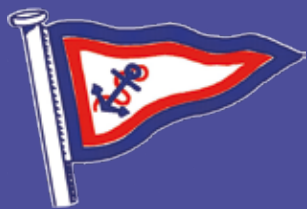


October 2020



CIVIL SERVICE SAILING

Civil Service Sailing Association
www.cs-sailing.org.uk



Wanted!
New Treasurer
Details on page 4

CSSA AGM
Details
on page 6



RYA latest guidance Advice for RYA Clubs in England following recent Government announcement (September 10, 2020)

As before, it is our interpretation that groups of boats do not constitute a gathering so there are no restrictions to the number of boats that can participate together afloat. Crews do not have to be limited to 6 as they constitute a team sport activity but they must observe social distancing and use appropriate mitigation as per the RYA guidance. We continue to recommend limiting crew numbers where possible.

However, it is clear that clubs and members will have to take more precautions when onshore.

Members will need to ensure they only gather in groups of 6 or less and that these groups do not interact with each other (from Monday 15th September this will become law, whereas up until then we have been advised to do so in the form of Government guidance). As of 18th September clubs which serve food and drink must maintain records of staff/volunteers, customers/members and visitors to support NHS Test and Trace and follow the Government guidance in this area.

<https://www.rya.org.uk/newsevents/news/Pages/Advice-for-RYA-Clubs-following-recent-Government-announcement.aspx>

Please also be aware of the warning from RYA about Legionella Disease

If, as is likely to be the case, the water facilities in your premises have remained unused and dormant during the Coronavirus lockdown period this can present potentially ideal conditions for legionella bacteria to thrive.

Clubs and RTCs will need to consider this along with any remedial action necessary prior to re-opening facilities. To assist RYA have produced the guidance: 'COVID-19 Clubs and the control of Legionella's Disease.'

Further details can be found at: https://www.rya.org.uk/training-support/Pages/coronavirus_guidance.aspx

IDOR 2020

It is with regret that IDOR 2020 has been cancelled.

Due to the continuing restrictions on gatherings of multiple households, particularly affecting staying overnight on board, it is not possible to run a regatta of IDOR's nature.

Fear not, IDOR will be back in 2021 with provisional dates set for 20th – 25th June 2021.

Please look out for more information through your departments and clubs in the coming months.

Acronyms & Abbreviations

CSSA	Civil Service Sailing Association
5KSC	5 Kingdoms Sailing Club
CSD	Channel Sailing Division
CSORC	Civil Service Offshore Racing Club
ECYD	East Coast Yacht Division
IDOR	Inter Departmental Offshore Regatta
RCSSC	Rutland Civil Service Club
POG	Portsmouth Offshore Group
VC	Vice Commodore
AGM	Annual General Meeting
SGM	Special General Meeting
RTC	Recognised Training Centre

Flags & Burgees

Rectangular CSSA House Flags

Triangular CSSA Burgees

Large (30cm x 45cm approx) £16.00

Small (20cm x 30cm approx) £13.00

CSSA ties (polyester) £10.00

P&P included

Please send your requests and cheques (payable to Civil Service Sailing Association) to:

Brian Grubb
64 Cross Road
Winchester
Hants
SO23 9PS

Welcome to the Autumn edition of CS Sailing,

Firstly, I hope this edition finds you well and, secondly, I'd like to draw your attention to page 4 and the request for a volunteer to take over the role of Treasurer. This is becoming more urgent as time runs down rapidly to April 2021. The details of this year's CSSA AGM are on page 6, it's looking ever more likely to held virtually, but I would be very happy to be proved wrong.

Nominations are open for CSSC Merit Awards - brief details on the back cover.

As always thanks to our contributors, and please get in touch with any ideas and suggestions for future editions.

Eileen



**CSSA
Business**



VC'S Corner



CSORC



**Ardingly
Antics**



**ECYD
AGM**



**Trafficking illicit
roll mops**



**Five go round
the Baltic**



CSD



5KSC



**Raining Sea
Water**



**Drinking and
sailing**



**In the Wake
of Teasel**



Littleton SC



**Sailing
News**

WANTED!!

NEW CSSA TREASURER FROM APRIL 2021

Perhaps unsurprisingly I haven't had any responses to my two previous pleas for someone to replace me as CSSA Treasurer next year. But the need is still there and April '21 – when I will be standing down - is only 6 months away. I'm now 77 and although I hope the proverbial bus is a good few stops away it makes sense to plan for an orderly hand-over. Besides, after 15 years it is time for some new blood.

So, the Association really does need someone to step forward.

Compared with club treasurership the role is less onerous inasmuch as there are fewer routine receipts and payment transactions to process than many clubs have to handle, and there are no fixed assets to account for. Bookkeeping is currently done using Sage accounting software in a very basic – entirely self-taught - way, but could be done on spreadsheets if preferred. (Sage has the advantage making the production of accounts more straightforward.)

The more substantive part of the job is financial planning and monitoring and for this a facility with spreadsheets is very desirable - more so, in a way, than accounting know-how. The process covers not only annual expenditures but also making longer term provision for loans to affiliated clubs and dealing with those loan applications from time to time. Another key element is financial liaison with the CSSC - mainly relating to its grant support for the Association - and with affiliated clubs for grants they may receive from time to time and their loan aspirations and applications.

If any of this seems too onerous I would simply point out that there is a well trodden path for everything and that I will be available for advice if called for. There are only 4 committee meetings to attend each year – usually 2 in London and 2 at Littleton SC.

Travel and incidental costs such as stationery, phone calls etc etc are of course reimbursed.

Time is fast running out, so I'd truly welcome enquiries from would-be successors to grubb64@hotmail.com or 01962 864246. Now is your opportunity to play an important role in future of the Association!

Thank you

Brian Grubb
Hon Treasurer

PROGRESS ON MAURICE GATES' BEQUEST

I'm delighted to report a very significant step towards receiving moneys from Maurice Gates' bequest, reported at CSSA's 2018 AGM. Maurice, a former member, left £325,000 to the Association, in effect towards the capital costs of offshore yachting. Unfortunately, the specific nature of CSSA's unincorporated status and the seeming failure to take proper account of this in Maurice Gates' will has meant that the Association is not legally entitled to the bequest. The money will instead go to the other three beneficiaries. However, these beneficiaries are all charities and under case-law and guidance from the Charity Commission are required in these circumstances to consider making ex gratia payments to the Association from the money it would otherwise have received. This has caused substantial delay but we have recently learned that all three charities have now agreed to such payments. The remaining hurdle is for the charities to obtain the Charity Commission's approval, which we understand is in train but could take three months or more.

So although this is really good news, we aren't quite 'there' yet. We don't know exactly how much

we might receive because, for example, there have been intimations that the charities' legal costs would be deducted, which is understandable. Neither do we know whether any additional conditions will be attached, although we have already explained how the Association would be capable of utilising the money as prescribed in the will and given assurances that it would do so. So although the odds have shortened very considerably indeed, we continue to live in hope rather than expectation. In the meantime the General Committee, in liaison with affiliated clubs, has considered and agreed on the policies for - and practicalities of - utilising this windfall in ways that that would benefit the Association as widely and equitably as possible within the bequest constraints. So, coronavirus permitting, we feel 'ready to go'. The Committee is also very mindful that the bequest can only directly benefit the Association's offshore activities and clubs, but that this of course relieves some of the pressure on its general reserves and so offers the opportunity to assist our dinghy clubs in other ways.

