

July 2018

# CIVIL SERVICE SAILING

*Civil Service Sailing Association*



*Littleton celebrates 60 years: p12*

*Inter-Departmental Offshore Regatta: p8*

# CONTENTS

CSSA Annual General Meeting .....	3-4
Five Kingdoms Sailing Club .....	5
Racer Nick reflects on a leisurely cruise .....	6-7
Inter-Departmental Offshore Regatta .....	8-10
Channel Sailing Division .....	11
Littleton Sailing Club .....	12-13
Jumbles Sailing Club .....	14-15
Rutland Civil Service Sailing Club .....	16

*We seem to be experiencing a Mediterranean kind of summer here in the UK, but it may be all over by the time you read this magazine! For the time being, it feels like one huge holiday season, and hopefully it's inspiring people to get in a boat and try sailing.*

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

**Deborah Ward, Editor**

■ **FRONT PAGE PICTURE:** 5KSC's crew in action during the IDOR (main picture) while dinghy sailors enjoy a lively breeze during Littleton Sailing Club's 60th anniversary weekend.

## Vacancy for volunteer magazine editor

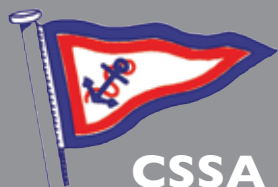
A replacement is sought for the role of CS Sailing magazine editor, a role I have had for five years. The magazine has been in circulation for more than 50 years and is a key communications tool for the association. Around 2,500 copies are printed and mailed individually to members every quarter: January, March, July and September.

Material is provided by club representatives, committee members and CSSA members who wish to contribute an article. This magazine is designed using InDesign, part of the Adobe Creative Suite, but could also be produced using any desktop publishing software. An online version is also uploaded to the websites of the CSSC and [cs-sailing.org](http://cs-sailing.org). Most members still prefer to receive a printed magazine but some members opt for the electronic version only.

Sending to print is fairly straightforward, as the pdf can be uploaded directly to the printer's online facility, and proofed again if necessary. Mailing is carried out directly via the printer, using labels provided by the membership secretary.

The role also included providing support on publicity issues, and liaising with relevant parts of CSSC, as well as the CSSA webmaster. For further information, contact General Secretary Brian Stevenson [csgensec@yahoo.co.uk](mailto:csgensec@yahoo.co.uk), or me, Deborah Ward, at [civilservicesailing@yahoo.co.uk](mailto:civilservicesailing@yahoo.co.uk).

**Deborah Ward**



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Brian Grubb  
64 Cross Road  
Winchester  
Hants  
SO23 9PS



**... DIARY DATES .... DIARY DATES .... DIARY DATES .... DIARY DATES ....**

- JOG Week, Dartmouth, 22<sup>nd</sup> to 27<sup>th</sup> July 2018
- Rolex Fastnet Race, August 2019



The 60<sup>th</sup> AGM of the CSSA was held in London on 17<sup>th</sup> April: page 4 for club reports

## Thanks to volunteers, here's hoping that more will step forward

### *Summary of the minutes*

21 members were present, with apologies were from two members.

#### **Commodore's Address**

The Commodore, Graham Dalton, summarised the Annual Report, which gives details of the various clubs who had sent reports. In particular, he mentioned Littleton Sailing Club's Rear Commodore Andy Bennett, who recently received the Royal Yachting Association's Lifetime Achievement Award from Her Royal Highness, The Princess Royal.

The Commodore paid special thanks to Brian Grubb, Treasurer for 12 years, Jean Rehill for her services to the Sea School, and Deborah Ward, Editor of Civil Service Sailing.

He reminded everyone that the club relies on its volunteers, and that succession plans need to be made for several posts, including his own. He hoped that a new Commodore would be someone steeped in the traditions of the club.

#### **Presentation of Awards**

Cruising Log Cup was awarded to Andy Smith for his account of Freyja's return from Spain. He accepted, with thanks to the whole crew for their contributions.

#### **Amaranthe Salver**

was awarded to John Snowden, Skipper, National Crime Agency.

#### **Eric Freyal Memorial Trophy**

was awarded to Tom Dunstan, Meteorological Office.

**Minutes of the 59th AGM** held on 10<sup>th</sup> April 2017 were agreed and signed.

**Adoption of the Annual Report for 2017** was agreed

#### **Treasurer's Report and Adoption of the 2017 Annual Accounts**

Brian Grubb noted that his Treasurer's Report provided an overview of the year's activities and results, and that the Association was in good financial health having again made a modest surplus. Things would however be tighter – albeit still manageable – in 2018 because CSSA's main income, its capitation-based membership grant from CSSC, would be £5,000 less than in 2017 as a result of reductions in both CSSA membership numbers and the capitation rate. A CSSC proposal to increase share subscription rates had been rejected at its Annual Conference, leading to some financial belt-tightening.

