



March 2019

CIVIL SERVICE SAILING

Civil Service Sailing Association



It's Easy Being Green: P2

CSSA Business: P3

Club Reports: P10

Dinghy Sailing: P23



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Dear CSSA members

It gives me great pleasure to welcome you to the first edition of CS Sailing with me as editor. I am very aware of the responsibilities that the editor's role entails, and approach it with both excitement and some trepidation!

Firstly, thanks are due to my predecessor Deborah Ward. Over the past 5 years she has done a fantastic job, shaping the magazine to ensure it has maintained such a high standard and has made CS Sailing an important outlet for the communication for news and events of all the CSSA clubs.

I also thank all our submitting authors, who have toiled in the production of their work; we hope you enjoy this month's edition.

I would also like to draw your attention to the article below "It's Easy Being Green" about opting for digital version of the magazine.

Eileen Kitts, Editor

It's Easy Being Green

We at CS Sailing have been asked if it is possible to use biodegradable plastic for the wrapper that the magazine is delivered in. The answer is yes, it would cost a bit more but it could be done, using material derived from potato starch.

The catch is that a biodegradable wrapper has to be recycled as food waste (or home-composted), not in the normal domestic recycling bin. Put it in the recycling with the plastic and it goes to landfill, at least under current arrangements. Not all councils accept biodegradable or compostable plastics in their food waste bins.

There is, however, a much easier way to cut down on the plastic and it would save us money, and that is to opt to receive the magazine by email. If you would like to do this then simply send an email to membership secretary Ken Pavitt as follows:

To: kenwpavitt@aol.com
Subject: "CS Sailing by email"
Body: Your name (and CSSA number if possible)

Not everybody wants to read a newsletter on-line, or print it out themselves, so if you want to continue to receive a paper copy then you need do nothing and you will get your copy through the post as normal. If you are not receiving a copy and would like to, it may be that Ken has an out-of-date address for you, so email Ken with your CSSA number and up-to-date details.

Meanwhile we'll continue to look at ways of improving our environmental impact. And don't forget that you can download CS Sailing from the CSSA web site at www.cs-sailing.org.uk.

DIARY DATES DIARY DATES DIARY DATES DIARY DATES

CSSA AGM, Civil Service Club, London, 11th April 2019
Jumbles Sailing Club Open Day, Bolton, 27th April 2019
Littleton Sailing Club Open Day 11th May 2019
Inter-Departmental Regatta, Sunday 9th June to Friday 14th June 2019
CSSA Dinghy Championships. Hooe Point Sailing Club, 22nd - 23rd September 2019

CSSA BUSINESS

CSSA ANNUAL GENERAL MEETING 2019



All members
are invited
to attend the



CSSA
Annual General Meeting 2019
to be held at the
Civil Service Club
13-15 Great Scotland Yard
Westminster
London
SW1A 2HJ

on 11th April 2019
starting at 18:15

The Civil Service Offshore Racing Club
(CSORC)
AGM will be held after the CSSA AGM
in the same venue

There will be a buffet in the bar afterwards



CSSA AGM 2019 Agenda

- 1 Presentation of awards and trophies
- 2 Commodore's address
- 3 Minutes of 60th AGM held 17 April 2018
- 4 Adoption of the Annual Report for 2018
- 5 (i) Treasurer's Report
(ii) Adoption of 2018 Annual Accounts
- 6 Appointment of Auditor
- 7 Motion 1: Maurice Gates Bequest *
- 8 Motion 2 Amendment of Constitution*
- 9 Appointment of Officers and
Committee Members -
see list of nominations below

*Explanatory notes on following pages 4 - 6

NOMINATIONS

Post	Holder/Nominee	Term start	Term end	Proposer	Seconder
The Commodore	Graham Dalton	April 2018	April 2021		
The Vice-Commodore	Paul Brereton	April 2019	April 2022	Brian Grubb	Mike Childs
One Rear-Commodore (Offshore Sailing)	James Savage	April 2019	April 2021	Paul Brereton	Brian Grubb
One Rear-Commodore (Dinghy Sailing)	Andrew Selves	April 2019	April 2021	Paul Brereton	Iain Mackay
The General Secretary	Brian Stevenson	April 2019	April 2020	Brian Grubb	James Savage
The Treasurer	Brian Grubb	April 2019	April 2020	Mike Childs	Paul Brereton
The Offshore Secretary	Co-options invited				
The Dinghy Secretary	Co-options invited				
The Membership Secretary	Ken Pavitt	April 2019	April 2020	Brian Grubb	James Savage
The Public Relations Officer	Eileen Kitts	April 2019	April 2020	Paul Brereton	Deborah Ward
The Training Officer	Alison Hutton	April 2019	April 2020	Brian Grubb	Mike Childs
The Safety Officer	Co-options invited				
Members (maximum 9)					
	Martin Hugo	April 2019	April 2020	Paul Brereton	Alison Hutton
	Deborah Ward	April 2019	April 2020	Paul Brereton	Mike Childs

Plus representatives appointed by each CSSA Division

MOTION 1: MAURICE GATES MOTION

The following Motion is to be put to the AGM of the CSSA to be held in April 2019.

“If, on the advice of CSSA’s lawyers, it is necessary to establish a company limited by guarantee for the purpose of receiving and dealing with monies resulting from a bequest made by Maurice Smith Gates, a former member of the Association, then this meeting authorises the General Committee to do so. In that event the Committee shall be further guided by advice from CSSA’s lawyers.”

Proposed by Brian Grubb, Hon Treasurer 31 December 2018

Seconded by Brian Stevenson, General Secretary 31 December 2018

Explanatory Note

Maurice Gates, who died in 2016, was a longstanding member of the CSSA. In his will, Maurice bequeathed £325,000 (the upper limit of the Inheritance Tax nil rate band at his death) to the Association. In essence the bequest was to provide capital funding – in whole or part - for offshore yachts for the Association. Unfortunately it has transpired that Maurice’s executor is prevented from carrying out this bequest because of the nature of the Association’s unincorporated status. The executor’s and Association’s lawyers have both concluded that the bequest cannot lawfully be made. (Bequests to unincorporated bodies are seemingly a legal minefield which the drafting of the will did not satisfactorily deal with. And any restorative action against the drafting solicitor is time-barred.)

