



June 2019

CIVIL SERVICE SAILING

Civil Service Sailing Association



Melanie 100 years old



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Dear CSSA members

I hope everyone has had a good start to the season.

We have had a few reports about some of the trips taken so far, and look forward to hearing more about your trips as the season progresses.

As you can see from our front cover, one of the CSSA yachts has reached a fantastic milestone. So hats off to Melanie and all the kind souls who look after her.

Hooe Point are hosting the CSSC Dinghy Sailing Regatta in September. - see page 23 for details.

Please have a look at the article on the opposite page about the upcoming CSSC Centenary celebrations.

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.

Wishing you all fair winds and calm waters.

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 If you are not receiving a copy and would like to, it may be that Ken has an out-of-date address for you, so email Ken with your CSSA number and up-to-date details.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.

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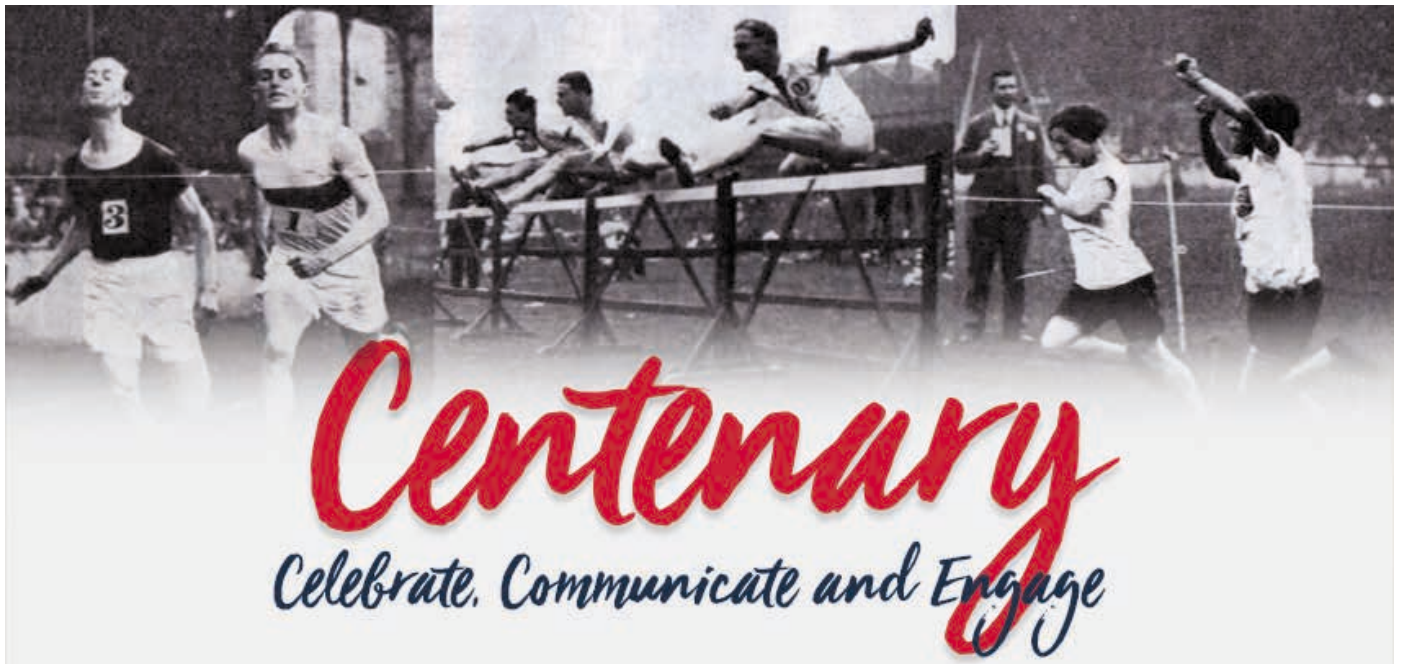
Inter-Departmental Regatta, Sunday 9th June to Friday 14th June 2019

CSSA Dinghy Championships. Hooe Point Sailing Club 22 - 23 September 2019

CSD 2020 Summer Cruise- see page 14 for more details

CSORC Fastnet 2020 - see page 18 for more details

CSSC Centenary 1921 - 2021



The following is a message from Hedley Featherstone, volunteer support manager at CSSC.

2021 may seem some time away but plans for CSSC's Centenary are already underway and any assistance you may be able to offer will be welcomed. Please take a moment to read the message below.

In 2021 CSSC will be 100 years old and to mark this occasion, we want to reflect on our history and our achievements. We also want to celebrate the work CSSC is currently doing and look forward to the next 100 years.

The centenary itself will be marked by special events, activities and other initiatives at local, regional and national level during 2021 culminating with a Board meeting on the 4 November at Central Hall, Westminster, the date and venue for the meeting to form CSSC in 1921.

Over the coming months we will bring you news of the events which will be held to celebrate CSSC's centenary year.

I would hope that most associations and clubs will be able to offer a memory. I look forward to hearing from you.