CSSA's own substantial cash reserves would shortly be reduced



■ Commodore Graham Dalton

by an interest-free loan of £100,000 to the Portsmouth Offshore Group for the purchase of a specialist trailer and tractor for annual lift-out operations in place of hiring cranes. Nonetheless, sufficient reserves would remain to accommodate loan requests that were in the pipeline from other clubs. Brian noted, too, that CSSA was the potential beneficiary of a generous bequest – some £325,000 – from a former member of the Association but that the legality of the bequest had been challenged.

With such a substantial sum at stake the Association's committee had agreed that up to £10,000 should be made available to confront this challenge, and solicitors and Counsel had recently been engaged. Brian felt it right that the meeting should be made aware of the 'calculated risk' being taken in this action and the feedback was one of general endorsement.

Adoption of the Report and Accounts was agreed, along with continuing with the current auditors Wilkins Kennedy.

#### **Election of Officers and Committee Members**

Several Committee members have been co-opted and will continue in post. Andrew Moore was co-opted as CSSA Webmaster. A Rear-Commodore for Dinghies is required; members are asked to consider and persuade candidates.

#### **Motion to amend CSSA Constitution**

Paul Brereton had a motion which sought to shorten the period required for nominations from seven to three months, thus giving more time before the AGM for people to be nominated. The deadline would change to 14<sup>th</sup> February.

There had been discussion of the agenda prior to the meeting, with an objection being raised. The proposed changes were supported by those at the meeting, with no opposing views expressed. Nevertheless, the proposal was withdrawn for the time-being, giving the opportunity to invite all members to give their views.

**Brian Stevenson, General Secretary CSSA**

# Clubs reflect on past year

Reports were received from the following clubs.

The full reports are available from the General Secretary.

## 5 Kingdoms Sailing Club

The club has 176 active members. Ynot performed well, cruising the west coast of Scotland. There have been new skippers chartering, and also chartering under the Inshore Skipper scheme. There is a strong interest in racing. Training is now provided on board Ynot, outside of a CSSA sea school. Skippers volunteering to provide Taster Sails would be very welcome.

## East Coast Yacht Division

Freyja had a busy winter, with £40,000 spent on her. A voyage to La Corunna featured, despite inclement weather, allowing Andy Smith to complete his Yachtmaster Ocean practical on the return journey.

## Channel Sailing Division

The club reports a successful year for CSD and Sea Essay, with a full programme and good utilisation of the yacht. Sea essay's winter maintenance programme has gone well although with the poor weather over winter and more than usual maintenance issues to address it was quite a big challenge for the yacht husband team. There are proposals for a complete redevelopment of Mercury Marina. CSD Committee is assessing contingency options in case we need to relocate to another marina in the Solent area at some stage in the next few years.

The 2018 sailing programme is online and looks fairly busy again, although the extended repair work has affected the early season. The programme includes the usual array of day sails, sea times, charters and we continue to offer training opportunities and are working with CSSA to reinvigorate the sea school. Sea Essay will again be cruising the Channel Islands, Brittany and the South West of England over the summer.

## CSORC Report 2017 season

This season CSORC competed in the Nab Tower JOG, the Warsash Spring Series, the IDOR, three RORC Fastnet qualifying events in the Channel and the Fastnet itself.

In the IDOR, we managed a respectable 6<sup>th</sup> out of a reduced fleet of 13.

The Fastnet campaign was skippered by Simon Zavad using a First 40, Merlin, chartered from Sailing Logic/Britannia, finishing 227<sup>th</sup> out of 312 in IRC overall, 50<sup>th</sup> out of 64 in IRC2.

Both the IDOR and Fastnet were particularly successful in providing a racing opportunity to a good cross-section of members: male and female, old and new, experienced and much less so. Plans for next season are under way and will include at least one boat in the IDOR and a mixture of inshore offshore races from the Solent.

Before the domestic season has even started, a CSORC crew will be taking part in the Caribbean 600 – 600 miles of racing round the Windward Islands of the Caribbean, starting and finishing in Antigua. We are also investigating the Round Britain and Ireland race next August. We continue with an ambition to buy our own boat – a smaller yacht (30-35ft) suitable for racing but also training and cruising.

## Littleton Sailing Club

Membership numbers seem to have held up pretty well throughout 2017. Since the RYA Dinghy Show in early March, we have

had a summer of our usual constant activity at Littleton. The Club's Juniors, a full programme of club racing and our normal RYA dinghy, powerboat and safety boat courses.