The other three beneficiaries of the will are all ‘residuary’ - that is, are due (in prescribed portions) what remains after the bequest to CSSA has been made. So if the bequest isn’t in fact made, the £325,000 would also be shared between them.

Fortunately, however, these other beneficiaries are all registered charities. And case law has led the Charity Commission to issue formal guidance to deal with situations such as this, where the intentions of a will are clear but are thwarted by legal technicalities. The guidance is that, subject to approval by the Commission, charities should then make ex-gratia payments to the thwarted beneficiary to give effect to the will’s intentions.

But even if the charities concerned adhere to this guidance there is seemingly a further potential hurdle, which is whether the Association, as an unincorporated entity, can ‘safely’ – in the legal sense – be the recipient of such ex-gratia payments. Further advice on this is awaited from CSSA’s lawyers and a possible option appears to be the setting up of a company limited by guarantee to be the recipient. This is the situation that underlies the motion.

MOTION 2: TO AMEND CLAUSES 8 & 9 OF THE CSSA CONSTITUTION

The following Motion is to be put to the AGM of the CSSA to be held in April 2019.

The Motion was agreed by the General Committee of the CSSA at its meeting on 9th October 2018. The CSSA GC now seeks endorsement of the membership. We have asked for the CSSC's agreement to this change.

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 such that: -

- 1 Nominations and motions are required by 14th February.
- 2 The December/January edition of CS Sailing can be used to provide notification of the AGM, as now, and additionally invite nominations and motions.
- 3 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 fourteen days ahead of the AGM in accordance with the current constitution, that is, to reach members at least fourteen 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.
- 4 If necessary, the General Secretary can deliver notifications as required by the constitution using means other than CS Sailing.

If the changes proposed are agreed, Clause 8 will read as follows:

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.

MOTION 2: TO AMEND CLAUSES 8 & 9 OF THE CSSA CONSTITUTION

If the changes proposed are agreed, Clause 9 will read as follows:

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 give notice of the Annual General Meeting to all members and to the Secretary of each Affiliated Club not less than fourteen 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 is made available to members of the Association and to the Secretaries of Affiliated Clubs at least fourteen days ahead of the Annual General Meeting.

TREASURER'S REPORT and ABRIDGED CSSA FINANCIAL STATEMENTS FOR 2018

2018 Results

1. The Association's surplus for the year was £6,245 compared with £5,058 for 2017. As forewarned last year, CSSA's main income - its membership grant of £30,267 from CSSC - was some £5,000 less than in 2017. This was because of a lower capitation rate (£11.80 rather than £12.75 per head) and because of a reduction in CSSA's reported membership.

The main expenditure in the year was, exceptionally, on legal fees. £9,183 was incurred in pursuing a £325,000 bequest from a former member of the Association, Maurice Gates, and £1,320 was spent towards creating a lease for Littleton SC's site. At the end of the year both matters remained ongoing, although were reaching a conclusion. As a result of these exceptional expenditures, the usual year-end grant distribution to CSSA's member clubs (totalling £12,000 in 2017) could not be made.

2018 Financial position and highlights

2. The Association's financial position remains strong. Taking one year with another, the aim has been to increase general reserves broadly in line with inflation, so that clubs' requirements for

interest-free loan capital to improve and renew their assets - inevitably affected by inflation - can continue to be met. Just one loan from reserves was made during the year, being £100,000 to the Portsmouth Offshore Group for yacht-handling machinery to replace the hiring of cranes and a low loader for its annual yacht-lifts. The loan is repayable over 10 years, interest-free. Despite this very significant loan, year-end deposit balances remain substantial but are expected to be needed to service other loan demands that are in the pipeline. Repayments on all existing loans continue to be received on or ahead of schedule.

The Future

3. The bequest is the most significant event on the financial horizon, but because of a seeming impediment in the wording of the Will there has been uncertainty over the Association's right to receive it. However, it now looks increasingly possible that, via an indirect route, the Association will obtain the benefit of at least a significant part of it and hopefully the whole. The bequest is for a specific purpose - to provide capital financing for offshore yachts - but

TREASURER'S REPORT and ABRIDGED CSSA FINANCIAL STATEMENTS FOR 2018

although this would directly benefit only one area of the Association's activities it could of course free up funds for others.

4. At the operational level, CSSC's membership grant to the Association for 2019 has been agreed at £33,972.20 – some £3,705 more than for 2018 – resulting from increased CSSA membership. However, the capitation basis for this grant will cease in 2020 to mirror a change already made to the way CSSC calculates grants for its Area Associations. This will be a matter for discussion with CSSC during 2019 but our aim will be to retain at least a similar level of support. Mention should also be made of CSSC's other annual grants, which are towards the financing of the Association's events. Regrettably, only the Interdepartmental Offshore Regatta was able to be held in 2018 - towards which a grant of £5,150 was received. But we now have an overall grant budget of £8,000 for 2019 events plus additional support of up to £3,000 for Dinghy Championships. These championships have not been held in the past few years, but plans are afoot for holding them at a new venue.

5. As the surplus for 2018 shows, CSSA continues to have sufficient head room as well as reserves to weather the exceptional costs incurred during the year – albeit at the expense of making grants to the Association's clubs. In 2019 it will again be necessary to set up budgetary provision for legal fees expected to be incurred in finalising a lease for the Littleton SC site and the bequest, but it is hoped the end is in sight for both matters.

