



October 2019

CIVIL SERVICE SAILING

Civil Service Sailing Association



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of CS Sailing

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Well what a summer it's been! Read all about the Summer sails, CSSC Events Team's day at RCSSC, IDOR, CSORC's Fastnet Race, CSSC Dinghy Regatta at Hooe Point and Littleton's young sailors successes at the NSSA Regatta, as well as Jumbles very busy summer.

Hear about some treacherous sailing conditions during August, how CSSA has helped fulfil some sailing ambitions, the celebration of long standing member Tom Behan's life as well as Melanie's 100 th birthday party.

Happy reading

Eileen

FRONT PAGE PICTURE:
Melanie dressed for her 100th birthday party

CSSA Clubs	Yacht/Dinghies	Website
North West		
5 Kingdoms Sailing Club, Liverpool	Yacht: Ynot	www.5ksc.org.uk
Jumbles Sailing Club, Bolton	Dinghies	www.jumblesail.co.uk
Midlands		
Rutland Civil Service Sailing Club	Keelboats	http://rutlandcssc.org.uk
Eastern England		
East Coast Yacht Division, Ipswich	Yacht: Freyja	www.ecyd.org.uk
Southern England		
Littleton Sailing Club, Shepperton	Dinghies	http://www.littletonsc.co.uk
Channel Sailing Division, Hamble	Yacht: Sea Essay	www.channelsailing.org
Civil Service Offshore Racing Club (CSORC)		www.csorc.org.uk
Hooe Point Sailing Club, Plymouth	Yachts & Dinghies	www.hooepointsailingclub.co.uk
Netley Cliff Sailing Club, Southampton	Yachts & Dinghies	www.ncsc.co.uk
Portsmouth Offshore Group, Gosport		www.pog-cssa.co.uk
Associated Clubs		
Cheltenham CS Sailing Club		cacssa.co.uk/sailing
BT Offshore Sailing Club		www.btsoc.co.uk/wordpress
CSSC Perth Sailing Section, Scotland		
Milton Keynes CS Sailing Club		* www.havershamsc.org
	* Milton Keynes SC use the facilities at Haversham SC	

Tom Behan

1925 - 2019

Tom died on 5th August, peacefully in his sleep, aged 94.

He had been a member of Littleton Sailing Club since joining in 1966, when the club had been in existence for only eight years. He sailed a Scorpion dinghy named 'Magic Roundabout' and was crewed by his son David. The rest of the Scorpion fleet soon took his lead and named their boats after characters from that TV programme. He was a rescue coxswain and sailing instructor at Littleton, and also a training officer on the CSSA yacht 'Sea Essay'. He was known to be very meticulous in all that he did. He frequently sailed offshore and once made an Atlantic crossing from the Canary Islands to St Lucia, a distance of 2,700 NM., earning him his Yachtmaster Ocean qualification.

Early on in his life he joined the army and was in the Royal Signals. While there he managed a motor scooter display team and a photograph exists showing them in pyramid formation. At the top is a young lady named Doreen who later became Tom's wife. After the army Tom worked in the GPO later BT, as a telephone engineer.

by Derrick Carveth



'Team Busby', the BT sailing team who took part in the Portcullis Trophy. Tom is pictured third from the left. The Portcullis Trophy was a Civil Service department team racing event that used to take place at Littleton each year

he had made through the years at the dances he had been involved in organising. The service was not entirely a mournful occasion as it included music played by a ukulele band of which Tom had been a member. They played several popular songs to which the whole congregation heartily joined in. The service finally ended in true sailor fashion with the Sailors Hornpipe played on the organ.

I'm sure Tom would have applauded.

On the 29th August a memorial service was held at Mid-hurst attended by representatives from Littleton SC and the CSSA. The largest proportion of the congregation however was made up of the numerous friends

MEMORIES OF TOM BEHAN - Instructor
"SEA ESSAY" CREWS.

Amongst many day/night sails under Tom Behan's leadership, I recall a special journey under sail when we reached Porchester Creek. I vividly remember his stern instruction not to hit any moored yachts on either side of this narrow passage! My message from the helm to the crew: 'LEE HO' became louder with each turn of the wheel, as there seemed barely sufficient space to manoeuvre this 38 foot SEA ESSAY.

I remember the adrenalin rush plus knocking knees throughout the passage! What memories!

Kate Burdett
COMP. CREW 1982

Tribute submitted
by Kate Burdett

Another season coming to a close: A view from the Vice

Darkness arrives too early for evening dinghy sailing and our CSSA yachts are operating local to their home ports – sure signs that the season is coming to a close. But it's great to hear that our Treasurer has already made bids for CSSC funding of next season's national yacht and dinghy championships and our Offshore Divisions are already well underway with preparations for their 2020 cruising – 5KSC considering cruising Orkney; CSD considering cruising southern Ireland; and ECYD already taking bookings for cruises on the Baltic.

Once again the dedication of our volunteers has provided us with a season of wonderful opportunities, whether racing dinghies in the CSSC/A Championships, cruising and racing with CSSA land Clubs, racing yachts in the IDOR, making use of the marina facilities at POG, or cruising aboard CSSA yachts between Stornoway and La Rochelle, Broadstairs and Scilly.

Well done to CSORC on their 2019 Fastnet campaign and good luck with their preparations for an entry in the 2020 Caribbean 600.



Well done to 5KSC in re-establishing their Division of the CSSA Sea School on the Clyde. Get in touch now to book your RYA practical offshore training.

Yes, CSSA provides dinghy sailing but could we and should we provide more? We have few CSSA land Clubs and limited catchment area. Civil servants sail with local dinghy clubs across the UK with no link to the CSSA or the CSSC. Should the CSSA be developing a national network of dinghy sailors by supporting block CSSA memberships within established Clubs? Would the returns for members, the CSSA and the CSSC justify the investment? Food for thought.

Whatever your preferred sailing, enjoy the remainder of your season and join your Clubs' AGMs or otherwise let them know what sailing you'd like to do in 2020.

Paul
VC

Congratulations to Hooe Point Sailing Club on hosting a fabulous CSSC Dinghy championships, with volunteers led by Mark Prue, and Race Officer Keith Kendall



Considerable effort went into engaging CSSC sailors from across the region, and the CSSA trophies were awarded by John West the secretary of Plymouth CSSC.

The weather was rather brutal, starting at Force 7 on Friday evening, but the experience developed a camaraderie and respect for completing races out in Plymouth Sound

Mobile showers and extra safety boat support made possible through CSSA funding, and an enthusiastic beach crew made us all welcome, and look forward to following day.

The champion this year was Littleton SC's Dan Goodman and Debbie Clark in their RS800, which suited the strong winds and several years experience from the RS800 circuit. See full report on page 25.

The local experience and skill of Hooe Point members showed in the remaining top finishers, Mark Prue and Jenny King. Laser sailor Paul Hardy won both fasted Laser (Fleet prize) and wooden spoon for last place entry to finish all six races! What a great combination to have on the mantelpiece.

Back in the March 2019 edition of this magazine, I raised the question on what CSSA could do for Dinghy sailors? Hooe Point have demonstrated what is possible, and conversations before and since convince me there is a place for strengthening the links between CSSC dinghy sailors in regions, and nationally..