For the Thursday evening Twilight Series, 60 boats putting in an appearance at some point. We have run our normal trophies, the Littleton Burgee, Pepper Pursuit, 6 Hour Visions, Club Regatta, Moonlight Race, Short Race days, Allen Vase, Pioneer Cups, as well as Spring Series and Summer Series. We have also run Open Meetings for Solos, Lasers, and Comets, which were all well supported.

This summer our clubhouse has had a much needed outside paint over and one of our workboats has had a new diesel engine installed, representing a considerable investment by the Club.

Rear Commodore Andy Bennett recently received the Royal Yachting Association's Life Time Achievement Award from Her Royal Highness, The Princess Royal.

## Inter-Departmental Offshore Regatta (IDOR)

IDOR 2017 was a successful event which benefited from glorious sunshine and fair winds. The Met Office triumphed out of the 13 boats and have been invited to be awarded the Eric Seal Memorial Trophy at the CSSA AGM. Preparations are on track for IDOR 2018.

As ever, the support from CSSA is greatly appreciated by the committee and participants. Efforts will continue to increase participation through CSSC and a number of inquiries from individuals within new departments have been received which is positive.

## Portsmouth Offshore Group

POG continues to prosper, with a membership of about 750, of whom everyone is a CSSC member. Our sailing events continue to be well supported and enjoyed by all concerned.

With the exception of a few shallow draft swinging moorings, we have filled our mooring spaces and continue to have a waiting list.

The club ethos of self-help continues and plays a very large part in the social wellbeing of the members and of course helps to keep our mooring fees at levels that make it possible for people who would not otherwise be able to afford it, to go sailing. For example, a recent project undertaken by our maintenance teams, to replace some rusting pontoons and fingers, saved us many thousands of pounds in fees that would have otherwise have been paid to contractors.

A small team from POG and the CSSA visited CSSC at High Wycombe in September. The main objective was to explain once more the difficulties we will encounter towards the end of our lease in 2025 when we will have to find significant funds to dredge our moorings.

We looked at alternative ways of lifting out and launching boats involving the purchase of a hydraulic recovery trolley and a tractor.

## Rutland Civil Service Sailing Club

RSSC continues to flourish and grow. They have 27 members, three Squibs and a Soling. Taster Days and a new website help get attract new members. They have a proactive committee and healthy finances.



## Link-up with Navy training school

Training has been something the clubs hope to provide for members. However the main RYA-approved school for CSSA based on the east coast has had only a limited number of courses due to a shortage of trainers.

This year, 5KSC have linked up with a sister club the Royal Naval Sailing Association which has a branch on the Clyde. They have a Yachtmaster Instructor who can take courses on our yacht Ynot or on one of their fleet. This is just getting off the ground so keep an eye on the website (sailing programme and training sections)

Sailors can enter the official RYA sail cruising programme (<http://www.rya.org.uk/courses-training/courses/sail-cruising/Pages/hub.aspx>) at any stage according to their experience of yachting.

For the complete novice, there is Start Sailing which is a two-day practical course (this level of experience might be gained on a taster day or short cruise as crew). There are also two other 16-hour Practical Skills training courses at this level. Next is Competent Crew which is a five-day practical course.

The next step is a shore based navigation course - at a very basic level there is Essential Navigation and Seamanship but most people can go directly to Day Skipper. This may be taught face to face at a local college or online (check for information on centres on the RYA website

(<http://www.rya.org.uk/wheresmynearest/Pages/Directory.aspx#list/t-2&o-9-13>).

The next step is a five-day Day Skipper practical course which requires basic sailing ability, experience of five days on board, 100 miles, four night hours, and a pass on the DS shore-based course. A completion certificate is issued if your instructor thinks you have sufficient ability (there is no external examiner). This entitles you to apply for the ICC (International Certificate of Competence), allowing you to hire a yacht for a flotilla holiday.

You should keep a log of your experience (best to buy the RYA booklet) as you need to provide evidence at your exams. You can add any previous experience.

The next step is Coastal Skipper - for which there is a shore-based course, you will need to have done a First Aid and marine radio course. There is a five-day practical course. At this level, once you have consolidated your training, you can apply for an external



■ Ynot is available for training courses

examiner to assess you for a certificate of competence.

There are two more levels: Yachtmaster Offshore and Yachtmaster Ocean which require significant amounts of experience and expertise.