Brian Grubb
Hon Treasurer

CORONA VIRUS (COVID 19) FINANCIAL SUPPORT FOR AFFILIATED CLUBS

As a response to the impacts of coronavirus the Association's General Committee agreed in June to offer financial assistance to its affiliated clubs. The assistance is in the form of interest-free 5-year loans which in slower time and depending on circumstances might be converted partially or wholly to a grant. The Committee gave delegated authority to the Treasurer to deal directly with loans of up to £5,000 so that assistance could

be given speedily, with requests for larger loans to be considered by the Committee. Clubs were advised of these arrangements in mid-June, but I'm pleased to say that as of the beginning of September no such assistance has been sought. The offer remains until such time as the Committee feels the need has passed.

Brian Grubb
Hon Treasurer

Annual General Meeting of the CSSA 2020

We have rescheduled our postponed CSSA AGM 2020 as a virtual AGM to be held by Zoom from 1400 on Saturday 21st November 2020.

A virtual Special General Meeting will immediately follow the AGM to consider proposed changes to the constitution.

A face-to-face component of the meeting appears unlikely under COVID-19 restrictions on groups as they stand as we go to press (10th September).

Should a face-to-face meeting become possible, this will be held at Littleton SC, TW17 0NF

For details monitor <http://cs-sailing.org.uk/cssa-business/>

Registration

Registrations received by email at csgensec@yahoo.co.uk before 31st October will receive a Zoom meeting invitation giving you Zoom access to the CSSA AGM and SGM.

Please use ZOOM in the heading if you have no intention of joining a face-to-face meeting.

Please use FACE in the heading (and monitor <http://cs-sailing.org.uk/cssa-business/>) if you may join a face-to-face meeting. Face-to-face places, if any, will be allocated in order of registration.

Agenda

- (a) To receive the Commodore's report for the period ended 31st December 2019 *
- (b) To receive the statements of account made up to 31st December 2019 +
- (c) To appoint Auditors to 31st December 2020
- (d) To consider Motions submitted
- (e) To note the appointment of the General Committee for the period April 2020 - April 2021

* The CSSA Annual report was published in the July '20 edition of CS Sailing and is available at <http://cs-sailing.org.uk/cssa-business/>

+ Abridged statements were published in the March '20 edition of CS Sailing, but members may obtain the full version by sending an email with your CSSA membership number to info@cs-sailing.org.uk

Special General Meeting SGM

A Special General Meeting will immediately follow the AGM on 21st November 2020 to consider proposed changes to the constitution.

The proposed changes to the constitution address four points: -

- a) To open the time window for holding the AGM from April to between 1st April and 30th June.
- b) To make clear that remote participants have full voting rights
- c) To provide for reconvening a quorate general meeting should a general meeting be inquorate
- d) To remove reference to the obsolete Associate Membership

A copy of the constitution marked with the proposed revisions is posted at <http://cs-sailing.org.uk/cssa-business/>

Committee Appointments

Committee Appointments					
Post	Holder/Nominee	Term Start	Term End	Proposer	Seconder
Commodore	Graham Dalton	April 2018	April 2021		
Vice Commodore	Paul Brereton	April 2019	April 2022	Brian Grubb	Mike Childs
Rear Commodore (Offshore Sailing)	James Savage	April 2019	April 2021	Paul Brereton	Brian Grubb
Rear Commodore (Dinghy Sailing)	Andrew Selves	April 2019	April 2021	Paul Brereton	Iain Mackay
General Secretary	Brian Stevenson			General Committee	
Treasurer	Brian Grubb			General Committee	
Offshore Secretary	Co-options invited				
Dinghy Secretary	Co-options invited				
Membership Secretary	Ken Pavitt			General Committee	
Public Relations Officer	Eileen Kitts			General Committee	
Training Officer	Co-options invited				
Safety Officer	Co-options invited				
Members (maximum 9)					
	Martin Hugo	April 2020	April 2021	General Committee	
	Deborah Ward	April 2020	April 2021	General Committee	
Plus representatives appointed by each CSSA Division					



The evenings are drawing in and another summer season is coming to a close.

It has been good to hear of the resilience of CSSA's Clubs in providing sailing opportunities as COVID restrictions eased over the latter part of the season. We've seen a gentle return to leisure sailing in dinghies and yachts. Club racing has returned, even if under temporary Sailing Instructions to reduce the likelihood of incidents. Our CSSA yachts have resumed cruising and racing so far as the various nations' restrictions for group size, sleeping aboard and quarantine requirements permit.

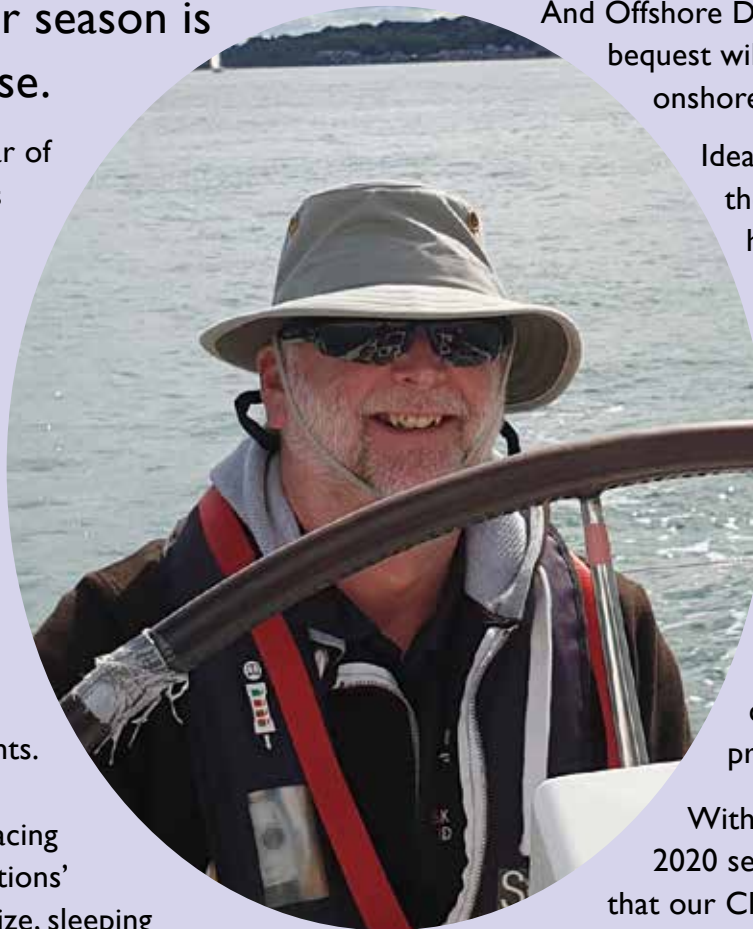
It has not been possible to hold either our Inter-Departmental Offshore Regatta (IDOR) or our National Dinghy Competition this year but planning has begun for 2021.