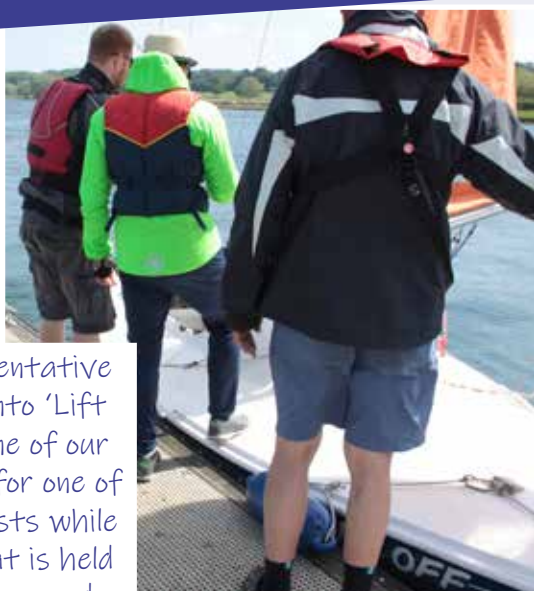
The Civil Service Sports Council (CSSC) membership includes many who are Dinghy sailors in local clubs, or former CSSA dinghy clubs, or 'between boats'. This is a membership who are perhaps not aware of the personal opportunities through CSSA including, Yacht charter, moorings, Dinghy Championships, a network of sailing colleagues and potential for RYA training at sister clubs across the country. For dinghy sailors, with support from CSSC regional managers, we will increase visibility of local Dinghy sailing to grow regional participation. Just as the 2019 Plymouth Dinghy Championships has put Hooe Point SC on the map for many people, each years Dinghy championships will seek to engage individual CSSC sailors (and their friends) in the region to participate and benefit from CSSA opportunities.

CSSC Dinghy Championships is to return to a coastal club in 2021 (potentially Plymouth) for offshore sailing, and inland in 2020, probably at Littleton SC. This opens up the championship to sailors without offshore skills and CSSC sailors in the south east, London and central region. I look forward to discussions with dinghy sailing clubs in other parts of the UK for future inland Dinghy championship locations...

Here's to more dinghy sailing in 2019-2020!

Andy

CSSC events team join RCSSC members for a taster sail



First tentative step onto 'Lift Off', one of our Squibs, for one of our guests while the boat is held by Jason and Eric.

Jenny Yarrow, CSSC Events Coordinator & team members joined Chris, John, Mike, Pete, Jason, Mark, Eric and Dave from RCSSC for a taster sail, and enjoyed breezy conditions with rolling waves, while sailing our two Squibs and our Soling.

I think the photos best explain how the day went.



And away they go for their first sail.



Just getting up to speed



Satyr sailed by Mike and Chris, fenders out ready to come back in



Out again for another sail in the morning, with a salute from Dave, who organised the day



And safely back again



Time Flies, a Soling, John and Pete give the CSSC team experience of a different type of keel boat

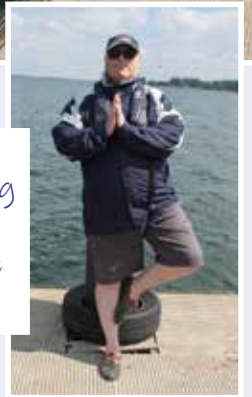


Away they go for their first sail



The Soling crew enjoying sailing past the church

While the morning sailors were out, Dave was praying that the good sailing conditions remained for the rest of the day



Happy faces as Satyr returns for lunch



More happy faces as Time Flies, the Soling, returns for lunch



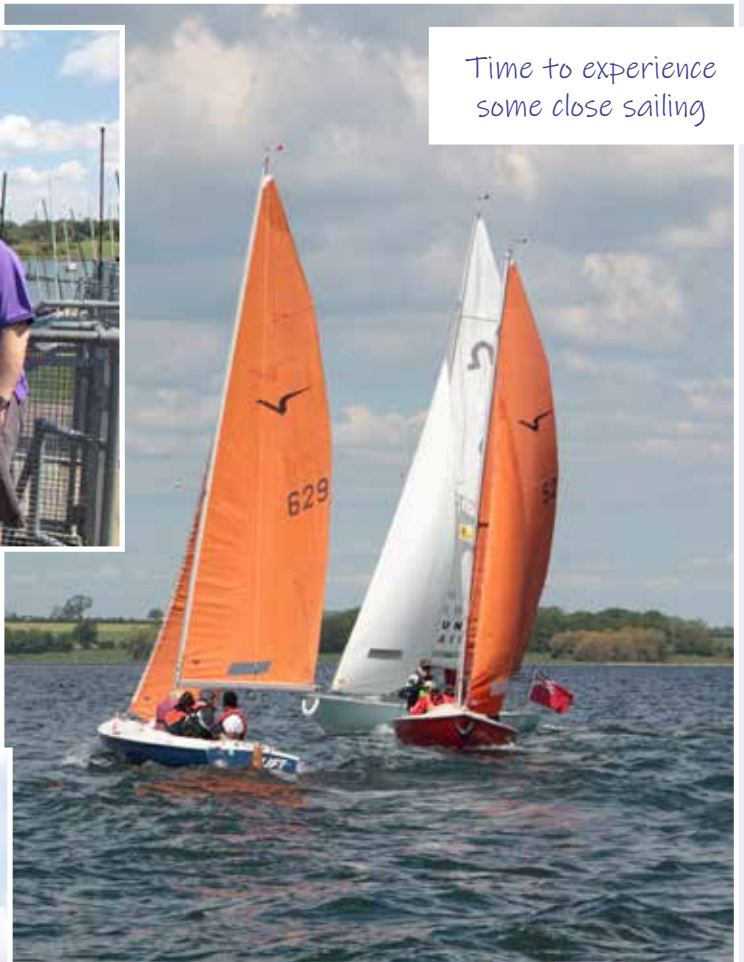
All boats back and being made safe for lunch

CSSC events team join RCSSC



After lunch on the RSC clubhouse balcony looking over Rutland Water. Mike and Chris with certificates presented by Jenny Yarrow, Events Coordinator, CSSC Sports & Leisure, who was presented with a certificate by Dave on behalf of RCSSC

Time to experience some close sailing



Away they go again for more fun after lunch

All three boats close together



Maybe try out some friendly racing?

Sailing fast near the photographer's boat



CSSC events team join RCSSC

Close sailing so the photographer can take photos of all the boats together



And again



More smiling faces enjoying sailing on beautiful Rutland Water



The photographer taking a rest



Getting Satyr out of the water, a good opportunity to see the keel

Thank you for having us, we all had a wonderful time. It was a great experience and it was great to get involved.



All smiles at the end of a great day

I personally really enjoyed the Taster Sailing Day – was great to actually get hands on and the conditions were perfect. The team were lovely and all the instructors that took us out were great – very experienced and welcoming. I would love to do a bit more sailing following my experience.

IDOR 2019



Civil Service
Sailing Association

A fleet of 15 crews had assembled at the Hamble, a welcome improvement on the previous year's numbers which had been disappointing and led to some tweaks to the race configuration for 2019. Hopefully, this will continue in the future.

The forecast for the week was entirely variable, changing from hour to hour: rain, no rain, wind, no wind, southerly, northerly and so on. Quite normal for the UK, really.

The first day of racing dawned without a hint of wind, so we motored out of the Hamble on a dead flat sea wondering if a race would be possible. But by lunchtime, there was gentle flutter and spinnakers were hoisted for two short courses: easing in to the tension and drama that we all hoped lay ahead.

Day 2 brought a long race westwards towards Christchurch Bay, again with little wind promised. On the good side, there was time to chat and enjoy the scenery while the tide kept us moving. Gliding slowly back east, we wondered if we'd make the finish at all. But the wind did pick up slightly and the finish line approached. Out of what seemed like nowhere, a group of boats closed in together, some actually moving while others appeared to have stalled. Where was the tide most helpful?

(continued on page 12)

Diary date:
Next year's
event is from
31st May -
5th June

**Happiness is,
the wind in your sails**



Not, unfortunately, in the spot where one of the boats had hopefully hoisted a spinnaker, praying for a mini-gust to 'fly' over the line but it drooped rather sadly. Still, the attempt did result in award of the Nab Tower Trophy for most spectacular screw-up.

More than eight hours of pleasant drifting ended in real excitement as 13 boats finished within five minutes of each other, amazingly: practically a photo finish in super-slow motion and we all enjoyed the moment.

