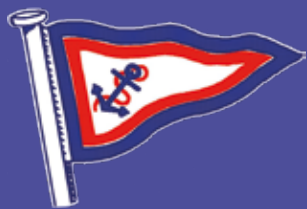


January 2021



# CIVIL SERVICE SAILING

*Civil Service Sailing Association*

[www.cs-sailing.org.uk](http://www.cs-sailing.org.uk)



## **RYA latest guidance Advice for RYA Clubs in England following recent Government announcement (04 January 2021)**

The Government has issued new guidance for the national lockdown in England  
(<https://www.gov.uk/guidance/national-lockdown-stay-at-home>)  
which came into force on Tuesday, 5 January 2021.

The new guidance states that you must not leave, or be outside of your home except where necessary.

The RYA is now seeking further clarification to confirm what the new guidance fully means for boating activities and will update their COVID-19 guidance at the earliest opportunity.

More information can be found at: <https://www.rya.org.uk/knowledge-advice>

## **Call for nominations and motions for the 2021 CSSA AGM**

The 63rd Annual General Meeting of the CSSA is likely to be held on line,  
over the weekend of 16 -18th April 2021.

If we manage a face-to-face element, it will likely be in conjunction with  
the National Dinghy Regatta at Littleton SC.

Motions and nominations for Officers and Committee members should be sent to arrive at  
[csgensec@yahoo.co.uk](mailto:csgensec@yahoo.co.uk) by 14th February 2021.

The Constitution (setting out the process for Motions and nominations) and outcomes of the  
2020 AGM and SGM are posted under the CSSA Business tab at <http://cs-sailing.org.uk/>

## **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

## **BREXIT RYA latest guidance**

There will be a new relationship between  
the UK and the EU in 2021.

As 2021 progresses RYA advice and  
guidance will be updated as and when  
more information becomes available  
about the changes in practice.

More information can be found at:  
<https://www.rya.org.uk/knowledge-advice>

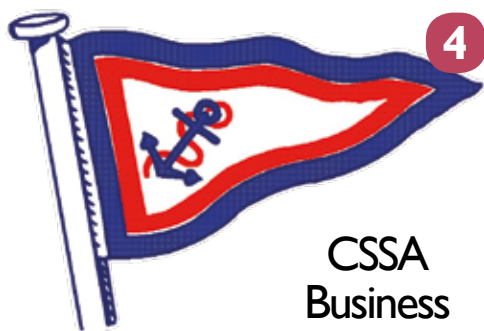
## **IDOR 2021**

IDOR 2021 has provisional dates set for  
20th – 25th June 2021

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

Welcome to the January 2021 edition of CS Sailing,  
I hope this edition finds you well and that 2021 will prove to be a much better year for everyone. Sadly, as this edition goes to print Lockdown 3 has just been announced but I hope by the next edition we will have had much happier news. The Fastnet Race 1979 starting on page 18 is a long read but well worth it. As always thanks to our contributors, and please do get in touch with any ideas and suggestions for future editions.

Eileen



**CSSA  
Business**



**VC'S Corner**



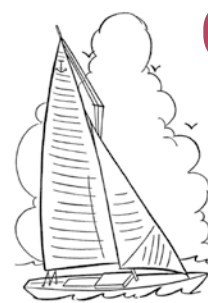
**2021 Dinghy  
Championships**



**Jumbles SC**



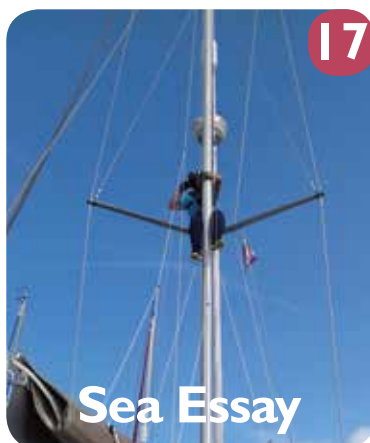
**Dismasted**



**CSSA Archive**



**5KSC**



**Sea Essay**



**Fastnet 1979**



**Channel Sailing  
Division**



**Hooe Point SC**

**Sailing  
News**

## CIVIL SERVICE SAILING ASSOCIATION

### Minutes of the 62nd Annual General Meeting of the Civil Service Sailing Association held on Saturday 21st November at 2.00pm

Owing to COVID restrictions, the meeting was postponed in April and was held online by Zoom  
There were 23 members present. Apologies were received from Andy Smith.

#### 1. **Commodore's Address**

The Commodore summarised the Annual Report, which gives details of the various clubs who had sent reports. His address follows these minutes.

#### 2. **Presentation of Awards**

##### **Golden Jubilee Plate**

Awarded to Keith Kendall for leading the re-establishment of the CSSA National Dinghy Championships

##### **Barge Trophy**

Awarded to Alison Hutton for re-establishing RYA practical offshore training within CSSA

##### **Stanley Swan Trophy**

Awarded to Deborah Ward for her "ladies sailing" article in CS sailing.

##### **Seal Cup**

Daniel Goodman (helm) and Debbie Clark (crew) - 1st place overall in the CSSC/A National Dinghy Regatta sailing an RS800 based at Littleton SC.

##### **Eric Seal Memorial Trophy**

Awarded to Diamond Light Source B team – skipper Nick Rees – for best combined performance in the 2019 IDOR races.

#### 3. **Minutes of the 61st AGM held on 11th April 2019**

Agreed nem con.

#### 4. **Adoption of the Annual Report for 2019**

The Annual Report was agreed unanimously

Proposed – Rob Stephens

Seconded – John Ainsworth

#### 5. **Treasurer's Report and Adoption of the 2019 Annual Accounts**

Copies of the Treasurer's Report and audited Accounts for 2019 were provided in CS Sailing and on the website.

Adoption of CSSA's 2019 Treasurer's Report:

Proposed - Dave Grundy

Seconded – John Ainsworth

**Agreed unanimously**

Adoption of CSSA's 2019 Annual Accounts

Proposed – Fiona Jack

Seconded – James Savage

**Agreed unanimously**

#### 6. **Appointment of Auditor**

Our auditors for many years have been Wilkins Kennedy Audit Services. The Treasurer recommended they should be reappointed for 2020.

Proposed – Paul Brereton

Seconded – John Ainsworth

**Agreed, nem con.**

#### 6. **Appointment of Officers and Committee members**

No individual elections were required this year. There are vacant posts listed on the CSSA website.

There being no other business, the meeting closed at 1440.

## Opening

I'd like to draw your attention to successes taken from the CSSA Annual Report featured in Civil Service Sailing magazine and posted on the Civil Service Sailing web pages. Our navy of volunteers provided numerous, much enjoyed, sailing activities aboard larger and smaller craft during the 2019 season.

## CSSA Awards and Trophies

**Alison Hutton** - the Barge Trophy for re-establishing RYA practical offshore training within CSSA with a RYA Registered Training Centre at 5 Kingdoms Sailing Club.

**Deborah Ward** - the Stanley Swan Trophy for her 'ladies sailing' article.

**Keith Kendal** - the Golden Jubilee Plate for leading the re-establishment of the CSSA National Dinghy Regatta and the hosting of a very successful and well run and well received regatta on Plymouth Sound from Hooe Point Sailing Club.

**Daniel Goodman** (helm) and **Debbie Clark** (crew) - the Seal Cup for 1st place overall in the CSSC/A National Dinghy Regatta sailing an RS800 based at Littleton Sailing Club.

**Diamond Light Source B team** - the Eric Seal Memorial Trophy for the best performance in the "Inshore" and "Offshore" races of the 2019 Inter-Departmental Offshore Regatta.

## Offshore

**5 Kingdoms, Liverpool** provided summer cruising in the Clyde and the Hebrides. Channel Sailing Division, Hamble, Southampton and East Coast Yacht Division, Shotley, Ipswich provided cruising in the English Channel and along the French Atlantic coast as far as La Rochelle. Day Sails and Sea Times were well supported.

5 Kingdoms raced with Liverpool Yacht Club. The combined 5 Kingdoms and Jumbles Ladies crew felt a great sense of achievement after the challenges of the Liverpool Yacht Club Ladies' Race.