Although formal training is not necessary to enjoy sailing, if you wish to skipper one of the CSSA yachts you will need to get qualified. 5KSC has an Inshore Skipper scheme allowing groups of experienced Day Skippers to sail together aboard Ynot on the Clyde

[http://www.5ksc.org.uk/main/5KSC\\_Inshore\\_Skipper\\_Scheme](http://www.5ksc.org.uk/main/5KSC_Inshore_Skipper_Scheme)

## Our Captain Will pushes the barrow out

5KSC member Will Doherty, 58, turned out in the heat dressed as Capt Jack Sparrow, and pushed his Black Pearl wheelbarrow the full 13.1 miles of the Wilmslow Half Marathon to raise money for a defibrillator for Ynot. He said: "In total I raised £300 in cash towards buying a defibrillator. It will cost £1,000 so I have a little more to do, my next race will be Conway half-marathon running up the Great Orme."

Will (right) has completed the event on 13 occasions and has also spoken to Beaumaris Lifeboat station about raising more money to get one installed on the station wall for day trippers.





As a long-time racer, I've been making something of a return to cruising in recent years. Last June, for example, I spent a week on Sea Essay starting in Le Havre.

We were weather-bound in Honfleur for most of the week so this year, in need of more sunshine, my thoughts turned to the Mediterranean. For most British sailors, France means Brittany and the Med means Greece, Turkey or Croatia but the French Mediterranean coast is well worth your consideration, particularly in early in the season, when the hills are greener, the bays emptier and the marinas cheaper.

I found a charter from Toulon late May. EasyJet flights to Marseille from Gatwick or Bristol were less than £100 return, and a newish Dufour 410 was £2,000 for a week. A Facebook post rounded up a crew of five from CSORC and IDOR contacts, so it was game on.

Toulon is about 90 km from Marseille and there are good, cheap, train and bus services. Three of our party were flying from Bristol and two from Gatwick. Toulon is also France's second biggest naval base, but both the town and the large natural harbour are attractive in a not-at-all-like-Portsmouth sort of way. A ferry across the harbour dropped us near the marina where we were introduced to Lulu, our Dufour 410.

From Toulon, you can head east to St Tropez, Cannes and Antibes, or west to Bandol, la Ciotat and Cassis. Having checked the forecast, we opted to head west. You really want settled weather for this end as it gets the worst of the Mistral when it blows. We found Meteo France and "Windy" to be reasonably accurate.

Before heading west, I thought the 15-mile hop east to the Île de Porquerolles would be a good introduction to the boat. It was a pleasant sail in light winds and we arrived at the marina around 6pm. The island is largely covered in pines and criss-crossed by a network of trails. You can hire a mountain bike or just walk. It being Pentecost (Whitsun to us), the little village was buzzing. A band in the square was murdering "Get Back" and all the restaurants were busy. We chose one at random and it did us proud. Afterwards we strolled around to drink in the atmosphere. This is the life.

The next day we walked through the woods to the nearest bay, rolled our trousers and paddled. Back to the boat and off to explore the next island, Port Cros. Before we got there, the light wind dropped to nothing so we decided to stop for the night. Port Cros is a beautiful steep-sided little bay with a number of mooring buoys and a few pontoons. We picked up a buoy and, one by one, went for a swim. It was cold but not too bad. It turned out to be not such a good mooring as a wind picked up during the night, coming down the hillside.

Next day we took the dinghy ashore to pay for mooring and look round. There's not much here except nature – a small shop, toilets and park office. The whole island is a nature reserve.

The day was overcast as we sailed from Port Cros back north of Porquerolles and round the Presqu'île de Giens, passing Cap Sicié - the dividing line between the Cote d'Azur and Provence. The wind died and it started to rain.

On went the engine and we headed for the harbour on the only-just-an-island of St Pierre des Embiez. The place looked deserted and a bit forlorn in the rain, but it was probably just waiting for the season to hit its stride. The one restaurant was

closed but there was a small supermarket and good showers. We bought food and ate on board. The next morning the sun was shining and the little harbour was transformed.

We headed towards Cassis, a small town and harbour 20 miles east of Marseille but separated from the city by high limestone hills. The coast here is famous for the spectacular calanques - inlets like mini-fjords in the white limestone cliffs. You can anchor in the calanques or pick up a mooring as we did. Rings in the rock face mean you can take a line ashore.

We ate on board, watching the sun go down and the next day we fired up the outboard and headed to shore to find the capitainerie in the Château de Port Miou and then into Cassis town. Cassis is very attractive with pastel-coloured waterfront houses and colourful wooden fishing boats among the usual fare. It's a bit tight in the harbour and mooring fees are steep so the calanque is a better choice overnight.

While Cassis is chic, it is fairly low key and if you keep away from the waterfront, prices aren't too steep. We grabbed some provisions and headed back to the boat for lunch.