Up early on Day 3, Wednesday, for the race round the island, which brought another opportunity to aim for perfection in the art of flying spinnakers. Tides would again be critical to progress, as we headed off towards the Needles for a second time in a barely perceptible breeze. Hug the coast or head out to sea? All options were attempted and boats traded places regularly, sometimes passing close enough for a conversation or a smirk while overtaking. The finish line was brought forward but not everyone made it in time.

Day 4 was a day of drama when we most definitely had wind, gusting up to 30 knots so no spinnakers. Reefing – so how did that work? Three cracking races flew by and rounded off the regatta week with bags of excitement, thrills and nervous tension.

Our hosts at the Island Sailing Club had worked wonders for us again, adapting to the changing conditions and ensuring everything was smoothly organised.

The prizewinning dinner rounded off a hugely varied week which saw trophy success for new skippers as well as familiar faces.

The Inter-Departmental Offshore Regatta (IDOR)

The IDOR is held every year between boats representing Civil Service departments, agencies, other public bodies and CSSA clubs. It has been held annually since the late 1960s, starting as a race to Cherbourg in members' own boats. Over the years it has evolved into a mixture of inshore and offshore races held over five days, mainly in the Solent but including a race round the Isle of Wight, in a matched fleet of Oceanis 37s chartered from Fairview Sailing.



IDOR RESULTS 2019



The Eric Seal Memorial Trophy

Awarded to the overall winner combined inshore and offshore: the main prize for the overall result and is awarded at the CSSA AGM in April.

1. DLS B (Nick Rees), Soirée, 10 points
2. HASSRA B (Keiron Kennedy), Avant Garde, 18 pts
3. NCA 1 (Henry Scutt), Fleur de Lis, 20 points

The Rutherford Appleton Trophy

Awarded for the offshore races.

1. DLS B (Nick Rees), Soirée, 4 points
2. HASSRA B (Keiron Kennedy), Avant Garde, 12 pts
3. CSORC 2 (Crispin Allard), Mon Ami, 18 points

The City of Plymouth Trophy

Awarded for the inshore races.

1. DLS B (Nick Rees), Soirée, 8 points
2. NCA 1 (Henry Scutt), Fleur de Lis, 14 points
2. HASSRA B (Keiron Kennedy), Avant Garde, 14 pts

The Amaranthe Salver

For combined inshore and offshore, departmental entries only.

1. DLS B (Nick Rees), Soirée, 12 points
2. HASSRA B (Keiron Kennedy), Avant Garde, 23 pts
3. NCA 1 (Henry Scutt), Fleur de Lis, 38 points

The CSORC Shield

For combined inshore and offshore, for club entries only.

- 1 CSORC 2 (Crispin Allard), Mon Ami, 55 points
- 2 CSORC 1 (Phil Armitage), Modernistic Lady, 62 pts
- 3 5KSC (Paul Brereton), D'Artagnan, 67 points

The Elite Cup

For the most improved boat:

1. UKHO (Bob Higgs), Faux Pas
2. DLS B (Nick Rees), Soirée
3. CSORC 2 (Crispin Allard), Mon Ami

The Silver Jubilee Trophy

For the highest placed new skipper to the IDOR

1. HASSRA B (Keiron Kennedy) Avant Garde, 12 pts
- 2 CSORC 2 (Crispin Allard), Mon Ami, 18 pts
3. DSTL (Stewart Dawes), Femme Fatale, 54 pts

The Class A Shield & Cariad Cup

For the highest placed pairs team:

1. HASSRA B
(Keiron Kennedy) & 5KSC (Paul Brereton), 93 pts
2. DLS B
(Nick Rees) & NCA 3 (Chris Laioilo), 101 pts
3. Waterguard
(Dave Curno) & CSORC 2 (Crispin Allard), 127 pts

The Round the Island Trophy

For the Round the Island race:

1. DLS B (Nick Rees), Soirée, 2 points
2. DLS A (David Burn) Mon Dilemme, 4 points
3. NCA 1 (Henry Scutt), Fleur de Lis, 6 points

Nab Tower Memorial Trophy

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

Awarded to CSORC 1 (Phil Armitage), Modernistic Lady

Sailing, for someone living in the Midlands, may not seem the obvious activity to take up

I'd always loved the idea of sailing but not had the opportunity until I was invited on a sailing trip to the Isle of Wight in July 2015. As soon as I stepped on to Jayne at Saxon Wharf, Southampton I just knew this was for me. Luckily, the trip was a positive experience and I was so annoyed with myself for having booked two nights' bed and breakfast, just in case I didn't like sailing. I was ready and waiting for Jayne and her skipper and crew to get to East Cowes and eager to get on board again.

Since that first trip my life has changed. I have learnt a great deal over the past four years of things I knew nothing about. On returning from the Isle of Wight I signed up to do the Day Skipper Theory at an RYA centre only 15 minutes from where I live. If only

Going with the flow



I knew what I'd let myself in for. I started from scratch with charts, dividers and plotters. On the course I made three good friends and we helped each other with the difficult aspects of the course. I was delighted that we all passed. After the course I was given the opportunity to sail over the May Bank holiday from Gosport to Poole. On that trip I realised I needed to learn to sail to be able to do my Day Skipper Practical with my new sailing friends.

A colleague at work told me that Tamworth Sailing Club was starting an RYA Level One and Two dinghy sailing course the following week. I jumped at the chance and was booked on the course. All went well for the Level 1 but, on the first week of the Level 2, I broke my arm doing the capsizing exercise. So, that was that for sailing in 2016. I returned to Tamworth Sailing Club the following year and successfully and safely completed both courses.

I didn't expect to get involved with dinghy sailing as I'd gone along to learn to sail yachts. Many people have encouraged me to dinghy sail as you learn the principles of sailing that transfer to yachts.

In 2017 my sailing friends and I went off down to the Solent and I successfully completed the Day Skipper



Day Skipper Practical

Practical. I was so pleased that I'd achieved so much in such a short space of time. If it hadn't been for the support of the Theory group to complete the Day Skipper and the instructors at Tamworth Sailing Club for encouraging me with the practical elements of sailing, I wouldn't have had the experiences and gained such an interest that means I can now enjoy sailing in so many different ways.

I now have an interest and activity that means I prioritise dinghy sailing at the weekends. My holidays, too, centre around sailing. I did a week on Sea Essay in August 2018, sailing between Falmouth and Plymouth with skipper Brian Skelly. I learnt so much on Sea Essay that week. I was able to use my dinghy sailing to know where the sails should be in relation to the wind. An experienced mate was impressed that we picked up speed when I suggested we put the jib out. I also put my navigation learning into practice and navigated the yacht from Fowey to Falmouth. I hadn't used my navigation training for over a year, but it all came back with some help from the skipper and mate.

In May this year I brought four members of Tamworth Sailing club to sail Sea Essay. We had a great time. There is nothing quite like five strangers on a yacht 24/7 to understand more about yourself and just what wonderful people there are in life.

So, what next? I'd like to build up my sea time and to get more experience of navigation so that it becomes more instinctive. I'd like to do the Coastal Skipper Theory and Practical. So far, I've always been moored up alongside or to a buoy overnight. It would be interesting to find out what it is like to sail for more than 24 hours on board without stopping. That would be an interesting challenge.

To achieve that, I'd love the opportunity to go across the English Channel or further afield. It would be great to have the opportunity to do some racing on a yacht.

For now, I'll keep on sailing at Kingsbury Water Park where Tamworth Sailing Club is based. The principles of sailing are the same; and I can sail each week, even if I do live in the Midlands and about as far away from the sea as I possibly can. There are always sailing holidays to enjoy being on a bigger boat with friends.



Team Sail

MELANIE'S 100th BIRTHDAY PARTY

The sun shone, the yacht Melanie looked great dressed over, and over 50 guests attended to celebrate the 100th birthday.