We would like to hear from you if you believe you could offer an insight into CSSC's history whether through your own involvement, a family member or work colleague.

Please contact Hedley Featherstone at centenary@cssc.co.uk or 07802 482330

We wish to compile a history of CSSC providing a unique insight into the development of CSSC and to some of the real characters off and on the sports field without whose input, management and selfless devotion to CSSC and its aims CSSC would not be where it is today.

Only last year we discovered a trophy donated by Lloyd George and we were presented with the records of the Civil Service Cycling Club dating back to 1877.

Whilst centrally we hold a bank of records dating back to 1921 we are very aware there will be records, photographs, milestones, prestigious competitions, representative sport highlights, stories and memories across the many associations, clubs and regions, which would help with bringing to life CSSC's 100 year history.

Each and every affiliated association and club will have a story to tell. My role is to bring to life those stories and I would like your support and participation in drawing out the history from across CSSC's wide and varied collection of clubs and associations. Can I ask you to consult your colleagues, let your imaginations soar and find those memories that will resonate with your members and help bring CSSC's 100 year story to life in 2021.

For more information see web page: www.cssc.co.uk/news/general-news/cssc-centenary

Melanie 100 years old

by Stuart McKenzie

She may not be getting a telegram from the Queen but one of the first yachts to have direct links to the CSSA will be celebrating her 100th birthday on Saturday 22 June at Portsmouth Offshore Group

This beautiful yacht has so much history, the keel was laid at the Abeking and Rasmussen yard in Bremen, Germany in 1919. She was built for a Dutchman and the yacht was named Wulp.



**Celebrations
take place at POG
Saturday 22 June from 2:00pm
if you would like to attend
please contact Stuart McKenzie
on smcke68275@aol.com**

**Melanie can be viewed on her berth
and photographs, drawings and
other documents will be
displayed in the club
house**



Unfortunately there are no details of her history between the World Wars.

Melanie was found in a rather a sorry state in Chichester harbour and bought by Sir Eric Seal, the then CSSA Commodore in 1958.

Melanie 100 years old

Melanie was brought back to life and the concept of running her by a syndicate was born and exists to this day. The present syndicate of Peter Townrow, Robin Riddett, Stuart McKenzie and Ted Meech lovingly look after her at berth at POG.

From the beginning the ethos created by Sir Eric Seal, then continued by Peter Townrow, was for Melanie to be an opportunity for people of all ages and backgrounds from the Civil Service and associate bodies to learn and experience offshore sailing.

Unfortunately sailing in a gale in 1960 her gaff rig was dismantled, so for relative ease of handling it was decided to convert to Bermudan rig. The main mast was lengthened, the bowsprit shortened and, as a unique feature, the mizzen mast brought forward to a position over the rudder stock. Her wonderful bronze Highfield levers, that concentrate the minds when going about, were made by another original syndicate member, John Tozer.

When under sail, in the right conditions, Melanie is a dream to sail and just off the wind can out perform many a good yacht. The crew soon enhance their sailing skills, especially when putting in a reef at sea or raising her secret weapon known as the mizzen staysail.

Below deck accommodation is modest with a maximum of seven berths, galley and a head's compartment, providing traditional comfort. Engine wise the yacht glides along at ease with a Beta 30hp engine which replaced a less powerful Vetus engine. For many years the trusty iron sail was a second hand admiralty horizontally opposed twin cylinder air cooled Enfield deck engine which, being below deck, was frequently inclined to over-heat. Hand cranking to start was a challenge!

The hull construction is of alternate wood and iron frames with pitch pine planking; the laid deck, replaced some years ago is over marine ply