6. As reported in previous years, the wider introduction of site rents and charges for the land-based clubs, as well as increases in those amounts, will have a continuing financial impact inasmuch as the CSSC looks to the Association not only to collect such payments on its behalf, but also to 'guarantee' them. Indeed, where the arrangements result in back to back leases between CSSC and CSSA, and CSSA and the individual club – as exists for the Portsmouth Offshore Group and is planned for Littleton SC - then CSSA acquires actual rather than contingent rent obligations, increasing its vulnerability. Once all site agreements are in place the annual obligations - actual and contingent – are likely to be in the order of £140,000. As the Income and Expenditure Account shows, this figure is already nearly £134,000.



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 Audit Services as auditor for 2019 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 2018 are attached. Copies of the full 14 page 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 e mail request to grubb64@hotmail.com, giving name and CSSA membership number.

For and on behalf of the General Committee

Brian Grubb
Honorary Treasurer
8 March 2019

CSSA ACCOUNTS

Income and expenditure account for the year ended 31 December 2018

	2018	2018	2017	2017
	£	£	£	£
Income				
CSSC membership grant	30,267		35,420	
CSSC events grant	5,150		4,450	
Interest on bank deposits	278		40	
Less: Corporation Tax thereon	(53)		(8)	
Other Income	(4)		1	
	<u> </u>	35,638	<u> </u>	39,903
General expenditure				
Committee costs	1,186		1,180	
Other administrative costs	12,470		5,512	
Functions	889		840	
Grants funded by CSSA	250		12,700	
Training expenditure	331		-	
Magazine	8,502		9,232	
Advertising and publicity	-		11	
RYA subscription	615		595	
Trophies and citations	-		325	
	<u> </u>	(24,243)	<u> </u>	(30,395)
Events expenditure				
Offshore racing	-		1,600	
Dinghy championships	-		-	
Victory Trophy	-		-	
Interdepartmental offshore regatta	5,150		2,850	
	<u> </u>	(5,150)	<u> </u>	(4,450)
Gross Surplus		<u>6,245</u>		<u>5,058</u>
Loan interest, rents and charges				
HSBC loan interest and charges	984		1,222	
Less: amounts recharged to clubs	(984)		(1,222)	
	<u> </u>	-	<u> </u>	-
CSSC rents and charges	133,736		131,036	
Less: amounts recharged to clubs	(133,736)		(131,036)	
	<u> </u>	-	<u> </u>	-
Net Surplus to General Fund		<u>6,245</u>		<u>5,058</u>

Balance Sheet at 31 December 2018

	2018 £	2018 £	2017 £	2017 £
Loans to Divisions due after one year				
CSSA-financed interest-free loans	137,000		84,500	
HSBC-financed interest-bearing loans	7,000		14,000	
	<u> </u>	144,000	<u> </u>	98,500
Current Assets				
Loans to Divisions - due within one year:				
CSSA-financed interest-free loans	37,500		27,500	
HSBC-financed interest-bearing loans	7,000		7,000	
Chandlery stock	1,208		1,253	
Sundry debtors	134,514		131,807	
Bank current and deposit accounts	183,475		234,620	
	<u> </u>	363,697	<u> </u>	402,180
Current liabilities				
Loans from HSBC – due within one year	7,000		7,000	
Sundry creditors	105,155		94,428	
Corporation tax	53		8	
	<u> </u>	(112,208)	<u> </u>	(104,436)
Current assets less current liabilities		251,489		297,744
Total assets less current liabilities		395,489		396,244
Long term liabilities				
Loans from HSBC – due after one year		(7,000)		(14,000)
Total assets less total liabilities		388,489		382,244
General Fund		<u> </u>		<u> </u>
Balance brought forward		382,244		377,186
Surplus for year		6,245		5,058
		<u>388,489</u>		<u>382,244</u>

Brian Grubb
Honorary Treasurer
8 March 2019

5KSC

2018 has been yet another successful year for 5KSC.

We continue to get good feedback about the suitability of Ynot of Liverpool as our Club yacht. Our cruising of the Scottish west coast has been as popular as ever with Inshore Skippers.

Highest demand this year was for the Clyde but we also had a few weeks visiting most of the Hebrides. The Clyde Muster with the SCSCC and RNSA was held once again in Portavadie on Loch Fyne.

We delivered training aboard our yacht; this year with the help of the RNSA. We are now well on our way to establishing our own 5KSC RYA Recognised Training Centre.

CSSC Taster Sails on the Mersey during the autumn were well received.

Racing with LYC continues to keep Ynot and members active through the winter months and our numbers of racing skippers looks set to grow.

Behind the scenes we have a strong committee and flexible maintenance team. Our membership is healthy and taster sailors are converting to members.

New CSSA Approved Skippers are in the offing.

Our financial position has strengthened this season.

CSORC

CSORC had a quiet year on the domestic scene, with a showing in the Sunsail race series out of Portsmouth and the IDOR at Cowes.

We had an early race in Round 1 of the Sunsail Race Series at the beginning of the season. Conditions were lively with gusts over 30 knots in the second race. The wind was quieter on Sunday and the results were still quite good, with two 6ths out of 9 and ending with a 5th.

An ambitious new event on our radar, the RORC Caribbean 600, proved a very exciting event but came to a premature finish when one of the crew became ill and we abandoned the race and diverted so that he could get some medical attention.

CSORC's crew did well in the IDOR, coming 3rd overall out of 12 entries, 2nd in the offshore series, and 2nd in the race round the Island. They also won back the CSORC Shield for the best placed club boat.

Plans for next season: for the Fastnet and a possible regular race charter.

East Coast Yacht Division

Freyja went from the Friesian Islands in the North, covering a great many ports in the IJsselmeer down to Hoorn in the South.

The end of the Long Trip saw Freyja sail from Enkhuizen southerly through Amsterdam and IJmuiden down to Zeeland and homeward to Ramsgate and Shotley.

There were a couple of hiccups to Freyja but nothing too serious.

In August this year we heard the sad news that our Treasurer Tom McHale had died. He was a real gentleman and it was a pleasure to have known him.

We now look forward to sailing next Summer along the French Atlantic coast of Brittany.



Hooe Point Sailing Club

Membership increased by 30% during 2018. In May, an Open Day was held. Visitors were offered trips out on both club members and club boats. A good turnout was achieved, resulting in several new members.