Guests gathered in the POG Clubhouse and were warmly welcomed by Derick Higon (one of the POG Vice Commodore,s) and Stuart McKenzie, one of the syndicate owners. Guests were able to view a variety of photographs, paintings and a model. The most interesting exhibits were the copies of the original construction plans dating back to 1914.

Guests enjoyed the insight to her known history, the variety of cruises undertaken and photographs of the many people, who over the years have experienced sailing on Melanie. A good number of guests ventured to the pontoon to admire the yacht at close quarters and board her to get a feel of what it is like to sail and cruise on this fine old yacht.

Following refreshments Stuart spoke briefly about Melanie and her life today, then guests were invited by Peter Townrow to raise their glasses to toast Melanie and to wish her well in the future. Peter cut the celebration cake and then Robin Riddett (another syndicate member) opened a gift of modern day memorabilia from the boat builder, Abeking and Rasmussen.

The party ended with those present sharing their experiences and recollections of the numerous years of sailing and working on Melanie.



5KSC UPDATE & NOTICE OF AGM

by Alison Hutton &
Rob Rawlinson

5KSC Update Autumn 2019

Ynot has returned home from Scotland following a summer of cruising on the Clyde and a trip to the Hebrides. She will be used for racing and taster sails on the Mersey during the autumn and winter.

Unfortunately, the training weeks on the Clyde did not happen in 2019 despite 5KSC gaining RTC status. This was because we could not get enough people together to make a crew for the weeks on offer.

For 2020 we hope to advertise training weeks well in advance so that people can put the dates in their diary and book time off work. For people aspiring to become day skippers we recommend taking the theory course online over the winter (with the advantage of the discount of £100 on the practical course) see <https://5ksc.org.uk/main/Training>.

We are planning to do some smaller yacht maintenance tasks on the Tuesday afternoons before our committee meetings please contact the team by email to yacht_husband@5KSC.org.uk if you are available to help. The main maintenance sessions will take place in the spring.

The 5KSC AGM will be held at 12:00 on 23rd November (venue to be announced) - lunch will be provided.

All CSSA /5KSC members are invited and as this is the only time in the year that we all get together please try to attend. Your feedback and suggestions for the program for 2020 are welcome.

Skippers will be invited to a pre AGM meeting on YNOT to review their individual feedback and maintenance issues.

Notice of the 21st Annual General Meeting 5 Kingdoms Sailing Club

The 21st Annual General Meeting of the 5 Kingdoms Sailing Club will be held from 12.30 onwards on Saturday 23rd November 2019 (venue to be announced)

Agenda

1. Opening
2. Apologies
3. Minutes of the AGM 17th November 2018
4. Matters arising from the minutes
5. Captain's report
6. Treasurer's report
7. Election of an accounts examiner for 2019
8. Debate of motions received
9. Election/Appointment of Officers and Committee Members for 2019

Motions

Proposed motions should reach secretary@5ksc.org.uk by 7th October 2019.

Nominations to the Committee for 2019

Nominations are invited for:
Vice Captain (Captain elect), Secretary, Treasurer, Crew Bureau and 5 Members

Nominations for the Committee should reach secretary@5ksc.org.uk by 23rd October 2019 indicating the proposer, seconder, and agreement of the nominee to hold post – a thread of e-mails is sufficient.

The AGM will be followed by time to hear of the experiences of members and to chat over plans for the 2019 season.

If you can't join us but already know what you would like for 2019, please e-mail: crew_bureau@5ksc.org.uk so that we can ensure the programme includes opportunities for you.

We are seeking members opinion and sign up for a visit by YNOT to Orkney in 2020

Orkney is an archipelago off the north east coast of Scotland. It has a very long history of habitation with very well preserved stone age sites and was used by the Royal Navy during 1st and 2nd world wars. It has many scenic locations and plenty of wildlife, plus a couple of breweries and distilleries. For more information visit <https://www.orkney.com/>



Exploring is helped by many anchorages and three marinas, two are on Mainland, at Kirkwall and Stromness, and a third at Pierowall on Westray. Scrabster marina on the Scottish north coast is a short sail away and can be linked with the other ports to make an attractive cruising week. Some liken cruising Orkney to cruising the Channel Islands, you need to make good use of tidal flow, the tidal ranges are much smaller.

Proposed base for YNOT is Kirkwall, the journey from the Clyde, can be split into three legs. The first is the Clyde to Oban, second, Oban to Inverness through the Great Glen: Loch Linnhe to Fort William; Neptune's Staircase into the Caledonian Canal; Loch Lochy and a canal link to Loch Ness; and finally a short stretch of canal to Inverness. Oban to Fort William is 30 miles, the inland waterway section to Inverness is 60 miles. The final leg would be from Inverness to Kirkwall, approximately 115 sea miles. There are two marinas on route, Helmsdale, 43 miles from Inverness and Wick a further 29 miles. The final stretch is 46 miles from Wick to Kirkwall. Stromness, about 18 miles from Kirkwall airport, could be an alternative Orkney base.



Proposed changeover ports are Oban, Inverness and Kirkwall. On Saturdays there are seven trains from Glasgow to Oban (3 hours) and eight to Inverness (3.5 hours). The easiest way to get to Kirkwall is by air with two flights a day - <https://www.loganair.co.uk> from Glasgow. Flights from Edinburgh are also available.

Dates will be determined by a request to use YNOT in the HMRC regatta from Largs in the second week of September. Working backwards this gives an outline programme as follows. Delivery trip, Liverpool or Conwy to Largs last week of May. Training for Competent Crew and Day Skipper, Inshore Skipper Scheme and chartering on the Clyde during June. The journey north from Largs to Kirkwall during first three weeks of July. Chartering from Kirkwall the rest of

July and first three weeks of August. Return to Largs during the rest of August and first week of September. Return to Liverpool in third week of September. Precise dates will depend on demand and travel options.

The combined outward and return transit fee for YNOT on the Caledonian Canal will be less than £460. Since using the canal is integral to the overall plan it is proposed that there will be a levy on all crews sailing north of Oban. Given the dates indicated this should work out at £46 per crew, but the exact details and cost allocation will be determined by the 5KSC committee.

The committee would like feedback on this plan, because it will only work if we have enough crews to fill the 10 or 11 weeks north of Oban. If you are a CSSA skipper and interested in the Orkney plan then please get in touch with 5KSC by putting ORKNEY and your preferred dates in the subject line of an email to the 5KSC crew bureau at crew_bureau@5ksc.org.uk. Please put any comments and preferred legs in the body of the email. However if you would prefer YNOT to return to the Western Isles please put HEBRIDES in the subject line of a blank email to the 5KSC crew bureau at crew_bureau@5ksc.org.uk.

A rather windy summer cruise but hopeful for five years!

I had booked Sea Essay for a week in early August from Falmouth with the intention of exploring the west country. In the months leading up to the charter I had wondered whether a trip to Padstow was possible. Having been there on holiday in 2018 and seen its cute little harbour, I thought that it would be interesting to go by sea and stay for a day. The distance from Falmouth to Padstow is 82NM so within a day's sailing but there were issues. Padstow is the only port on the North Cornwall coast so there is nowhere else to go if a problem arises. In addition the Camel estuary is very shallow and the harbour is only open at HW \pm about 2 hours and the opening needed to be booked if it occurred overnight, so timing was crucial.

To avoid motoring all the way, I estimated that about 15kt of wind, from an appropriate direction, was necessary to drive Sea Essay at about 7kt so that the 82NM could be done in about 10 hours. (Not departing Falmouth until the tide was favourable all the way round, so $\frac{1}{2}$ to 1kt of help).

