



January 2020

# CIVIL SERVICE SAILING

*Civil Service Sailing Association*



## CSSA AGM

30 April 2020

## Dinghy Championships

22 - 24 May 2020

## IDOR

31 May - 5 June



# Call for nominations & motions for the 2020 CSSA AGM

## The 62nd Annual General Meeting of the CSSA

will be held on Thursday 30th April, starting at 1800

at The Civil Service Club, 13-15 Great Scotland Yard, London, SW1A 2HJ

Nominations for posts on the CSSA Committee for the 2020-2021 season and proposals for motions must reach me at: [csgensec@yahoo.co.uk](mailto:csgensec@yahoo.co.uk) by 14th February 2020

Post	Current holder	Term ends
Commodore	Graham Dalton	April 2021
Vice-Commodore	Paul Brereton	April 2022
Rear-Commodore (Offshore Sailing)	James Savage	April 2021
Rear-Commodore (Dinghy Sailing)	Andrew Selves	April 2021
General Secretary	Brian Stevenson	Nominations invited
Treasurer	Brian Grubb	Nominations invited
Offshore Secretary	Vacant	Nominations invited
Dinghy Secretary	Vacant	Nominations invited
Membership Secretary	Ken Pavitt	Nominations invited
Public Relations Officer	Eileen Kitts	Nominations invited
Training Officer	Alison Hutton	Nominations invited
The Safety Officer	Vacant	Nominations invited
Members (maximum 9)		Nominations invited

Plus representatives appointed by each CSSA Division (nominations are not required for the AGM)

All current post holders are willing and eligible to stand for re-election.

Nominations and Motions will be published in the March edition, along with a full agenda.

Brian Stevenson CSSA General Secretary

CSORC AGM will be held immediately after the CSSA AGM

### DIARY DATES

**CSSA AGM**  
30 April 2020  
Civil Service Club

**Dinghy Championships**  
22 - 24 May 2020  
See page 5 for more details

**IDOR**  
31 May - 5 June 2020  
[www.idor.org.uk](http://www.idor.org.uk)

### SAILING OPPORTUNITIES

**07 - 09/02/2020 CSORC**  
details page 11

replies: [crewbureau@cscorc.org.uk](mailto:crewbureau@cscorc.org.uk)

**20 - 28/02/2020 CSORC**  
one place available in the Caribbean 600 in Antigua  
details page 11

replies: [crewbureau@cscorc.org.uk](mailto:crewbureau@cscorc.org.uk)

Cover photo: Courtesy of Simon Zavad





Welcome to the first edition of CS Sailing for 2020. Hope you enjoy reading about last year's events and the coming year's plans. Thanks, as always, to all our contributors.  
Happy reading Eileen

## Looking forward to 2020? Well, look forward to the 2020 CSSC Dinghy Championships, hosted by Littleton Sailing Club!

Littleton Sailing Club is based at a delightful inland water, near the famous Shepperton Film Studios.

### The Dinghy Championships 2020

are running over the Spring Bank holiday  
Friday 22nd May to Sunday 24th May 2020

We welcome all CSSC members to join our dinghy championship regatta, a series of races over two days.

Activities for the youngest and those new to competitive racing, through to the most competitive are included.

If you come as a club or area group, you can also compete for the CSSA team trophy, the 'Littleton Bell' currently held by Hooe Point SC Plymouth.



Do keep a look out through January for further details via the CSSA website, Littleton SC website and CSSC events to register your interest, and the notice of race when published.



## **CSSC Dinghy Championships 2020** **Littleton Sailing Club, Shepperton, Surrey**

**Friday afternoon 22nd May to Sunday 24th May**  
**Open to all CSSC Members, members of CSSA**  
**Sailing Clubs, and Armed Forces Sailing Associations**



There are opportunities to participate for all levels of experience, from youth sailors to those new to competitive racing, through to the most competitive:

- A rookie fleet and championship fleet
- Youth, double handed and single handed awards
- Coaching available for those new to racing
- BBQ on Saturday and catering available on sit
- Local camping and hotel accommodation available
- Ample car parking available
- CSSA Trophies and awards
- Local dinghies available to rent, for those travelling a distance

Compete as a club or area group for the CSSA team trophy, the 'Littleton Bell', currently held by Hooe Point Sailing Club, Plymouth.

Keep a look out through January for registration details via  
CSSA website, Littleton SC website and at CSSC events



# Every day's a learning day, taking part in a Round the Lake race at Rutland Water

On a breezy Sunday (force 5 gusting 6 or more) the RCSSC open-top car society – plus me, Mike Simmons – met at the boats to consider taking part in the Round the Lake cruiser race.

After a lot of dithering (including my warm up of mowing the grass round the squibs – my first learning point (LP) of the day!) we decided to enter both squibs into the race. Mike T and Eric took Satyr and I went with John C-W on Lift Off. My next LP was to confirm if the course is going round capital V or Roman numeral V (this felt an unnecessarily confusing way to number the buoys!).

