



September 2018

CIVIL SERVICE SAILING

Civil Service Sailing Association



Year of successes at Hooe Point: p10



London again ... or maybe not: p8-9

CONTENTS

Look forward to next year's CSSA AGM	3
Selection of club news	4
Five Kingdoms Sailing Club	5
East Coast Yacht Division	8-9
Rutland Civil Service Sailing Club	10-11
Hooe Point Sailing Club	12

Summer has already disappeared and the typical British damp is with us again. But this takes us to a round of club AGMs and discussions on where to go next year - be sure to make your voice heard.

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:** Visitors enjoy the open day at Hooe Point Sailing Club, see page 12. Inset, ECYD's thwarted London trip, page 8-9

Still a 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.

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, or me, Deborah Ward, at civilservicesailing@yahoo.co.uk.

Deborah Ward

OBITUARY

David Calverley, a man of adventures

I'm sad to report that David Calverley passed away peacefully on Friday 7th September after a short illness. David was a man of many adventures with innumerable anecdotes. Early in retirement, he sold his own yacht and transferred to cruising with 5KSC and other CSSA Divisions.

A while ago, he told me that he was finding it difficult at 87 to accomplish what he achieved readily at 78 and that he wouldn't be joining us again on forays to the Outer Hebrides.

David never entirely hung up his sailing boots but his planned day sail on the Mersey this autumn has now been cancelled.

Thank you David for your help and encouragement in the early days of 5KSC and your good company in the years since.

Paul Brereton



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Brian Grubb
64 Cross Road
Winchester
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SO23 9PS

... DIARY DATES DIARY DATES DIARY DATES DIARY DATES

- Five Kingdoms Sailing Club AGM, 17th November, venue to be announced
- East Coast Yacht Division AGM, 17th November, Littleton Sailing Club
- Channel Sailing Division AGM, 24th November, venue to be announced
- Rolex Fastnet Race, August 2019

Submit your motions now for next year's AGM

by
Acting Vice-Commodore
Paul Brereton



Call for nominations and motions for the 2019 CSSA AGM. Nominations for posts on the CSSA Committee for the 2019-20 season and proposal of motions to be put before our 61st CSSA AGM must be made by 1st January 2019 – before the expected publication of your next CS Sailing.

Nominations and Motions will be published in your January edition and a full Agenda will be published in March.

Your CSSA committee is your Club committee's link to our parent body, the CSSC. Your Club has a member (usually your Captain or Commodore) nominated to be your voice at the CSSA committee. All is working well.

However, there are many constitutional roles on the CSSA committee – publicity, safety, etc. – that are, or will shortly become, vacant. If you have experience of serving on the committee of your Club or elsewhere (including in CSSC), you are likely to have experience and skills to make you a strong candidate for nomination to one of these roles.

I know that some of you lament the demise of national dinghy events. Past national dinghy events have been organised by our Rear-Commodore (Dinghies) and Dinghy Secretary but we have not had volunteers for these posts for some time. It's also true that support for national dinghy events had dwindled. Ideas are welcome for a refreshed future for a national dinghy competition and how the work this entails might be shared among a small team.

If you're interested in helping to shape the Association's future direction and would like to know more about what's involved, do get in touch, we'd love to hear from you: csgensec@yahoo.co.uk

Many hands make light work!

Offshore sailors – do you know where you want to sail in 2019?

It was pointed out to me the other day that we might not be making the most of our yachts. Why, you might ask?

Well, I was asked why our blue water cruiser was spending time in the Dutch canals. The obvious answer is that was what Club members wanted. And I believe this has been the Club's most successful season in recent years. But that poses another question: Are you a member of the right Club for you?

The offshore Clubs will be holding their AGMs during November when the programmes for 2019 will take shape. If you have ideas

Thank you Trevor!

You may have already heard that our Vice-Commodore, Trevor Drew, is now head of a leading veterinary laboratory overlooking the beach in Melbourne, Australia. Needless to say, Trevor is unable to continue as our VC at this distance and has resigned.

Thank you Trevor! Your enthusiasm, commitment and inspiration in guiding CSSA over the past few years will be sorely missed.