In the run-up to the Saturday, I kept in touch with the forecasts from about 5 days before, so around the preceding Tuesday, it became clear that the weather for the first part of the week was going to be bad; wind and rain. Figure 1 shows the chart for 00UTC Sunday. The pressure gradient over SW UK was very light so the wind would have been light but there was a tight gradient over SW Ireland coming east. The chart for 00UTC Monday, Figure 2 shows the stronger wind off SW Ireland in Figure 1 arriving over the SW UK!

The inshore waters forecast on Sunday morning valid for 0600 UTC Sunday to 0600UTC Monday included "...F6 later..." and sea state "...rough near Scillies...". That put an end to going west to Padstow or Scillies for the whole week.

Plan B was to go east, so we set off for Fowey on Sunday morning. The wind was only F3 so we sailed a bit but motored a bit as well. On Monday we continued east to Plymouth. There was more wind so we sailed. When I called Queen Anne's Battery I was told that there were no berths for yachts of our size as they were expecting Fastnet boats! (I thought this a bit early but when we looked to the southwest we could see several spinnakers coming over the SW horizon). So we ended up in Mayflower Marina instead on Monday evening.

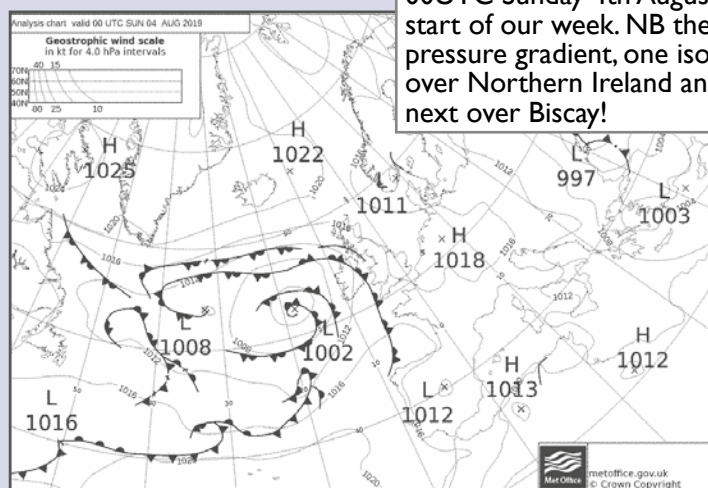


Figure 1: Met Office chart for 00UTC Sunday 4th August, start of our week. NB the light pressure gradient, one isobar over Northern Ireland and the next over Biscay!

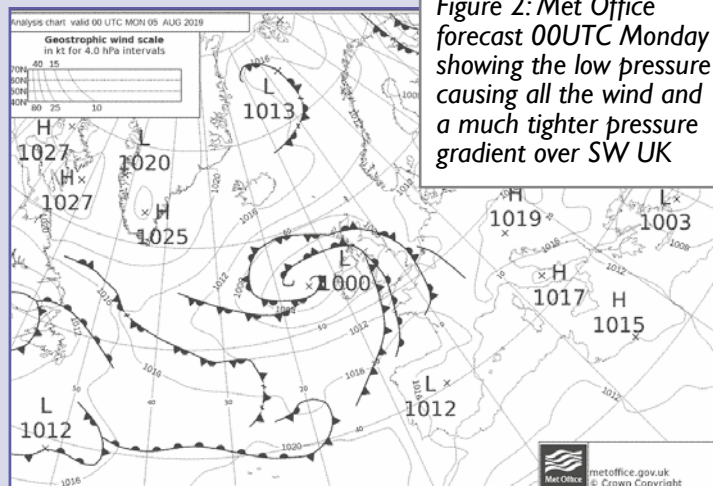


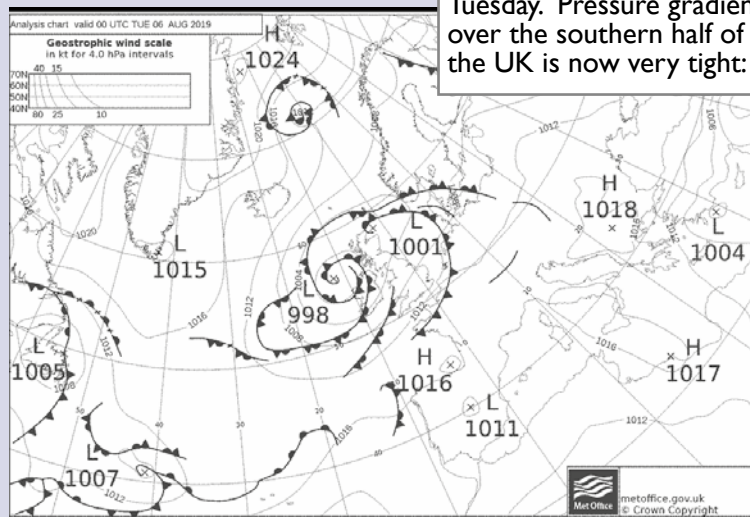
Figure 2: Met Office forecast 00UTC Monday showing the low pressure causing all the wind and a much tighter pressure gradient over SW UK

On Tuesday morning the Inshore Waters forecast mentioned the possibility of F6 on Tuesday afternoon. I had thought of continuing east to Salcombe but crossing the bar in strong onshore winds is not recommended so I decided to turn back towards Fowey. With the threat of the F6 in the afternoon, I decided that we had to leave Plymouth at 04.00 BST with the west bound tide, in the dark.

We had a superb sail back in F4-5 and the gusts reached 23kt (F6) just as we approached Fowey entrance around 10am.

Just in time!

Figure 3: Midnight UTC Tuesday. Pressure gradient over the southern half of the UK is now very tight:



We hid in Fowey for the afternoon while the F6 blew itself out and decided to continue back towards Falmouth the following day, Wednesday, when the forecast was for the wind to die down to more sensible levels. See Figure 4.

At this stage, Wednesday morning, the forecast for Friday was looking very windy (Figure 5). The Inshore Waters had, for the outlook, 0600 Thursday to 0600 Friday, "...South or southwest 5 to 7, increasing gale 8 at times..." I decided therefore to be inside Falmouth Harbour by Thursday evening and just to motor around, for example to St Mawes and up the River Fal, The Committee of ECYD have already started to form next years

programme following some challenges with the 2019 programme. However, we did get the boat to La Rochelle for a few charters and then back up to Brest before finishing along the South Coast from Falmouth through the Solent and back home to Shotley. during Friday.

So on Wednesday, we headed for the Helford River where we spent the night. The wind was good, but it was dead ahead, and I didn't want to miss the chance of finding a mooring buoy so we half sailed and half motored. I had phoned ahead to the Helford HM who said that we couldn't book but he would help if at all possible. When we arrived we were able to claim the second to last mooring buoy so we only just made it. The evening was spectacular, see Figure 6 (overleaf) looking west at the high cloud advancing ahead of the low pressure due on Friday.