After lunch we went east, passing France's highest sea cliffs of Cap Canaille, and the distinctive Bec de l'Aigle. We headed for Bandol, just 15 miles. The wind was light and the sun shone but we weren't in a hurry so we sailed most of it. Bandol is a sizable resort, known for its red wines.

The marina is large with plenty of visitors moorings and not too expensive. The town has some interesting older buildings in the back streets, and a broad boulevard along the harbour, where you can sit and enjoy a drink or a meal, as we did that evening.

Our final day sailing proved to be one of the best. The breeze delivered a few extra knots for the beat up to the Île des Embiez, past Cap Sicié, and into the Rade de Toulon. The sun shone, as it had for most of the week. There was no sign of life at the fuel pontoon but those clever French had installed a pay-by-card machine so we were soon filled up and on our way back to our home berth with 10 minutes to spare. The hand-back was brief and our week as part of the (Easy)jet set was almost over.

Travelling in late May kept the cost to about £600 each including charter, travel, marina berths, fuel and food on board. What you spend eating ashore is up to you, but with an inside and cockpit shower and lots of galley space, anchoring or picking up a mooring is no hardship, so it could be a real budget cruise if you wanted. Early in the season is also greener and cooler. The downside is that the sea is still cold. Weather for us was generally force 2-3 but that is not always the case. Lulu sailed well in those conditions, thanks in part to her folding prop.

I had invested in Rod Heikel's Mediterranean France pilot book, which was useful and gave me evenings of anticipation as I read up in advance. It covers Corsica too, so ... maybe next time.



■ A small hitchhiker

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### *Strolling around to drink in the atmosphere .... this is the life!*

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# Hey, life in the slow lane is actually rather pleasant

By competitive racer **Nick Bowles**



■ Top: The Easyjetters. Above, Lateen rigs at Porquerolles where, right, we spent our first night.



IDOR 2018 began with a forecast of sunshine all week, no rain, and not much wind. At least that was according to the Met Office when I checked a few days before the regatta actually started.

As it turned out, there was indeed a general absence of wind, so the race programme was adapted to make the most of the conditions, but spirits were high and the sailing was competitive. Spinnakers were out in force, providing opportunities for plenty of frantic scrabbling to hoist and drop them quickly in the shorter races.

The Round-the-Island Race started at the unearthly time of 7.10am, and provided pleasant rather than dramatic sailing. The fairly reasonable wind faded away in the afternoon, and the finishing line was brought forward which enabled most boats to actually complete the race. For some, there was a occasional sensation of going backwards .....

Thursday's series of short races in the Solent started off slowly, with only four boats managing to achieve a finish. Several hours (well, that's what it felt like) were spent circling peacefully around the committee boat while enjoying a leisurely lunch and counting container ships, then, hey presto, some wind arrived and we were off - two more races, real fun. Glad we waited!

Thursday's formal prizegiving dinner was the social highlight of the week, with the pontoon party night a close second. Silverware was presented by CSSC guest of honour Hedley Featherstone.

The last day began as a race back to the Hamble, but most boats opted to turn on the engine in order make the marina by the 12noon deadline. Cleaning and farewells followed, then travelling home with another bagful of memories, looking forward already to 2019.

**Diary date:  
Next year's  
event is from  
9<sup>th</sup> - 14<sup>th</sup> June**



# Wind, wind where art thou?

■ Racing was competitive and fun, with ample opportunity to practise with spinnakers.

■ Hmm, not sure they're in the race



# INTER-DEPARTMENTAL OFFSHORE REGATTA

## Results 2018

### 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. NCA1 (Henry Scutt), Modernistic Lady, 10 points
2. NCA3 (John Snowden), Protégé, 16 points
3. CSORC (Phil Armitage), Vis A Vis, 26 points

### The Rutherford Appleton Trophy

Awarded for the offshore races.

1. NCA3 (John Snowden), Protégé, 13 points
2. CSORC (Phil Armitage), Vis A Vis, 15 points
3. UKHO (Ernie Sebright), Par Excellence, 22 points

### The City of Plymouth Trophy

Awarded for the inshore races.

1. NCA1 (Henry Scutt), Modernistic Lady, 6 points
2. DLS (David Burn), D'Artagnan, 7 points
3. NCA3 (John Snowden), Protégé, 11 points

### The Amaranthe Salver

For combined inshore and offshore, for departmental entries only.

1. NCA3 (John Snowden), Protégé, 24 points
2. NCA1 (Henry Scutt), Modernistic Lady, 36 points
3. DSTL (Mark Champion), Tres Jolie, 47 points

### The CSORC Shield

For combined inshore and offshore, for club entries only.