■ Trevor Drew: Down Under

Officer posts have been shuffled as a result of Trevor's move. Paul Brereton will act as Vice-Commodore and James Savage will act as Rear-Commodore (Offshore) through until the next AGM in April 2019. If you're interested in supporting offshore sailing, please get in touch. We're seeking to co-opt a volunteer into the post of Offshore Secretary, immediately. Nominations for CSSA Committee posts are due by 1st January 2019.

The CSSA Committee consists of:

- Commodore
- Vice-Commodore VACANT
- Rear-Commodore (Offshore Sailing) VACANT
- Rear-Commodore (Dinghy Sailing) VACANT
- General Secretary
- Treasurer
- Offshore Secretary VACANT
- Dinghy Secretary VACANT
- Membership Secretary
- Public Relations Officer
- Training Officer
- Safety Officer
- Plus one representative nominated by each club/division

Committee nominations need to be supported by two members, in line with the constitution, however one of the existing Committee could act as a second nominee if prepared to do so.

about the offshore sailing you would like to do next season, now is the time to start making your bids. Members of CSSA are eligible to sail with any of the Divisions and the Divisions can sail wherever their members choose.

So, if you have a strong wish to sail in the Baltic, Biscay or the Hebrides, or anywhere in between, now is the time to make those views known to Divisions. In the unlikely event that the majority of all members want to cruise the Dutch canals, that can be arranged and we can visit many other places en route.

Channel Sailing Divison AGM

The Channel Sailing Division AGM takes place on the 24th November at a venue yet to be decided.

The usual venue has changed hands and is closed for refurbishment. Further details will be announced when available - check out the CSD website at <https://channelsailing.org>

CSD Organisers to contact for information are as follows:

- Charters- Brian Skelley: charters@channelsailing.org
- Sea Times - Susie Welch: seatimebureau@channelsailing.org
- Training- James Savage: training@channelsailing.org
- Group Day Sails - Colin Smith: csddaysails@gmail.com
- CSSC Taster Days - Jenny Yarrow: jennifer.yarrow@cssc.co.uk

Raymarine E125 Chart Plotter Training

CSD is planning a Raymarine E125 Chart Plotter (Multi-Function Display) Course, to be held at Raymarine, Segensworth, Fareham.

This is a one-day course will be held at Raymarine's Demonstration Room from 09.30-17.00 on a weekday. A minimum of six students per course is required to cover costs.

This course has been 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.

The cost and date will be finalised once the response from members has been received but ,as a guide, previous courses have cost £30.00 per attendee. If you're interested in attending ,please email Colin Smith at csddaysails@gmail.com"

Time to think about next year's Fastnet race

The Civil Service Offshore Racing Club is starting to think about a Fastnet campaign next year, 2019. if you might be interested, please let us know at crewbureau@csorc.org.uk. There will be more details later in the year.

CSORC offers racing opportunities for all, from complete beginners who want to try a day sail in the Solent, to experienced sailors looking for competitive yacht racing. The emphasis is on having

fun, with a friendly atmosphere, but there is also the opportunity to gain experience and racing skills, and to progress to skippering. There is no minimum level of experience to sail with the club. For details of membership and eligibility, click on the Membership at the top of the webpage www.csorc.org.uk or download a crew bureau form here, or email the crew bureau, details above.

Have you got the bug? Here's the cure!

Around late spring or early summer, a lesser-known bug does its rounds. It often goes unreported but we need to make you aware of it as we are all susceptible – it's called Sailoritis. Anyone can be infected and it doesn't discriminate against sex, age or location, so here are some details about what we know:

First of all what is it? There are no outward signs of infection, so it must be airborne. Physically, you look perfect (as always) but it is recognisable by those close to you.

The most prominent symptom is a need to be near water or on the water. Typically a sufferer will head for the nearest large stretch of water (inland or the sea), and sit there saying nothing. There may be a tendency to talk to random sailors and always, there is an incomprehensible urge to try and float on water.

The best action is to treat sufferers with kindness, even if you don't fully understand their problem. They may want to be apart from you for a while but this is for a good reason as they have this new-found desire for excitement. Give them some freedom and they will come back with their batteries charged.

Conventional treatments have little effect but an internet search reveals a helpful website at www.cs-sailing.org.uk. We've found a therapeutic approach works best. Initially we recommend talking to someone who is similarly infected. In the North of England we have a self-help group called 5 Kingdoms Sailing Club where typically a party of about six people will get together for a week's retreat on board (of all things) a sailing boat! We have a leader ('skipper') and then various assistants (mate, navigator etc.) who help through the recovery.