Then on Thursday morning the change was stark, see Figure 7 (overleaf) Slight drizzle and poor visibility associated with the next low in

Figure 4: Midnight Wednesday, lighter winds approaching from Biscay

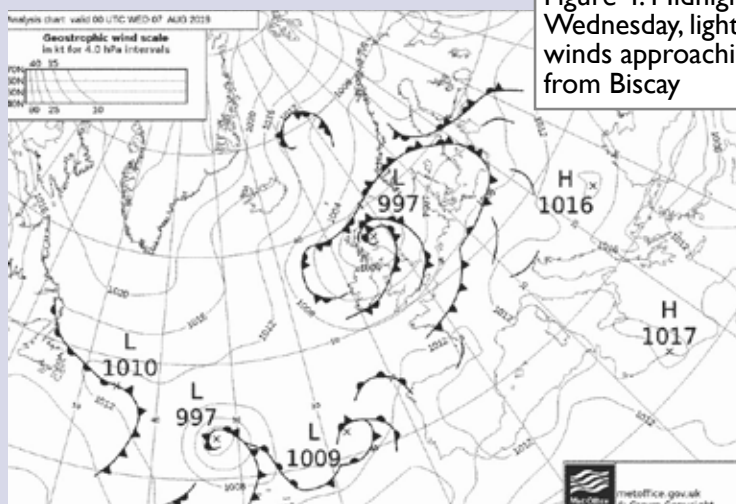


Figure 5: Midnight Wednesday, lighter winds approaching from Biscay

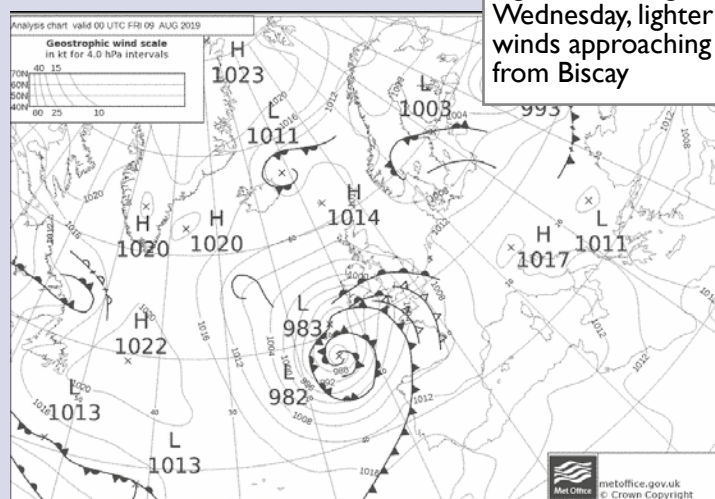


Figure 5. The Inshore Waters had; "...South or southeast 4 to 6 veering southwest 6 to gale 8, perhaps severe gale 9 later."

There would be only a limited time for sailing that morning before we would have to run for shelter. I decided to head south towards the Lizard for a time with the strong wind coming off the land so not much fetch so a relatively sort of "smooth" sea, before turning and making for Falmouth.

The sailing was good, some beating necessary but good boat speed. Unfortunately, the visibility was dropping slowly all the time, with drizzle and eventually we started to hear fog horns going off behind us in and around Falmouth Harbour. We turned north and headed for some safety.

(continued overleaf)

We found the entrance in the gloom and eventually tied up in Falmouth Haven Marina. Heavy rain started during the afternoon as that low pressure in Figure 5 closed in.

The following day's motoring around Falmouth Harbour was abandoned. We were rafted in the centre of three, with two ahead and two behind so very tight. . As the strong wind was blowing off the pontoon we would never have got back on safely. The Inshore Waters had "Southwest 6 to gale 8, occasionally severe gale 9 at first".

I have been chartering Sea Essay for a week on each of the last five summer cruises so that's about thirty days actual sailing and I haven't lost a day to bad weather. On this summer's charter I lost my two preferred destinations, and Tuesday afternoon's sailing, and Thursday afternoon's as well and all of Friday's! The following crew fared worse. They had a windy time as well and I understand that they were trapped in port

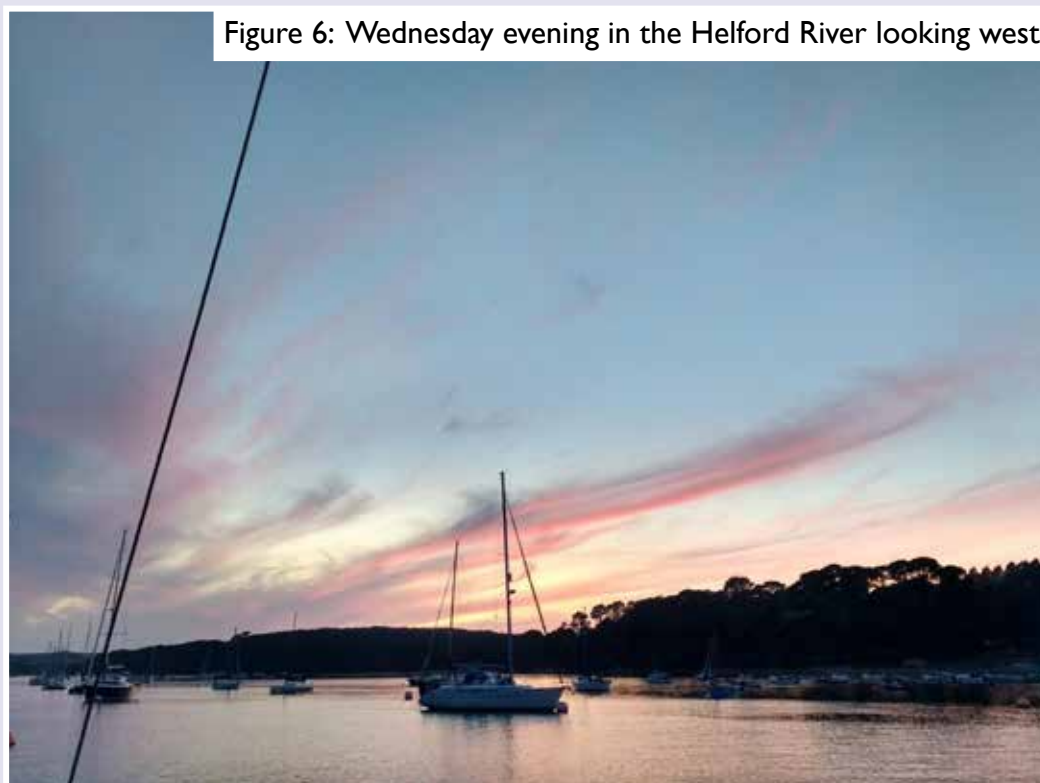


Figure 6: Wednesday evening in the Helford River looking west

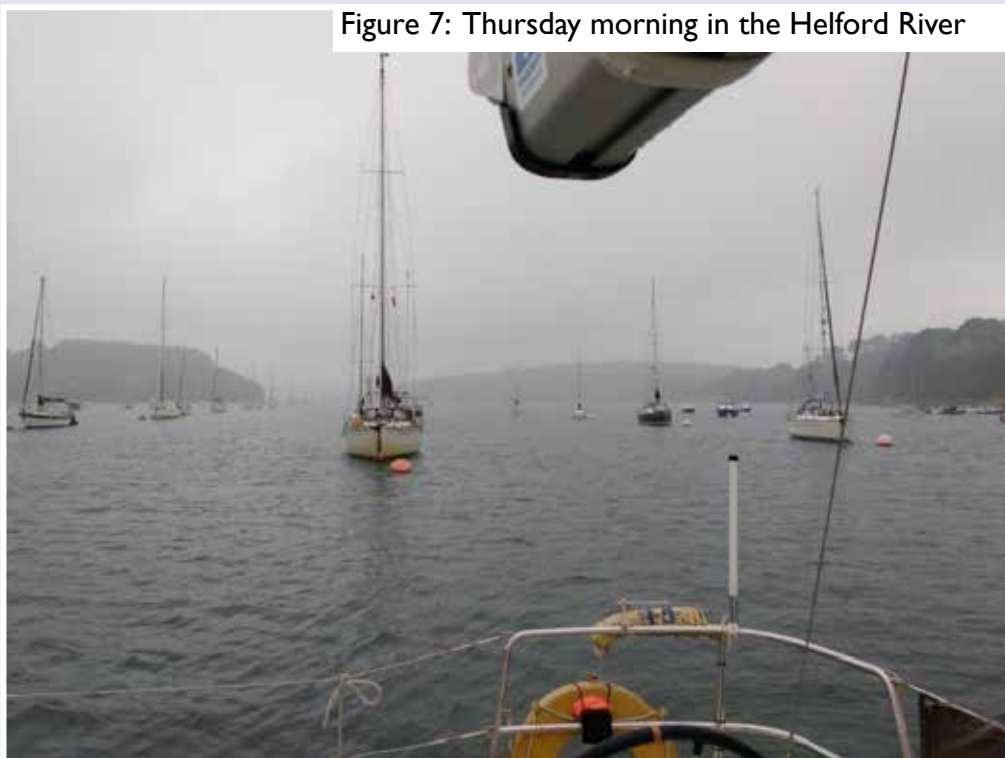


Figure 7: Thursday morning in the Helford River

for three of their six days. It's a bit early to say whether August this year was any worse weather-wise than any other but three quite deep depressions with their strong winds in three weeks does seem unusual.