5 Kingdoms renewed its RYA Registered Training Centre status during 2019 for Clyde based yacht training. Experienced skippers helped develop member sailing skills under the Channel Sailing Division mentoring scheme.

**Civil Service Offshore Racing Club** mounted a 2019 Fastnet campaign of qualifying events and the Fastnet itself aboard a chartered First 40.

**The Inter-Departmental Regatta (IDOR 2019)** saw fifteen crews representing Departments or CSSA Clubs enjoying excellent competition and social events over the 5-day event. Civil Service Offshore Racing had

two entries and 5 Kingdoms one entry. Civil Service Offshore Racing won the CSORC Shield for the best placed CSSA Club entry. Diamond Light Source won the overall Departmental trophy.

**Portsmouth Offshore Group, POG, Gosport** held a luncheon to mark Mike Childs' 19 years of service to the Group. The new lift launch facility has been a success. The excellent turnout by POG member volunteers for work parties continues to be key to keeping charges low and keeping the facilities in good order. POG's programme of rallies and races were as popular in 2019 as ever.

## Onshore

**Hooe Point, Plymouth** has Club dinghies for racing and RYA training and more than 60 vessel moorings with a waiting list. Membership was stable but with more active dinghy sailors in 2019. Additional pontoons were installed and a complete refurbishment of the ladies changing rooms.

Hooe Point's highlight of 2019 was hosting the CSSC National Dinghy Regatta. 22 boats enjoyed both the excellent racing on Plymouth Sound and the social events that were laid on for visiting sailors over the two days. The event was a credit to the club and its volunteers. Mark Prue (helm) and Ben Evans (crew) won the Dinghy Championship Bowl for 1st CSSA boat (2nd overall). Hooe Point SC won the Littleton Bell for the best placed club team.

**Jumbles Sailing Club, Bolton** was reinvigorated during 2019 with a CSSA loan providing a new pontoon and members' hard graft producing an enlarged slipway, and refreshed boat and social facilities. Two teenagers qualified as dinghy instructors in 2019. Jumbles is run by members for members and is a club for the community welcoming local groups.

**Littleton Sailing Club, Spelthorne, Surrey** saw the junior section go from strength to strength in 2019 with strong parent support through 'Youngsters Afloat'. Strong racing sailors of all ages at the club represented Littleton at national events. Adult RYA training delivered 16 new sailors eager to continue their sailing activities. Lease negotiations with the CSSC continued.

**Rutland Civil Service Sailing Club** members had a successful 2019 summer immersed in Rutland Sailing Club activity from gate duties to racing and providing Taster Days through CSSC. Rutland Civil Service boats contributed to the Rutland Sailing Club 2019 Public Open Day providing opportunity to sail keel boats.

## CSSA Membership

Membership grew to over 2,500 with a record 120 new members joining during the 2019 summer season. IDOR is a major source of recruitment.

## Finances

CSSA's finances to the end of 2019 remain strong.

The prospect improved for receiving Maurice Gates' bequest to help CSSA fund ocean going yachts. Legal proceedings continued. CSSA may have opportunity to review and restructure funding of offshore and dinghy sailing.

## A few words about 2020

2020 has been a challenging year. It's been gratifying to see our clubs providing members with opportunity take fresh air and enjoy time on the water so far as they can

within government guidance. We've assessed our clubs' financial positions and found that all have survived 2020 in reasonable health. Financial aid from CSSA is available if it proves to be required. The first call on CSSA support may come in early 2021.

Thank you

On your behalf, I thank all our CSSA volunteers (work parties, maintenance teams, committees, skippers, and many more) for their delivery of good, safe, enjoyable sail cruising and racing for all of us. Thank you.

Brian Stevenson

General Secretary CSSA

Date 23rd November 2020

# CSSA SGM 2020

## CIVIL SERVICE SAILING ASSOCIATION

### Minutes of a Special General Meeting

### of the Civil Service Sailing Association held on Saturday 21st November at 1445

Owing to COVID restrictions, the meeting was held online by Zoom

There were 23 members present. Apologies were received from Andy Smith

Motions to update to the CSSA Constitution – Nov20.

#### Motion 1:

**To open the time window for holding the AGM from between 1st and 30th April to between 1st April and 30th June.**

Change clause 9(1) from –

(1) An Annual General Meeting of the Association shall be held in April of each year for the purpose of:

To –

(1) An Annual General Meeting of the Association shall be held between 1st April and 30th June of each year for the purpose of:

The purpose of this change is to extend the time period in which AGM can be held so that it can be held in alignment with events where CSSA members are expected to gather. Business has to be submitted by the 14th February as currently.

**Agreed - unanimously**

#### Motion 2:

**To make clear that remote participants have full voting rights**

Change clause 9(1) from –

(1) Subject to Rule 4(3), all members of the Association may attend at General Meeting and speak, but only a Full Member or Honorary Life Member may be a voting member. A member who is entitled to exercise a vote but who is unable to attend the meeting may, by written authority given to another voting member, cast his vote or votes by proxy; the written authority shall be handed by the proxy to the Secretary before the meeting starts.

To –

- (1) Subject to Rule 4(2), all members of the Association may attend at General Meeting and speak, but only a Full Member or Honorary Life Member may be a voting member. The General Committee may make provision for remote electronic participation and voting except that voting for the appointment of Officers and Committee members shall be in accord with rule 8. A member who is entitled to exercise a vote but who is unable to attend the meeting may, by written authority given to another voting member, cast his vote or votes by proxy; the authorising document shall be communicated by the proxy to the Secretary before the meeting starts.

Change the first sentence of clause 11(3) from –

- (3) A quorum shall be twenty voting members present, of which at ...

To –

- (3) A quorum shall be twenty voting members present in person or remotely, of which at ...

The proposed change makes it clear that remote participants have full voting rights. The change was approved by the General Committee at the meeting on 15th October 2020.

**Approved - unanimously**

**Motion 3:**

**To provide for reconvening a quorate general meeting should a general meeting be inquorate**

Change clause 11(3) from –

- (3) A quorum shall be twenty voting members present, of which at least one member shall be a Flag Officer, the General Secretary or the Treasurer.

To –

- (2) A quorum shall be twenty voting members present in person or remotely, of which at least one member shall be a Flag Officer, the General Secretary or the Treasurer. If a quorum is not reached the meeting shall be postponed and reconvened in accordance with Rule 9 or 10 and the members present shall be deemed a quorum.

**Motion agreed unanimously, nem con**

**Motion 4:**

**To remove reference to the obsolete Associate Membership**

The following changes are proposed –

Delete the whole of clause 3(1)(b) and renumber subsequent sub-clauses

Delete 'or Associate' in clause 3(1)(b)

Delete the whole of clause 4(1) and renumber subsequent sub-clauses

Delete the second sentence of clause 4(2)

Delete 'Associate Members,' in clause 5(4)(c)

Delete 'The number of CSSA Associate Members of a Division shall not be more than 10% of the number of Full Members of that Division.' from clause 12.

This is a tidying exercise, which was agreed unanimously, nem con.

The meeting closed at 1455.

Brian Stevenson

General Secretary

23rd November 2020

Minutes sent to and agreed by Matthew Taylor, on behalf of CSSC on 30th November 2020

The determination of volunteers in CSSA's Clubs to deliver COVID-secure cruising, racing and instruction aboard dinghies and yachts during 2020 is something we should all be thankful for and a great foundation to build upon in 2021.