Our Treasurer, Brian Grubb, has relayed the good news that the other beneficiaries of Maurice Gates' bequests have agreed that the CSSA should receive the benefit intended.

There is still work to do but the latest news is a breakthrough and we may see our Offshore Divisions benefit from

Maurice's generosity before next season.

And Offshore Division access to the bequest will free up funds for onshore clubs.



Ideas for a CSSA yacht in the Mediterranean have had cautious support. There is a call for a pilot to demonstrate viability. Sadly, both BREXIT and COVID look set to complicate extended Med cruising (amongst other ventures) during 2021 but a long commercial charter may become a practical option.

With the limitations of the 2020 season it is only natural that our Clubs are preparing early for 2021. But we have yet to hold our AGM to reflect on the 2019 season and that is now planned for November.

I hope to see you there, even if by Zoom. We will follow with a SGM to consider proposals to keep

our constitution up to date. The details are on page 6; and on our CS Sailing website at: <http://cs-sailing.org.uk/>

All ideas for improving our CSSA are welcome via your General Committee rep or direct to Brian Stevenson csgensec@yahoo.co.uk

Enjoy the remainder of the season.

Paul
VC

It has been good to hear of the resilience of CSSA's Clubs in providing sailing opportunities as COVID restrictions eased

Anyone for yacht racing - offshore or on-line?

Covid restrictions have severely limited our sailing options, particularly with the motley crews we typically have for Seetime or racing events. But enforced isolation provides many on-line opportunities to feed the sailing bug.



For some there are RYA theory courses that you still need to do for that all-important skipper qualification. For anyone interested in yacht racing, you can re-play the America's Cup series, including the famous 2013 challenge which saw Ben Ainslie join an ailing USA crew to beat New Zealand with 8 consecutive race wins. And if you enjoy the thrill of this kind of racing, why not discover the SailGP series in which teams representing 6 countries battle it out over courses in five different locations, including Cowes, Sydney and San Francisco? Stepping back from the high adrenalin, high-tech world of foiling catamarans, anyone with a bit of yacht racing experience, and more particularly any serious racers, could benefit from the RYA series of webinars on the Racing Rules of Sailing. First aired as a weekly series of 6 presentations in April, they can be found on the RYA web site at <https://www.rya.org.uk/racing/racing-rules/Pages/ryaracingrulesixweekseries.aspx>

Meanwhile, if you are interested in yacht racing yourself, why not race with CSORC when Covid restrictions permit?

The CSORC web site includes a link to a short survey inviting sailors, with or without racing experience, to express their interest in racing with us in 2021

The web site is here <http://www.csorc.org.uk/>

Links to the racing series can be found on YouTube by searching America's Cup or SailGP. Enjoy the armchair ride!




CSD moves inland

*Three men in three boats
Happy to be on something that floats
Lasers eagerly launched in threes
Eager to catch the freshening breeze*


Bereft of big boating and seduced by sunshine worthy of Greece, our intrepid sailors decided to move inland. Several years ago we all passed our YM theory at the Ardingly Activity Centre, a week after which there was a celebratory sail in a couple of Wayfarers in the style of the Keystone Kops including t-boning the pontoon on the windward side. So where better to repeat the performance.

So one hot day in late June, CSD stalwarts Chris Hubbard, Tony Hinton, Nigel Taylor plus yours truly headed for the reservoir. Be clear, my limited experience of dinghy sailing has only confirmed my prejudices of wobbly boats and capsize opportunities. Luckily, despite big boat qualifications, I didn't meet the hire requirements so gracefully took on the role of Pot Master (coffee) and bag wrangler. I did get my feet wet though in helping with launching.


Remembering which bit goes where
seemed a bit of a challenge
for my neoprene clad
chums.




Down we
go Nigel



Two happy
sailors, Chris and
Tony dry out



Nigel tries to
remember
which bit
goes where



Chris and
Nigel



Tony, one happy sailor



Up we come Nigel

Although a dinghy regular, Nigel continued to wrestle and wobble with his boom for a while before sailing northwards to the far end. As ever a brisk south westerly sneaking across the near end dam and the effects of the leeward steep side provided some lively moments. Unsurprisingly the water was busy with paddle boarders, kayakers and other dinghies whilst the shore provided beach opportunities for many families. By midday the car park was full, with folk being turned away at the now barrier controlled main entrance.

I only mention capsizes and a lost rudder briefly as these confirmed my dark thoughts about not having at least 7 tonnes of boat as a sailing platform. It was over, pun intended, all too quickly but the Laser three had had a great time. Banter, coffee and snacks followed.

A few weeks later Tony volunteered to go out with me on a Wayfarer at Ardingly on another Grecian day. I was jib man and very quickly learned to duck! We didn't capsize, we avoided collision and grounding, and I made sure the dagger board was mostly down! I'm thinking that dinghy sailing might not be that bad after all and aim to get some training once suitable courses become available. But only on a vessel that doesn't wobble and suits a leisurely style.

I'll leave the floating ironing boards to others!



Boom vang a vang for Nigel



Nigel preparing a laser

ECYD Notice of AGM and other events

The AGM of the East Coast Yacht Division will hopefully take place live at Littleton Sailing Club on Saturday 21st November 2020 but may possibly be via Zoom in the comfort of your own home. Watch this space and keep listening for government announcements!

We will remind ourselves of our plans for 2021 during the morning followed by the formal AGM. We are again pleased to welcome our excellent Speaker Jeremy Batch. The morning will finish with a free buffet lunch.

CSSA will then be holding their annual meeting in the afternoon.

So the programme for the day will start with tea and coffee at 10.00am for 10.30am, then a quick review of the current situation followed by a reminder of the proposals for next year. This is followed by the AGM, Speaker and buffet lunch. Motions to be considered at the meeting and Nominations for officers and members of the 2020/21 committee must be submitted by Friday 23 October 2020 to the Secretary Chris Robbins, 29 Grangewood, Little Heath, Potters Bar, Herts, EN6 1SJ.

2020 has been a dreadful year for sailing as you are all painfully aware but Freyja is back in the water, has been tested by Vic and his team and I have been asked to tell you all that

FREYJA IS AVAILABLE FOR CHARTER

all enquiries to our Yacht or Crew Secretaries who will explain the latest regulations which could well have changed by the time you read this. However, it is worth saying that Freya will be taken out of the water some time during November but will be available for charters until then.

However please be aware that we will be following the latest Government and RYA guidance in terms of minimizing the risk to all.

We are planning to repeat the 2020 programme for 2021 and whilst we have offered first refusal to Skippers who had booked this year, there will be availability so please do let us know if you are interested.

The East Coast offers some excellent sailing and next year's programme will include training, taster sails and sea time so please let us know if you would like to experience sailing on Freyja with an experienced Skipper.

