512		1,797	
Functions	840		1,119	
Grants funded by CSSA	12,700		10,000	
Training expenditure	--		844	
Magazine	9,232		9,064	
Advertising and publicity	11		78	
RYA subscription	595		580	
Loan default provision	--		--	
Trophies and citations	325		13	
	—	(30,395)	—	(24,930)
Events expenditure				
Offshore racing	1,600		1,600	
Dinghy championships	--		232	
Victory Trophy	--		--	
Interdepartmental offshore races	2,850		2,850	
	—	(4,450)	—	(4,682)
Gross Surplus		5,058		9,194
Loan interest, rents and charges				
HSBC loan interest and charges	1,222		1,537	
Less: amounts recharged to clubs	(1,222)		(1,537)	
	—	-	—	-
CSSC rents and charges	131,036		129,307	
Less: amounts recharged to clubs	(131,036)		(129,307)	
	—	-	—	-
Net Surplus to General Fund		5,058		9,194

Balance sheet at 31 December 2017

	2017 £	2017 £	2016 £	2016 £
Loans to division due after one year				
CSSA-financed interest-free loans	84,500		114,000	
HSBC-financed interest-bearing loans	14,000		21,000	
	_____	98,500	_____	135,000
Current assets				
Loans to Divisions - due within one year:				
CSSA-financed interest-free loans	27,500		27,500	
HSBC-financed interest-bearing loans	7,000		7,000	
Chandlery stock	1,253		1,319	
Sundry debtors	131,807		129,475	
Bank current and deposit accounts	234,620		203,481	
	_____	402,180	_____	368,775
Current liabilities				
Loans from HSBC - due within one year	7,000		7,000	
Sundry creditors	97,428		98,292	
Corporation tax	8		297	
	_____	(104,436)	_____	(105,589)
Current assets less current liabilities		297,744		263,186
Total assets less current liabilities		396,244		398,186
Long-term liabilities				
Loans from HSBC - due after one year		(14,000)		(21,000)
Total assets less total liabilities		382,244		377,186
General Fund				
Balance brought forward		377,186		367,992
Surplus for year		5,058		9,194
		382,244		377,186
		_____		_____

Brian Grubb, Honorary Treasurer
16 March 2018

LITTLETON SAILING CLUB

RYA Dinghy Training Courses 2018



Join Littleton and benefit from unbeatable course prices

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

- 19, 20, 26, 27 May
- 23, 24, 30 June, 1 July
- 18, 19, 20, 21 August
- 29, 30 Sept, 6, 7 October

RYA Level 3 (2 day course): £60

- 7, 8, July

RYA Seamanship Skills (2 day course): £60

- 5, 6 May

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



Accident report on using a safety harness

The MAIB has recently issued an informative report on an incident where the hook on a lifeline failed.

The main lesson is to ensure the load, or potential load, on lifeline is in line with the hook. Crew should ensure their lifeline is not tangled and unlikely to become so, before working on deck.

The yacht CV30 was taking part in the Clipper Round the World Yacht Race bound for Australia from Cape Town

On 18 November 2017, around 1,500nm from Fremantle, crew member Simon Speirs fell overboard. He was attached to the yacht by his safety harness tether. The hook at the end, clipped to a jack-line, deformed and released resulting in him becoming separated from the yacht. Simon was recovered unconscious onto the yacht but couldn't be resuscitated.

He was using a three-point webbing tether attached to the integral harness of his lifejacket that allowed him to clip to the yacht. However, the hook on the end of his tether had become caught under a deck cleat, resulting in a lateral loading sufficient to cause the hook to distort and eventually release.

The harness tether was certified under ISO12401, the international standard applicable to this equipment. The standard contains detailed testing requirements that assume the tether and its hooks will be loaded longitudinally rather than laterally.