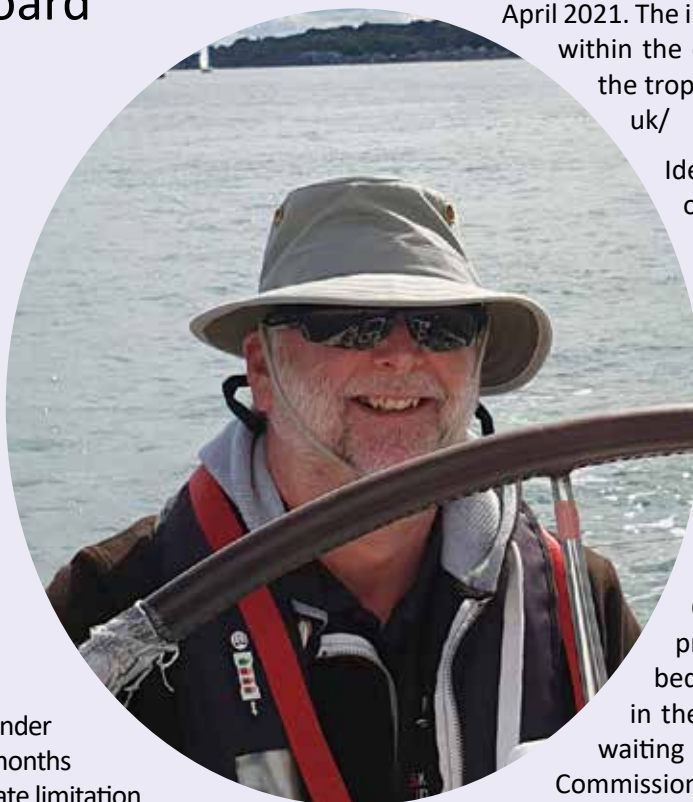
We look set to be operating under COVID restrictions for many months to come and we must anticipate limitation and disruption of the full range of our plans. It is impossible to predict how quickly we will start to see tangible benefits from the COVID vaccines but very many things must go well for it to be in the early part of our 2021 season.

Our offshore Clubs have cautious plans to venture around and beyond the UK. COVID-security is being planned through providing more day-sailing with smaller crews and cruising with small numbers sleeping aboard. Quarantine rules may exclude cruising to some popular destinations. The rules of home nations and our continental neighbours are continually evolving. Once we have COVID security, it seems that we can continue cruising as we have done for many years so long as we comply with the new BREXIT bureaucracy. The Fairview fleet of Beneteau Oceanis 37s and

the Island Sailing Club are provisionally booked for (IDOR) Inter-Departmental Offshore Regatta over the week of 20th -25th June 2021.

More information on IDOR in general is posted at <http://www.idor.org.uk/> and documents for the 2021 event will appear in due course.

Our National Dinghy Regatta is provisionally scheduled to take place at Littleton SC over the weekend of 16-18th April 2021. The individual and club competitions within the dinghy regatta are listed under the trophies tab at <http://cs-sailing.org.uk/>



Ideas for increasing CSSA support of dinghy sailing outside of CSSA clubs are taking tentative steps. We have ideas for operating CSSC/CSSA dinghies for training and charter in the southwest and for the north midlands. We have yet to receive full proposals but with luck we'll be able to extend our dinghy coverage in the coming seasons.

Our solicitors have reported no progress with Maurice Gates' bequest since Brian Grubb's update in the last issue of CS Sailing. We're waiting for clearance by the Charity Commission.

Our 2021 AGM is likely to be held over the weekend of 16 -18th April 2021. Motions and nominations for Officers and Committee members should be sent to arrive at [csgensec@yahoo.co.uk](mailto:csgensec@yahoo.co.uk) by 14th February 2021. The Constitution (setting out the process for Motions and nominations) and outcomes of the 2020 AGM and SGM are posted under the CSSA Business tab at <http://cs-sailing.org.uk/>. If we manage a face-to-face element, it will likely be in conjunction with the National Dinghy Regatta at Littleton SC.

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

Let's make the most of 2021.

Paul  
VC

**Our 2021 AGM is likely to be held over the weekend of 16-18th April 2021**  
**Motions and nominations for Officers and Committee members should be sent to arrive at:**  
**[csgensec@yahoo.co.uk](mailto:csgensec@yahoo.co.uk)**  
**by 14th February 2021**

# 2021 CSSC Dinghy Championships come to Littleton SC

Littleton Sailing Club inland water will host the  
CSSC 2021 Dinghy Championships  
between Friday 16th April and Sunday 18th April

The green banks of Littleton SC will provide sailors with new  
challenges this year, competing on our inland water

The event and activities are subject to COVID or other restrictions  
in force at that time

Further updates will be posted on the event web site by  
28th February 2021 and 28th March 2021

All members of CSSC, CSSA Sailing Clubs, and Armed Forces Sailing Associations are  
welcome to join our dinghy championship regatta with a series of races over two days.  
There will be opportunities to sail at all levels of experience, from the most competitive to  
those new to racing, as well as youth awards

- A rookie fleet and championship fleet
- Youth, double-handed and single-handed awards
- Coaching for those new to racing
- BBQ on Saturday night and full catering available on site
- Local camping and hotel accommodation
- Ample car parking
- 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

Find out more, the latest guidance and opportunity to register.

<http://www.littletonsc.co.uk/2020-cssc-dinghy-championships/>



# Jumbles Sailing Club



Why didn't Santa lose any presents this year?  
He downloaded Sack and Trace.

Father Christmas posted on Facebook for the Jumbles Christmas Cracker Race:

Well done to the crazy people who got on the water for the annual Christmas Cracker race.

Vic and Jan had the best dressed boat this year but the Sailability boat got something twisted and couldn't get through the start line so had to give the prize to Lee and Daniel.

Despite the Buzz going hell for leather with spinnaker flying, Doug calmly plodded on to take first prize. Even though Covid put paid to the Christmas party, Santa popped in to say hello and despite the appalling weather a good time was had by all.



Feast your eyes on the fab festive fenders!



Check out the Christmas caped crusaders



What do you sing at a Snowman's party?  
Freeze a jolly good fellow!



It was really windy and wet. Nine boats out which was pretty good, given the conditions.

Lee and Daniel are brothers. Daniel was out in a topper; Lee in the Buzz. Their parents were the Elf and Safety crew.

Doug Neal our treasurer won in his Solo.



## August approached and Zwicky II had only been away from her mooring twice that season,

only for day trips with the family. It had been one of those years when other commitments had forced normal pleasures aside. However, at the end of July, I grabbed the opportunity for a quick singlehanded dash across the Channel to Cherbourg setting out with the intention of returning two days later.

I had a very enjoyable outward passage with fair weather and a moderate to fresh south-easterly breeze. After a rest and a shower it was time to find a restaurant (why else would one make a quick trip to France?) and I had a good meal in the company of some moderately Anglophilic Frenchmen.

Although a force 5-7 north-easterly was forecast the next morning, the skies were clear and it was a pretty day, as my American friends would say. A folding bicycle was unfolded, some shopping was done, not just hooch, and a delicious early lunch of cheese, paté and bread was enjoyed, with a glass of wine to help it down. We, the boat and I, were under way again, soon after midday. The course for Bembridge Ledge put us fairly hard on the wind and, when, about three hours into the passage, the relative wind speed regularly gusted to over 30 knots, I took the decision to head for the Needles. It was a trade-off between passage time and comfort, and comfort won in true cruising fashion.

It was a sparkling afternoon and, even though there was quite a large sea running, it was delightful sailing. I was sitting at the chart table, at peace with the world, when there was a very loud bang. There could only be one cause and by the time that I had reached the cockpit the mast and rigging had disappeared overboard. Amazingly, no damage of any kind had been done to the boat as the mast went over.

However, the snatch loads on some of the rigging were considerable in the sea that was running and the first priority was to release all of the stays. Even with a strong crew I would not have attempted recovery because of the risk to both crew and boat.

I found that it relatively easy to remove the split pins from the turnbuckles and undo them, which saved me from the chore of finding the croppers, buried as they inevitably were under piles of gear. The only problem was with the backstay, where I could not remove a split pin. The answer was a small hacksaw, but extreme care was needed because of the violent snatching. When all of this was done, the only damage to the boat was a bent pushpit, a bent stanchion and damaged guard-rails.

What followed was rather comical, even at the time, but it did cause a degree of panic - I could not at first find either set of 'ignition' keys. I did not relish explaining to the Coastguard that I was stranded in mid-Channel because I could not find my keys!

Even though the dismasting occurred only about twenty miles north of Cherbourg, the thought of returning to France was not seriously entertained.