Now I have got the formal bit done I thought I would possibly amuse you with stories of a couple of Baltic trips I took in Freyja a few years back. Please see the following few pages.



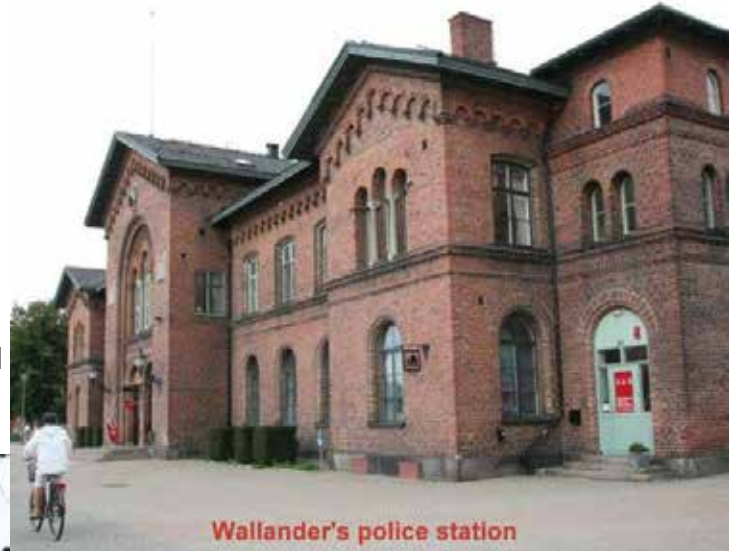
Kurtberg and the case of the trafficking of the illicit roll mops!

We all met at Terminal 5 for the flight to Copenhagen and onward train journey to Ystad in Sweden. As our arrival was late evening we had arranged to stay over in Ystad for two nights with the intention of being tourists. The accommodation was in the former railway station, which we learned was the “police station” in the Swedish stories of Kurt Wallander. Breakfast was in Fridolf’s Konditori, another Wallander film set where he regularly stopped for coffee.

Ystad is a lovely town and well worth the extra day for sightseeing, if nothing else than the sight of the Polish Army marching through the town playing ABBA hits.

Once aboard Freyja, Kurtberg and his team soon learned that there had been electrical problems and so John Gartinson and Robin Coleberg with their forensic training set about investigating the problem. The rest of Kurtberg’s team, John Smithberg, Stefan Sutton and Mick Berryson set about getting supplies for the forthcoming trip.

A report had come in about some unusual smells under the berth in the fore cabin which suggested some illegal trafficking of roll mop herring and the team were expecting to sail off in pursuit towards the Danish island of Bornholm.



Wallander's police station



Polish army in Ystad

One case however eluded the team for there were reports of a phantom horn blower playing every 15 minutes during the late evening. But although the horn was heard, nothing other than a derisory hand wave from the church tower was seen. The case remains open.

After three days in Ystad it was good to get to sea, but although the wind was favourable in direction it needed the engine to boost the speed to get to Allinge in good time.

Allinge is a lovely little harbour and we were most

fortunate to get the last place alongside the harbour wall. Wifi was a bit primitive, the aerial was propped up in the harbour master’s window and the only way to get reception was to sit on a bench outside the office.

That evening the team set about their task of finding the illicit roll mops and went undercover into a magnificent fish smokery restaurant where you could eat all you wished of smoked herring, eel, mackerel, salmon etc finishing off with as much ice cream as you could fill into your bowl – for a small price of course.

The harbour master warned us of an impending weather system approaching and so the boat was made ready for the storm and Kurtberg’s team made the most of the next couple of days investigating the illicit trade in local fish restaurants. Luckily, we were in the lee of the Island.

Next morning the forensic team of Gartinson and Coleberg continued with their investigation of the boat’s electrical system, whilst the rest of the team used their surveillance skills to observe a suspicious church on a piece of isolated headland. They were disappointed to find the church hadn’t been used for anything sinister since the 14th Century. (continued overleaf)



Allinge Harbour

cont'd: Kurtberg and the case of the trafficking of the illicit roll mops!

After three days the weather showed signs of improvement so preparations were made for the team to leave on the next morning.

Where would the roll mop trail lead next?

Would Kurtberg completely succumb to ice cream dependency?

Would Coleberg ever eat fish again?

The original task set for Kurtberg's team was to deliver Freyja to Stralsund in Germany and so next morning they set off for the long journey towards the German Island of Rugen. In particular the little port of Lohme and as is usual on these trips the course was directly into the wind.

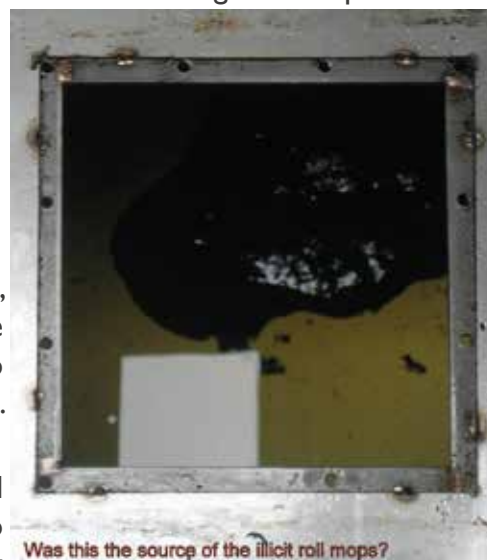
From Google, Lohme is an attractive little harbour but Google doesn't do justice to the appalling smell and the 237 steep steps up to the village.

With the weather closing in Kurtberg's team were restricted to investigating unusual events around the town. Close inspection of a travelling performing arts group; why did they need to dust all the railings along the sea front, why was that girl doing handstands on the town sculpture,



did the man in the orange suit really need to take all those videos and what was the man in the dark suit and top hat really doing? All very suspicious.

The team were getting concerned that Coleberg's diagnostic skills may suffer and he might develop fins if he didn't soon get some red meat. However, the splendid hotel with good food and a piano playing gently



in the background certainly improved matters.

To get to the final destination we decided to travel Northwards and then Westwards, past Hiddensee and then finally on to Stralsund. With a splendid sail initially to see the white cliffs and the famous Konigstuhl, Freyja turned Northwards towards the top of Rugen before changing course and motoring into the wind towards Hiddensee. Thirty minutes in the bouncy sea the engine coughed and died.

Freyja was turned back southwards and a small part of the Genoa was unfurled whilst Berryson and his team took apart the fuel filters and did a number of tests to ascertain the cause of the breakdown. One filter was dirtier than expected but not enough to cause alarm and so the team changed their plans and sailed towards Sassnitz. A strong suspicion fell on the roll mop traffickers showing that Kurtberg's team were obviously getting close.

Once in reach, the Harbour Master was contacted and arranged for an SAR boat to tow Freyja into port.