There is no pattern as everyone is different, for example some people prefer eating on board, others eat ashore. Some enjoy the thrill of having sea water thrown onto your face while others simply relax in the warmth of a summer's day.

It's not incurable and you can learn to live with the condition. But we recommend you contact your therapy group at least once a year and book onto a retreat. For example this year, we've been along the coast of Wales, then Scotland until September.

As the infection has become more widely known, groups of sufferers have come together to share the cost. One week away will typically cost £300 plus food etc. Initially there may be family resistance, especially if you want to go on a retreat by yourself. But generally your family will be very understanding when they see the difference on your return – full of life, suntanned and babbling about varied experiences. But, be careful about how it affects your work. Before a retreat you may find yourself looking out of the office window – literally into space, wishing you were somewhere else. When you return you may find that you cannot settle for a while and that it is hard to concentrate. But eventually things get back to normal and everything is fine, that is until spring comes round and the bug starts biting again. Take care.

5 Kingdoms Sailing Club want to hear from anyone with *Sailoritis*. They offer weekly therapy sessions in the North of England, Wales and Scotland and places can be booked via crew_bureau@5ksc.org.uk. Because this is a voluntary group, they're always on the lookout for leaders and helpers. If you hold a Day Skipper or Coastal Skipper certificate and have a week spare to help lead or assist, do get in touch. Thank you for making a difference!

Pete Shuttleworth

Back from the far north and ready to race

2018 late season sailing with 5KSC

By the time you see this, YNOT should be back from her grand tour of the Scottish west coast and providing mini cruises in north Wales from Conwy and day sailing on the Mersey from Liverpool including racing with Liverpool Yacht Club, skills honing, taster sails and yacht familiarisations. Berths are available. Ynot is available for weekend and mid-week charter through to the end of February 2019. See www.5KSC.org.uk for details.

2019 Relaunch of RYA Sail Cruising Training with 5KSC

5KSC is close to agreeing arrangements to provide a full range of RYA sail cruising training for CSSA members.

Training will include RYA practical courses aboard YNOT, our 37 foot three-cabin yacht, from our summer base on the Clyde.

Shore-based courses are on offer over the winter including First Aid, VHF, Radar and Diesel engine. If there is demand then classroom courses, eg for Day Skipper, can be provided. We are close

to linking up with a provider of online shore-based courses for Day Skipper and Yachtmaster.

To get the programme right for members, we need to know what people want and when they might wish to take up courses: please email training@5ksc.org.uk

Updates will be posted on the website https://5ksc.org.uk/main/Latest_News



Notice of the 20th AGM of the 5 Kingdoms Sailing Club

The 20th Annual General Meeting of the 5 Kingdoms Sailing Club will be held on Saturday 17th November in Liverpool. Full details will be posted on www.5KSC.org.uk once the venue has confirmed. A light buffet lunch will be provided.

Agenda

1. Opening
2. Apologies
3. Minutes of the AGM of 11th November 2017
4. Matters arising from the minutes
5. Captain's report
6. Treasurer's report
7. Election of an accounts examiner for 2019
8. Debate of motions received
9. Election/Appointment of Officers and Committee Members for 2019

Motions

Proposed motions should reach secretary@5ksc.org.uk by 17th October 2018.

Nominations to the Committee for 2019

Nominations are invited for Captain, Vice-Captain (Captain elect), Secretary, Treasurer, Crew Bureau and five Members.

Nominations for the Committee should reach secretary@5ksc.org.uk by 17th October 2018 indicating the proposer, seconder, and agreement of the nominee to stand for the post – a thread of e-mails is sufficient.

Yacht familiarisations

If you would like to be familiarised with Ynot on AGM day, please inform a committee member.

Let us know what you want from Ynot in 2019

Over lunch and afterwards, there will be time for us to share our cruising experiences this year and agree an outline plan for the 2019 season.

Whether or not you can join us, please give our crew_bureau@5ksc.org.uk advance notice of your wishes so that he can produce a draft programme ready for discussion.

If you're looking for training, come along and make sure you are fully informed of the training that is being arranged. The weeks to be set aside for practical training within the cruising programme are likely to be firmed up in discussions around the AGM. Come and have your say.

Inshore Skippers – get your heads together and let us know what weeks you'd like Ynot to be on the Clyde for you.