Yacht Racing There were three race series with honours being shared amongst several different boats.

Dinghy Racing With up to 20 plus boats on the water regularly some excellent racing has been enjoyed throughout the three race series and the regatta.

Training This year the club achieved RYA training status and has successfully run 4 RYA Powerboat level 2 courses resulting in 11 members gaining this qualification and a positive asset in attracting new members in the future.

Regatta The regatta took place in July and this year was a purely dinghy event with dinghy racing taking place over 2 days.

All moorings were again full throughout the year, with a waiting list. More than 60 vessels are accommodated.



Littleton Sailing Club

All in all, 2018 was quite a year for Littleton SC; we celebrated achieving some notable landmarks.

Our Sunday racing series during January and February earlier in the year were well contested by some of our hardier souls.

We ran our full racing programme on Saturdays and Sundays throughout the summer, with the popular Twilight Series of alternate general handicap and pursuit races on Thursday evenings from early May to late August. We also ran our Solo, Laser, and Comet open meetings, when we were pleased to welcome competitors from other Clubs, as well as our good numbers of Trophy Days.

Our dinghy instructors, senior instructors, and power boat instructors were kept busy throughout the summer with a full range of courses.

On Saturday afternoons our Juniors were an ever present and colourful feature, as well as representing the Club at the National Sailing Schools Association Regatta held over a week at nearby Datchet Water where they acquitted themselves well.

We continued to run our Cruising Days on the lake when there was no official racing taking place, and our windsurfers were also seen to appear when the will took them.

Membership numbers have remained stable due to the hard work of the Committee in running taster days and new member days.

This year saw Littleton Sailing Club achieve its Sixtieth Anniversary and, in June we were very pleased to welcome a full complement of present members, some old friends from the early days, as well as the Mayor of Spelthorne and our local councillor.

In October, when Spelthorne Council awarded us Spelthorne Sports Club of The Year 2018 at a ceremony at Shepperton Studios.

IDOR 2018

IDOR 2018 was a successful event, there were 12 entries which is down on previous years, all races took place. The committee has now reviewed feedback received from 2018 and preparations for IDOR 2019 are underway. Potential changes include the Regatta Dinner venue. Efforts are underway through CSSC to raise broader awareness of the event in order to increase the number of entries.

The committee has discussed more significant changes to the event including a race to another location such as Poole. However for 2019 the established formula will be retained. A small surplus has accrued and the committee is grateful for the additional support from CSSA. This will be used to further subsidise elements of the event which will reduce the overall cost to crews taking part

Portsmouth Offshore Group

The most significant matter has been the decision to change the lift and launch procedures from the use of cranes and a low loader to using a hydraulic trolley and a tractor. (See pages 14 & 15) We were fortunate in getting a £100k interest free loan from the CSSA for the purchase of the equipment, to be repaid over 10 years.

Many volunteers have come forward, acquiring the skills necessary to handle the equipment with safety and efficiency. The first boats have now been lifted over the late November spring tide period.

This year, our water lease for Weevil Lake with the Crown Estate expired. We now have a 30 year lease which includes 5 year reviews. The new General Data Protection Regulations which proved very time consuming. In addition, we were asked to advise CSSA on how they, and their associated clubs, were going to cope with the new procedure.

In the meantime, our normal full programme of Rallies and Races has been run and been well attended as have been our major work parties together with some specialist ones relating to electrical and signal cabling.



Jumbles Sailing Club

An excellent year with a well- attended Open Day bringing new members to the club.

Several young sailors are part of the Lancashire Schools squad and one keen Topper sailor is in the national team.

Dedicated training days on Saturdays continue to support everyone to improve their sailing skills and provide safety boat instruction. A growing number of sailing instructors are at hand to help, plus 2 powerboat instructors.

With a growing number of boats, we plan to install a new pontoon in 2019.



Channel Sailing Division

CSD had another strong sailing season again in 2018. In its fourth season, the Jeanneau Sun Odyssey 409 incarnation of Sea Essay proved reliable and popular but not without some challenges.

The season didn't start well. The coding inspection in March 2018 identified a crack in the top hat section of the keel which required repair, delaying Sea Essay's recoding and the start of the sailing programme. Sea Essay had several minor incidents during the season keeping the Yacht Husband team busy, 2 whilst tied-up in her berth.

The club has performed well and remains in a stable financial position. We again held a successful summer cruise to France, whilst day sails and sea times have again been well supported. Training continues to be popular and delivered through a local sea school.

Following suggestions from members, this year we introduced the CSD mentoring scheme to help connect experienced skippers with members who would like guidance and support in developing their sailing skills. We hope this will continue to grow in 2019; details of how to participate can be found on the CSD website.

The 2019 sailing programme is available online for viewing, offering the usual mix of events and opportunities. We are keen to hear from members, both skippers and crew, who are interested in participating in next year's sailing programme or summer cruise.

Rutland CSSC

This season's highlights include:

Social Sailing: April – October

Members are invited to book sailing for 7 days a week. We have found that the most popular days for sailing are Mondays and Fridays.

Development Days

As RCSSC continues to flourish, we are keen to develop existing members to become qualified and approved helms. At the time of writing this report I am delighted to tell you that the Club now has 17 approved helms.

RCSSC Taster Days organised through CSSC: June -Sept 18

The planned schedule this season was for 6 taster days. Feedback from those attending has been positive, and the pictures taken tell the story of how much attendees enjoyed themselves.

Getting the message out there

The RCSSC committee is always keen to promote sailing with the use of the website and other social media. We now have a website and a real presence on the internet.

We have 3 squibs, plus the Soling "Time Flies".

CSSC Membership and Finance

The current membership is 24. We lost several members this year for legitimate reasons and will be actively looking to raise the membership levels once again to a minimum of 27 at this time last year. RCSSC remains in a comfortable financial position with reserves in place for contingency and future member benefit.

The RCSSC has a proactive, enthusiastic committee who willingly devote considerable amounts of their time.