Within half an hour of the collapse the emergency VHF aerial had been rigged and we were under power heading for Bembridge Ledge. The next eight hours seemed interminable. Looking back on that part of the passage, a number of vivid recollections come to mind. The most indelible of these was of the motion. it was jerky, violent and unpredictable and the only



way to avoid getting badly bruised, and I did get some corks, was to chock myself in the companionway. I had read about the motion of dismasted yachts from written accounts such as this, but believe you me, it is true. Other recollections were of the deluges of fairly solid water which attacked the sprayhood under which I was sheltering and which leaked badly. Also, of the speed that we were able to sustain through the water in spite of the conditions. My experience has been that motor-ing at about 30 degrees to the apparent wind is rarely worth the candle in any sort of breeze, especially with only 13HP at one's command in a fairly heavy displacement 30-footer. However, without the mast, Zwicky II sustained 51/2 knots at about ¾ power, much as in calm water, which was about the only pleasant surprise.

The final recollection was of the motor starting to labour; a real heart stopper in the circumstances. A short spell in re-verse appeared to cure this and I put it down to something around the propeller.

And so, we ground on for eight rather miserable hours. Dark-ness fell as we approached the Isle of Wight and I began to feel that the worst might be over. Then, at about 2300, the engine really did start labouring when we were about 2 miles off Dunnose Head. There was no doubt about it this time; I was in trouble. When the speed had dropped to less than 3 knots I called the Coastguard to tell them of my predicamen-tand undertook to keep them informed. Within 20 minutes our speed was down to 1 knot and the engine was clearly about to die. There was other, more urgent, safety traffic on Channel 67 and I waited a while before calling the Coastguard back. They immediately suggested launching the Bembridge lifeboat, which came as quite a shock to me at first, but upon further reflection my choices were rather limited. There was land less than 2 miles to leeward and a strong wind warning was in effect. I had no means of propulsion and even if it had been possible to set up some sort of jury rig it would not have helped.

The only alternative would have been to drift towards the shore and anchor, which was not an exciting proposition.

And so, to my chagrin, the lifeboat was launched at 0015 and reached me at 0040. A heaving line was thrown across and I hauled in a very long topline, some 5cm in diameter, which I had some difficulty attaching to bitts in the bow. You

hear and read the advice from the old salts about pro-viding plenty of strong points on a yacht for just such an eventuality, but it is only at times like this that you realise the truth of it. The bitts on the foredeck and the bow fair-lead were not really up to the job even though reasona-bly substantial by modern production boat standards. The usual advice that, when all else fails, to attach a tow line to the mast would not have been of much help in the cir-cumstances!

I was nervous about stories of lifeboat tows at well above hull speed, but need not have worried. Although it took me some time to relax, the tow was in fact much more directionally stable than expected.

The lifeboat towed me all of the way back to Portsmouth Harbour, for which I was extremely grateful, especially when the extent of my fuel problems was discovered. As we approached the entrance the tow was shortened and then Zwicky II was brought alongside ready for the skipper to skilfully place me in a berth at the Camper and Nicholson's marina, just a few hundred yards from my own mooring at POG. This was just after 0300, and after a remarkably cheery wave the lifeboatmen set off back to Bembridge and their beds. It was strange to realise that I was back home much earlier than would have been the case if the mast had not collapsed.

Contrary to general advice, I only wear oilskins when conditions are bad and, while there was quite a lot of spray, did not consider them warranted. However, while keeping reasonably dry, a layer of salt accumulated all over my head and clothes and when I reached home my family thought they were looking at a ghost.

There are some significant lessons to drawn from the rig and engine failures, but these have been addressed els-where. As far as the passage itself was concerned, I would make the following observations;

1. Catastrophes are easier to handle in daylight and bright weather. The whole episode would have been much more stressful if it had occurred at night and/or in dirty weather.
2. Deck level emergency aerals, whilst essential equip-ment, only have very limited range. The link with the life-boat was not good at four miles separation.
3. Foredeck fittings cannot be too substantial.
4. Even though I did not feel unduly stressed at any time, my brain was slow to grasp the glaringly obvious at times, which is one of the classic symptoms of fatigue. After three hours sleep I was able to set to and tackle the various immediate problems reasonably competently, with invaluable help from Mike Stevens, but paid the price some 24 hours later.
5. No praise would be too great for the friendly, willing and highly capable service provided by the crews of the R.N.L.I.

Postscript; When the dust had settled, I sent a cheque to the Secretary of the Bembridge RNLI Station to help defray some of their costs. Less than three weeks later a cheque arrived from the RNLI for exactly the same amount: I had won one of their raffle prizes!



# From the archives of CSSA Social/Publicity Committee

*As General Secretary, I have become the custodian of five crates of papers from CSSA. They have been moved from one garage to another for many years, probably never seeing the light of day. Frankly, most of them are pretty dull but amongst the dross there are the occasional interesting pieces.*

*There was a SOCIAL & PUBLICITY COMMITTEE, which busied itself advertising the club, organising lunch-time publicity meetings in various departments, arranging an Annual Dinner, tickets for the Boat Show, and publishing "Sailing" — a monthly magazine.*

*There is a small file containing the minutes of the meetings from 1971 to 1976. They were written on a manual typewriter and to be frank, they aren't an easy read; they give very little away. There are initials and surnames, and it is rare to find any context, but looking behind the words and knowing what events formed the background of the times can bring them more to life.*

*Certainly there were many more Civil Servants in those days; the size and breadth of the Civil Service was HUGE. I found six pages, over twenty entries on each, listing departments across the country and I expect that wasn't the half of it.*

*At random, I picked:*

*MOD(Navy) Bath; Board of Trade Investment Grants, Durham; Artificial Limb & Appliance Centre, Norwich; GPO, Mount Pleasant; Health & Social Security, Nottingham.*

*Maintaining correct records of CSSA members was difficult. I see that in 1972 the General Secretary was asked to write a paper on the advantages and cost of using a computer. Beer and sandwiches were provided for most Committee Meetings, although not in July 1973 (it doesn't say why).*

*I have picked out a few themes — the Dinner & Dance; "Sailing", the monthly magazine; the archives and the Library; ties and cravats; the Information Board and the AGM.*

*But first the Cheese & Wine Party...*

This gets just one mention, at the meeting in September 1974. It was fixed for Thursday 10th October but might have to be postponed if there was a General Election. We now have computers so I looked it up. No Cheese & Wine party that night. Labour were elected and Harold Wilson became Prime Minister with the narrowest of margins - just 3 seats. Edward Heath (more of him later) was ousted as leader of the Conservatives four months later by a woman called Margaret Thatcher.

## Dinner & Dance

There was an Annual Dinner and Dance, held in January nearly every year, but the December 1973 meeting noted "the serious deterioration in the petrol situation put the Dinner & Dance at risk of cancellation." (relax – it went ahead).

It appears to have been a grand affair with invited guests, impressive venues and a live band.

The general theme was to start planning the next one almost as soon the plates were cleared away. There are lists of worthy dignitaries to invite— Sir Douglas and Lady Allen (Head of Civil Service); Sir Louis and Lady Petch (Chairman of the CSSC); Lord and Lady Someone, etc. One thing stands out – none of the women have names other than Lady or Mrs. They seem to have no identity of their own, except being married to someone important. Like Mrs Swann, wife of Stanley Swann, Signals Instructor. No, I don't understand either.

In 1974 the venue was the Hurlingham Club; it was agreed that Reg Dee would book the band that played last year. Among those invited was "E. Heath – Yachtsman". I suspect by then E. Heath may have been fighting for his political life. Perhaps the CSSA was expecting that, because they had lined up reserve guests including an unnamed Waterworks Engineer from Bolton Council. You just know I'm not making this up.

The January 1974 event was cancelled because of a power emergency (lots in those then), so it was decided to have a River Cruise instead. On a Friday night in June, the catamaran SUERITA set off from Tower Pier at 8.00 pm, at a cost of £2.50 each, including a buffet and a pay bar. They returned at midnight - it is not clear exactly how the revellers got home at that time of night. In the cold light of the next meeting the verdict was it "had not been an unqualified success. About 30 members and 60 guests had attended." That sounds like a success to me, but no further explanation for the disappointment is given. Damning it with a feint praise, the minute taker

tries to put a positive spin on events by noting “Mr Paton’s commentary was greatly appreciated.”