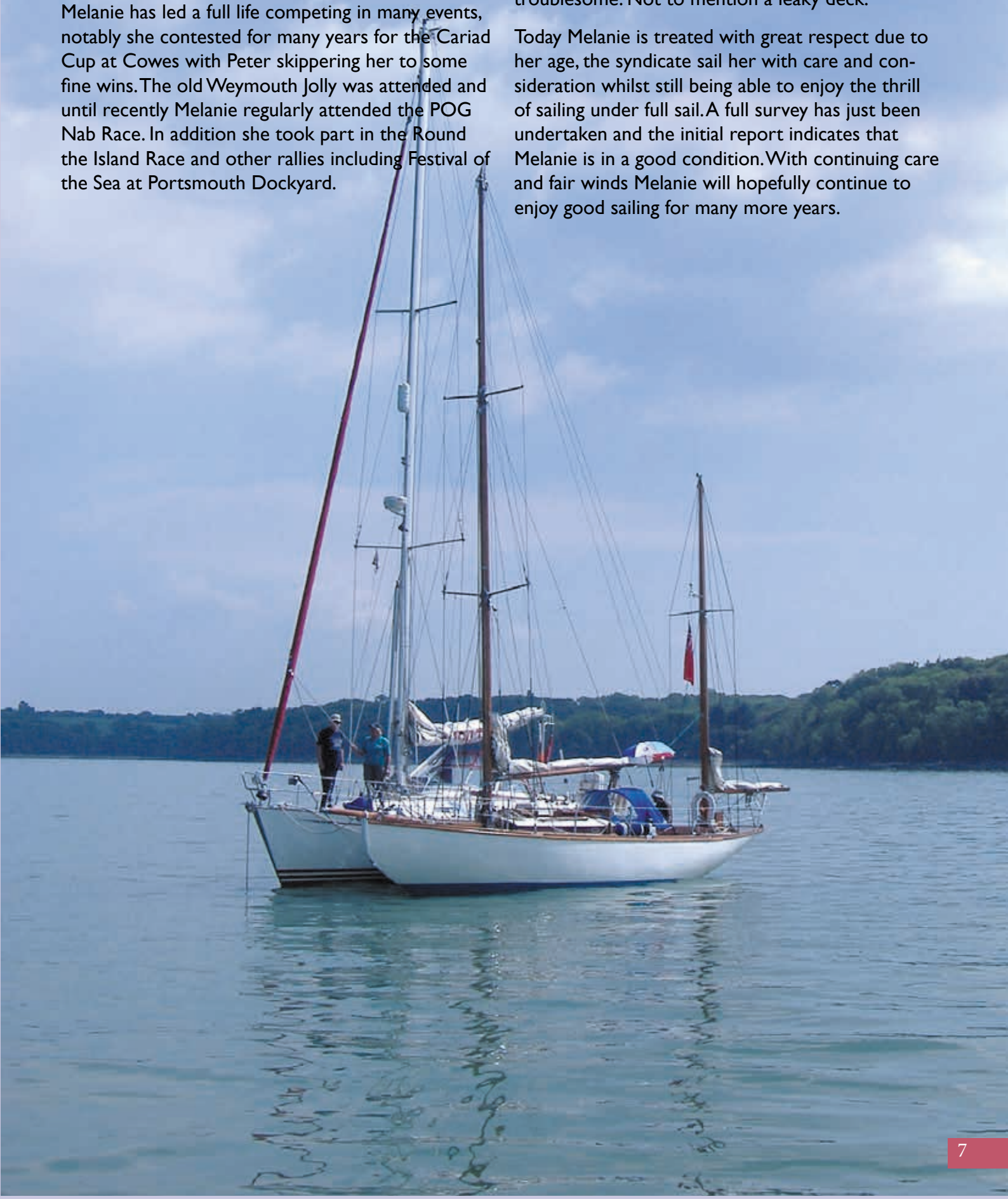
Melanie 100 years old

A major refit was undertaken by the Gweek Boatyard, in Cornwall in 2006 to renew many of the iron frames, in addition the opportunity was taken to re-plank parts of the hull below the waterline with pitch pine.

Melanie has led a full life competing in many events, notably she contested for many years for the Cariatid Cup at Cowes with Peter skippering her to some fine wins. The old Weymouth Jolly was attended and until recently Melanie regularly attended the POG Nab Race. In addition she took part in the Round the Island Race and other rallies including Festival of the Sea at Portsmouth Dockyard.

Socially there were many trips to France, Channel Islands and the West Country, the most adventurous being going to the Festival in Brest. The word adventurous is used because in those days navigation aids were basic and the engine somewhat troublesome. Not to mention a leaky deck.

Today Melanie is treated with great respect due to her age, the syndicate sail her with care and consideration whilst still being able to enjoy the thrill of sailing under full sail. A full survey has just been undertaken and the initial report indicates that Melanie is in a good condition. With continuing care and fair winds Melanie will hopefully continue to enjoy good sailing for many more years.



The all-girls weekend started with some fine gentlemen sailors on board for the journey from Liverpool to Conwy. To be fair, that stretch didn't really count as 'girls only' and our mixed crew of six worked well together as we threaded our way between the wind farms and struggled with an intermittent radio.

Ynot had just completed a comprehensive winter maintenance programme, when the mast was removed for replacement of the standing rigging, while numerous checks/repairs, general servicing and a good hull polish were carried out by 5KSC's team of committed volunteers. So apart from a day's test sail, we were putting our clean shiny boat through its first extended paces.

Why on earth wasn't the lock-keeper answering our polite requests to open the gates? He was, as it turned out, but unfortunately we couldn't hear him. Eventually, we emerged into the busy Mersey and turned towards Wales through a vast, endless forest of wind turbines. There are more than 200 turbines, I later established, silently whirring away. Apparently, it's fine to sail between the actual wind farms but someone in a fast motor boat will come bombing over if you happen to stray into 'internal' space between the turbines themselves. Sensibly, we kept clear.