YNOT come along and lend a hand?



As the days get longer your thoughts are probably turning to getting out on the water, but first there are maintenance jobs to be done on the club yachts. The 5KSC yacht YNOT is kept at Liverpool Marina over the winter. If you can help especially if you have skills please email via 'contact us' on the website https://5ksc.org.uk/main/Contact_Us . If you have registered for our Whats App or Facebook groups please look out for messages - if the weather is fine a call will go out for volunteers. This spring YNOT is getting new rigging which is required every 10 years which will be done when she is out of the water for annual maintenance (15/3/19 to 26/4/19).

In May our sailing will be based in Conwy North Wales, some weeks are still available please see the booking site at <https://www.5ksc.org.uk/booking.php> To encourage early season mid-week use we are offering days at the amazing discounted rate of £27 per person per day. There will be further taster days run by Ruth Ingram aimed at female sailors.

At the end of May we cruise to Largs for the summer season, again there are weeks not yet booked. CSSA members with the Day Skipper practical qualification can apply to join the Inshore Skipper Scheme then they can cruise in a limited safer area please contact the crew Bureau crew_bureau@5ksc.org.uk to help arrange a team.

We intend to run some 5 day training sessions on the Clyde which will be on the website once RYA approval has been granted. If you need to do a RYA theory course please consider our online offer with Kipper Sailing- 5KSC gets a £100 discount on your behalf which we will apply to your practical course with us.

Alison Hutton
Captain 5KSC



PORTSMOUTH OFFSHORE GROUP

Time for Change

For the last 40 years, the Portsmouth Offshore Group (POG) has lifted boats out for winter storage by hiring three cranes and a low-loader. Each lift-out would involve at least 50 people, working shifts and tasked with mast removal and storage, boat movement plus transfer to the yard for winter.



This has been achieved without serious injury or incident but there were close shaves. In recent years boat sizes have become heavier, with taller, heavier masts to remove while members have grown older.

Owners have mumbled about removing masts, strops pinching hulls, staying ashore for five months while costs of plant hire has increased annually.

There are alternatives and so Mark Goble, put together a proposal setting out the advantages of a boat mover rather than cranes. It was agreed to put the idea to the AGM in April 2017, though without total conviction that this was the way to go.

Advantages include boats being lifted and launched any time of the year; boats wouldn't be lifted over other boats or people, improving safety. Masts could remain up and it would pay for itself within 10 years.

A project group was set up to look at options and confirm the feasibility of the proposal.

Even so, the group was sceptical. We visited a nearby club to see boat movers, all operated by youngish staff. Would our volunteers cope with the physical demands? Then four of the group saw a Roodberg trailer operating at Hayling Island, a similar environment to POG's yard. We watched two operatives lift and store boats easily in a short time. Without doing anything too physically demanding.

We were won over!

Now the real hard work started. First persuading other members of the project group and then the Management Committee that the Roodberg was a practical solution.

We described the technique. We published pros and cons in the newsletter. We sent out questionnaires and, importantly, sought volunteers to operate the trailer and tractor. We put on a seminar to explain practicalities, costs and answer questions. It was attended by over 100 members.

We also heard that the CSSA had put off buying a new boat in the current year so might be persuaded to provide an interest-free loan.

Member feedback was positive, while 68 people volunteered for training.

We prepared a business case for the CSSA ahead of our 2018 AGM, which received a positive response.

Despite animated discussions, our AGM voted in favour, with two caveats: it should be confirmed that the slipway was sufficiently robust to take the Roodberg trailer weight plus a boat and that it could successfully operate on our site.

Under the guidance of a civil engineer member, we carried out thickness test drillings, which proved the slipway was extremely robust and confirmed that if we purchased the right kind of tractor, the Roodberg would work for us.

We needed to lift boats by early November.

The order was placed with delivery expected mid-September.



PORTSMOUTH OFFSHORE GROUP

A New Era

All we had to do was:

- Find a suitable tractor.
- Arrange tractor training and assessment.
- Refine procedural papers.
- Update our health & safety guidance and prepare risk assessments.
- Select 12 volunteers for training.
- Put in landing stage on the slipway.
- Move the dinghy racks to free up space beside the slipway.
- Purchase cradles and some portable props.

Baker-Trayte, who look after our swinging moorings and marine engineering in Portsmouth Harbour and beyond, had some used pontoons which appeared to be in good condition. We negotiated a good deal for three pontoon sections which were delivered in August, when we organised a work party to install the segments on the slipway.



Meanwhile we started looking for a suitable tractor, but discovered our original budget was too small.

By chance we came across a tractor dealer who had supplied a neighbouring sailing club and knew what we needed. We went to Devon and chose an ex-local authority tractor with a front loader and forks. We agreed a good price and free delivery, so the dent in our financial plan was bearable.

Now all we needed was the trailer. We found delivery wouldn't happen in September after all, but it did finally arrive in November.



We had less than a week to assemble and test it and catch the last spring tides in November for lifts.

We lifted over six days, but had stop as winds were gusting 28 mph. In all, we managed all but nine boats and it was a steep learning curve. After each session, we reviewed our procedures. Fortunately, the Roodberg was pretty forgiving so coped with our early mistakes. We reconvened for the first Spring tides in December completing our final lifts in two days.

All in all, after the stress of the delivery delays it was a great success: our crews learnt quickly and became very proficient.

So it's a new era for POG. We pride ourselves on self-help and have a high success rate with members pitching in. The result is affordable moorings and excellent facilities.

The project consumed many hours and has been a massive team effort. We're fortunate to have so many members with exploitable skills who are prepared to donate time and expertise.



RCSSC

Sailing in good company

Meet the Club Captain of Rutland Civil Service Sailing Club

Christine Peck, RCSSC Club Captain and Membership Officer, answers questions about sailing and RCSSC



How did you get involved with sailing?

I had been on several water sports holidays abroad which were good fun. Although these had included sailing, I tended to concentrate on other sports more than sailing.