By 1975 the Dinner and Dance was back on track with 108 present plus 10 guests, but later that year, the plans for January 1976’s Annual D&D were faltering. Hampton Court “was restrictive in that dinner was only available in the Jousting Room, there were no visits to the Palace and an additional £30 was required for the dance floor.”

The list of invitees named a set of Lords, Knights and a General, along with the usual unnamed spouses. It was going to be more expensive this year, needing 110 people just to break even. A sell out would make a slight profit, but the Committee would have to keep a close eye on the pennies.

“The pianist of the band would play during the dinner if there was no additional charge for that service.”

By the May 1976 meeting – “final figures for the Dinner are not yet available, as the wine bill for the top table had not been settled” (good luck with that). Undaunted, the Committee were considering a venue for the Dinner in January 1977; Reg Dee drew the short straw to check out The Zoo, a hotel, several legal venues and Departmental Stores.

### **“Sailing” Magazine**

This features in every meeting. If I wrote the minutes, I’d be tempted to call this agenda item “Thorn in the Side.” I have yet to find a copy but it sounds an ambitious attempt to publish a monthly CSSA magazine. Whoever was in charge seemed doomed to a lifetime of disappointment. The finished article never managed to live up to the high expectations. In June 1975, there are problems with the format. The printers aren’t happy and they are the only printers willing to take on the work; Jennifer Page agreed we had to keep on the right side of them. As far as I can make out, the problem is something to do with a flying margin which is too wide. Poor Jennifer Page is deputed to sort things out. This was long before a computer with a printing app, so the purchase of a T-square (£12) for her was authorised. By September, things are still fraying at the edges. Start Monteith had not yet adjusted the “Masthead”. No, I don’t know either.

By November 1976 I am pleased to report “It was noted with satisfaction that the anchor in the Masthead was now properly fouled.” It was agreed to present a Christmas gift to the illustrator, just half a bottle of whisky.

### **The Display Stand**

The Committee made determined efforts to get the CSSA publicised to as many people as possible. Given the size of the Civil Service this was a herculean undertaking. No emails or websites back then, so they decided on a Display Stand.

In 1973 it was taken to several offices in London - the

DOE and the DTI (three letter acronyms abide in these minutes). “George Jubb had insured the Display Stand itself, but pointed out it had no third party cover.” You can indulge your own imagination as to what mischief a Display Stand might get up to.

By October 1973 it was “in Riverside House under arrangements made by Ted Giles, who will keep it on the move.” No easy task, this..

In March 1974, David Poulton was “arranging an extension of the programme of buildings for its use”. A man of many talents, he was also making a box to carry it.

I don’t know what happened next but it all comes to a grinding halt. Only three months later we hear - “The stand was not in use. A London based Bosun was required for it. Also, a wooden box.”

Come the hour, come the man... In July 1974 “Eric Cole had taken over management of the Display Stand and was making two wooden boxes.”

It wasn’t an easy life being a Display Stand; by November 1974 “It required minor repairs and further circulation.” Eric Cole took on the challenge.

By March 1975, it “had been at Chessington and had been sent to Janet Bowden at MOD/EID at Bromley.”

Eric had done his best but make no mistake – this was a hard and thankless job.

By June 1975, we find almost the last mention of the Display Stand. “Tony Waters had asked Peter Chapman if he would like it. The general response from accommodation officers can best be summed up in the cliché ‘don’t call us, we’ll call you’.”

Perhaps it still languishes in the MOD/EID at Bromley...

### **The Library**

Bookcases with leather bound volumes, oak desks with table lamps? Sadly no; this was on a far more mundane scale, probably best described as “languishing”. It is difficult to get any sense of how the Committee viewed the library but I have a feeling that writing it off was high on their list of possibilities.

The Committee took action, in the way committees often do; Ian Hamilton was asked to inspect the library in Monck Street and to prepare a report.

From the minutes of March 1975... Ian Hamilton “was asked to get rid of books and papers of no current interest in order to free up the second cupboard. He was also asked to make a further weeding in the autumn of 1975.” For his sake, I like to think Ian Hamilton was delighted with this. I can imagine him taking the green light and gleefully clearing a load more redundant tat in the autumn, just in time for Bonfire Night.

### **Notice to Mariners**

This was a magazine sent out monthly to members at considerable and increasing expense.

If I was re-writing these minutes I would head this one "Millstone Round our Neck". It is there every meeting, – "Swifts 71 gsm paper £76. Lonsdale 115 gsm paper £72." Printing prices continued to rise, editors came and went. Arthur Wilson resigned in 1973; "Stuart Monteith was welcomed as the new Editor."

From July 1974 - "Following a long and involved discussion, it appears that..." There follows a page of mind numbing detail, listed (a) to (h). If you want your own copy, I can send it to you in a plain brown envelope.

In January 1975, Ian Hamilton was "thanked for binding a set of "Notices to Mariners" (cost £12)." He volunteered to write an article on binding methods.

By March 1975, the writing was on the wall. Regarding cost, the word "prohibitive" creeps in.

## The AGM; ties and cravats

Throughout these minutes, there are references to the AGM, sometimes linked with the Boat Show (who remembers Earls Court, a replica St Peter Port harbour and the Guinness stand?). The AGM was clearly a grander affair back then. "Fixed for 14 April 1975. The restaurant at Kensington should accordingly be booked." I expect members would want to look their best; perhaps, as mentioned in the minutes, a CSSA tie or even a cravat ...

And that, I think, is the end of the papers in the Social/Publicity Committee file (although I have a crate's worth of other archives to go...), leaving so many unanswered questions:-

- how long did the Annual Dinner continue;
- what happened to the sailing magazine;
- -was anything left of the library (probably not);
- what happened to the Display Board (and its two boxes);
- how many cravats did they sell?

*I'm off to lie down in a darkened room,*

*Brian Stevenson*

We held the 5KSC AGM by zoom on 14/11/20 which provided an opportunity to catch up with members. The skippers had a follow up meeting on 23/11/20 to talk about the challenges of arranging a program for 2021. One outcome was a skippers WhatsApp group so that we can share information quickly, from problems with the yacht to asking for a reserve skipper to take over if Covid 19 strikes.

This autumn the committee has been holding workshops with guests including distant members and RYA representatives. We have looked at issues such as poor recruitment of new members and qualified skippers and investigating the reasons and possible solutions. A recruit to the committee, Jim McGuire has volunteered to be our communications officer and is already working on our social media presence.

We have been out sailing on the Mersey but travel restrictions and going in and out of Covid Tiers has meant some cancellations. There will be a gap in the racing program with Liverpool Yacht Club over the winter because the lock between the marina and river will be closed for maintenance. We hope that it will be in action again by the end of March 2021.

We were able to hold a 2-day training course in Liverpool after the RYA agreed that we could offer the basics such as Start Yachting (although we can only offer other practical courses on the Clyde). Despite the challenging weather on the first day the candidates enjoyed sailing on the river on day 2, especially passing in front of the Liver Building. This course allows them to complete the Competent Crew qualification in only 3 further days. For the 2021 program of courses and cruises please visit <https://www.5ksc.org.uk/booking.php> In May we are based in Conwy then the plan is to visit the Clyde from there some charters will visit the Inner Hebrides.

The maintenance team have decided that we do not need to have the usual winter liftout and refit of Ynot because she has hardly been used this year. However, there are still tasks to perform and regular visits that need to be made. If you can volunteer to help the team please contact Colin at:

yacht\_husband@5ksc.org.uk

Alison Hutton

Captain 5KSC

We had Sea Essay for a few days in September and suffered a lack of wind, a paucity of any visitor slots in the marinas, and some electrical problems with the yacht which meant nights spent not plugged in were interrupted by wailing alarms. The crew were both looking to do a Day Skipper practical course in the near future so we moved to Plan B and spent the time day sailing from Mercury Yacht Harbour and practising the evolutions that we rarely have time to do when cruising.

Hoisting and lowering sails manually, ie without using the engine or electric winch.

Tacking and gybing (fairly) efficiently.

Rigging a preventer.