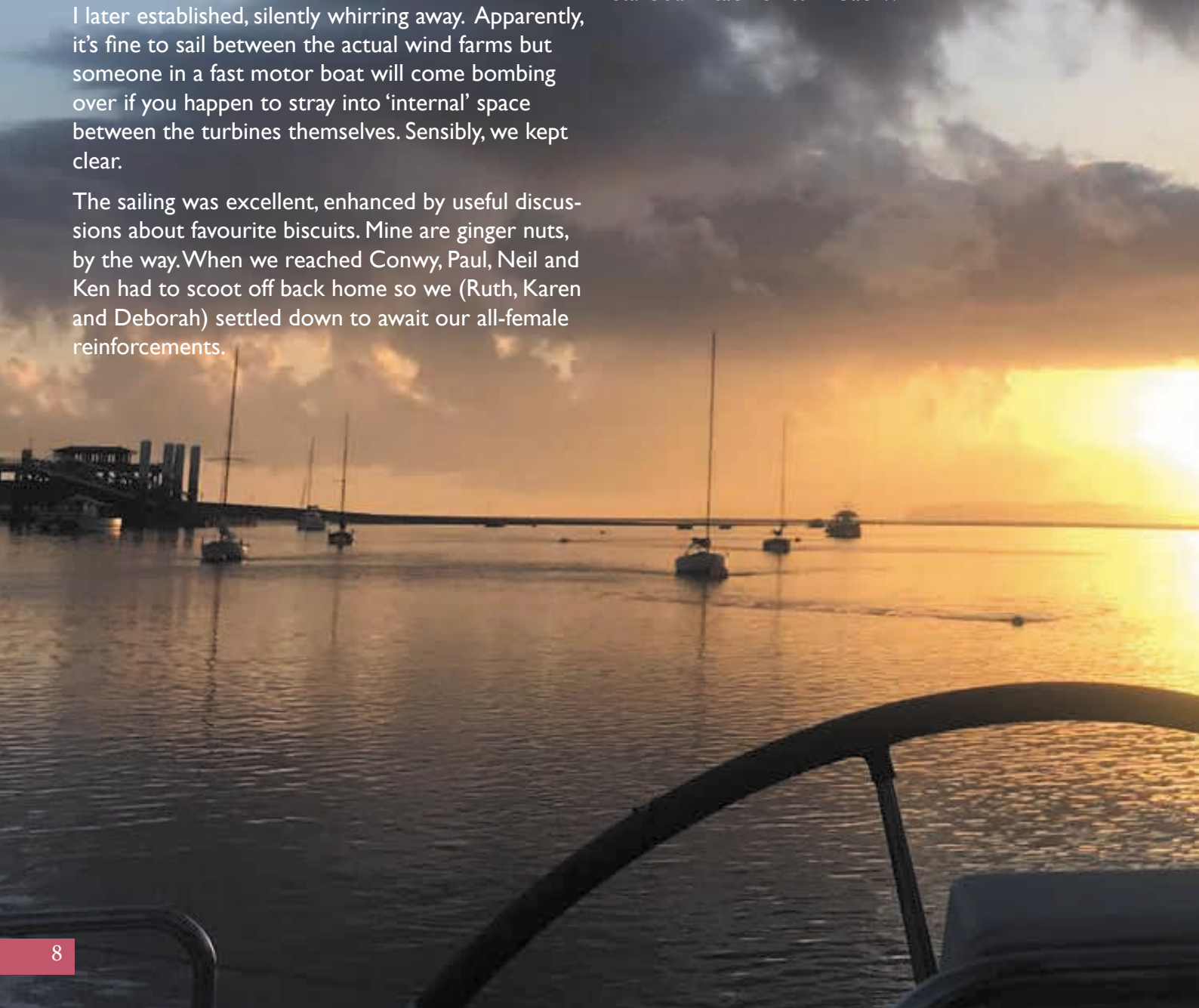
The sailing was excellent, enhanced by useful discussions about favourite biscuits. Mine are ginger nuts, by the way. When we reached Conwy, Paul, Neil and Ken had to scoot off back home so we (Ruth, Karen and Deborah) settled down to await our all-female reinforcements.

by Deborah Ward

Skipper Ruth organised someone to fix the radio, and we were joined by Lucy, Vee and daughter Gemma. Rising early, we headed anti-clockwise past Puffin Island aiming for Holyhead on the western coast of Anglesey (Ynys Mon). The forecast was full-on sunshine but cold, north easterly F5/6 and 1.2 metre waves. I was glad of my new thermals.

Out through the buoyed channel and on for 15 miles or so in an exhilarating F6, crossing Red Wharfe Bay. Time to tack but, hey, that was when we found the starboard jib sheet was no longer attached to the jib

Pop up front to re-tie in a lumpy bumpy sea that was well over 1.2 metres, carry on but never on a starboard tack or turn back??



A collective decision saw us put safety first: we turned back and headed for the moorings outside Beaumaris where we'd ponder whether to go for the Swellies - that interesting narrow passage between Anglesey (Ynys Mon) and the mainland. As Karen and I fished for the mooring buoy with a boat hook, the anchor leapt off the bow unbidden and plunged to the seabed. Errr, what?!!! The electric windlass mechanism failed to stop the chain running to join the anchor, nor did it engage to help us pull it back on board. It took the combined efforts of our crew to slowly haul the anchor and chain back on board. We couldn't establish why the windlass stopped working: the engine was on, the breaker switch was on, so it was either an unexplained one-off or another intermittent fault.