After registering my third learning point (you need to know your sail number) we got the boats launched.

This was my next LP – the slip is busy on race days and so it takes a lot longer. We got out onto the water and then started to work out the course including where to start on the start line.

Unfortunately, the earlier dithering meant that we were on plot a little late and so our preparations and planning went a little awry as we were not quite where we wanted to be when the gun sounded. So an LP about getting out early enough and another LP to check that my watch is telling the same time as the race official.



As we all know, John helmed us for the first hour and a bit of the race, skilfully avoiding the upturned cat just over the start line, and we went down to the limits of the southern leg of the lake and round back to the dam. My LPs here were around how far into wind you can point a squib when it is breezy and most efficient sail trimming.

We were doing OK in the fleet at this point given that the leg was downwind and we had no spinnaker – we did not lose too much ground to those with kites. This leg gave the treat of being directly overflowed by the Lancaster (at least for the boats far enough round the course...). Of course, the distraction meant that the helm stopped going the right way for a while but you can't have everything.

From the dam we aimed towards the limit of the northern leg of the lake and after a while I took over the helm to try and put a bit of my learning into practice. It is definitely true to say that squibs are reasonably easy to sail but not so easy to race. It was a constant battle to keep on the best course to make the marks.

Here I was in uncharted territory, as I had not been past Whitwell creek before, but we managed to identify the course adequately and round the marks in the right direction (unlike some of the rest of the fleet).

The next LP is that a 1200 start meaning you need to be launching c1 100 and a 2 hour plus race means that you miss lunch! I recommend taking something to eat with you and definitely a drink.

On the way back to the southern leg we passed pleasantries with Satyr who were heading in the opposite direction. It was around here that my main technical issue occurred – the jammer for the main sheet decided to stop playing and so I was trying to helm a course and hold the sheet in a gusting force 6.

Another LP – especially with a lot of windsurfers around who seemed to be floating obstacles (and usually in the water rather than on the board). I think one of the photos is from somewhere near here taken by

Dave G, who was out walking and happened to see us.

With the jammer working better on port tack, we headed for the final mark back down the southern leg. We rounded this one really well (John seemed impressed with me for about 10 seconds at this point) and headed for home. I did not manage one of my aims here – to make sure we were on starboard and force Satyr, coming the other way on port, into evasive action. Next time....

We finished and then joined the other crews for tea, scones and cake on Commodore's Green. My next LP – I know where it is now.



The fare was excellent, with the food all home made. Tales of the race were swapped – including LPs for other crews around writing the course down correctly, avoiding exclusion zones and not forgetting to attach the kicker strap so the boom stays linked to the mast. My final LP here is when John is seemingly aimlessly wafting a cup, he is actually looking for you to go and get him another tea.

Overall it was a really enjoyable day. The results came in a few days later (it takes a while as the handicaps need to be applied and protests resolved) and showed that it took us 2 hours 32 minutes, finishing 8th (out of 12) on the water. The handicap and penalties meant that we were 6th. And looking at those without spinnakers, we did even better. Satyr were just a little behind us (an adjusted 2 minutes and 8th) – and considering they had no windex and the changeability of the wind, did really well (and even better not to use it as an excuse in every sentence).

Rutland Civil Service Sailing Club (RCSSC), is a small, friendly group who enjoy sailing in good company. The club enjoys corporate membership of Rutland Sailing Club, a premier UK Sailing Club which has great facilities and fantastic views across the water and surrounding countryside. We sail Keelboats: Squibs and a Soling which sailed in the 1972 Olympics.

**Our club motto is Sailing in Good Company.**

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> or contact Christine Peck, Club Captain & Membership Officer by telephone 01733 732115 or 07809 837043 or email [rcssc.cep@gmail.com](mailto:rcssc.cep@gmail.com)

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



## OUT WITH THE OLD IN WITH THE NEW

Jumbles celebrated Christmas in time honoured fashion. One race with prizes for best dressed crew and overall winner followed by a visit from Father Christmas.

Woe betide those who got on Santa's naughty list!

Best dressed junior was Daniel the elf, while the adult prize went to a pair of Christmas trees easily beating last year's snowmen.

The New Year was celebrated in more serious fashion, with 21 youngsters taking to the water for a North Topper training day. A full day on the water of race training and refresh of using transits to best effect.

Quite a lot of adults were taking notes too, well aware that our youngsters are increasingly well out-sailing the oldies (and proving themselves equally adept on safety duties).

Given that the wind strength was a somewhat gusty force 5 touching 6, bits of costumes disappeared during multiple capsizes.

Two crews got left behind in the water too, with one crew flatly refusing to re-join her partner!

The sailing stars were undoubtedly our teenage instructors who sailed their Topper Buzz to victory, righting it time after time.....