Please let us know if you have suggestions to improve Ynot or her operation: inventory, instruments, administration, etc. Bring ideas along.

Contact 5KSC

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



Deborah Ward
enjoys a week with
5KSC's Inshore
Skipper Scheme



■ Sunset at Port Bannatyne.

A gentle introduction to the joys of becoming a CSSA Skipper

The CSSA quite rightly needs to ensure that anyone skippering its yachts is sufficiently qualified: the list of criteria is fairly long and entirely sensible.

No chance, I thought when reading through them all an the various restrictions.

But it can be a Catch 22 situation for sailors aspiring to make progress on the journey to becoming a CSSA-approved skipper. How to acquire the experience and confidence a skipper needs, unless you can give it a go some time?

This is one of the advantages of 5KSC's Inshore Skipper scheme, which offers a chance to build that vital experience in the CSSA yacht Ynot and in the company of like-minded sailors who can provide support.

The sailing area is geographically restricted under the scheme but covers much of the spectacular Clyde estuary. If the wind is above a F4, that means a day ashore. All members of the crew must have some experience which unfortunately rules out complete beginners.

There's lots to do in a week, though, leaving plenty of room to mooch around the isles of Bute, Arran and the two Cumbraes as well as the mainland.

Our crew, led by Pete Shuttleworth, departed the nominated port of Largs in mid-August with a few ideas in mind. We'd do some man overboard practice, ensure everyone had an opportunity to be

skipper for a day, together with some navigating and manoeuvring.

That didn't sound much like a chill-out week but it turned out just fine. And hadn't we signed up to learn anyway?

Pete was relaxed about roles while the MOB drill of crash tacking fairly close to the unlucky fender was a different, more up-to-date approach from the one I learned during the Day Skipper course many years ago - faster and more reassuring for casualties, although I hope never to try it for real.

We visited Port Bannatyne, Loch Ranza, Tarbert and Rothesay, enjoying good winds and relatively fine weather. Scotland's pesky midges kept their distance, and the trip to Arran's only distillery proved a surprising highlight of the week for someone who doesn't really like the stuff.

I hadn't particularly been interested but tagged along and was thoroughly spellbound by the history of Scottish crofters eking out extra income by distilling individual brands, resisting attempts to impose heavy taxes. No wonder smuggling was popular.

Some heavy downpours and an occasional F5-6 forecast meant we couldn't sail every day, but it did give us plenty of time to enjoy our surroundings and sample other true Scottish fare such as deep fried pizza and haggis. Mmmm.

So if you want to boost your skills, sign up for the Inshore Skipper scheme and there's every chance you'll have a great week too!



■ Left, the crew jostle for the helm and, below, navigating is fun and so is whisky





■ Anticipating dessert, left, and, buoys marking the wrecked SS Montgomery

Storm forces Frejya to abandon London again

The weather frustrated Frejya's London-bound sailors once more instead, an exploration of Queenborough, a visit to Shotley church and yet another Frejya

Two years ago, we had a successful cruise taking Frejya from Shotley to central London and back. A favourable wind had enabled us to make most of the distance under sail including the 47-mile run up the Thames from Sheerness. This year there was a favourable tidal sequence at the end of April at a time when Frejya was available. Plans were laid and a berth reserved for two nights, Saturday and Sunday, in St Katharine's Dock – just below Tower Bridge.

We studied tidal streams and critical depths, checked the procedure for passing Thames Barrier ... all that stuff. But it didn't happen! From Harwich harbour to London is about 100 miles, say 14 hours of sailing, and to take advantage of the tidal flows implies a two-day journey. Queenborough provides a convenient overnight mooring. It's about half way between Harwich and Tower Bridge - a few miles beyond Sheerness just off the River Medway.

Our Friday began early, leaving Shotley at 6am to catch the flood tide in the Wallet. It was cold and grey and with a south-westerly wind it wasn't possible to sail, but by 10am, the wind was easterly and we able to sail under full genoa. A few hours later we had worked our way to the south side of the Thames estuary.

... A strange encounter with the men in black

The Medway approach channel lies near the explosive-laden wartime wreck of the SS Richard Montgomery, marked with large red buoys and even larger yellow ones. Not a place to be off-course.