Longitudinally, the tether can withstand a load of over one tonne. However, when loaded laterally a tether hook will deform at much less load. It is important that tether hooks remain clear of obstructions and are free to rotate to align the load longitudinally.

https://assets.publishing.service.gov.uk/media/5a535cfe40f0b-648c72358ff/SBI_2018.pdf

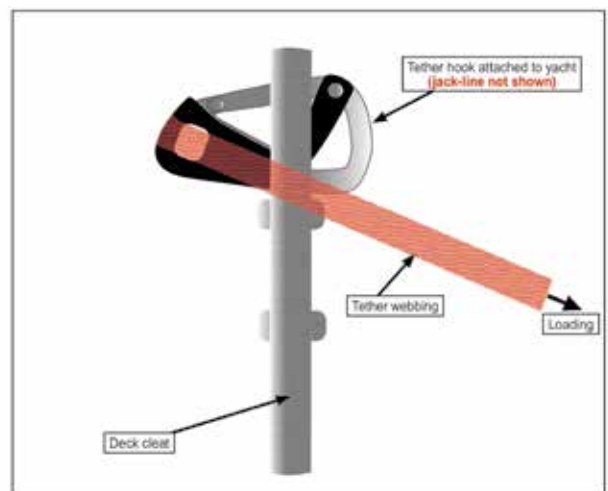


Figure 1: Tether hook under deck cleat



Figure 2: Example of a tether hook and a tether hook after lateral loading

Sat 12th May Littleton Sailing Club Open Day

RYA
PUSH THE
BOAT OUT

It's Spring, so 'push the boat out' at our
Open Day, 10.30 am till 4.00 pm.
Book a one hour dinghy taster sail.
Timed slots: 10.30, 12.30, 14.30
Experience the fun of dinghy sailing.
Refreshments | Bar

**MEMBERSHIP
WITH CSSA
TO 31 March 2019**
£40
under 26 yrs
£102
adult membership



For more information or to book a taster contact:
Tim Hore, 07736 669136, tasters@littletonsc.co.uk
www.littletonsc.co.uk

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

Exciting week with races and social events

Time for another update with another exciting, only-happens-once-every-four-years yacht racing opportunity! This is a year for JOG Week:
<https://www.jogweek.com/>

It happens in July this year, based at the Royal Dart Yacht Club in Dartmouth, sort of like an IDOR week, a mix of inshore and offshore racing plus social events but with the Junior Offshore Group.

At the moment we are just considering the possibility of an entry, let me know as soon as you can if you are interested and if it looks like we have a viable crew, we will find a suitable yacht and work out the prices. There's a further sailing opportunity, cruising in the South of France from May 19th with regular CSORC race skipper Nick Bowles: nickbowles@csorc.org.uk. If you are interested, please contact Nick directly.

Next onto the race programme which can also be found on csorc.org.uk. Keep an eye on the website as more races may well be added later in the year.

As usual, just drop me an email if you would like to sail in any of these events. We have almost a full boat for the IDOR but are happy to charter a second yacht if there is sufficient interest:
<http://www.idor.org.uk/>

Looking ahead to 2019 CSORC will be entering the Fastnet Race, if you are interested in joining the season long campaign let me know!

Fair winds everyone.

David Talbot, CSORC Crew Bureau,
crewbureau@csorc.org.uk



The Junior Offshore Group (JOG) was set up in 1950 to allow smaller yachts to compete offshore. A full programme of competitive races are organised each season, grouped into an inshore and offshore series.

Date	Event	Organiser	Skipper	Berth Fee
Sat 7 th -Sun 8 th April	Sunsail Race Series Round 3	Sunsail	Bill Taylor	£170
Sat 21 st -Sun 22 nd April	Nab Tower JOG and Warsash Spring Series	JOG	Bill Taylor	c.£180
Sun 3 rd - Fri 8 th June	Inter-departmental Offshore Regatta	CSSA	Phil Armitage	£300
Sun 22 nd -Fri 27 th July	JOG Week	JOG	Nick Bowles	TBA



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

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