The only other noteworthy experience to speak of was a week's sailing on the tall ship, Queen Galadriel from The Cirdan Sailing Trust. To sum up, I had limited knowledge and classed myself as a non-sailor, but someone who loved being on or in the water.

How did you get involved with RCSSC?

I knew David Grundy, Commodore of RCSSC. He said why not come along to Rutland Water for a taster sail? And the rest is history.

Rutland Water has a beautiful setting and Rutland Sailing Club (RSC) is a UK Premier Club and CSSC as a corporate member has access to their facilities. I was made to feel very welcome and loved my day sailing. It was not a hard decision at the end of the day, (whilst sitting out on the veranda looking across the water), to join RCSSC.

Starting out I was a complete novice to sailing keel-boats and had no experience launching with a long bar, recovery, rigging or leaving/coming to the pontoon. You name it, I needed assistance and guidance. There was a lot to learn but RCSSC is such a friendly club and the approved helms are excellent.

How has the club changed since you joined?

I have seen the Club flourish and grow since I joined.

I became a Committee member soon after joining as Membership Officer, Sailing Sec (which also at that time included General Sec activities). I have learnt much more about sailing, the club, CSSC and CSSA, our keel boats (Squibs and the Soling). In my opinion, you never stop learning, whatever your level of experience and expertise.

Since joining, the Membership levels have increased and now hold up to five CSSC Taster days per year which provides a good source of new members.

Our main aim is to promote sailing and make it accessible and affordable via the use of our website and other social media.

Our strapline, "Sailing in good company" sums up the Club ethos. One large change is the increase in approved helms; currently 17 out of 24 members.

This number is set to increase again this year and is



RCSSC

Sailing in good company

testament to four key approved helms who unstintingly devote their time to developing existing/new members. They are not qualified trainers, but as very experienced sailors are happy to do this for the Club and members.

How have you developed as a sailor?

Last year I gained my RYA Level 2 and became an approved RCSSC helm. I also went on two sailing holidays in Croatia and Greece which I thoroughly enjoyed and sailed different boats.

So in a relatively short space of time from being a non-sailor I was elected to Club Captain late 2017 and am now in my second year starting February. Looking back something I never thought or aspired to do, which my family still find puzzling given that no one else sails or has interests in boats.

Although Club Captain, the Committee work as a team and individually donate our time, share knowledge and expertise to ensure that the Club runs efficiently for the benefit of our members. Of course we also enjoy our sailing.....



What do you foresee looking forward to the next 12 months?

We will continue to promote sailing and the Club as we would like to increase the Club membership. Rutland Civil Service Sailing Club (RCSSC), is a small, friendly group who enjoy sailing in good company.

The club enjoys corporate membership of Rutland Sailing Club, a premier UK Sailing Club which has great facilities and fantastic views across the water and surrounding countryside.

We sail Keelboats: Squibs and a Soling, which sailed in the 1972 Olympics.



The club welcomes new members and so anybody who fancies a sail or who is interested in possibly joining us should visit our Club website <http://rutlandcssc.org.uk> where you will also find information about our Taster Days.

If you prefer an informal chat, contact Christine Peck, Club Captain & Membership Officer whose contact details are 01733 732115 or 07809 837043 or email rcssc.cep@gmail.com



All RCSSC members are required to be members of the Civil Service Sports Council (CSSC)

LITTLETON SAILING CLUB OPEN DAY

RYA
**PUSH THE
BOAT OUT**

Saturday 11th May
10.30 – 16.00

It's Spring so come and 'Push The Boat Out' at our open day

- Book a dinghy sailing taster
- Take a tour of our facilities
- Refreshments available all day
- Save £50 on adult membership

For more details visit our website:
<http://www.littletonsc.co.uk>

or contact: Keiko Toma
tasters@littletonsc.co.uk



Littleton Sailing Club,
Littleton Lane,
Shepperton, TW17 ONF

LITTLETON SAILING CLUB RYA Dinghy Training Courses 2019



Join Littleton and benefit from unbeatable course prices

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

- 18/19 May, 25/26 May
- 22/23 Jun, 29/30 Jun
- 10/11 Aug, 17/18 Aug
- 28/29 Sep, 5/6 Oct

RYA Level 3 (2 day course): £60

- 31 Aug/1 Sep

RYA Seamanship Skills (2 day course): £60

- 4/5 May

For more information contact:

Ian Sandell

training@littletonsc.co.uk

01372 725944 – 07979 530413

Lots of support available for
newly qualified sailors

www.littletonsc.co.uk



Congratulations to Littleton Sailing Club and efforts of their volunteers past and present

Littleton have been awarded British Youth Sailing Recognised Club status by the Royal Yachting Association. Littleton's recognition was awarded at the RYA Dinghy Show at Alexandra Palace on Sunday 3rd March 2019. It was received by Stephen Lemmon Junior Sailing Group leader and Andrew Selves, Youth Instructor.

To qualify for the recognition, the Club demonstrated a series of exacting standards, a regular race training-programme within recognised BYS classes, progressing youth sailors from the club to participate in BYS Regional Junior Championships (among others). Littleton continue to deliver RYA Youth training using qualified RYA Coaches to RYA Recognised Training Centre Standards.

If you are
interested in
trying dinghy
sailing, or perhaps
have previously
sailed and want to
take it to the
next level,
see Littleton's
Youth Sailing
activities and
opportunities...

www.LittletonSC.co.uk



Freyja is presently in the capable hands of our Yacht Husband, Vic Crawshaw. She is, as I write, in a cradle in the Shotley yard. She will be put back in the water in early April and then Vic will assemble his second band of helpers to get Freyja all shipshape and ready for the new season.

The first band have spent weekends throughout the Winter up at Shotley getting her all shiny and ready and then the second group would bring back all the items from various garages, lofts and spare rooms and with the boat back in the water make sure everything works as it should do.