After a peaceful night, we eventually headed back to Conwy, lingering for a while alongside the bird-watching motorboats near Puffin Island. Time to say farewell. We'd sailed almost 100 miles, had plenty of fun, plenty of laughs, plenty of challenge and not one minute of boredom.

Skipper Ruth added "For me, it was a tougher trip than expected as a skipper. I spent Thursday thinking I was uncharacteristically seasick just in the Mersey (!) but it turned out most likely to have been mild food poisoning! The VHF not working - meaning we could only intermittently hear Ch12 telling us where the big ships were planning on going and that they couldn't hear us - seemed like my share of technical hitches for one trip.

"We were having a great sail around Ynys Mon in a cutting, cold north easterly with everyone taking turns helming in fairly heavy conditions when the need for a tack forced the realisation that the star-board jib sheet was not attached to the jib. 'Check the jib sheet bowlines' is now highlighted in my skipper pre-sail check list, and due to the incident with the anchor, so is 'check the anchor is secured to the boat'! (on YNOT, the pin needs to be in place and the hinged T at the end turned to stop the pin jiggling out by itself). So, as they say, you learn something new every day!

"We didn't have the trip I'd planned but we had fun and excitement (and home-cooked food!). I especially loved the way everyone contributed to problem-solving and decision-making, putting their own view forward and also thinking about the whole team. It made being a skipper a pleasure despite the frustration of so many technical hitches."

The season has now started, there was a rush to launch YNOT after her spell on the hard including maintenance tasks and getting new rigging. This time was complicated by the supplier sending a life raft that did not fit into the locker and a storm that blew off a trial sail, club members rallied around and completed many of the tasks.

We had also arranged an RYA inspection for Recognised Training Centre status after the shake down weekend which I attended along with our Chief Instructor and founding member Dave Mason and YMI John Hulme. This was very thorough and educational, it generated more action points but now we have been recognised as a training centre for practical courses based on the yacht on the Clyde. For further information about courses and dates, please contact the crew bureau: crew_bureau@5ksc.org.uk

Ruth skippered the trip down to Conwy at the beginning of May and continued sorting out problems along with her crew, Next year we will timetable more time between the launch and the move to Wales. She also ran a successful womens' taster day and has continued looking after YNOT in Conwy. We will have delivered YNOT to Largs by the time you read this, and charters will have started, there may be some weeks available so check the program at <https://www.5ksc.org.uk/booking.php>

Alison Hutton Captain 5KSC



The May Women's Taster was a day sail out of Conwy to Puffin Island, along the east coast of Ynys Mon, through Puffin Sound into the Menai Straits.

Of the five 'tasters', one woman had never sailed and three hadn't since their teenage years. The winds were light but enough to fill the sails so everyone got lots of time on the helm under sail, calling a tack or two and even a couple of controlled gybes.

Calm conditions also meant women felt confident moving around the boat, being at the mast when needed and finding out how to catch a buoy.

We even did an hour of night 'sailing' motor-ing into Conwy, spotting the lights marking the wiggly channel and watching the firework display that may have been put on to wel-come us back to shore.

We had a lot of laughs and lots of interest in doing more sailing!

NB skippers: 'in a spring tide a strong flow can set across the harbour entrance' at Conwy, be aware!



CHANNEL SAILING DIVISION

Only just coming to the start of the season proper yet Sea Essay has already been sailed by 11 separate skippers with 87 different members as crew of whom 35 were having their first taste of cruising. The 53 sailing days accommodated 7 Members' Charters, 5 sea times, 6 CSSC Taster Day Sails, 7 Group Day Sails plus 2 Boat Handling and 1 Sail Trim course - an impressive utilisation.

The 3 in-house courses were coached by Brian Skelley, photos of his victims on 2 of them can be seen ? The Summer Cruise is presently underway and by the skin of our teeth we eventually got skippers and crew for all 14 weeks. It required much harrying by our Crew Bureau Secretary Susie Welch who is still recovering from an operation and additional commitment by Brian Skelly to remain onboard as skipper for an extra week, our sincere thanks to them.

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



Stuart Dawes, Jooles Graham, Nigel Taylor and Jan Goodwin (not pictured) were all kept busy on our Sail Trim Course, practising both straightforward and more complex manoeuvres under sail in a variety of situations. What seemed easy when you watched someone else perform the manoeuvre turned out to be a bit more tricky when it was your turn at the wheel! There was a lot of tweaking and trimming just to get that bit better performance.

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



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.

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



Matthew Wayman, Guy Mason, Nigel Wiltshire and Alice Waldie all got plenty of practice going forwards, backwards, sideways and round in circles on the Boat Handling course. They parked and turned the boat in confined spaces as well as practicing a number of those manoeuvres you only read about in books.



Above: Skipper Colin Hurd sets course for a long night Channel crossing

Left: While a crew member catches up on some sleep after long night Channel crossing. Well noone said it was going to be easy

2020 Summer Cruise

In the survey for this year's Summer Cruise there was enough interest in a cruise to Ireland to elicit a promise to look into the possibility for 2020.