As we rounded Garrison Point at Sheerness, a black rib put out from the shore, taking a looping course until it came alongside: Black hull, big black outboards, two men all in black. The only non-black aspect was the word 'Police' in white on the helmets.

As the rib ran alongside, we were questioned about our origin and destination, then about the state of the tide when we left Shotley and sea conditions en route. Eventually we appeared credible and the men in black motored away.

We were at Queenborough by lunchtime, impressed by the help from the tide and pleased with the change in the wind. But the forecast was a problem. For several days there had been strong wind warnings, and it had seemed the storm would pass though while Frejya was safely berthed at St Katherine's. Now the storm was due on Monday, when we planned to be sailing back to Shotley.

It was not possible to extend our charter and delay our return, and so it was reluctantly decided to abandon London and head for home next morning. The reservation at St Katharine's was cancelled and instead of the lure of the capital, we now turned our attention to Queenborough

Queenborough creek dries, but there are visitors' moorings in the Swale, mainly buoys, with a few spaces alongside a floating pontoon. The pontoon is connected to the shore by a 100m long floating walkway, but at weekends a 'trot' boat will pick up crews from moored yachts.

Facilities are rather basic, but Queenborough Harbour Trust is working on gradual improvements. Queenborough was created a 'new town' by King Edward III in the 1300s, and acquired a castle which, by the 1500s, had been reinforced several times as the French fleet threatened.

In 1667, Queenborough was captured by the Dutch and is said to be the only English town over which a foreign flag has flown. The town prospered and declined several times in succeeding centuries. There were periods of successful trading, fishing, shipbuilding and industry, eventually degraded by the development of neighbouring towns and astonishing episodes of corruption.

Naval activity gradually declined as Sheerness was developed but in modern wartime Queenborough was a base for minesweepers and an assembly point for the 'little ships' of Dunkirk. It was also the port for the ferry service to the Netherlands until that moved to Harwich in 1927. Today the town seems rather quiet, though there are modern industries nearby. Given our change of plan, we now had the unexpected opportunity to explore ashore.

Over the sea wall we admired the riverine panorama, looking across to Dead Man's Island, resting place for the dead from the prison hulks once moored in the river.



■ Above left, men in black, and looking out to the Swale



■ Left, the graves of two German sailors and, right, knot practice



He thinks that's a bowline!

ECYD Annual General Meeting

The ECYD AGM will be held on Saturday, 17th November 2018 at Littleton Sailing Club. The day will start with tea and coffee at 10am for 10.30 review, and discussion for the 2019 Long Trip. This will be followed by the formal AGM after which a buffet lunch will be provided. Further details will appear in the ECYD Autumn Newsletter and website or nearer the time.

We paced the main streets and explored the churchyard with its grand memorial to many-times mayor Thomas Young Greet and Admiral Thomas Young Greet. Sadly, the Guildhall Museum ("The jewel in the crown of Queenborough") was closed - it does open on Saturdays. There are a few places to eat – both pubs and restaurants, but we had not been certain of getting ashore and so we had our own evening meal ready on board. Our sailors' legs were getting weary by now and so we did not get to see the old town quay but we did spend an amiable hour in the unusual Admiral's Arm micropub and sampled the impressive beers.

On Saturday morning we ran out of the Swale into the Medway and eastwards along the Medway Approach Channel, passing the wreck of the Montgomery. With a light westerly wind we motor-sailed and began working our way back across to the north side of the Thames estuary: crossing the Warp to the West Swin, Middle Deep and East Swin and then crossing the Swin Spitway to the Wallet, the Medusa Channel and Harwich Harbour.

The promised storm arrived on Sunday evening. Freyja was safe in

Training dates

From	To	Course
1800 Friday 12 th October	1800 Sunday 14 th October	Boat Handling £160.00
1800 Saturday 20 th October	1800 Thursday 25 th October	Competent Crew and Day Skipper £400.00
1800 Friday 26 th October	1800 Friday 2 nd November	YM Coastal and YM Off- shore prep exam £475.00

her berth at Shotley. Warps and fenders were checked, adjusted and anything loose secured. In addition to the mighty wind, there was continuous heavy rain throughout Sunday night and most of Monday. We were pleased to be snug down below. As the wind eased on Monday afternoon, we sallied out in lighter rain and visited the parish church at Shotley, about a mile from Shotley village. In the churchyard and the adjacent Royal Navy Cemetery, there are hundreds of war graves - British, Commonwealth, Dutch and German sailors – many submariners - and also graves of those who died while at the training establishment of HMS Ganges.