## This year looks like being a good one for the club with a promising programme and some new possibilities

CSORC 2020 racing programme is evolving and is on the website [www.csorc.org.uk](http://www.csorc.org.uk)

So far it looks like this:

four Sunsail races; two in the early part of the year, one in March and another in April, then a JOG race to St Vaast in May, then the IDOR in the first week of June another Sunsail later in June and then the last Sunsail in September.

The club may have access to another yacht and so may be able to offer some other JOG races. More to say on this at the AGM.

If you would like to get involved with the club; on the committee, as a skipper or crewing then please get in touch with the Crew Bureau.

The CSORC AGM will be held immediately after the CSSA AGM on 30th April 2020.

There will be some Sunsail series races, and also, we hope some JOG races too. We will also be entering the Inter-Departmental Offshore Regatta (IDOR) again, with one or two boats if there is enough interest. The programme is also viewable on the website at [www.csorc.org.uk/Programme](http://www.csorc.org.uk/Programme).



March 21st-22nd	Sunsail Series #2	April 4th-5th	Sunsail Series #3
May 7th-9th	Cowes - St Vaast JOG race	June 1st-5th	IDOR
June 27th-28th	Sunsail Series #4	September 5th-6th	Sunsail Series #5

There is also the possibility of entering other JOG races, depending on demand, as we have made some progress in finding suitable charters. We would like to gauge demand, so if you are interested in a JOG race, do get in touch. The full programme is available at <https://jog.org.uk/programme/programme-2020/>.

Some of the possible are:

Cowes-Cherbourg and back in April, Cowes-Deauville in May, Cowes-Weymouth or Cowes-Alderney in June, St. Peter Port in August or Cowes-Poole and back in September. They may be a bit close to the other races in the programme, but we'll tackle that if there are people interested.



We are always keen to expand the number of racing skippers that we have in the club, so if you have a Coastal Skipper ticket and some race experience and would like to, (or you'd like to work toward it) do get in touch with the Committee. We would also like more people to get involved with the club by serving on the Committee. This is particularly important if we want to consider buying our own racing yacht again.

**Please get in touch if you are interested**

places will be up for election at the AGM in the Spring.

## Sailing Opportunities

these are short notice, but hopefully someone can take advantage

On 7th-9th February Phil, our treasurer is taking out “Volunteer”, which is racing boat owned by the Royal Navy Volunteer Reserves Yacht Club! This is just a trial to see what the boat is like, and whether we can and want to charter her in future. It's going to be cold, and the boat has no heating, but plans are afoot to at least provide some warmth while on shore power! There are a couple of places available, and the cost will be £95 for the weekend. Replies [crewbureau@cscorc.org.uk](mailto:crewbureau@cscorc.org.uk)

Secondly, there is still one place available for the CSORC entry in the Caribbean 600

I know this is very short notice, but if anyone can take advantage, it's great value at £1200 berth fee, plus your own flights to Antigua. This is one of the classic 600-mile races, a figure-eight around the Caribbean, and starts on the 24th Feb and should last about 4 days. You'd need to join the boat on Thursday 20th February in Antigua, and can sleep on the boat (“Oarsome Dream” - a Dufour 460GL) until the 28th.

Minimal experience is necessary, but you will need to be able to cope with racing offshore for 4 days, on a watch rota.

We're getting close to viable crews for a good number of events, so get in quick if you haven't already.



# The Long Trick Is Really Over

Despite what others may say, giving up yacht ownership is not like losing your driving licence.

Stepping back from captaincy is difficult to contemplate when command has been a natural role for decades.

‘When mooring lines slacken’ is hardly an original line but not one you’d find via Google search. Most poetry is personal and unpublished. The poetry of sailing, like the soft magic of a misty autumnal morning at Bucklers Hard, reflects private moments that are rarely shared. The tide has not yet turned. The waters are still, except for an occasional ripple. A bird or fish perhaps, or maybe a fluttering forest leaf, quietly navigates towards an end of season escape. The seasonal bonds between boats and crews, places, sunsets and sun risings have been made once more to be burnished, broken and recycled.

Readers in throbbing far-flung places may not comprehend this quiet contemplation. Not so my Solent sailing shipmates as thoughts turn towards their winter lay-up. These ‘end of season’ misty moments of nature’s poetry will sustain many through long dark days until some new beginning.

**Poetry and sailing have always been inseparable.** For many a year one of the crew (or myself) has been designated as evening reader to share their selection from the onboard anthology. But my yachts’ anchor poem is not to be found in any published work. These lines survived many ends of seasons. They evolved onboard — an extended coda to many craft, many voyages, many crew departures, many layups, many harbours and anchorages in many countries.





*When mooring lines slacken,  
There's only one snag,  
We know, we'll not sail again,  
But we'll hold to our memories,  
dreams, aspirations,  
Remember where we began,  
When did we ever do what we said  
we would do?  
Only when we were not sure we  
could give or share anymore.*

Our first family yacht was the aptly named Diabolo — a devilish Victorian game with string. Built from a 22ft plywood kit she boasted a lifting keel with a sticky mechanism and a (far too) variable-pitch propeller. Reg Spiers, original builder and first owner, taught me always to keep some string in my pocket. How well he knew that boat. It turned out to be vital advice when the port shroud bottle screw parted company as I rocketed on starboard tack towards the Southsea shore.