My impression is that I have got away with it for five years so it must have been my turn for something bad. Never mind, maybe we start the six year sequence again now with five good years to come. Who knows?

Finally a big thank you to the crew for their patience and fortitude in these trying conditions. Looking back it was a very interesting and

challenging week for us all. It's usual to say that I wouldn't have missed for the world! But that's only half true.

Quotes from the Inshore Waters Forecasts are © Crown Copyright and the property of the Maritime and Coastguard Agency and supplied by the Met Office

The Committee of ECYD have already started to form next year's programme

following some challenges with the 2019 programme. However, we did get the boat to La Rochelle for a few charters and then back up to Brest before finishing along the South Coast from Falmouth through the Solent and back home to Shotley.

The uncertainty of Brexit was a challenge, but we have during this summer started to form our programme for 2020. This has included thoughts on how we actively recruit new members both crew and skippers.

After much discussion, the decision to go back to the Baltic was the preferred option, which is a very popular destination amongst our members. Although we are the East Coast Division our boat spends around half the year in foreign ports. Freyja has sailed into countries from Finland, Poland, Sweden and Norway down as far as the North Coast of Spain and most ports in between.

So the intention is for Freyja to be away from Shotley from around mid May and return in September. There will be the necessary North Sea crossing to get Freyja into Holland, followed by a trip along the North Germany coast through the Kiel Canal and into the Baltic.

The programme has been developed to provide opportunities for those members who wish to increase

their sea miles, partake in a North Sea crossing or perhaps just to have a leisurely week exploring the Baltic ports.

Outside of this Long Trip will be a number of training slots. We currently do not have an RYA Training Skipper but are still planning to carry out non RYA Training courses such as passage planning, sail trimming and boat handling. There will also be Sea Time and Taster trips for those looking to experience yacht sailing for the first time.

Our Yacht Secretary has placed the draft programme for members to view on our ECYD web site and so anyone wishing to join Freyja during 2020 should contact James Allen, the Crew Bureau Secretary on ecyd_crewing_bureau@ecyd.org.uk or any Skipper who is free should contact Andrew Lewis, our Yacht Secretary by email on yacht_sec@ecyd.org.uk.

Please look at the ECYD website to view the 2020 draft programme, or come to our AGM in November to meet the committee and get involved with ECYD sailing.



Taster
Sail



Concentration
on Taster Sail



Skipper hard at
work



Gateway to La
Rochelle

CSSC NATIONAL DINGHY CHAMPIONSHIPS 2019

by Keith Kendall



22 dinghies arrived at Hooe Point Sailing Club in Plymouth to compete in the National Dinghy Championships over the weekend of 20th to 22nd September. The first planned race was a fun Pursuit Race to be held on Friday evening just to get everyone in the mood.

Unfortunately, due to the wind in the river touching 28 knots in the gusts this was cancelled. So everyone adjourned to the adjacent Guard Room cafe and enjoyed a curry supper and a few beers.

Saturday started with a stiff Southeasterly wind, occasionally, gusting to over 20 knots! The boats set off on a trapezoidal course across Plymouth Sound and the shifty wind soon led to a number of capsizes and there were a number of early retirements. Having started with 22 boats the third race had only 10 starters! Daniel Goodman in his RS800 crewed by Debbie Clark ended up with 3 first places on Saturday. Once ashore, after a hot shower we were treated to a barbecue, and were joined by members of the club.



Sunday morning was a little better, the wind settling in the South but still 12-14 knots gusting up to 18. The course was set towards Plymouth Breakwater. Most managed to stay the course and 3 races were completed.

Back ashore the results team shut themselves away to cast their dice while competitors and volunteers tucked into a proper Cornish Cream Tea, jam first!!

We were pleased to invite John West, the secretary of the Plymouth CSSC to present the trophies.

Prizewinners were as follows:-

Seal Cup for 1st place overall went to Daniel Goodman & Debbie Clark, Littleton SC, in the RS 800.

Daniel achieved 5 wins out of 6 races, a fantastic result.

Dinghy Championship Bowl for 2nd place overall Mark Prue and Ben Evans of Hooe Point SC

Dinghy Class Trophy, awarded to the best junior: Mica Colombi sailing with his dad Luca from Littleton

Enterprise Class Championship Cup for the winning boat in the largest single fleet: Paul Hardy

Littleton Bell, for the best team result from a club, went to the host club, Hooe Point SC

Full results can be seen at <https://www.halsail.com/Result/Public/40493>

A great weekend was had by everyone who took part and a massive thanks must go to all the volunteers who helped to make it such a success.

Hopefully we will see everyone again in Plymouth in the not too distant future.



Littleton's young sailors made good headway at the National Schools Sailing Regatta

Littleton's young sailors made good headway at the National Schools Sailing Regatta (NSSA) at Weymouth in July.

The NSSA regatta attracts a wide range of young sailors upto the age of 18, alternating between an inland and a coastal host location, with most competitors and adult supporters camping together. Most competitors come in county level teams, with some specific clubs or sailing centres, such as Littleton SC. This year, the host was the Weymouth and Portland National Sailing Academy (WPNSA), with around 300 competitors in either class competition (Laser Radial, Laser 4.7, Topper), general handicap racing (every one else), or the rookie fleet for first timers.



NSSA Laser R Start

A lively crew of 18 Littleton juniors aged 11 to 18 sailed across three fleets on the first week of the school holidays in July, against the best young sailors in the UK. They earned solid mid table results in all three fleets amid winds that gusted up to force 4 -5 and made it challenging to finish. Team leaders and helpers raced to launch the fleet of optimists, toppers, teras, comets, lasers and fevas bow-first into the powerful head-

winds and stood ready to catch sailors blown too far up the slipway.

Caitlin Chadwick, aged 11 at NSSA 2019, was competing in her first NSSA, sailing an RS Tera in the rookie fleet. She said: "I won the first race I ever did at NSSA but unfortunately I wasn't able to win again! Not only do you have fun on the water but you also get to know all your sailing friends better! I also got to compete with Katie Harris in the Mount Hayes race, which was definitely my favourite. We sailed an RS Bahia with five others and we came sixth but it was such good fun."



NSSA19 Team Littleton

LITTLETON at NSSA

Lucia Evans, aged 10 at NSSA 2019, was competing at the regatta for the second consecutive year, sailing in an RS Tera in the black fleet. She added: *"I was proud and excited to be at the Weymouth and Portland National Sailing Academy right next to the Olympic sailors. On my first day I cried as I was sailing out to the harbour because it was so far to even get to the start line - I was in the black fleet, which was always right out by the harbour wall. But I loved the choppy seas, sailing over the waves and seeing the dolphins. There was never no wind and I got to talk to a girl who's competing at Tokyo."*



Littleton launching

The adult team led by Littleton's brilliant Andrew Selves had their chance to shine in the "all comers race" on Wednesday of racing week. 13 Littleton sailors took part and Mike Bean, a regular juniors leader and volunteer, took the fourth place spot.



Littleton lunching

Littleton's sailors are already signing up for next year's NSSA in Plymouth but will make their final appearance this year at the British Youth Sailing regional championships at Datchet SC on 27th September - a true race to the finish of the season.