The key to such a trip is of course getting the boat from the south west coast around to South Wales and Ireland. Hence, I (Adrian Barnes, boscombe@lineone.net) am looking for early expressions of interest from up to 4 approved skippers and crews who would like to sail Sea Essay on these legs.

Fair warning that if by October there are insufficient crews identified to make these long trips the 2020 Summer Cruise will probably be based on the south coast of UK.

Mentoring

A reminder that the CSD mentoring scheme (CSD I-2-1) is available to members who would like advice, guidance and practical help to develop their sailing experience from 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 at csd121coord@outlook.com.



The benefit of a CSD Boat Handling Course?

Sea Essay, port side too in the foreground, was last to arrive, well done Chris Hubbard



Lift/Launch Report

by Tony Hepworth & Roy Chilvers

Following on from the account in the last edition of CS Sailing (pages 14 and 15) about how POG moved from using cranes to lift boats out of the water to using a boat lifter, Tony Hepworth and Roy Chilvers have provided an update.

With the Winter lift/launch operation completed we have turned our attentions to the two short Spring lifts. The first lift of 10 boats was completed over the weekend 20/21st April.

There has been a lot of activity since as Members prepared their boats for launch on the 5/6th May. The second lift operation of 10 boats followed immediately on the 7/8th May with the launch 2 weeks later on 19/20th May.

During the spring lifts boats have been stored facing North/South along the East fence. This approach has freed up a parking area on the gravel along the Western fence.

A large band of volunteers have put in a significant amount of time and effort to provide Members with this lift/launch capability.

Thanks also to the catering team who kept everyone fed and watered through the lifts and launches. There has been a huge learning curve and we have continually tried to improve the way we do things. We will be conducting a review of the whole process so expect a few tweaks in the future.



Yarmouth Rally

6 - 7 July

The Yarmouth Rally will be held the weekend of July 6th - 7th.

HW Portsmouth will be at 15:08 Ht 4.7m. Tides in July this year are difficult and the favoured weekend has long been fully booked at Yarmouth.

My experience is to leave 4 hours before HW and to punch the tide out of the main shipping channel.

The tide turns 13:08 in the Solent for the west going tide.

The format is similar with a host boat at Yarmouth for drinks and nibbles and dinner at the Royal Solent about £25 per head plus drinks.

Please send expressions of interest in their event be sent to:
breton.blair@gmail.com



Littleton Open Day 11 May 2019

Keiko Toma sent us this report

What a fantastic Open day we had on 11 May 2019!

Littleton Sailing Club was buzzing with people. The combination of people in the series races, cruising, junior sailing, Phabsail disabled sailing, and Open day taster sails showed how friendly and active the club is. It was lovely to see the picnic tables and bar tables all full and people socialising on the grass watching the sailing activities.

We offered three taster sails on the day and in the end, we had 70 guests on the water in dinghies. Our club members, some more experienced and some newer, volunteered to help the club's Visions, a Graduate, a Wayfarer, and a variety of Picos, Toppers, and Optimists for the junior guests. The day was a mix of weather, including some beautiful sun, a mix of clouds, and some stronger and some less exciting winds.

One good gust gave some guests the fun experience of a capsized recovery; they came off the water still smiling and enthusiastic! The Push The Boat Out materials like the large handheld photo frame was good to build a fun atmosphere and frame some photos of people just coming off the water.

40 people joined as members, a few have already completed their RYA course and begun practicing in our Improver sailing evenings. There are still people contacting us saying they are considering becoming members but are looking at calendars and commitments still. Spreading the word among friends, neighbours, and colleagues made a big impact to attracting guests and registering new members.

Thank you to everyone who helped with the day or attended as a guest. It couldn't have been successful without you.

We welcome all of our new members - and any new guests anytime - to Littleton Sailing Club.

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

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:

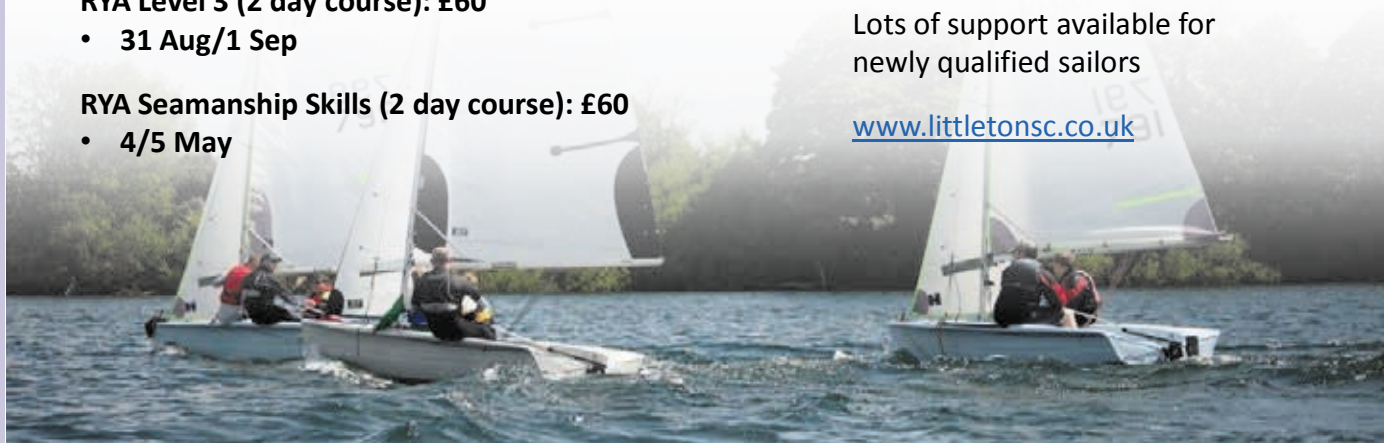
Ian Sandell

training@littletonsc.co.uk

01372 725944 – 07979 530413

Lots of support available for newly qualified sailors

www.littletonsc.co.uk





Caribbean 600 Race February 2020

CSORC will be entering the Caribbean 600 race in February 2020.

This is one of the classic RORC races, approximately 600 miles in a big figure-of-eight through the Caribbean.

It can be demanding (similar to the Fast-net), so some experience of longer offshore sailing is preferred.

The cost for the berth will be around £1100, to which you will need to add flights and accommodation, which will consist of a few days either side of the race itself, and a fee for reserving the accommodation while you are away during the race. There will also be the cost of some training later this year, but it is hoped that most of this can be undertaken on the skipper's own boat.

The suggested budget is around £2500 per person though extra time in Antigua is recommended, since you are going out there!

The event is being organised by Gerry Talbert (gerry@talbert.org.uk), and the skipper will be Neil O'Leary.

The suggested programme is 2-3 training weekends in the Autumn, possibly a JOG race for experience, then arrive in Antigua around 17th/18th Feb 2020. The boat is available from Thursday 20th February, and the race starts on Monday 24th February. It should take around 3-4 days to complete the race.

We have chartered a boat in Antigua, a brand new 2019 Dufour 460GL, which will accommodate a crew of 12.





A Two Year Wait, but it was worth it!

by Mark Gadd

I joined RCSSC but I was unable to sail for two years. Just after I joined the club, my friend and business partner died in a tragic car accident in April 2017. I had recently stepped back from my full time job in the business to take it easy and was looking forward to sailing regularly. However, I had to immediately go back to work full time, and more, just to keep the business going. So all that leisure time I was looking forward to disappeared, along with sailing in 2017.

In April 2018 the business was sold and I was able to retire for a second time. So again I planned to spend my newly acquired leisure time in sailing and other pursuits. But then at 4am on June 10th, a reckless driver drove his car into our bungalow. He was going so fast that he smashed into one of the bedrooms compressing all the contents (including a double bed) into a 15 cm wedge against the far wall. It was an incredible shock but I count ourselves lucky as my wife and I were sleeping in the adjacent bedroom and one of our grandchildren was sleep-

ing in another bedroom so we could all very easily have been killed. Even the car occupants were OK. However the impact was so severe that it almost caused a partial collapse of the building. The car could not be removed for several days until two walls were propped up. So we had to move out of our home and this resulted in me having a full time job for eight months finding a new temporary home, liaising with insurers, builders, and personal effort to reinstate our home.

During this difficult period, I was frequently contacted by club members, David Grundy and Chris Peck, enquiring about me and when I would be able to come sailing. It was frustrating to have to keep on explaining that I didn't have any free time but it felt great that they wanted to stay in touch.

Finally on February 15 this year I was able to go sailing and what a great day it was. The weather was unseasonably mild with the sun shining in a bright

blue sky and not only that but there was a pleasant breeze as well. RCSSC is a corporate member of Rutland Water Sailing Club and the club's boats are based there.

John Cranwell-Ward, a very experienced member of the club, and Paul Denton, a new club member were already there when I arrived, with David Grundy, Club Treasurer (and ex Club Commodore) arriving soon after. John and Paul had already got Time Flies on the water as they had sailed her in the morning. So we all had a snack lunch on the veranda of the Clubhouse overlooking the lake.



Then we ambled over to the pontoon where Time Flies was waiting for us. Finally, the time had come for me to sail again. John organised his crew in hoisting the jib and main sails, pulling in the fenders and then pushing off. He took the helm and we set sail toward the dam.

What a wonderful feeling it was to be back sailing. We took it in turns to helm and control the jib sheets as we explored different parts of this enormous lake/reservoir, which covers over 12 square kilometres. So there is plenty of space to cruise around exploring the attractive shoreline and for a lot of boats to be on the water at the same time. However on this occasion we had the lake to ourselves other than for three wind surfers. I

found Time Flies great to sail with a responsive helm. The wind picked up slightly and so did our speed easily getting up to 7 knots. However, I have to admit that two foiling wind surfers were able to fly past us.