Next came Conspiracy, a bilge keel Westerly Konsort that, two owners later, is still moored in Weevil Creek. She was my first syndicate boat but four owners shrank to two and, except for a summer cruise to France or the Channel Islands, I had almost exclusive use. The pain of saying goodbye to Conspiracy was offset by an invitation to join John Anderson in the Elite syndicate and an adventure that eventually took us to Spain and then a memorable single-handed experience off Cap Finistère, but that's another story.

The step up to a wonderful Oceanis 411 in Greece (another syndicate) was matched by a project to breathe new life into Theseus, an old Westerly Pageant, in Weevil Creek. When a project becomes a burden, when a yacht is idle for too long, when weed grows on the waterline, when decks are less than ship-shape and the anchor rusts, the game is up. Theseus and I parted company just in time to avoid a cardio setback that had been brewing awhile. I was tempted to replace her — but reality (and the NHS) kicked in.

So, at this end of season, I am reduced to a quarter share of Tessera, a brilliant yacht moored in Greece that I've only sailed once in the past two years. This year's brief excursion was a post-op fitness test.

Despite what others may say, giving up yacht ownership is not at all like losing your driving licence, there were never any magical misty mornings on four wheels.

Sure, I survived and enjoyed the voyage to warm islands and anchorages around the Northern Ionian but only with the benefit of a brilliant (and very agile) crew. Disaster almost struck when for a few days we couldn't find the anthology, in my absence it had been stowed out of sight in a dark locker, but the string in my pocket came in handy.

My voyages from Weevil Creek have ended and the long trick is over. I doubt I'll go down to seas again, even in Greece. But still we can hold to memories, dreams, aspirations, and try to remember where we began.

*My poem has a little string in it,  
Not to tie the reader in knots,  
Or make meanings difficult to  
untangle,  
But to hang in your rigging  
For comfort on a stormy night.*

*Now, what was it I said I'd do  
when not sailing?*

## What a great day!

There was a light wind and light drizzle on the Mersey one Sunday in September to greet an intrepid crew of women prepared to go to the limit to sail a yacht race.

Liverpool Yacht Club holds one Ladies race per year, so it seemed to be a great opportunity for two CSSA (Civil

Service Sailing Association) sailing clubs to join forces and enter the race. The 5 Kingdoms Sailing Club have a yacht based at Liverpool Marina. The Jumbles Sailing Club is a dinghy club based in Bolton. Many sailors learn in dinghies then branch out into yachts (more usually in the Greek Islands) so there are transferable skills.

The crew was mostly drawn from Jumbles, the helm was from 5KSC. We had five women in a crew of eight - the other boats had only token women on board we had token men!

Unfortunately we were late for the start as we missed getting into the lock at the entrance to the marina on time (beginners error!), but the race official allowed us to join in at the back. Undaunted we soon caught up with the fleet. The fun thing about racing on the sea is tides that either push you forward quickly or push you back. We had the tide with us on the first leg, then we had a strong tide against us and had to tack into the shore three times to get around the next mark, the fun here was using our judgement about the angles.

We were a creditable 4th out of 6, which was a great achievement for a rookie team. The race lasted a couple of hours then it was back into the marina for a late lunch on board then we went to the prize giving in the yacht club to cheer the winners.

We are all keen to do this again, if you want to become a sailor or are already a sailor come and join one or more of the CSSA clubs see <http://cs-sailing.org.uk/our-clubs/>





## 5KSC Annual General Meeting

The 5KSC AGM was held on 23 November 2019.

The skippers had a pre-meet on board YNOT and chatted about both major and minor issues and as a result we hope to start putting in place new systems to improve communications between crews. This includes skippers having access to the personal contact details of an incoming skipper. The main meeting was held at a local hotel, a pleasant riverside walk from the Marina and was well attended. Apart from the usual formalities we discussed the proposal to sail the Orkneys and it looks like the season will include a trip up the west coast rather than two passages though the Caledonian Canal.

The club is looking for a new Crew Bureau volunteer as David Hedley wishes to step down, he is not leaving the committee so is available to hand over and hand hold!

If interested please contact [captain@5ksc.org.uk](mailto:captain@5ksc.org.uk)

Volunteers are welcome for the annual maintenance program. Please see the program at: <https://www.5ksc.org.uk/booking.php>

Communications between members continue to be problematic. Some like WhatsApp, some cannot use this on their phone, some like Facebook but others will not consider it. As we move into the 2020's we will be reviewing options. In the meantime email any of the committee, see website [www.5ksc.org.uk](http://www.5ksc.org.uk). If club members create a login on the booking website then their contact details can be read by committee members and also stored for future bookings. Yes, it is a bit clunky but it's all we have for now!