Goose winging

Mooring on buoys

Dropping and raising the anchor under sail and engine.

Pilotage without the chart plotter.

- Sailing under bridges (see U-tube clips of how to get under a 60ft bridge)

[www.youtube.com/watch?v=kiv0fxFcV3I](http://www.youtube.com/watch?v=kiv0fxFcV3I)

[www.youtube.com/watch?v=ClNj](http://www.youtube.com/watch?v=ClNj)

- Gaining an understanding of the effect of tide and wind on the boat
- Backing and filling
- Hoisting someone up the mast
- Introduction to the several uses of the sextant and the concepts of astro navigation
- Heaving to
- Throwing a line to a MOB
- Rehearsing the MOB retrieval system
- Throwing a mooring warp so as to capture a cleat.
- Springing on and off pontoons.
- Rigging the storm jib
- Understanding why fenders are sometimes attached to warps and floated downstream in anchorages
- The refuelling process
- Cleaning the log impeller.

Half the crew were to have been NHS but one had to drop out awaiting the results of a Covid-19 test (may sound a familiar story, the result was negative). On a Covid-19 note, the following approach, firmly based on the CSD/Jeff Llewellyn guide, made us comfortable with the level of risk involved (we were all in the higher risk categories):

- We avoided raves, protests and other group activities for a week or two before the trip.
- The boat had been rested for a day or two before we arrived, and cleaned to C-19 standards.
- We travelled in separate cars.
- Going ashore was limited to trips to the heads and showers, which MYH were keeping well cleaned.
- With 3 (even 4) on board we each had our own sleeping space, which is where the viral load can start to increase.
- We catered on board (and ate very well)
- We spread out when below but recognised there was a limit to how far apart we could keep.

# Fastnet Race 1979

*I am gradually working my way through the CSSA archives, box by box. There are bundles of old papers, many of them in no particular order so you don't know what will turn up next. I picked up a faded copy of Ministry of Defence Recreational Association Newsletter. Half a dozen typed pages of events such as PS and golf championships and then a gem, a report on the 1979 Fastnet Race. That's the one which was hit by a hurricane, wreaking havoc on over 300 yachts and resulting in 19 fatalities. It lives in the memory as the most challenging and dangerous Fastnet ever.*

*CSSA entered a five man crew aboard Mosika Alma; and here was a first hand report from Julian Forester, the skipper. Having read it, several times, I wondered if any of the crew were still around. I managed to track down the two surviving crew members, John Younghusband and Colin Dobner. I spoke to them both on the phone and asked them for their recollections. I had hoped to visit them, but Covid has put those plans on hold. Instead, they have sent me their memories of the race. Forty years on, their accounts are still vivid and compelling. Who could have expected that a few pages of an old newsletter could deliver so much?*

## **Report of Julian Forester, skipper Civil Service boat**

"We had argued that offshore racing developed the highest qualities of seamanship and, apart from its own pleasures, was to be encouraged within the Civil Service. The Fastnet race is the ultimate challenge in British waters, being some 600 miles long and including dangerous coastlines and long open water passages often in gale conditions. Little did we suspect the extent to which our policy was to be tested on this occasion and it is very much to the credit of CSSA that five young people trained by the Association should have brought themselves and their boat safe and relatively unharmed to harbour.

The representative boat was Mosika Alma a Shamrock 30. Julian Forrester MOD, (skipper/navigator), Mike Brighty GPO (mate), John Younghusband GPO (watch keeper), Colin Dobner GPO and Vernon Rodger. With 50 years' experience between them, three qualified skippers and one ex- professional seaman they were a strong experienced crew in a proven boat.

## **From the log of Mosika Alma**

After an exciting start at Cowes (1330 BST 11 August), with some 300 boats of all sizes and nationalities filling the Solent, the passage along the South coast of England was rather miserable due to light head winds, thick fog and rain. We made the right decision to stay away from Portland Bill, gaining several hours on the other half of the fleet, and, apart from a close encounter with a large ship in the thick fog off Start Point, made an uneventful passage to Lands End.

We cleared Lands End about 1100 hours Monday 13th August side by side with a Dutch boat Marina which had the same handicap as us i.e. we were dead level after 44 hours racing. All the other boats around were much bigger than us and we subsequently learnt that competitors were still clearing the land in the late evening. Only six boats had lower handicaps than Marina and Mosika and our private duel had obviously driven us well to the fore on handicap overall, at that stage.

We sailed away from England on the deep Atlantic swell on course for Ireland and the Fastnet Rock, some 170 miles to the North West. There was nothing particularly worrying about the weather forecast. In any case the boat had proven itself in earlier races and we were quite prepared to drive her through a Force 8 gale if necessary (while strongly preferring a balmy Force 4).

By midnight we were down to our smallest foresail, with the mainsail and boom lashed down to the deck, surfing at an indicated 15 knots on the wave crests. Theoretically she can only reach 7 knots but with modern designs the boat can lift out of the water just like a speedboat, if there is sufficient wind, and there was. Wind and waves were building rapidly and it was no surprise that the midnight forecast gave "Force 7-9" but "possible Storm Force 10" (60 mph winds) gave a cold shock and a sense of disbelief. Just as well we didn't know this would be the worst summer storm for 50 years with hurricane strength winds exceeding Force 10 at times. We were then some 50 miles out and only kept on going, away from the dangerous Cornish cliffs, and hope that the forecaster was playing safe and frightening us without due cause.

## **From John Younghusband's account (supplemented by the official log)!**

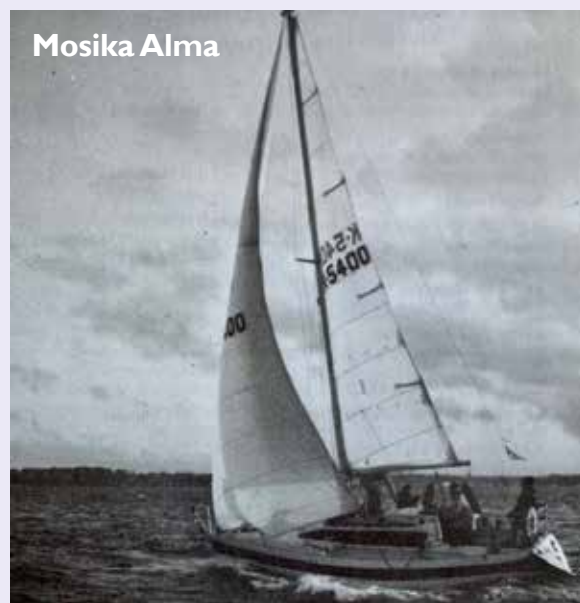
At 0035 BST Tuesday 14th August 1979 we sighted a red distress flare on our port side to windward. We started our engine (although we realised it could jeopardise our chance of a place in the race. The sea was by now extremely rough and we had great difficulty dropping and stowing the sails.

By 0135 we were at the position of the red flare, so with all hands on deck we each searched a particular sector.

The seas at this time matched the official description of Force 9 ie seas covered in white foam, visibility reduced by spray.

Apart from patches of boiling white foam being driven down the wave faces it was pitch black.

**Mosika Alma**



We set off a white flare - there was no response. After 15 minutes, still motoring to windward in very heavy seas, we set off another white flare. Almost immediately a red flare appeared very close by, bearing 050.

We opened the throttle and motored towards the flare. In the heavy seas the stern of the boat was out of the water for long periods and consequently the engine was not getting enough cooling water and suddenly stopped. We could see the lights of the other boats in the dark and we saw them set off white flares in response to the red. We tried in vain to restart the engine but to no avail so we could only lie ahull, (i.e. be side on to the seas, with the helm lashed and no sail set), and hope to be near the distressed yacht when conditions improved – presuming the other yachts hadn't affected a rescue.

### **My recollection of events. Colin Dobner**

Mosika Alma was a Shamrock 30 cruiser/ racer. We had limited charts e.g. none for North Cornwall, Wales or Ireland.

We had our Main Compass, hand bearing compass, transistor radio & the dreaded Decca R D F; therefore NO VHF & obviously no GPS.