The harbour Master also organised a local marine repair company to investigate our problem and it soon became clear that we had discovered the source of the illicit roll mops, which developed from a mysterious black jelly. It became clear that this was dangerous territory and so the decision was made to abandon Freyja in Sassnitz and go into hiding in various parts of the UK. The team had to stay on call for at any time they would need to be ready to leap into action for another exciting episode of the Ystad Team. (translated from the original by John Smithberg)

The Famous Five Go To The Baltic with Brian

It was June in Korsor on the west side of Sjælland in Denmark that we find the six chums preparing for their adventure on the good ship Freyja.



The Famous Five



They had been to the local store to fill their hamper with lashings of ginger beer and sticky buns, and they had discovered on the next evening in that very marina there was to be a giant bonfire and a barbeque to celebrate Sankt Hans Aften – or in English the Birth of John the Baptist and Midsummer evening. They all thought it would be a wizard idea to go along and join in the fun.

So, first thing next morning they all gathered excitedly to sail out for a 30-mile tour of the seas between Sjælland and Fyn and making sure they got back to Korsor in time for the celebrations. It was very cold

and windy but the six were rufty tufty sailors and were able to withstand the elements.

The food at the barbeque was good although Julian was particularly disappointed to have red caviar instead of his usual black. The entertainment was provided by a very good six-piece group called FAR OUT BAND.DK and ginger beer was consumed well into the night and Georgie and Dick managed a little dancing.

The aim of the adventure was to get to Aeroskobing and then in the following days to move eastwards. Sailing was through some



Barbeque

beautiful scenery, still very cold and windy, but the mooring in Svendborg was very sheltered.

Next to the mooring was a most wonderful fresh fish shop with all manner of delicious offerings like local salted herring and smoked eel. Just right for a picnic.

On the Saturday they set sail for Aeroskobing and the town turned out to be as charming as the brochures had suggested. Dinner that night was in a marquee in the town and was massive chunks of beef and chips – of course Georgie had to ask for more chips! While the friends were waiting

for their meal they were introduced to Jan Pederson, a local informative and entertaining tour guide who was

dressed as a night watchman from the old fairytale-days, like the night watchman who took care of the city. His job is to walk up the streets of Ærøskøbing to ensure all is well in the town. As you can see, dear reader, in the photo he is equipped with a large pole with a ball on the top. Into this ball are a number of spikes with which he can maintain law and order, even pull a man off his horse.

Now that the six had reached Aeroskobing they had to plan the next stages of their adventure in order to get to Nykobing F by Tuesday night. So, looking through the tour guides they decided Vejro Island looked deserted and would be just right for Monday night and Julian had the

ripping wheeze of buying take away barbeques to have a picnic on the beach and of course more ginger pop.

But that was Monday night and so they decided that Largo would be midway between Aero and Vejro. Leaving Aero on a grey morning, but it was certainly warmer and it was a motoring buoy hopping trip through a nature reserve at Marstal.

Freyja was the last but one into the marina at Largo but still managed to fit comfortably into a box mooring

Monday morning dawned bright and still



and before they left for Vejro, Stevie said he was going to take some photographs of the boat and crew. To which Georgie exclaimed “wait until I take my knickers down”!

Well!!

It transpired that her clean undies were hanging on the washing line and needed to be removed to save spoiling the photo!

The Skipper of a neighbouring boat in Largo questioned the proposed visit to Vejro as he understood a management company had taken over the island and were charging high rates for their marina charges.

As it turned out he was quite correct for a notice at the entrance to the marina said for a boat of Freyja's length it would cost 350Kkr, and so the chums decided to move on to the neighbouring island

of Femo which turned out to be delightful.

This island had purpose-built barbeque stations with seats and tables close by and Julian again took on the role of chef creating a feast of sausages, pork and salmon with cooked bananas and yoghurt for pudding while Timmy the rat sorted out the ginger pop. Another good evening.

The next day was to be the last and Freyja left in a strengthening breeze towards the hand over port of Nykobing F.

With one bridge to encounter the ghost of David Bedborough loomed and as Freyja moved within a short distance of the bridge the lights started flashing – just like on the Dutch canal system. Thank you, David.

The week finished with another barbeque in the marina – the only disappointment being the lack of the advertised diesel pump.



CSD 2020 Annual General Meeting

It is intended to hold the Channel Sailing Division Annual General Meeting via ZOOM on the 28th November.

Any members who would like to join the meeting should inform the CSD Secretary (Bill Taylor - wrbtaylor@tiscali.co.uk) before the 21st November.

All associated paperwork and reports that are to be presented by the 2020 Committee at the AGM will be sent to all those who have accepted the invite in the week prior to the meeting.

Due to the time constraints of ZOOM the Captain's, Treasurer's, Yacht Secretary's and Yacht Husband's reports will not be read out in the meeting but questions will be taken and hopefully satisfactorily answered.

It would help to have any questions submitted at least 1 day before the meeting. The CSD Secretary will send the meeting ID and password to all 'attendees' by email on the 27th November.

Anyone who would like to put themselves forward to serve on the 2021 CSD Committee should inform the CSD Secretary before the 30th October please.

Sailing Programme

The remains of the 2020 Programme can be viewed via the Sailing Opportunities page on www.channelsailing.org website. Whilst the programme had to be decimated this year removing over 150 days of bookings it is encouraging to see that recently a number of charters have gone ahead and there are a few more booked.

We are also running a small number of Taster Days and Group Day Sails with a maximum of 6 POB (including skipper and mate) and limits on the number of people and the time they spend below.

To facilitate this return to sailing we have mandated an enhanced cleaning regime particularly below deck and of those areas in the cockpit that are not exposed to sunlight.

We will be putting together a 2021 Sailing Programme on the basis that Covid-19 will be brought under control in the next 6 months or so.

However, 2021 will also see the UK properly out of the EU and as it is not yet clear how that will be achieved and hence any affect it may have on cruising along the French coast Summer Cruise details will be delayed.

The new programme will be published leading up to the AGM and bookings will be accepted from the 28th November.

For the latest CSD news and information look on our website www.channelsailing.org and follow us on Facebook.

So keen were some of our sailors to get back on the water even Storm Francis towards the end of August didn't put them off.

The pictures on the next page were taken by Brian Skelley and his crew showing the Needles on the day before the storm, the Plotter read out during the storm and Old Harry Rocks the day after the storm.

Passing the Needles with
Storm Francis approaching



A readout from the
Plotter whilst riding
out Storm Francis
in Poole Harbour

Old Harry Rock and what's left of his wife
(departed 1896) to the south of Studland
Bay the day after Storm Francis



5 Kingdoms Sailing Club

Autumn 2020 Report

5KSC is happy to report that our yacht YNOT is now back in the water following keel repairs. The team have moved all the equipment back from storage, had a shakedown sail and a successful trip onto the Mersey. Many thanks to the maintenance team who have spent many hours sorting out the repairs and routine maintenance.

The yacht has also passed the SCV2 inspection which we had elected to arrange this year rather than having to interrupt our sailing in spring 2021. We are hoping that there will be minimal maintenance needed next year as we have done minimal sailing this season!