Sailing continues on the Mersey over the winter, usually this is racing but also offers opportunities for yacht familiarisation and skills honing and fun.



## Training with 5KSC

The club is now a RYA Recognised Training Centre and we shall be holding courses for Competent Crew, Day Skipper and Yachtmaster on the Clyde at the start of the season in June and probably again in August.

If you have thought about getting out on the water in a yacht then think about contacting 5 Kingdoms Sailing Club.

The club is the North West yachting section of the Civil Service Sailing Association. We have taster days when you can go out on the club yacht (a 37 foot Beneteau) for a few hours on the River Mersey.

For those with some experience there are races and skills honing sessions during the winter. Our main program starts in May with a sail to Conwy then we sail up to the Clyde on the west coast of Scotland.

For the skipper courses it is best to do the theory course before the practical although some people may have a lot of current experience and can omit the theory. We have linked with a company that provides online theory courses which a lot of people find convenient, alternatively many centres offer classroom courses.

People tend to like the structured RYA practical courses, rather than just going sailing with friends, particularly the safety training (although there will be opportunities to have fun!).

For those considering hiring a yacht in the Mediterranean there are some minimum requirements (equivalent to Day Skipper) so getting some qualifications will allow more freedom of choice. For more information please contact: [training@5ksc.org.uk](mailto:training@5ksc.org.uk)

For a view of the program please go to: [tps://www.5ksc.org.uk/booking.php](https://www.5ksc.org.uk/booking.php)



## 2019 has been a very successful year for Hooe Point Sailing Club

### Major improvements have been made to the club facilities

such as providing new female changing rooms complete with new electric showers and heating. In turn this has allowed us to double the size of the male changing rooms. This has been very important as our Monday evening dinghy racing fleet appears to be growing rapidly with sometimes over 20 boats on the start line.

We have had a complete rebuild of our faithful yard tractor and have also procured a high-top steel container to store it in to protect it from the British weather!

Several of our floating pontoons have been renewed thus allowing much improved access for our yacht sailors preparing for trips away.

### Several large events have taken place during the year.

The first of which, in May, was our club open day held in conjunction the RYA "Push the Boat Out" Festival.

This drew a lot of people in to visit our club and have a go at sailing and powerboating. The aim is not only to recruit new members but also to give people a taste of what we can offer.

During the year there have been several powerboat courses for our members as well as a safety boat course. This has enabled us to ensure that we have sufficient safety cover during our club racing events.

The costs for the safety boat course were supported by the Port of Plymouth Sailing Association and we also supported the Port of Plymouth Dinghy Regatta with our safety boats.

**"If anyone is visiting the area, please call in and see us. We may only be a small club but we are very welcoming."**





## The main event of the year was hosting the CSSC National Dinghy Regatta in September

This was a fantastic event with several dinghies coming from around the country to take part, along with our own club members. The weather was not at its best but 22 boats competed in the challenging conditions and everyone enjoyed the post-racing social events.



## The best result of all was that Hooe Point won the Littleton Bell Team Trophy!!

We are hopeful that we may be invited to run the event again in the not too distant future.

We also ran our annual Dinghy Regatta in conjunction with this event and the results are as follows:- First place, Mark Prue; second place, Jennie King and third place was Steve Long.

Our Monday evening dinghy racing, held over 3 series during the year, saw Steve Long take 1st place in the A Series, Hugh Spencer winning the B Series and Mark Prue being the winner of the C Series. The trophy for the overall winner of the season was taken by Hugh Spencer.

In the yacht racing series, held on a Tuesday evening, Steve Oliver was the winner of both the A and C series. Martin Kimber managed to beat Steve to take the trophy for the B Series. Not surprisingly, Steve Oliver also took the trophy for the overall series.



*"We are all looking forward to another great year to come and hope that the Clerk of the Weather will look favourably upon us all!"*

## Channel Sailing Division Annual General Meeting

The Channel Sailing Division (CSD) held its 2019 AGM on the 23rd November at The Gaff Rigger, Mercury Yacht Harbour

Andy Smith, CSD Captain, and other Committee Officers reported on a fifth successful year with Sea Essay, which has now clocked up 21,500nm. In achieving 70% utilisation 25 different Skippers have taken out the boat with 140 (CSSC/CSSA) crew members enjoying our usual fare of Taster Day Sails, Sea Times, Charters and Training courses. Of those 140 members 69 were first timers (with CSD) and 14 were returning after their first experience last year (23% of last year's first timers).



Again, due to well-documented reasons, we were unable to conduct any RYA courses but recently there has been some serious movement towards re-establishing a RYA Training Centre within CSD.



A potential chief instructor has agreed in principle to start in the spring 2020 and several members have volunteered to instruct. We hope that as well as offering good value and high quality training to members, operating our own RYA TC will provide a route for some CSSA

Approved Skippers to develop into a sponsored instructor role for the club and we are working on a detailed strategy for this.