6 sailors in the rookie fleet
(Katie and Sophie Howells, and Thomas Yacoot swapped in)

3 sailors in the black fleet
(General Handicap – all other classes)

9 sailors in the orange fleet)
Laser Radial & Topper)

Andrew, the Team manager and RYA Principal at Littleton said :‘

I was deeply impressed by the determination and resilience of our young sailors, some of whom had never sailed on the sea before. They learned to deal with waves, strong tide and in fleets of 50 to 100 dinghies all racing simultaneously. Our Laser Radial squad did well competing with many who are already in the RYA Youth fleets (aka zone squads). Our first RS Tera squad learnt a great deal from four days of continuous sailing, and I look forward to great things next year. As always, this is only possible because of the support we have from the many volunteers at Littleton from maintaining our safety boats, through to coaching and launching at Weymouth on the day. If young sailors from other CSSC clubs would like to join in the NSSA regatta, but are not in a regional group, they would be very welcome to join the Littleton Squads in 2020’

LITTLETON at NSSA



Lottie



Team Littleton from the water



Caitlin, Lucia & Lottie



NSSA Nic



Mary & Eliza



Team Littleton HQ



NSSA Weymouth



Katie, Emily and Rebecca



Eliza & Mary

A season of reinvigoration for Jumbles Sailing Club

by Fiona Jack
Commodore

A very busy summer!

Among other things a new double oven to cater for socials and events, fitted by Pawel a new member of the hard working committee.



A new pontoon with thanks to CSSA for a loan to bolster club funds and to Alan Bird, one of our founder members, who obtained a grant for the pontoon. Our members led by Steve Ogden dug out and laid an enlarged concrete slipway. Truly a club run by members for members, with everyone chipping in to do their bit. Brian Hoy, one of our

previous Commodores, had fun trying out the hired digger. Hard graft though and very grateful we all are at the club for those who hauled wheelbarrows.

New CCTV cameras and a freshened boat park to make space for new members along with 2 of our teenagers recently qualifying as dinghy instructors are all key highlights this year.

It's a club for the community, welcoming the sea scouts and sea cadets and acting as a hub for separate walking and running groups.

Welcome collaboration planned with 5KSC supplying crew for Ynot for an upcoming ladies race at Liverpool YC.

Pop in for a coffee any Sunday. All welcome at what truly is one of the friendliest clubs I've ever come across!



That's it! Sea Essay has now completed the 2019 14-week Summer Cruise travelling south to La Rochelle and west to Falmouth. Apart from a somewhat frantic scramble to get crews to sail round the northwest corner of Brittany it generally went well with only a bent stanchion as a reminder of the many crowded marinas visited. We are extremely grateful to those skippers and crew members who stepped in with fairly short notice enabling us to maintain the flow of the cruise. There were some stories from the cruise of weather-affected days one of which is related elsewhere in this issue. (see pages 20 - 22)

After a few days of TLC by the Yacht Husband team the boat has embarked on a further 62 days of charters, day sails, sea times and training courses before being lifted for the winter maintenance.

2020 Summer Cruise Survey

Following the struggle to find crews and skippers for up to 4 weeks of this year's summer cruise CSD are keen to know preferred cruising areas members would like to see for next year. It is intended that by the time you read this all members will have received an email from our Crew Bureau Secretary (Susie Welch) with a link to the 2020 Summer Cruise survey. In case you haven't you can find it on the CSD website (www.channelsailing.org) or copy this into your search engine: <https://channelsailing.org/summer-cruise-survey-2020/>

Sailing Programme

The remaining 2019 Programme can be viewed on the Sailing Opportunities page: www.channelsailing.org

The 2020 Sailing Programme will be published leading up to the AGM and bookings will be accepted from the 23rd November.

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



Colin Smith starts another Taster Day Sail in serene conditions on the River Hamble

Civil Service Sailing Association Channel Sailing Division General Committee

Notice of the Annual General Meeting

At the Gaff Rigger Restaurant
(Formerly the Water's Edge)
Mercury Yacht Harbour

Saturday 23rd November 2019 at 12.00 hrs

You are invited to attend the Annual General Meeting of the Channel Sailing Division at 12.00 on Saturday 23rd November 2019, followed by a buffet and a visiting speaker, Commodore David Monks who will be talking about the Solent Division of the RNLI

You are also invited to stand for election to the committee.

Committee posts are;

1. Club Captain
2. Secretary
3. Treasurer
4. Yacht Secretary
5. Yacht Husband
6. Crew Bureau Secretary.

There are also five committee posts which include between them, Day Sail Organiser, Charter Organiser, Training Principal and Webmaster plus other duties as required.

If you are planning to attend and/or stand for election to the committee could you please let me know by e-mail ASAP at wrbtaylor@tiscali.co.uk

Thanks
Bill Taylor
Secretary CSD

But the conditions
in the Solent can be
deceptive!



The wind hole gave way to a 100 mile beat to the rock in 15-20 knots and a decent sea. Pretty soon water got into the instrument system and we lost everything. We did the nav for the rest of the race off a pair of iPads and our phones!

The long beat started to wear us down, a feature of the Fastnet. Amy's wonderful boeuf bourguignon of Saturday night was followed on Sunday by Luca's lasagne - another fabulous meal but sadly not fully appreciated by the whole crew. Sometimes off-shore racing can be a good way to lose weight! We arrived at the rock in a stiff breeze, it was around sunset but not really iconic lighthouse selfie conditions, very bleak and windswept. (Pictures 3 and 3b)



Picture 3b



Picture 3

We enjoyed a traditional toast of port and were buoyed up by our position, still well up the fleet.

We planned the run back to the Scillies as a white sail reach followed with the code zero. We over-cooked the angle for the code zero and as the wind freshened, it became a bit of a handful. We changed down to the S2 sometime before turning east at Bishops Rock.

The run eastwards past the Scillies was a blast, bright sunshine and 25 knots plus of breeze behind us. Our foredeck team got busy, up went the big kite and we were soon surfing in the massive following sea. This was exhilarating stuff as we overtook several boats.

Pushing the boat hard lead to gear failure, and in the course of repairing a broken spinnaker guy, we sustained an injury. We called in a pan-pan, advised RORC and motored into St Mary's. The locals looked after us very well, the harbour master gave us the Scillonian's berth, that being the only walk-ashore with enough water for us, and the hospital called out their doctor to be ready to assess the injury.

The injured crewman, was seen by a doctor, but couldn't be X-rayed ("our X-ray machine only comes once a week"), but he was cleared to continue.

Cleared to continue we motored out to re-join the race, losing 7 hours, and met with a run back to the finish at Plymouth with little to no breeze.



Post finish at Plymouth - wearing the t-shirts we started the race in!

CSORC Fastnet Race 2019

After losing time playing tourists in the Scillies our final position was going to be well towards the back. We were consoled to think that our placing after 500 miles, in the top third of the class, showed that CSORC is getting the hang of offshore racing. That felt good and we were all smiles as we crossed the finish line.

The highlights of the race were many - dolphins, both in the daytime and in the night leaving phosphorescent trails, some really good racing sailing - like the run down to Hurst, brilliant teamwork, the way we got on with what needed doing while not interrupting the flow of banter, I'm sure everyone would happily sail with any of the crew again.

We owe a big vote of thanks to Simon Zavad he's a great skipper - always calm, and always generating good crew morale. He's competitive, but not overly so, and he's got huge experience.

Finally, we also owe a big thank you to Phil Armitage and the Civil Service Offshore Racing Club for all their hard work and support in keeping the cost of the campaign affordable, without them our epic summer of sailing wouldn't have happened.

The start of the 2019 Rolex Fastnet Race was Saturday 3rd August 2019



Merlin post finish!



The crew after a shower and all smiling (after a couple of much needed beers)!



Commodore
Membership Secretary

Graham Dalton
Ken Pavitt kenwpavitt@aol.com

CSSA is affiliated to the
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and the **Royal Yachting Association**

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