All non-essential gear had been taken off the boat including bunk cushions, bar two as we anticipated that only two would be sleeping at the same time. Watches were Mike & Vernon, John & Colin with Julian as skipper and navigator floating! Sorry.

John and I were on watch, I suppose 12-4 harnessed to the binnacle that seemed the strongest bit of boat.

We knew we were in a gale and I was not aware of the forecast (it was broadcast on BBC Radio 4 received on our mostly out of range transistor radio) but we were in control and in the groove with the sea pattern.

Then we saw the red flare!! Engine on and up to weather. As soon as the engine went on we were NOT in the groove, sails wildly flogging, seas from all directions, sails off, a damp job, but heading towards the red flare. Had we found the yacht I doubt we could have helped apart from set off flares, stand by and await daylight. No VHF.

My clothes were jeans, T shirt, guernsey jumper, plastic yellow oillies with high waisted leggings, Union Jack bobble hat and of course yellow wellies with string at top to keep water out!

Needless to say we were thoroughly soaked.

Then the engine stopped. Very confused seas John and I were waist high in water, looking up at the waves & hanging on. Our lifesaver was the heavy duty orange survival bags that we got in, held the neck tight from inside with the harness line sticking out of the top tied to the binnacle. Had we capsized we probably would have strangled to death before freezing or drowning. Eventually we were called below

*I just crashed on the cabin sole on top of the wet sails and fell asleep. Then we rolled over.....*

John and Colin stayed on watch in the cockpit, wearing lifejackets and safety harnesses. The wind was still increasing and we were taking a lot of water in the cockpit. By 0300 hrs the wind was a full force 10 and there was real danger of the crew being swept out of the cockpit by the huge seas which had built up. Julian ordered the watch to go below, and with the hatch battened down a watch was kept from the cabin windows with an occasional look from the hatch. We know the main dangers were either collision with another boat or to be rolled over. We lay in our bunks dozing, and although the boat was heeled well over to starboard, the motion below was not uncomfortable.

At 0600 hrs just as dawn was breaking we had our first knockdown. With a tremendous bang the boat was thrown violently over to starboard and then over to 180 degrees. Vernon and Mike who were on the port side, were catapulted from the bunks and thrown across the cabin. As Mike was in mid-air he caught his nose on the skylight handle, deeply gashing his nose and face which bled profusely. We suspected his nose was also broken (and now know he will need an operation to correct the damage). Vernon also suffered facial injuries as he was thrown headfirst into a bulkhead and then on to the cabin roof, which at that time was the floor! The cooker, which consisted of a two ring grill unit with oven below, mounted on gimbals on the port side, was lifted from its mounting, thrown across the cabin and disintegrated severing the gas pipe in the process. The main gas tap at the Calor gas bottle had been left permanently open whilst we were working watches, and the gas leaked into the cabin through the severed pipe – this only became apparent to the crew when the gas alarm (which fortunately still worked) sounded. Julian had been kneeling on the floor of the quarter berth where he had been pursued by the main anchor (from under his bunk), and was later found to have broken ribs. Fortunately the battery, which had been suspended over his head, remained secure and did not leak.

The violence of the knockdown is difficult to describe, but to give some idea – every cupboard and locker inside the cabin burst open and the contents were thrown about the cabin.

A bottle of coffee stowed in one of the port side lockers, must have travelled with great velocity as pieces of the glass were found embedded in the teak woodwork inside the cabin.

**One of the damaged yachts**



Photo courtesy of RAF Archives

Whilst upside down we shipped a large quantity of water which saturated the crew, sleeping bags, cushions, clothing and the electronic navigation gear.

The boat righted itself and we surveyed the mess.

The entire cabin floor was covered with tins of food, bread, broken eggs, breakfast cereal, personal gear, broken glass and cushions, all afloat in about 6 inches of water. Egg yolk and cereals were sticking to the cabin walls and roof, and blood from Mike and Vernon's injuries was everywhere.

We all felt rather shocked and as we gathered our senses we became aware of a heavy thumping noise against the outside of the hull. Colin slid back the cabin hatch to investigate and saw that the anchor, normally stowed in a well on the foredeck, was over the side, swinging on its chain and thumping the hull with the wind and wave motion. This created a serious problem as the anchor would undoubtedly damage the hull if left swinging. All the loose gear left in the cockpit had gone overboard, including the helmsman's seat, some spinnaker sheets and also, we noticed with dismay, one of the horseshoe lifebelts bearing the boat's name. We hoped we would be safely back on land before that was picked up.

Colin donned his safety harness and ventured out to retrieve the anchor. As he removed the top washboard in the hatch to make his exit, a gust of wind, estimated to be about 70 mph, whipped the board out of his hand and over the side.

## My recollection of events. Colin Dobner.

After throwing the washboard over the side, it was ripped out of my hands by the unexpected force of the wind, hung in the air tantalising over my head before flying off.

I surveyed the scene, the sea was magnificent, tops of the waves were white foam; if you could walk on water you would have drowned in the foam.

The anchor chain was wrapped around the forestay and rigging with the anchor hanging over the side banging against the hull. I was already dressed for foredeck work as during the rollover I was asleep on the floor on top of sails wedged between bunks hence unscathed.

I hooked on to the jack stay and crawled to the shrouds only to find the flag halyard tied from inner to outer shroud over the top of the jack stay, (safety wire) oh dear! I unhooked, rehooked and carried onto the foredeck to wrestle with the anchor and retrieve chain from the rigging. As foredeck man I had with me my knife with shackle key & a thing for getting stones out of horse's

hoofs, but it was on a lanyard around my waist tucked in my jeans pocket that was impossible to access due to high waisted trousers. Oh dear again, I crawled aft unhooked, rehooked admiring the majestic waves that were often above me.

Back in the cockpit, off harness, off life jacket, off jacket, off trousers knife at the ready re dressed and off to the bow with a bit of hooking - unhooking, rehooking and crawling. Sorted anchor & chain and returned to the cockpit, obviously unhooking and rehooking again.

When I returned I was quite tired and shocked to realise I had left the front door open but glad to see the boys clearing up the mess below, cutting up wet plywood with a hacksaw to make a new washboard plus the occasional throw up in the sink with the washing up due to the smell of gas. The sight I shall not forget is Smash turning into mashed potatoes, mixed with sea water, heads water, Mike's & Vernon's blood probably a bit of battery acid and whiskey that was to be toasted rounding the Rock, growing into a slippery mess stuck everywhere.

His mission accomplished and the anchor re-stowed and securely lashed down, Colin returned to the relative comfort of the cabin, where the rest of the crew were pondering the latest problem, how to block a 24"x12" hole left by the missing washboard, as without it another knockdown would surely sink us. At this time the swell looked about 40/50 feet with a 10 foot cross sea running at an angle and forming vertical pyramidal crests at irregular intervals (all grey and sparkling in the sun they were both awesome and breathtakingly beautiful - I can see them now as I write JF). Presumably some exceptional combination of wave and swell had produced a massive wave that had just rolled us up into itself on passing. With the wind screaming and the shock of a knockdown it was impossible to think except in slow motion; but it seemed obvious that a life raft would not survive (anyway our training is to stay with the boat), it was unsafe to remain lying ahull, and it was equally unsafe to run off before the waves

Mosika Alma



with the washboard missing and the crew in a state of injury and shock (not to mention the risk of being on a lee shore in 4/5 hours. Or the danger of crew exposed in the cockpit.). The first thing to do was to make a new washboard.

We searched the boat for a suitable piece of wood, large enough and strong enough to do the job, and finally settled for one of the plywood boards forming the base of the bunk in the forward cabin. This we quickly removed and held against the hole in the hatch, marking with pencil lines the shape of the hole on the board. The only saw on board was a hacksaw and we had three sides of the board to cut. Julian, Vernon and myself each cut one side. This was an extremely difficult task given the wild motion of the boat. We could only cut down the board for about 3" when the frame of the hacksaw would halt any further progress and then we had to make another cut at right angles to remove a 3" square of wood, before continuing down the marked line. It took some considerable time to cut the board to shape – probably well over an hour, during which time we could have been knocked over and sunk at any time by the mountainous seas. The board was finally finished and we tried it in the hatch – it fitted perfectly. With a great sense of relief we relaxed again, finished tidying up the cabin and returned to our bunks. We were all still soaked to the skin and feeling the cold but found some comfort resting in our boots and oilskins inside polythene 'survival bags'. Having lain ahull successfully for an hour after the knockdown, and since everyone was fairly exhausted, (it had proven impossible to avoid being sick while cutting the new board), it now seemed sensible to continue lying ahull. The storm had been blowing for six hours and surely couldn't keep blowing for much longer.