Last year we launched the CSD I-2-I scheme to provide mentoring for all our sailors who would like it. Colin Hurd the coordinator has written a short article, which appears on page 22 outlining its successful first year and way forward.

### CSD Committee for 2020

The following elections to the CSD Committee were agreed at the meeting:

Position	Name	Contact	Secondary Duties
Captain	Andy Smith	csdcaptain@yahoo.co.uk	
Treasurer	Lindsay Cole		Radar Instructor
Secretary	Bill Taylor	wrbtaylor@tiscali.co.uk	
Yacht Secretary	Adrain Barnes	boscombe@lineone.net	PSC Chair & H&S
Yacht Husband	Jeff Llewellyn	j.llewellyn57@ntlworld.com	Skipper Familiarisation
Crew Bureau Secretary	Susie Welch	seotimebureau@channelsailing.org	Sea Time Organiser
Committee Member	Andy Rankine	training@channelsailing.org	Training Organiser
Committee Member	Brian Skelley	charters@channelsailing.org	Charter Organiser
Committee Member	Colin Smith	csddaysails@gmail.com	Day Sail Organiser
Co-opted Member	David Price	df.price@btinternet.com	Skipper Representative
Committee Member	David Haward	davidhaward@btinternet.com	Yacht Husband Team
Committee Member	James Savage	webmaster@channelsailing.org	Website



## Sea Essay Sailing Opportunities in 2020

The full 2020 Programme can be viewed on the Sailing Opportunities page: [www.channelsailing.org](http://www.channelsailing.org) website.

### Sea Times

Sea Times are cruising events aimed at providing further experience for beginners, competent crew and aspiring skippers. Whilst the cruises are led by nominated CSSA Approved Skippers it is emphasised that they are meant to be for the benefit of the members and within the bounds of safety and seamanship their wishes, hopefully elicited well before the event commences, should be accommodated.

### Crew Bureau

The Crew Bureau exists to bring prospective crew and skippers together for Charters as well as Sea Times. We encourage members looking for sailing opportunities and skippers looking for crew to make themselves known to Susie Welch at email: [seatimebureau@channelsailing.org](mailto:seatimebureau@channelsailing.org)

## Day Sails and Group Day Sails

Day Sails are intended as a fun day out from 09.00 hours to 18.00 hours to provide an introduction to sailing on a cruising yacht in the sheltered waters of the Solent and usually includes a stop for lunch at a suitable hostelry (often on the Isle of Wight).

CSSC have included Day Sails in their taster day programme and application for berths should be made to Jennifer Yarrow:

([jennifer.yarrow@cssc.co.uk](mailto:jennifer.yarrow@cssc.co.uk)) in the first instance.

We also organise similar days out for groups, say from the same organisation, or just a group of friends. We provide a qualified and experienced skipper and mate. For more information and to apply for a Group Day Sail please contact Colin Smith ([csddaysails@gmail.com](mailto:csddaysails@gmail.com)).

### Charter

Between all these programmed opportunities there are ample periods where any member can charter Sea Essay. The only proviso being a CSSA Approved Skipper familiarised on the boat must be in charge.

Sea Times (2, 3 & 4-Day events run from 18:00 Day 1 to 18:00 final day)				
Date	Area	Berths	Skipper	Contact
22nd - 24th February	Solent +	4+	TBA	<a href="mailto:seatimebureau@channelsailing.org">seatimebureau@channelsailing.org</a>
20th - 24th March	Solent +	4+	TBA	<a href="mailto:seatimebureau@channelsailing.org">seatimebureau@channelsailing.org</a>
5th - 7th April	Solent +	4+	TBA	<a href="mailto:seatimebureau@channelsailing.org">seatimebureau@channelsailing.org</a>
26th - 28th April	Solent +	4+	TBA	<a href="mailto:jennifer.yarrow@cssc.co.uk">jennifer.yarrow@cssc.co.uk</a>
10th - 12th May	Solent +	4+	TBA	<a href="mailto:seatimebureau@channelsailing.org">seatimebureau@channelsailing.org</a>
30th May - 6th June	Hamble to St Malo	4+	TBA	<a href="mailto:seatimebureau@channelsailing.org">seatimebureau@channelsailing.org</a>
≈ 21st July to 1st August	Brest to Plymouth	2+	TBA	<a href="mailto:seatimebureau@channelsailing.org">seatimebureau@channelsailing.org</a>
22nd to 29th August	Plymouth to Hamble	3+	TBA	<a href="mailto:seatimebureau@channelsailing.org">seatimebureau@channelsailing.org</a>
15th - 18th September	Solent +	4+	TBA	<a href="mailto:seatimebureau@channelsailing.org">seatimebureau@channelsailing.org</a>
27th - 29th September	Solent +	4+	TBA	<a href="mailto:jennifer.yarrow@cssc.co.uk">jennifer.yarrow@cssc.co.uk</a>
11th - 13th October	Solent +	4+	TBA	<a href="mailto:seatimebureau@channelsailing.org">seatimebureau@channelsailing.org</a>
24th - 28th October	Solent +	4+	TBA	<a href="mailto:seatimebureau@channelsailing.org">seatimebureau@channelsailing.org</a>
15th - 17th November	Solent +	4+	TBA	<a href="mailto:seatimebureau@channelsailing.org">seatimebureau@channelsailing.org</a>