Our program for 2021 is online at <https://www.5ksc.org.uk/booking.php> it is still provisional but we are being optimistic and planning to put our plan to go to the Orkneys into action. In case Covid-19 restrictions limit our adventure then we are working on Plan B!

We are planning some training weeks and would like people to register an interest in taking an RYA

practical course (Comp Crew/Day Skipper/YM Coastal) by emailing training@5ksc.org.uk so that crews and weeks can be organised well in advance. The committee is planning a workshop this autumn to investigate issues around increasing membership, training up sailors and recruiting more approved skippers. The meeting will be virtual so if you have an interest or relevant skills please let us know (email captain@5ksc.org.uk) the date is still to be confirmed.

It's that time of year again- we are planning for the AGM which will be on 14th November, currently we are hoping that it will be held face to face in Liverpool but we will advertise if we have to revert to an online event. The committee are always looking for new talent so if you are interested please get in touch (email secretary@5ksc.org.uk or any of the current committee).

Alison Hutton

Captain 5KSC



5 Kingdoms Sailing Club

NOTICE OF AGM

Autumn 2020

5 Kingdoms Sailing Club operates out of Liverpool with their Beneteau 37, with Taster sails and racing in the Mersey during the late Autumn and Winter months and then in the Spring, cruises along the North Wales coast, moving up to Scotland for the Summer season. Why not join 5 Kingdoms for sailing, whether it be for the day, as crew on a cruise or skippering with your own crew. More importantly, join 5KSC to become a part of the active community of members, maintaining the yacht.

Even better, become one of the friendly Committee getting involved in the running of the yacht, making decisions on cruising plans, even in the process of

us moving towards acquiring a newer yacht. There are plenty of roles and as a co-opted member of the committee, you can have a part in those decisions and help influence the future of the club. To gain an insight, come along to the 5KSC AGM, planned to be held on the 14th November in Liverpool. All 5KSC/ CSSA members are invited along to what is our annual opportunity to meet, listen to your ideas for 2021 and hear your feedback.

At this stage I'm sure you will understand that we have no idea whether Covid 19 Regulations or the venue will permit this, but please make a space in your diary, should we be able to meet.

Notice of the 22nd Annual General Meeting of 5 Kingdoms SC

The 22nd Annual General Meeting of the 5 Kingdoms Sailing Club
is planned to be held at the Holiday Inn Express
Britannia Pavilion, Albert Dock, Liverpool L3 4AD
from 12.30 Saturday 14th November 2020

A light buffet lunch will be provided. This will, of course, be subject to Covid 19 Regulations permitting such a gathering. Advice on whether the meeting is to proceed as planned will be shown on the Home page of the 5KSC website www.5ksc.org.uk nearer the time.

**It would be helpful if you could indicate whether,
regulations permitting, you would be attending.
Please let us know at secretary@5ksc.org.uk**

Agenda

- Opening
- Apologies
- Minutes of the AGM of 17th November 2019
- Matters raising from the minutes
- Captain's report • Treasurer's report
- Election of an accounts examiner for 2020
- Debate of motions received
- Election/Appointment of Officers and Committee members for 2021
- Motions

Proposed motions should reach the secretary@5ksc.org.uk by 17th October 2020

Nominations to the Committee for 2021 Nominations are invited for
Vice Captain (Captain Elect), Secretary, Treasurer, Crew Bureau and five members.

Nominations for the Committee should reach: secretary@5ksc.org.uk by 2nd October 2020 indicating the proposer, seconder and agreement of the nominee to hold post - a thread of emails is sufficient.

The AGM would be followed by time to hear of the experiences of members and to chat over plans

In August 1959 I was instructing on a one week sailing course organised by the Central Council for Physical Recreation (CCPR) based at Woolverstone Hall School on the River Orwell. The course had a number of GPI4 dinghies, RNSA 14ft Sailing Dinghies and two 27ft Naval Whalers. The Naval craft were borrowed from HMS Ganges, the "Naval Boys Training establishment" at Shotley. A location well known to our ECYD colleagues

During the course I was instructing on the GPI4s, after lunch the wind dropped to a complete calm and became very humid, just like August this year. We called it a day and went ashore to the Royal Harwich Yacht Clubhouse. I was approached and told to take our

"rescue" boat, a 16ft clinker built dinghy powered by a 5hp Seagull outboard, down river to meet the whalers returning for Harwich under oars and tow them back to Woolverstone. This was before the days of hand-held VHF transceivers and mobile phones, so communications were limited to BT call boxes and landlines. I covered about 3 miles of the 6 mile passage when I met the first of the whalers coming up river. They were rowing and though it was hot and humid they said that they were happy to continue under their own oars.

They said that the second whaler had been involved in an incident at Harwich and had been delayed.

I found that we were a bit short of fuel so decided to tie up to a ship's mooring buoy and wait for the second whaler. I waited for about half an hour when the sky became very dark and threatening from the west. I was hailed by a half deck keel boat who asked for a tow up river and as the whaler could not be seen I reasoned that I could tow this boat up river, get some more fuel and return for the whaler.

After about 10 minutes with the tow, suddenly it became very dark as though it was midnight and it started to rain. The rain rapidly became torrential but was quite warm and tasted of salt. When the rain was hitting the river water it generated a strange phosphorescent light. With the rain came a high wind which I estimated in excess of 40 knots, and I could only keep the boat and tow head to wind with the engine at full throttle. I very nearly cast the tow adrift but the skipper begged me to keep hold of him. After about 15 minutes it became brighter with the wind and rain starting to ease and I could make headway up river. I put the tow onto his mooring, went for fuel and tried to dry off. I was then told to stand down.

When the second whaler left Harwich to return to Woolverstone, a member of the crew crushed her fingers between the metal ring of the centre plate and the centreboard casing when lowering the heavy steel centre plate. She had been taken to hospital in Harwich for treatment. This event was the cause of the delay in their return. They were rowing up river when they were suddenly hit by the rain and wind described above and the whaler capsized and turned turtle. The crew had to climb onto the upturned hull. Fortunately a fishing boat was passing

them and it turned round in the river under very difficult conditions and picked the crew off the upturned hull. After some effort the hull was righted and towed back to her moorings by the fishing boat together with the crew.

Later that evening we learnt that a waterspout had occurred off of Whitstable and seawater was sucked up into a cloud. This was the cause of the very dark conditions we experienced with the very strong winds and the salt water rain that drenched us.

Lessons learnt:

- a) Always check the fuel state before leaving and ensure that you have more than enough for the planned passage!!
- b) Keep your fingers inside the ring when lowering the whaler's centre plate!!

Link to waterspout information:

<https://oceanservice.noaa.gov/facts/waterspout.html>



Drinking and driving don't mix. Now the Maritime and Coastguard Agency suggest we don't drink and sail.

Most people would agree, either staying sober or drinking moderately, but I am reminded of a weekend sailing trip many years ago, where things



were very different.