What of the other days? On the Sunday and Tuesday, we enjoyed some good sailing in the Stour and Orwell. We spotted another Freyja, too, parked at the RoRo berth next to Ha'penny Pier. This is Mann Lines' new ship now running regular freight service from Harwich calling at Cuxhaven, Paldiski (near Tallinn in Estonia), Turku (in Finland), Bremerhaven, Harwich and so on, in a continuous loop. Always something interesting in Harwich harbour ... and some very good eating to be found in the Shotley peninsula.

Soling ... just so fantastic to sail

Rutland Civil Service Sailing Club has added to its existing fleet of three national Squibs and has acquired an International Soling. *Time Flies* has been generously donated to the club by long-term committee member and Boat Husband John Cranwell-Ward.

John owned and raced this boat for 10 years. This boat has an illustrious history and was used by the GB team during the 1972 Olympic Games at Kiel. The team and boat were based at the British Kiel Yacht Club (BKYC) on the German coast for three months leading up to the Games. The club was a private member club "requisitioned" in 1939 by the Nazi command, in particular Hermann Göring and subsequently "re-acquired" by the British Army in 1945. BKYC has mounted images of Hermann Goring, Hitler and other members of the Nazi hierarchy standing on the pontoons admiring their personal fleet of yachts!

The yacht club and its boats were returned to their rightful owners in 1946 but the British Army has always maintained a yacht club at an alternative site a few hundred metres from today's Kiel Yacht Club. It is used by the British Army as an Adventure Centre for service units and has 12 Halberg Rassy 26 ft yachts with tiller steering, along with some classic yachts from the 1930s, in particular a spectacular 100 sq. footer.

ECYD has often called in at BKYC during their Baltic cruises and it was on one of these trips that the Commandant of BKYC presented John Cranwell-Ward with a BKYC Burgee to be flown from the crossrees of *Time Flies*. The burgee shows "Her Britannic Majesty" in gold on a blue background. We are immensely proud of our Soling, a stunning boat to sail. Solings have a race-bred designed hull, keel and rudder and they slide through the water like a hot knife through butter!

What is a Soling?

The Soling is an International open keelboat class designed by Norwegian Jan Linge in 1965 for the Olympic Games. In 1968, against competition from the existing Olympic 12-metre class and after a number of sea trials in heavy weather conditions, it outperformed the 12-metre class and was selected by the Olympic Sailing Committee as the official Olympic class three-man keel boat, first appearing in 1972. The Soling maintained this status until her final appearance at the 2000 Olympics.

The Soling is a strong boat designed for any wind and sea condition and is - above all - fun to sail. Fitness and good sailing skills are basic requirements for successful Soling sailing and racing.

The boats are a unique one-design originating from an authorized single plug and mould and made of GRP, making competition as equal as possible. The lifetime of a Soling is long. Those produced in the early days still sail beautifully and some are still in competition today.

Present Day Soling

Today the Soling is still a fast, exciting, non-sinkable, 8.15 metre, one ton International One Design racing keel-boat, that is sailed by a crew of three (with no weight limit). Class rules allow droop hiking. The Soling is about the same length as a J80 but only 75% of its weight. The Soling is fast and rides the sea well because it was designed for Olympic offshore racing. It has a fractional rig with a 31 ft mast, and a symmetrical spinnaker. Everything is adjustable while on the water. This includes the forestay, backstay and the inner and outer shrouds. This means that in heavier weather, you can flatten the main by putting bend in the mast and can balance the helm by increasing or decreasing the mast rake as you sail. There is no mainsail reefing.

The great thing about the Soling is that it sails so well. Weighing one ton (1,035 kgs) including the rigging and endowed with a V-shaped racing hull and a slim keel, it is very stable and cuts through the sea with ease. It is a pleasure to sail and admired by all who understand a pedigree racing boat when they see one. Having said that, we would only recommend the Soling to experienced sailors: it's a powerful boat to handle and becomes a bit of a beast once the wind gets up.

The International Soling Class is still very active. Yearly world, continental and many national championships are organized and well visited. Fleets with more than 40 competing boats are no exception. Local club racing is also popular.