Training (Courses run from 18:00 Day 1 to 18:00 final day)				
Date	Course	Berths	Skipper	Contact
3rd - 6th March	Boat Handling 1	4	TBA	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
10th - 17th March	RYA Yachtmaster	4	TBA	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
9th - 12th April	Sail Trim 1	4	TBA	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
30th April - 3rd May	Boat Handling 2	4	TBA	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
2nd - 5th October	Sail Trim 2	4	TBA	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
6th - 11th October	RYA CC/DS	4	TBA	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
29th Oct - 1st November	Boat Handling 3	4	TBA	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>

## New Boat for 2021

A CSD new-boat sub-committee had serious business at the Southampton Boat show in September viewing potential replacements for the present Sea Essay. The boats considered were Hanse 418, Dufour 390, Jeanneau 410 and Beneteau Oceanis 41.1. Of these the Hanse was rejected as too expensive, the Dufour 390 as being too small and the Beneteau not available in our timescale. Subsequently the subcommittee has viewed and test sailed a Dufour 412 and a Jeanneau 410. Unfortunately, while both boats sailed well they, being designed for the Mediterranean charter market, suffer from a relative lack of storage space, which might create difficulties for storage for Life rafts, Lifejackets, Dinghy, Tools, Spares, Victuals and a crew full of kit.

Following a suggestion made at the AGM the Elan E5 was investigated but being advertised as a regatta winning yacht proves to be much too racy and with some design features that that could compromise the safety of novice members. It also has a deep (2.4m) draught that would increase the risk of grounding and keep our crews out of many places they like to berth in. However, Elan is updating their Impression range with the 40.1 that sits better among the boats CSD can consider and that is presently under active review.

## Rate increase for 2020

With income relatively flat over the last 6 years despite 2 rate rises, inflation and the £/€ exchange rate are squeezing the headroom Lindsay (CSD Treasurer) has, e.g. for a new boat, after running, maintenance and repair costs.

The Committee has discussed the situation and by a majority feels that an increase of 2.5% is justified. The new rates can be viewed on the Channel Sailing website ([www.channelsailing.org](http://www.channelsailing.org)).

## Your Work Email Address May not Work

It has recently become noticeable that many emails sent to members are being rejected by the servers controlling their work addresses. This is most noticeable with Government and Agency organisations. If members do wish to receive emails from CSD could you please provide an address other than the one at your place of employment.

**For the latest CSD news and information go to website  
[www.channelsailing.org](http://www.channelsailing.org) and follow us on Facebook.**







## Winter Lift/Launch and Spring Lifts

by Roy Chilvers & Tony Hepworth

**The 2019 Winter lift programme was successfully completed** with 41 boats lifted and 2 already ashore.

Sterling work by Jenny Chilvers who created the storage plan meant that there were very few problem during the lift operation.

A huge **THANK YOU** also to the volunteers who gave their time and expertise, and the lift and shoring teams, the marshals and the catering teams who kept everyone fed and watered.

Particular thanks must go to Vince Wright, who took on the considerable task of rostering the teams for all of the lift days.

There is a video showing the Roodberg in operation during an earlier lift, which can be seen at:

<https://www.youtube.com/watch?reload=9&v=Kh-QzY3AH0qg>

## Winter Launch

For the short 'winter lift' boats launch dates will be centred on the late spring tide 25th - 28th March 2020

For the longer 'winter lift' launch dates will be centred on the first spring tide 7th - 11th April 2020.

We will be issuing the launch plan/order together with boat launch preparation details in February.

## 2020 Spring lifts

The shorter 2-week 2020 lift/launch periods are being offered in the spring.

The dates for the Spring lift/launches are;

Lift out period 1, 25 - 26th April 2020 and launch between 7 - 8th May 2020.

Lift out period 2, 8 - 10th May 2020 and launch between 22 - 23rd May 2020.

Please note that this is the spring bank holiday weekend.

The periods consist of two 2-week slots to enable more members to take advantage of the shorter lift. It should be emphasised that this storage period is likely to be very popular and the number of boats ashore will be restricted to a maximum of 10 at any one time. They will be stored along the East fence.

## Haslar Moorings

by Tim Anderson

Work has now been completed on our pontoon moorings in Haslar Creek.

We now have 36 metres of new pontoon and two new piles. The pontoon decking surface is a non-slip composite grid which is not very bare skin friendly, so it should deter it from being used as a bathing platform. All the pontoons and particularly the piles would have needed replacing within five years, so when RNSA, who have led on this project, told us of their plans it made economic sense for POG to join in. The area was also dredged, so all the moorings are now usable for deep keel boats.