It was not long after getting my coastal skipper ticket. I had done my practical training with a small sailing school in Southampton. Although they had given me my qualification, I still didn't feel

completely confident to skipper one of their boats. What I wanted was someone experienced to be on hand in case I got into trouble. The sailing school said they could get a qualified skipper to come along. That seemed a good idea, until my friends and I turned up and went off for a weekend. The man was a liability. He couldn't just sit there; he took over for much of the time. Worse, he was a mad racer. Going about involved him shouting "go go go!" as the winches were turned. Not my sort of sailing, and it gave me no help in the way I had hoped.

I wasn't sure what to do next, but I thought the problem had been solved when I bumped into the man who had taught me Coastal Skipper theory at evening class. I told him I needed someone experienced to be around but not interfere unless it was necessary. He said he could come and do that. "Will you let me get on with it?" "Yes", he said. "I'll just stand up the back with a bottle of wine". Laughing, I said let's do it.

Our trip was with a charter firm in Gosport for a weekend with three friends plus the teacher, who

wasn't called Dave, but that will do for the rest of the story. We picked him up at his home on a Friday afternoon. Out he came with his bag and an open bottle of wine he had "found in the fridge". He had finished it by the time we stopped near Gosport, where he persuaded the others to have a drink in a pub.

Eventually, we got on board and I took the boat out of Portsmouth harbour on our way to Cowes. All was OK for a while until I went below to check the chart. When I returned, every landmark seemed to be in a different place. Surprised, it took me a few moments to realise we were heading south instead of west. When I asked Dave what was going on, he said we could go into Fishbourne where there were two pubs and a sailing club. I said no, we are going to Cowes. "Spoilsport", he said.

And so it went on. We berthed at Cowes for the night, then to Lymington, where we went ashore and into a pub. There was no wind, and he persuaded the rest of the crew to stay for another....

We made it to Yarmouth for the evening and went ashore for dinner in one of the pubs. When we got back on board, Dave pretty much took the boat apart, looking for a bottle of wine he knew I had brought. In the end, it wasn't worth the argument, so I opened it.

Come the morning, Dave was nowhere to be seen. We had breakfast, and then tidied up ready for the return trip. By 9.15 he still wasn't around. My patience had long run out. I told the crew to get his stuff together and we would leave it on the jetty. At 9.25, he arrived, carrying a 3 litre wine box.

We sailed back to Gosport. Dave offered to do the cooking, which kept him out of my way, save for a suggestion we go into Cowes for more drinks. By the time we got back to Gosport, Dave had made serious inroads into the wine box. We got into the car and drove home. Dave finished the box. We dropped him at home, declining his suggestion of a quick drink in his local.

It had been a weekend to remember. The only positive thing I got out of it was the confidence that if I could handle a boat and Dave, I could manage a boat on my own. I related all this to the boss of the sailing school. He paid me the compliment of saying he thought I was safe enough to skipper his Sigma 33. So I did.

In the Wake of Teasel

The Arthur Ransom fans amongst the readers will know that the 'Teasel' was the broads yacht that featured in the Coot Club and in the 1983 BBC dramatisation of the story the Lullaby class cabin yacht 'Lullaby' from Hunters yard in Ludham

<https://www.huntersyard.co.uk/> featured as 'Teasel'.

Having been cooped up during Covid my family and I took the opportunity of chartering another Lullaby class yacht to get afloat for a long weekend as soon as restrictions were lifted. The yacht we chartered was Lustre, the oldest boat in the fleet having been completed in early May 1932. She has been hired out every season from 1932 except during the war years from August 1939 - 1943 and if you like technical detail she is a gaff sloop with self-tacking jib, 28 feet overall with 4 berths. We pitched up at the boat yard having dutifully watched the online training videos. After stowing our gear in the various and spacious drawers and having a made a cup of tea we set off. The Lullaby Class yachts were built without engines and so the usual means of propulsion, if not sailing, is by using the quant (a long pole used to push the boat along – more usually associated with punts). However, more recently three of the 4 yachts have been fitted with Torqeedo folding propeller electric engines. Whilst we had a keen and fit crew member that was more than happy to use the quant whenever possible the electric engine proved very useful for some tricky manoeuvres in narrow waterways and bridges.

We were blessed with fresh but fair winds for our short cruise which took us past the windmills of Thurn Dyke and into South Walsham broad where we spent the first night at anchor on our mud weight. The following morning broke bright and breezy and we set sail to retrace our steps and then head east to Horsey Mere after first negotiating the low road bridge at Potter Heigham. For those that don't know the passage under the bridge requires you to lower the mast which even then leaves minimal head room to pass under. We really appreciated the electric engine to pass under the bridge but it did raise a few eyebrows from people who were used to seeing these boats with people struggling with a quant and hadn't heard the soft purr of the torqeedo as we motored through.

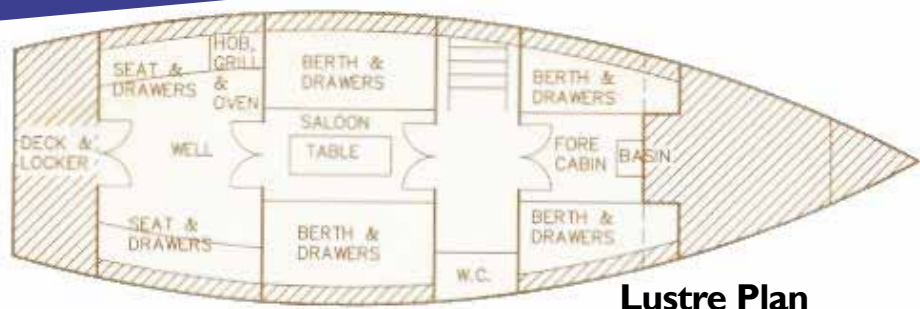
It wasn't only on the waterways that we experience tricky manoeuvres. The layout below decks has a forward

cabin with a port and starboard bunk and small wash basin in-between at the bows. This is separated from the stern cabin by a small space that has the 'head' to starboard and steps up to the deck to port via a sliding hatch. This space is separated from the forward and stern cabins by two wooden doors which meant that once you were in the centre section with both doors closed and not much more than 3 feet of head room it was very tricky to manoeuvre yourself to use the facilities and maintain your dignity. It's a good job we were all family!

We spent the second night along side at the dyke at Horsey Windpump, where we witnessed a spectacular sunset and noticed rising smoke from the reed beds to the west. One of the other boats moored alongside phoned that in to the emergency services and we soon

had the fire brigade with us only to realise that they were on the wrong side of the mere. The fire took hold and we saw the flames being fanned by the wind well into the night. Fortunately, there were no reports of any casualties. The following day we sailed across Horsey Mere and Hickling Broad before heading back to pass under the bridge at Potter Heigham to find a quiet mooring in readiness for a short sail to get back to the boat yard the following morning at 9:00.

It was 40 years since I last sailed on the broads and so I spent a fair amount of time looking through the prism of nostalgia but I wasn't disappointed and we all thoroughly enjoyed the boat, the sailing and the scenery.