1. CSORC (Phil Armitage), Vis A Vis, 39 points
2. RCSL2 (Peter Clancy), Faux Pas, 68 points
3. 5KSC (Paul Brereton), C'est Si Bon, 80 points

### The Elite Cup

For the most improved boat:

1. DLS (David Burn), D'Artagnan
2. RCSL1 (Suzanne Gillespie), Femme Fatale
3. DSTL (Mark Champion), Tres Jolie

### The Silver Jubilee Trophy

For the highest placed new skipper to the IDOR:

1. DSTL (Mark Champion), Tres Jolie, 31 points
2. UKHO (Ernie Sebright), Par Excellence, 39 points

### The Class A Shield and Cariad Cup

For the highest placed pairs team:

1. DSTL (Mark Champion) & NCA1 (Henry Scutt), 83 points
2. HASSRA A (Neil Gibson) & CSCORC (Phil Armitage), 93 points
3. NCA3 (John Snowden) & HASSRA B (Debbie Edyveane), 104 points

### The Round the Island Trophy

For the Round the Island race:

1. UKHO (Ernie Sebright), Par Excellence, 2 points
2. CSORC (Phil Armitage) Vis A Vis, 4 points
3. DSTL (Mark Champion), Tres Jolie, 6 points

### Nab Tower Memorial Trophy

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

Awarded to 5KSC (Paul Brereton), C'est Si Bon



■ NCA1 skipper Henry Scutt (left), receives a trophy from Hedley Featherstone



■ NCA3 crew with their awards



# A cracking start

Sea Essay's 2018 sailing season got off to a bad start following the discovery of fine cracks in the internal hull near the forward set of keel bolts. She had completed a very extensive Winter lay-up programme of repairs and maintenance in February. It included routine checks on the keel bolts for tightness and a visual external check of the keel/hull joint which didn't revealed anything amiss. Visual inspection of the keel bolts and bilges similarly had not shown anything although the whole area had become a little grubby during three years of sailing and was given a good clean.

The 2018 programme began with a weekend Sea Time cruise on the last weekend in February. As it was three years since the boat had been purchased and received its MCA Coding, it was now due for its three-year inspection which was arranged for 5<sup>th</sup> March. All went well with every box ticked until the surveyor came to check the very last item, the integrity of the keel fixings.

To our horror, he found some extremely fine hairline cracks on both faces at the base of the mid-ships transverse 'top hat' section that runs across the internal hull just in front of the keel bolts. We hadn't spotted these during our own checks. The transverse 'top hat' member is important structurally as it stiffens the hull, provides a base for the floor panels and spreads the weight of the keel when heeling.

The surveyor asked for the cracks to be raked out to see if they were superficial ones in the gelcoat or deeper. This wasn't straightforward and required removal of the table and much of the flooring in the main cabin to gain access. This showed that the cracks, unfortunately, were quite deep on both sides. Furthermore areas of the main lay-up appeared to be flaky with some unbonded fiberglass matting.

This was worrying and was brought to the attention of Sea Ventures who supplied the boat. The surveyor inspected the cracks again and asked for the boat to be lifted once more so he could inspect the keel joint. He required the cracks to be repaired with a new fibreglass around the lower part of the 'top hat' section on both sides and extending well across the main bilge section. This meant removing the forward keel bolts but, thankfully, we didn't have to drop the keel itself. As before, there were no signs of external cracking around the keel joint. Nor was there any sign of cracking in the aft transverse 'top hat' section near the aft keel bolts.

Repairing the cracks with new fibreglass was straightforward, if messy, and meant much of the main cabin had to be protected with polythene sheeting to prevent contamination with glass fibres. The work took just under a week plus a further week for dust and solvent fumes to clear, and the table and flooring reinstated.

The surveyor re-inspected the boat on 11<sup>th</sup> April and signed her off for a relaunch on 12<sup>th</sup> April, in time to resume her sailing programme on 16<sup>th</sup> April.

Sea Ventures agreed to pay half the repair cost (more than £1,200) but not for the additional lift-out and relaunch.

Sea Essay was out of commission until 16<sup>th</sup> April which meant cancelling a a Sea Cruise, a Charter and chartering a replacement boat for several daysails. Not an auspicious start to the season!

The main delay wasn't repairs but the difficulty in co-ordinating the parties involved. The boat had to be lifted and stored ashore at Hamble Point as the Mercury Yacht Harbour lift was fully booked and we could only lift when Hamble Point lift was available. The surveyor was also busy as was the fibreglass repair man who, luckily for us, was able to fit us in to his schedule at short notice.

The cause of the cracks is unknown. Four light groundings have been reported since the boat's purchase but none hard enough to cause damage. A possibility is that flexing of the hull in heavy weather may have contributed. Skippers can rest assured that the Sea Essay Yacht Husband team will be keeping a close eye on the condition of the top hat sections and keel fixings from now on.