Then his third call will be to all Skippers who will be taking Freyja out this year – they have been invited for a day's familiarisation just before Easter. This requirement of the code of practice says that on handover every new Skipper should be updated on new things on the boat together with any defects that have arisen in the last charter. That last bit is a straightforward note between Skippers but the other bit is really impracticable, and so a full day on the boat at the start of the season will cover all the angles.

We have no RYA training skipper at present and so any training will be non certified like start yachting, boat handling and so on. These will take place before the start of the Long Trip and possibly afterwards if there is any request for such a course.

We have one Skipper who is currently trying to gain his Yachtmaster Instructor qualification and we may hopefully run some training courses late on in the season.

We had a bit of a struggle this year getting a programme together and agreed but we can now get the boat to La Rochelle for a few charters and then back up to Brest. We need a Skipper to take the boat for ten days in June based in La Rochelle and another to get Freyja back to Devon where another crew will be waiting to start the journey home back to Shotley

There are also some gaps in the crews and anyone wishing to join Freyja during the Long Trip should contact James Allen, the Secretary of the Crew Bureau by email on jamesallen61@gmail.com or any Skipper who is free should contact Andrew Lewis, our Yacht Secretary by email on yacht_sec@ecyd.org.uk

CHANNEL SAILING DIVISION

Following the winter maintenance and refloat on the 30th January Sea Essay has already been in action on a weekend Sea Time and a Boat Handling Course (see photo) with a further 4-day Sea Time and a charter booked before the end of March.

During December and January Jeff Llewellyn and the Yacht Husband team completed 94 separate tasks to prepare Sea Essay for 2019. They included but were not limited to hull cleaning and anti-fouling, renewal (rudder bearings, sail cover, adjustable lazy jacks, aft heads joker valve and holding tank pipework), repair (all those dinks and scratches in the gel-coat, sails), service (engine, lifejackets, fire extinguishers) and update (first aid kits, flares, plotter software, charts) as well as in-depth cleaning of the boat inside and out. Well done and thank you to them.

2019 Programme

The full 2019 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 apart from the Summer Cruise where we have two 2-week gaps.

Summer Cruise Vacancies!

Is it Brexit related or Summer Cruise fatigue we don't know but we have had only very tentative responses for any of four vacant legs. They are programmed to move the boat from the Channel Islands down to Brest and then to Pornichet, West Brittany in June and then 3 weeks later moving it from Pornichet back to Brest then crossing the Channel to Falmouth.

If you are interested in sailing along and visiting ports and hostelrys on the Brittany coast or fancy a cross-Channel trip either as crew or skipper please contact Crew Bureau Secretary Susie Welch (seatimebureau@channelsailing.org) or any other member of the CSD Committee

Booking Contacts:

If you would like to take a berth on a Day Sail, Sea Time or a Training course or indeed charter the whole boat then these are the people to contact:

CSSC Taster Day Sails	Jenny Yarrow	jennifer.yarrow@cssc.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

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

Mentoring

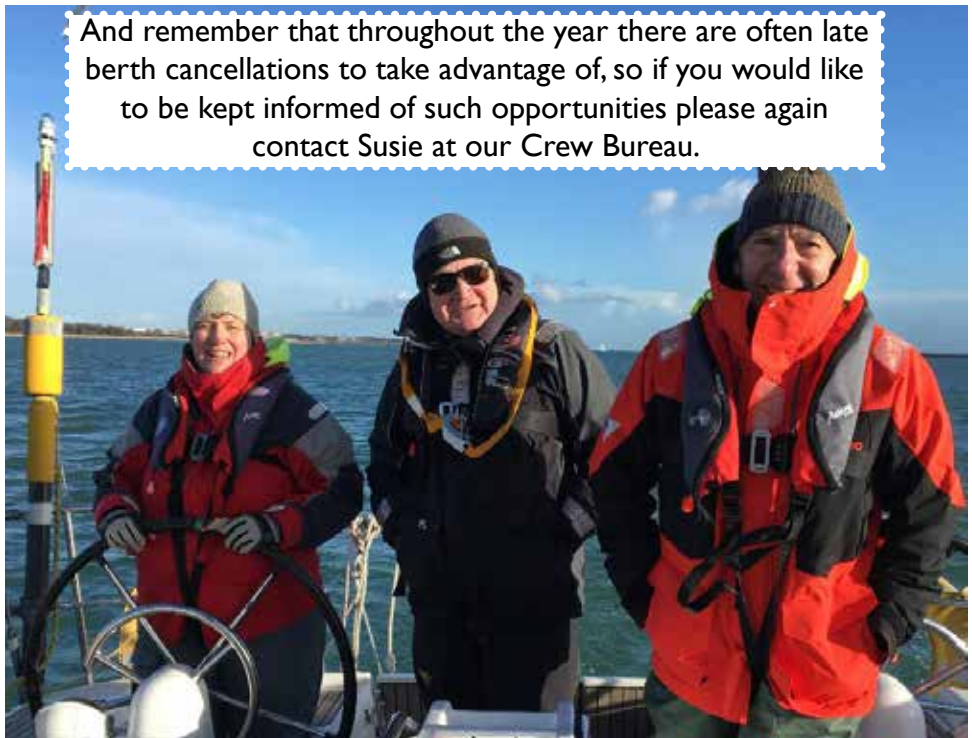
After a well received introductory year the CSD mentoring scheme (CSD1-2-1) continues into 2019.

The scheme pairs Club members who would like advice, guidance and practical help to develop their sailing experience, with Approved Skippers who like to share the benefit of their established skills, knowledge and experience.

If as an Approved Skipper you would like to contribute to this or as a beginner you would like to take advantage of it please contact:

Colin Hurd
csd121coord@outlook.com

And remember that throughout the year there are often late berth cancellations to take advantage of, so if you would like to be kept informed of such opportunities please again contact Susie at our Crew Bureau.



Kerry MacHale, Ian Thomas and Colin Pavey enjoy a moment of respite from hail, rain, strong winds and choppy seas on the first Boat Handling course of 2019 skippered by Brian Skelley. They apparently had a great time ferry gliding in a F6, recovering a MOB with three reefs and pontoon bashing without actually bashing any pontoons. It all goes to show that sailing is great fun despite atrocious weather.