"Soling lovers make better sailors"

This slogan was adopted by the International Soling Association in its early days and still applies today. There is nothing quite like the Soling Experience. Sail a Soling regularly and you will become a better sailor; race one regularly and you will become an expert.

The Soling has been raced by a multitude of famous yachtsmen who went on to compete in international events such as the Admiral's Cup and the Americas Cup. The Soling has often been used as the boat of choice in international match racing. If you want to make the transition to world-class yacht racing, this pocket rocket is the boat for you! It is ideal as a stepping stone.

Norwegian designer Jan Linge also designed the Yngling which became an Olympic class yacht. The Yngling is a six-metre version of the Soling in which *Three Blondes in a Boat*, skippered by Shirley Robertson, won Gold for Britain in the 2004 Athens Olympics with a race to spare.

Both boat names incorporate the designer's name into their title. (Ling) The Yngling was originally designed in 1967 by Jan Herman Linge as a keelboat for his young son, and thus he named it Yngling, the Norwegian word for "youngster".



■ The Soling in action



■ Andy Brooks, with club member Mark Chiva

Of course I understood how it all worked, but I didn't quite get the feel for the wind

By **Andy Brooks**

In 2010 I took up sailing and completed the RYA day skipper onshore course, then the offshore practical and qualified to skipper a yacht. All good you would think, excepting I really could not feel sailing.

Of course I understood how it all worked, but even in quite extreme conditions on a yacht in the north sea, I did not get the feel for the wind and felt uncomfortable with the prospect of sailing unaided.

Fast forward a few years and I decided to try dinghy sailing and joined RCSSC. I was taken sailing by members, as crew, and then taken through my Level 2 dinghy qualifications by Pete, Dave and John.

I got to experience all sorts of conditions and finally understood sailing. It became intuitive to read the wind and that, at the end of the day, will be hard to learn on a big boat.

This time, ticket in hand, I actually could skipper (helm) a

boat, and I now finally felt, if I wanted, I could go back and skipper a yacht.

So this summer in Greece, I put all the lessons to good use. I was sailing Lasers and catamarans in the sea with ease. One day I had a catastrophic failure of the pulleys for the main sheet. It was blowing a strong offshore Force 4 gusting to 6 and I was stuck.

Well no actually, I jury-rigged the main sheet and managed to tack back in on the traveller!! A give-away tip given to me on the Level 2 assessment by Bob who showed me the trick on a Squib.

If you fancy a sail, you could do a lot worse than come and join the RCSSC. Of course they can train you to get a pass in Level 2 but, more importantly, they have years of experience to share. You never know when a tip over a beer or on the lake might just get you out of a tricky spot.

A year of successful achievements, and let's hope for the same next year!



2018 has been a very successful year for Hooe Point SC. The first event was on May 12th, when we held an open day under the banner of the RYA's *Push The Boat Out* campaign. Over 80 visitors came through the gates and approximately 50 of these managed to go on the water to sample what we had to offer. Several of our members helped out with this event by providing a trip in a sailing dinghy, a powerboat ride or a short sail in a yacht. We were graced with fine weather and a gentle breeze.

Guest of Honour was our MP, Gary Streeter, who came along to see what we get up to. He later included a report in his weekly newspaper column stating: "I went to the open day being held by Hooe Point Sailing Club. There, I met some wonderful and very friendly people who have been running the club for many years, enabling their members to enjoy the water safely and well." Hopefully we will have obtained some new members after their visit.

Our other major achievement this year is being granted RYA Recognised Training Centre status.

This was obtained after a lot of preparation and hard work but now means that we can offer formal training courses in Dinghy Sailing and Powerboating to our members.



■ Top, enjoying the open day and, above, MP Gary Streeter with club members. Far left, members can hire an RS Vision

Already, eight club members have taken advantage of this and have attended Powerboat Level 2 courses, which they have all passed successfully. We hope to run a Dinghy Course before the end of the season.

Preparations are now under way for the end of the season when the dinghy park gets turned into winter storage for our members yachts and motorboats. October will soon be with us and will see a large crane on site for a couple of days when we crane out around 40–50 boats onto the yard for the winter.

Hopefully next year will be as good as 2018 with members taking advantage, of the training courses on offer and also making use of the dinghies which the club owns. We have a Bosun, RS Vision and two Fevas available for members to hire.



**CSSA is affiliated to the
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