## Maritime Mentoring for Members

Once hooked on sailing we all want to make the most of the challenges and fun that sailing offers.

Progressing to our next level, whatever this is, can be made easier with a little help from a friend; whether it's guidance on training, qualifications, regulations, confidence building or simply getting afloat more often. However, Channel Sailing Division recognised that some members were not finding it easy to navigate through the different sailing options or to make the necessary contacts. This was the genesis of CSDI-2-1, which was launched in May 2018.

CSDI-2-1 pairs-up members who would like advice, guidance and practical help with developing their sailing experience, with an approved skipper who would like to share the benefit of their established skills, knowledge and experience.

This is a flexible, informal arrangement between two shipmates centred on a maturing relationship. Once teamed-up, each pair talk through and agree what works for them in terms of the mix of needs, sailing opportunities, when, where and how often they might meet, and how they will stay in contact in between times.

The pairing is open-ended but with a review point after a year, with an expectation that the arrangement will not need to exceed a couple of years. CSD's role is matching participants and being ready to provide help and guidance as necessary. The final decision about pairing rests with those involved. There is no compulsion and a Coordinator is on hand to offer advice and guidance.

**"Our CSD 1-2-1 connection has been in place for just over a year and we both agreed that this has served its purpose very well and should now be concluded. We expect to continue in an informal way."**

CSD Summer cruise, sailing into Brest, overcast and blustery.  
Concentration from Alison Watt-Cooper on helm and Skipper Andy Smith keeping an eye on the sails?  
Or wondering if the Sun will ever shine?



**"I feel I really developed a lot and I think achieving coastal skipper in July reflected that."**

**"I have now completed over 800 miles in CSD's boat Sea Essay including eight night hours. I completed my day kipper theory this year, aspiring to complete the practical in 2020."**



Our light touch approach included not branding CSD I-2-I as a full-on mentoring scheme.

However, mentoring is clearly a widely understood term and participants naturally describe themselves as mentors and mentees. So these are the terms that we have come to use.

Early soundings generated interest resulting in five approved skippers and seven members (including two women) agreeing to participate. As at December 2019 we have four approved skippers mentoring six members, all within the notional two-year lifecycle. Three pairings have come to their natural end and one new pairing has been agreed.



Sea Time Sail in Portsmouth Harbour with HMS Prince of Wales in the background. The crew pictured are Joe Traynor, Neil Shillabeer, Mike Froggatt and Skipper Adrian Lumb, Colin Pavey took the photo



**“My mentoring started on a five-day charter in 2018. My skipper was an effective and pleasant coach so I asked him to formally mentor me.”**

The feedback from participants is very positive and suggests that the scheme is what they

expected it to be. It is clear that mentees have benefited greatly.

Access to sailing has played well in some cases but it's not something we can guarantee. Likewise, access to training varies with some people having taken a commercial route.

Should you be interested in joining CSD I-2-I as a mentor or mentee, more information and contact details are available on the CSD website at: <https://channelsailing.org/home/about/csdI-2-I/>. In particular, have a look at the case studies.

## CSSC currently makes the following awards to its volunteers in recognition of their achievements



So, if you know any unsung heroes who live the values or spirit of CSSC and would like to recognise them for their hard work, commitment and dedication please complete a nomination form, available from: [volunteer@cssc.co.uk](mailto:volunteer@cssc.co.uk)

**Sportsperson Award** is for any member who has made a significant impact on CSSC's activities and sports, includes any member who has made changes to their life through participation in CSSC's sport and physical activity.

**The Innovation Award** is for an area association, regional council, sports association, local sports clubs or section, national sports organiser or other volunteers that have been innovative in introducing a project or something similar that has had a major, positive impact on CSSC.

**Merit Award** Up to ten are given to individuals who have made an outstanding voluntary contribution to CSSC.

**The Hayward Trophy** is given to the national sports association or national sports organiser that has achieved the most for its activity and membership in that year.

**The Russell Scott Trophy** is given to the area association with the best all-round record in a particular year.

**The Turnbull Award** recognises a CSSC volunteer who has made an outstanding contribution in a particular year. Without them, CSSC couldn't begin to offer as much as it does for members.

**The Duke of York Trophy** is awarded annually to the departmental association (DA) with the best record in a particular year.

**Certificate of Recognition** is presented to those CSSC members who have made a recognisable voluntary contribution to their local membership.

**The John Whittaker Fellowship Award** is our most prestigious award, one of CSSC's highest honours only awarded to one member a year.

For more information and to see the award criteria please see: <https://www.cssc.co.uk/volunteer-awards>

And don't forget to have a look at CSSC Leisure Scene, it's packed with fab features and articles, and there's lots of offers and savings to be made with CSSC Everyday Savings, see them at [www.cssc.co.uk/everyday-savings](http://www.cssc.co.uk/everyday-savings)



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