**Jeff Llewellyn**



■ The discovery of fine cracks, top, meant Sea Essay was unavailable for the start of the sailing programme. The fibreglass repairs, bottom, will be closely monitored.

## Now we're busy making up for lost time

Following a delayed start to our season (see item above), crews on Sea Essay have given substance to our division name by crossing the Channel twice prior to the start of our Summer Cruise which is presently under way.

With 10 different crews again experiencing the Brittany and South West UK coastlines, Sea Essay will be away until the end of August. Thereafter our programme shows a nearly full set of charters, sea times and training into October and November. However, there are still opportunities to get on board and in

particular there are three mid-week days available in September for charter (contact Brian at [charters@channelsailing.org](mailto:charters@channelsailing.org)) or you could get a group together for a day sail (contact Colin at [csddaysails@gmail.com](mailto:csddaysails@gmail.com)). There are also vacant berths on the various sea times (contact Susie at [seatimebureau@channel-sailing.org](mailto:seatimebureau@channel-sailing.org)) and the sail trim and boat handling courses (James at [training@channelsailing.org](mailto:training@channelsailing.org)). Also to help with planning, James is keen to know who would be interested in the RYA Competent Crew/Day Skipper and the Yachtmaster prep and Exam next year.





■ Fantastic sailing weather

# Happy birthday!



The first time a sailing dinghy took to Littleton Lake was in October 1957 and very soon afterwards, Littleton Sailing Club was unofficially founded. Sir Eric Seal, the CSSA's first Commodore, officially opened the Club on 22<sup>nd</sup> June 1958 as the first dinghy sailing club of the CSSA. In heavy showers, members and guests saw demonstrations of how and how not to sail, before refreshments in a small ex-army marquee.

Over the years club members have overcome many challenges, not least being the building of the UK's third motorway, the M3, which threatened to cut the lake in half and finish it as a viable sailing venue. It was thanks partly to then-Commodore John Jones who represented the club at a public inquiry, that the eventual route left the club with the best section of the original lake (even if it did go straight through the site of the second clubhouse!)

Today the enthusiasm of club members endures, and was evident over the weekend of Littleton's official 60<sup>th</sup> birthday celebrations, which were somewhat more lavish than those of Day One.

Although not as sunny as some might have liked, the sailing conditions were excellent on Saturday, with a stiff F4 breeze giving sailors plenty to think about and the spectators plenty to watch.

The morning kicked off with a visit from the Mayoress of Spelthorne, who started the first of a six-race weekend series. This event, the Burgee Trophy, first took place on the 50<sup>th</sup> anniversary 10 years earlier and annually ever since. The Mayoress and some of her party went afloat in the committee boat to view the racing at close quarters, before lunch in the clubhouse, hosted by

Littleton Commodore Peter Fryer and his wife Pauline.

On Saturday afternoon, junior sailors took to the water en-masse, demonstrating (a little like their adult predecessors no doubt), how and how not to do it, particularly as the wind had increased by then, resulting in a number of dunkings of adults as well as children. Several sailboarders also revelled in the lively conditions.

At the end of the day's racing, the contest could not have been closer, with the first three places separated by a point each.

Saturday evening saw a hog roast and live jazz band, enjoyed by over 100 members and friends, including one of the club's founder members, ex-CSSA Vice-Commodore Peter Chapman. The evening was rounded off with spectacular fireworks.

Sunday morning was more low-key with some perhaps choosing a lie-in after the late night revelries. Racing took place in slightly less wind than Saturday, continuing to be tight, with everything hanging on the last race to decide the winner. By mid-afternoon all six races were completed and the eventual winner, Vanda Jowett, in a Solo, was presented with the Trophy at the prizegiving. Second overall was RS200 team Daniel Goodman/Julie Harrison while Jon Jowett, also in a Solo, came third. The Commodore also thanked Race Officer Tim Hore and his teams for running the whole event so smoothly over both days.





■ Birthday guests and members



■ Above: Commodore Peter Fryer, Mayor of Spelthorne Cllr Jean Pinkerton OBE, Mayor's Consort Linda Burton, Steve Attewell, Cllr Maureen Attewell (Cabinet Member for Community and Wellbeing) and the Commodore's wife Pauline Fryer



■ Presentation of the Burgee Trophy, left to right: Commodore Peter Fryer, Vanda Jowett, and Race Officer Tim Hore.



■ Right: Past Commodore Tom McHale and his wife Ann



■ Lively conditions meant racing was close over both days







# Oh, it's such a perfect day

Photos by  
**Ted Harris**



■ Visitors young and old enjoyed a day in the sunshine at the Jumbles Open Day in April



## ... *I'm glad I spent it sailing*

More than 170 people of all ages took advantage of the long-lasting sunshine as they made a splash at Jumbles Sailing Club Open Day.