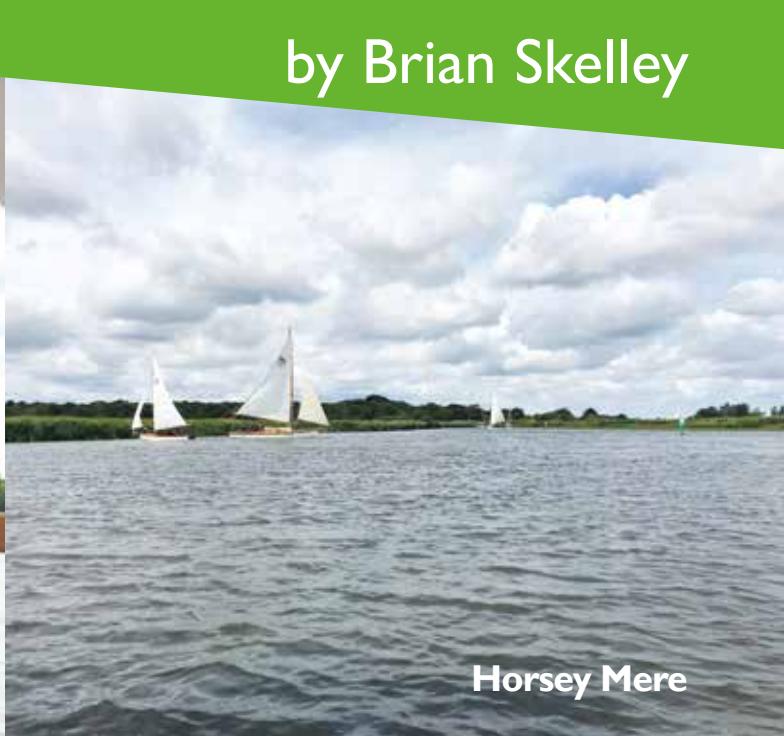
Lustre Plan



Hickling



South Walsham



Horsey Mere



Horsey Mere Windpump



South Walsham



Potter Heigham





**CSSC/CSSA price
from £40 incl berth**

Staying Local and Looking to Return to Dinghy Sailing?

Winter activities available October to March

Recently trained and experienced sailors can enjoy winter racing on Saturdays from October to December and on Sundays from January to March.

- Racing from 11am to early afternoon.
- Rescue cover and coaching available.
- Windsurfers and paddleboarders also welcome.
- Galley open for hot drinks and food.
- Changing facilities and hot showers available as needed.

**For more information
contact us at
info@littletonsc.co.uk**

All activities are subject to change in line with the Royal Yachting Association and government guidelines for safety.

Find out more about the club, our lake, and Covid safety modifications at <https://www.littletonsc.co.uk/>

**Littleton Sailing Club welcomes
new dinghy sailors and families
to race and cruise at Littleton
Lake near Shepperton.**



'Baby shark' drones to help rescue helicopter missions

Drones have started operational missions to officially assist search and rescue helicopters for the first time in the UK. The remotely-controlled drones being used in Wales have been nicknamed "baby sharks" because of their appearance.

For HM Coastguard, the drone flights that began in Wales on Saturday 1st August were a first. After three months of testing at Caernarfon, in Gwynedd, they are providing safety patrols over north Wales. This will allow coastguard and mountain rescue teams to watch live incidents from the air, giving them a better understanding of what's required to complete a successful rescue.

The drones' range is 200km, which means they can assess emergencies out at sea before the lifeboat arrives. They can operate at a height of 5,500m and can stay airborne for around 10 hours before returning to base. Their onboard

cameras will beam live footage to the control room, day and night and in bad weather conditions.

They will relay footage of various incidents to staff at the emergency services' control room to choose the most suitable response. This will mean helicopter crews can remain on the ground until they know exactly what's required.

The Maritime and Coastguard Agency recognises how drone technology has advanced in recent years to the stage where it can significantly improve the success of air search and rescue



Photo courtesy of HM Coastguard operations. This reduces risks for the public and for the rescue crews.

Using drones in search and rescue couldn't have come at a better time, as HM Coastguard dealt with a record-breaking number of incidents on Friday 31st July. There were also 129 callouts for the RNLI lifeboat and independent boat rescue teams, 22 aircraft rescues and three hovercraft callouts.



Photo courtesy of HM Coastguard

Tribute to RNLI volunteer

Mike Jones, New Brighton RNLI volunteer crew member celebrated forty years service with the RNLI in August 2020 and has been recognised for this fantastic achievement in the form of a giant mural

Photo courtesy of www.rnli.org.
<https://rnli.org/news-and-media/2020/september/09/>



CSSC Volunteer Merit Awards 2020

CSSC is dependent on the hard work and dedication of volunteers, who deliver a variety of sport and leisure opportunities to members.

CSSC is now searching for Merit Award winners for 2020, looking for nominations for volunteers that have gone above and beyond for CSSC whilst being involved in a single or multiple roles and/or activities.

The length of qualifying service remains at ten years, but exceptionally a Merit Award could be given after seven years to reflect the changing trends in volunteering.

Reward criteria can be seen at
<https://www.cssc.co.uk/volunteer-merit-award>

eSailing News

19 racers, 5 races and 1 champion:
Mike O'Donovan,

Whittled down from 788 racers, representing 26 different classes, the top 19 eSailing class champions took to the virtual waters on Saturday (20 June) to battle it out for the title of RYA eSailing Spring Class Champion.

Racing was incredibly tight throughout but it was Mike O'Donovan (Deja-Vu), representing the UK Laser Association – Laser Standard class, who, with some consistent racing throughout, clinched the championship title.

The full article can be seen at:

<https://www.rya.org.uk/newsevents/news/Pages/Its-a-win-for-the-Laser-Standard-Class-in-the-RYA-eSailing-Spring-Class-Championship.aspx>

Mayflower 400

commemorations will now run in 2021
More information about this will be announced in due course.

A peopleless ship, bringing people together

Powered by Artificial Intelligence (AI) and the energy from the sun, a crewless ship aiming to recreate the Atlantic crossing of the Mayflower, 400 years ago has set sail from Plymouth harbour.

The Mayflower Autonomous Ship will collect data on the ocean and marine life, including sampling for plastics.

It is captained by a robot trained by AI using a million nautical images.

Read all about it at: <https://mas400.com/story>

Why should the chaps and kids have all the fun?

World Sailing Trust published its Women in Sailing Review, commenting that women's sport is in its ascendancy. To ensure that sailing is not left behind the time is right, culturally and economically, to capitalise on the existing momentum and drive for greater inclusivity within the sport, at all levels.

The Survey received over 4,500 responses from 75 countries, from people aged 11 - 83 and with roles and experience across the sport – dinghies and keelboats sailing on and offshore, representatives from Member National Authorities and Class Associations, and race officials, umpires and event organisers.

As a sport that has 70 million global participants, "The report does not look to replace male sailors with females or compare both sexes against each other. Nor is it for those looking to prove a point or talk about what should have been.

The full report can be seen at:

[https://www.sailing.org/tools/documents/WST-WiSStrategicReviewReport2019-\[25819\].pdf](https://www.sailing.org/tools/documents/WST-WiSStrategicReviewReport2019-[25819].pdf)



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