David had originally said he just wanted to sail for an hour but we were all having such a good time in the brilliant sunshine and good breeze that it was two hours later when the wind started to die that we reluctantly decided to come back in.

The fenders were readied and John expertly brought us back to the pontoon with the sails being quickly dropped.

Now we had to get this large boat out of the water. I was amazed at the slick process that the club has for retrieving the boat onto it's trailer and being hauled out by the tractor using a long bar. The tractor driver places the trailer (with boat on it) back in to it's allotted place and then the sails are rolled and stored before the boat cover is secured. It didn't seem to take long at all.

I travelled home feeling that the time had flown by on Time Flies and also that I had a wonderful time. The club motto of Sailing in Good Company had been met. The two year wait had been worth it.

Time Flies

But I should tell you a little about Time Flies. She is a Soling, and this actual boat was sailed in the 1972 Olympics in Kiel, Germany. The Soling is a fast, exciting, non sinkable, 8.15 metre, one ton International One Design open racing keel-boat, that is normally sailed by a crew of three. Designed by a Norwegian, Jan Linge in 1965 for the Olympic Games. In 1968, in competition it outperformed the existing Olympic 12 metre class and after a number of sea trials in heavy weather conditions was selected by the Olympic Sailing Committee as the official Olympic class three man keel boat from 1972 until 2000.

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 four keelboats including Time Flies, a Soling and three Squibs.

Fancy a Sail?

Whether you used to sail, already sail, or just fancy having a go on a keelboat, you will always be made welcome by members of Rutland Civil Service Sailing Club.

Our Taster Days are provided in conjunction with the CSSC Sports & Leisure .

Please note places are strictly on a first come basis, and these events are very popular. Open to CSSC and non-CSSC members alike, and bring along your friends and family to enjoy the view from the Club veranda. You'll be glad you did.

The dates are listed below, to find out more and book your CSSC Taster Day please go to:

<http://rutlandcssc.org.uk/rcssc-taster-events/>

Rutland CSSC Taster Days

8 June 2019 Saturday

5 July 2019 Friday

3 August 2019 Saturday

6 September 2019 Friday

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.



HOOE POINT SAILING CLUB

It has been a good start to 2019 for Hooe Point SC. The first event was on May 25th when we held an open day under the banner of the RYA "Push the Boat Out".

Lots of prospective members came to visit us and have a look at what we can offer. We were able to offer these visitors trips in a sailing dinghy, yacht or a fast powerboat, thanks to the members who had volunteered their time to support the event. We were graced with fine weather and a gentle breeze. Let's hope that some of those who came along will take up club membership.

Having established ourselves as an RYA Recognised Training Centre last year the club has already run training courses. One of the major courses was the RYA Safety Boat course that saw six candidates successfully complete the intense training in some horrendous weather conditions.

This now means that we have quite a large pool of safety boat crews to support our Monday evening dinghy racing.

This has had a good start to the year with up to 19 boats on the water on some evenings.



The next major event in our calendar is the CSSC National Dinghy Championships which will take place over the weekend of 22 and 23 September.

This will be open to any monohull dinghies where either the helm or crew is a CSSC Member or Linked Member or the helm is a member of the CSSA, a member of a club in membership of the CSSA, RNSA, ASA or RAFSA.

Racing will take place in the waters of Plymouth Sound, one of the best sailing venues in the country.

We have been able to source some dinghies for entrants to use, being 4 Laser Bahias and a Laser Stratos, to be allocated on a first come, first served basis so head along to the HPSC website and click on the CSSC Regatta link for further information.

We will be holding a barbecue for all competitors and families after racing on Saturday.

CSSC Dinghy Regatta 2019

Hosted By
Hooe Point Sailing Club



Friday 20th - Sunday 22nd September

- Friday Evening Fun Pursuit Race
- 6 Championship Races Saturday & Sunday
- Social Programme After Racing Includes Food & Entertainment

For more info visit :- <https://cssa-regatta-plymouth.co.uk>

EAST COAST YACHT DIVISION SPRING 2019

From the lift out late last year Freyja was in the capable hands of our Yacht Husband, Vic Crawshaw, as she was in a cradle in the Shotley yard. She was put back in the water in early April this year and then Vic assembled his band of helpers to get Freyja all shipshape and ready for the new season.

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

His third call was to all Skippers who will be taking Freyja out this year – they had been invited for a day's familiarisation just before Easter. The 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.

Our first courses of the year were taster days and boat handling courses that have been well attended, with the possibility of other sessions in September for anyone interested.



Freyja has now started her passage over to France for this year's summer cruise. She will spend a good part of the Summer based in La Rochelle.

We still have some vacancies on the summer trip and so anyone wishing to join Freyja should contact James Allen, the Secretary of the Crew Bureau by email on ecyd_crewing_bureau@ecyd.org.uk or any Skipper who is free should contact Andrew Lewis, our Yacht Secretary by email on yachtsec@ecyd.org.uk.



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