CIVIL SERVICE OFFSHORE RACING CLUB

The crew has been identified for this year's Fastnet under skipper Simon Zavad.

The qualifying races and Sea Survival training will start in a few months.

There may be opportunities for non-crew CSSA members to crew in these qualifiers if one or more of the regular crew can't make it.

These qualifiers are likely to be across or down the English Channel, so 100NM or so.

Get in touch with the Crew Bureau if you are interested.

By mid-April there should be the result of the first of this year's race entries, in the Sunsail Round 3.

We are planning another Sunsail entry in September (21st/22nd).

We are entering two CSORC crews in the IDOR in June. If you are interested please contact the Crew Bureau.

**CSORC AGM
11th April 8pm
immediately after
CSSA AGM**



CSORC's IDOR crew

Left to Right: Richard, Martin, Bill, Phil, Sue, Crispin and Adrian

The CSORC AGM will be held immediately after the CSSA AGM on the 11th April, around 8pm.

Please come and meet us if you are interested in yacht racing and/or you are interested in joining the committee.

We are now thinking that CSORC should own its own yacht after having been chartering for the last seven years or so. We are therefore inviting interested CSSC and CSSA members to join CSORC and become one of our race skippers. We would

like to hear from already-CSSA-approved skippers who might like to skipper in races, skippers who are not yet approved but would like to go further and crew members who are looking to up their game and become skippers. If you are interested please get in touch.

In the meantime there are more details available together with the 2019 race programme on the website, <http://www.csorc.org.uk>

So, what has the CSSA ever done for Dinghy Sailing?

I'm delighted to be joining the CSSA committee as Rear Commodore for Dinghy Sailing, following an illustrious line of CSSA leaders.

Having received the CSSA magazine for some years, and read the many accounts of "big boat" sailing, one of the first questions I asked myself was, what has the CSSA ever done for Dinghy Sailors?

As it happens, the answer is, quite a lot. The Civil Service Sailing Association (CSSA) started in 1958 with Dinghy sailing. In the UK through the late 1940s to 1960's, building your own dinghy became affordable and popular because of the post war surplus of marine ply and the invention of waterproof glue.

The UK was the home of innovators such as Uffa Fox, Ian Proctor and Jack Holt. In 1955 The News Chronicle newspaper commissioned Jack Holt to design a dinghy that became the Enterprise.

by Andy Selves
Rear Commodore
Dinghy Sailing

In 1962 the Daily Mirror sponsored the design of the Jack Holt Mirror dinghy, which could be made at home from a kit.



Littleton Sailing Club, CSSA's first active club was formed in 1958 when a small group of civil servants sought and discovered a working gravel pit near Chertsey Surrey, that was suitable for sailing dinghies*. By 1960 a strong fleet of Enterprise, Mirror, Solo and Scorpion dinghies were sailed at Littleton, which also hosted national level competitions with support from local Putney resident, Jack Holt.

The Enterprise Trophies from that period read like a "Who's Who" in British dinghy sailing. The quality of dinghy competition was a major factor for so many good sailors from Littleton progressing into elite yachts and competitive sailing.

In the following 60 years, the Civil Service dispersed from London, and CSSA clubs have grown across the UK and welcomed a new membership. Sailing in all forms is more accessible than ever.

* http://www.littletonsc.co.uk/wp-content/uploads/2017/12/LSC_History1958_2008.pdf



1960: Bunny Brown Rear Commodore CSSA, Sir William (Later Lord) Armstrong Commodore CSSA, Robin Thoyts Chairman CSSA General Committee at Littleton SC

So, what does the CSSA do now for Dinghy Sailing?

CSSA supports five volunteer run clubs for Dinghy and inland Keel boat sailing, as well as three centres for Off-Shore sailing and three CSSA-owned yachts.

Jumbles SC in Bolton - www.jumblesail.co.uk

Jumbles excels for young sailors, with Friday evening games on the water to hone race skills, RYA Training on Saturdays, and racing with adults on Sundays. Jumbles sailors have made the Lancashire Schools squad, and National Schools Sailing Association (NSSA) championships, and one is in the Topper National Squad.

Rutland Civil Service SC <http://rutlandcssc.org.uk>

RCSSC introduces new sailors to sailing on inland waters through links to local clubs and RCSSC's own fleet of open keel boats. Keel boats provide the fun of dinghies, and challenge for racing, but with less of the wetness.

Netley Cliff SC - Southampton www.ncsc.co.uk

Netley has direct access to Southampton water for their Wednesday and Sunday race series (April to November). With regular Social Sailing events and cruises scheduled throughout the summer, NCSC is a welcoming club.

Hooe Point SC - Plymouth

www.hooepointsailingclub.co.uk

With over 20 boats on the water regularly, excellent racing is enjoyed through three race series and the club regatta. The club achieved RYA training status in 2018 to better grow the skills of sailors and coaches.

On 20-22nd September 2019 Hooe Point will host our CSSA Dinghy Championship in Plymouth. Generously hosted for decades by Netley Cliff SC, the first Hooe Point Championship is open to all CSSC sailors.

Littleton SC – Surrey/West London

<http://www.littletonsc.co.uk>

Littleton runs Solo, Laser, and Comet open meetings, weekly club trophy race series and a comprehensive RYA training programme on its inland lake. The Youth programme brings around 40 children and their parents into sailing on Saturday afternoons. The Youth Squad competes at local events and the National Sailing Schools Association Championship.

So how do we best support dinghy sailors for the next decade?

Perhaps our strongest offer is through CSSA dinghy clubs, and access to cost effective Yachting. Many young people have been introduced to sailing through our youth and family friendly events. Ian Walker, Olympic champion and now RYA Performance Director, and Geoff Carveth, three times SB3 keel boat world champion, started out at Littleton.

So what do you think CSSA can do to support your club, and bring on new sailors? I look forward to hearing from you with your ideas.



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



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