The weather was perfect, and commodore Fiona Jack said a number of visitors had joined on the day, while many more had expressed an interest in becoming members and taking advantage of the training courses.

The family-focused club, based near Bolton, Lancashire, is open every Sunday for racing and leisure sailing. Weekend RYA training

courses are also available, as well as a junior club for ages eight to 18, which meets on designated Fridays and Saturdays. For information, go to [jumblesail.co.uk](http://jumblesail.co.uk)

"We hold the event to get the club known and to attract more members. There are many people around who do not even know the club is here. This is all about encouraging people to come and have a go in a boat. The response was amazing," added Fiona.

The club also brought out its two-person Sailability boat, which enabled visitors with disabilities to try out sailing.



# Proud to be addicted

My friend Dave Grundy suggested I might enjoy coming along for a taster sail at Rutland Civil Service Club (RCSSC), based at Rutland Sailing Club, a premier UK inland sailing club with great facilities. Dave, on behalf of RCSSC, organises these taster sessions which can be booked via the CSSC and links can be found on both web-sites [rutlandcssc.org.uk](http://rutlandcssc.org.uk) and [cs-sailing.org](http://cs-sailing.org).

These have been successfully running for several years and attendees travel some distance to come and enjoy a day at Rutland for the first time or following a break from sailing. A warm welcome awaits all visitors to our club.

Returning to my sailing: while I had very limited sailing experience, I loved my first sail with new friends at Rutland Water and afterwards sitting out on the veranda overlooking the water. I knew that my time was restricted to allow me sail regularly, but I decided to join RCSSC and, for me, this was the right decision and I've never looked back.

Later when I had more time, I became more involved, joining the Committee and the rest is history. Six months ago I was elected to Club Captain, a position I never thought possible on joining.

Like many of our members, I love being at Rutland, whether it is on or off the water, but obviously my preference is to be sailing either one of our Squibs or the Soling.

We are still a small and friendly club, passionate about our sailing and like to make this fun, accessible and affordable. As a result of an imaginative and very active committee, our membership has significantly grown over the last few years and continues to do so. As always, we are always looking for new members to share our passion for sailing on and off the water.

Please visit RCSSC website for further information about our club, boats and news. As Membership Officer, please contact me if you would like to know more: [rcssc.cep@gmail.com](mailto:rcssc.cep@gmail.com)

**Christine Peck, Club Captain**

## The Red Arrows and an osprey made for a wonderful taster sail

by **Carol Whittington**

On arrival at Rutland Water, on what was forecast to be a showery day, I was greeted by Dave and Eric and soon found myself kitted out with waterproofs and buoyancy jacket. We were briefed on the day ahead, then set off on our adventure.

In the morning, I was sailing with Dave and Eric in the Squib Satyr, a keelboat, and in the afternoon, after lunch on the club-house balcony overlooking the water, I was sailing in the 27ft Soling 'Tiingme Flies' (which raced in the 1972 Olympics) with John and Jason. All the guys are experienced helms and crew so I knew I was in good hands!

It was great fun launching the boats, being on the water and taking the helm, helping trim the sails, and really feeling part of the crew, and then bringing the boats in and off the water. There was a lot to do and learn, and the guys were only too pleased to guide us and help us enjoy and make the most of our day.

Fortunately, the forecast showers never came, the sun shone and in the afternoon the wind really got up, so the sailing was even more amazing and fun in the afternoon. Whoop! Whoop! And I was helming an Olympic Soling!



■ Dave Grundy, front, with Carol and Eric

I don't know how RCSSC managed it, but they'd even arranged a fly-past by the Red Arrows, complete with red, white and blue smoke trail, and some vintage planes overhead and a fly-past by an osprey - not bad for £20 for CSSC members.

I will certainly go sailing again with RCSSC and recommend anyone to do the same.

It's a great setting and the facilities at the club are perfect. I made a weekend of it, stayed over in a local B&B on Saturday night and walked all the way around Rutland Water on Sunday. A beautiful place to be. Thanks you guys for a fab day & see you next time!



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



**Commodore** Graham Dalton  
**Membership Secretary** Ken Pavitt [kenwpavitt@aol.com](mailto:kenwpavitt@aol.com)

**General Secretary** Brian Stevenson [csgensec@yahoo.co.uk](mailto:csgensec@yahoo.co.uk)  
**Editor** Deborah Ward [civilservicesailing@yahoo.co.uk](mailto:civilservicesailing@yahoo.co.uk)