At 1240 hrs with the wind still screaming and the seas massive, we had our second knockdown. Again, a terrific bang and the crew all tumbling about the cabin. Again the locker doors burst open and spewed their contents into the cabin; the cooker (earlier reassembled) flew off its gimbals and fell to pieces once again. The boat righted herself more slowly than the first time as she had taken on a lot more water. Again we had the terrible feeling of shock, but fortunately no further physical injuries were suffered.

We looked through the skylight to see if the mast was still there – it was, but the radar reflector, which had been hoisted on a signal halliard, was wrapped around the mast like a piece of tin, due to the impact of the wave. Also, the masthead fittings were all hanging at a crazy angle.

We had been lying ahull for 12 hours now and had suffered two knockdowns, the thought of a third was unbearable so Julian decided to change tactics and try running before the storm. Mike and Colin climbed out into the cockpit, unlashed the helm and paid her off stern on to the waves. We streamed every warp and sheet that we could lay our hands

on, over the stern, and steered to keep her stern to the weather. We did short watches at the helm, securely lashed in our safety harnesses. The off watch were below sorting out the mess in the cabin. The cooker was now beyond repair so we couldn't make a hot drink or prepare any hot food, besides which the "sniffer alarm" was still indicating gas in the bilge, so striking a match was out of the question. All the bread, biscuits etc, were soaked in sea water, but we opened a tin of corned beef and found a packet of dehydrated orange juice still intact. We still had plenty of chocolate bars and Kendal mint cake, so we wouldn't starve.

By 1600 hrs we could detect a moderation in the wind strength. This was confirmed by the 1750 weather forecast and although the seas were still huge, we dared think we might be through the worst.

By 2000 hrs the wind had moderated sufficiently for us to set the storm jib. Throughout the storm Julian had tried to keep track of our course and speed and had a pretty good idea of our Dead Reckoning position. The race had by this time been well and truly abandoned by us and our first concern was to get medical attention for Mike and Vernon. We all needed to dry our clothes and sleeping bags, and we could all do with a hot meal.

### **My recollection of events. Colin Dobner**

*Steering at breakneck speed down the face of waves was hard work both mentally (good idea not to broach) and physically as unknown at the time the rudder stock was bent.*

Being a fin and skeg designed boat we needed a deep water harbour, preferably with a marina as we had no dinghy on board. We consulted the chart and we had two choices – Milford Haven or Penzance, with Falmouth not much farther on if the lock gates were shut. We settled for Penzance as we eventually had to get the boat back to her base in Poole.

We reached across the waves all through the night under storm jib. At 0415 we sighted a red distress flare bearing 005 degrees and altered course to see if we could be of any assistance, arriving on the scene just as dawn was breaking – but a lifeboat was already there with a fishing boat and a yacht in attendance.



**View from RAF rescue helicopter**

Photo courtesy of RAF Archives

We checked our position with the coxswain of the lifeboat and he took the name of the vessel. We then set course 180 for Lands End. The wind by now was force 5-6 and we set a treble reefed main and reefed No 3 genoa. We hoped the lifeboat had reported seeing us as we knew our relations at home would be concerned for our safety. At approximately 1100 hrs a Royal Navy helicopter hovered above our masthead and we indicated that we were OK. About half an hour later an RAF helicopter came to look at us and we realised that there was a full scale search going on. We also knew we would have been reported as our sail number was clearly visible on the mainsail.

The wind was lessening all the time by now and the sun came out so we spread all the clothing and sleeping bags we could on deck in an attempt to dry them out, and made the happy discovery of an intact bottle of whisky in the bilge.

We rounded Lands End at about 13.00 hours knowing we had missed the lock gates at Penzance, set a course for Falmouth, arriving in the harbour in good order at 0030 hrs the following morning, ie.16/8/79 being able to phone home, at least, to say all was well. Our families and friends had, if anything a worse time that we did, as they fretted and waited through the storm. Donald Bent, Mosika's owner, had done a magnificent job in keeping them advised of the little information which was available.

## My recollection of events - Colin Dobner

It was good to see Black Rock light outside Falmouth but no charts! then we saw a white masthead light closing, a Cornish voice said "are you off the Fastnet" "yes we replied" "put fenders out I'm coming alongside".

It was a huge relief to have someone to take control. Julian must have felt it more than most. "Quaker Girl" was a very nice and beautifully maintained Nicholson 32. With Ronald Coote, Tug-master "St Agives" Falmouth Towage Company at the helm came alongside and took us to Quaker Girl swinging mooring somewhere in the dark. We secured the boats got into tender and rowed ashore, climbed steep stone steps squeezed into his old car (6 people) that had been left with the windows wide open on a steep hill and were whisked off to his house, I remember he smelt of whisky. Two minutes drive in first maybe second gear all uphill, terrace Victorian house lots of steps to front door with sash windows. Captain Coote climbed the stone steps and climbed onto the stone window ledge opened the sash window, hopped in and appeared at the front door. His wife in nighty was coming downstairs as we were ushered in

with him shouting "I've got some survivors", "would you like a cup of tea"? yes please, "would you like a piece of cake" yes please, "would you like a bacon sandwich" yes please, "whiskey" yes please; kids in pyjamas came down to have a look, it was marvelous.

Time to go back to boat, rowed out to the double berth, slept on Quaker Girl and signed the Visitors Book! Yes, visitors' book. We had arranged to meet Mr. & Mrs. Coote in the fisherman's bar of The Greenbank Hotel at noon, bottle of whisky for Ron and bunch of flowers for the Mrs. The pub was full of sailor men, a few words of thanks were spoken and that was that, however a few drinks later what was apparent to me was that Mrs Ron had never met any of the sailor men but knew all of their wife's and children. Ron was the bosun / guardian of Quaker Girl and looked after her on behalf of? Lord of the Manor? who in turn was good to the Coote family with health, education etc; was it a feudal society? Lucky for us the previous night Captain Ron Coote had been visiting a fellow tug boat captain on his German tug for a dram or two (hence the smell of whisky) and his transport was Quaker Girl, he said he was delighted he had some survivors as he would have undoubtedly been scolded by Mrs. for being home late and boozing. He also told me that the sea going tugs lurk in Falmouth harbour awaiting the call from a ship in distress in need of a tow, that was their business!

## My recollections of events - John Younghusband

At 0030 on 16th August we entered Falmouth Harbour; we were looking for somewhere to moor as we had no pilot book, charts or VHF radio for the harbour. We then spotted the lights of another yacht coming up astern so we yelled and shouted to attract his attention. The yacht was a Nicholson 32 called Quaker Girl being skippered by Ronald Coote. As he came alongside we asked if he knew of anywhere

RAF Rescue Team



Photo courtesy of RAF Archives

we could moor for the night, His response was 'no chance' as the entire harbour was full of Fastnet boats. We explained that we were also a Fastnet boat and with that he shone a torch in our faces. Goodness knows what we looked like after our ordeal but he immediately said we could use his mooring. We laid out lines and fenders and he breast towed us to his swinging mooring. Once secure on the mooring, still rafted up, Ronald rowed us ashore in his dinghy, then on to his house in his car. This was approx 0400. His wife was asleep in bed when we arrived, but she got up and made us all eggs and chips – our first hot meal in days, and the best I've ever tasted!

We all used Ronald's telephone to call our homes and this is where we learned that the message from the helicopter crew on 15th August was that Mosika had been spotted ok but with only two persons on board! (The other three were down below). This message had caused considerable concern for our loved ones back home but overwhelming relief when we rang.

Ronald took Mike in his car to see a doctor friend. This doctor was also in bed at that time, but examined Mike's wounds, dressed them and advised him to see his own GP asap.

We returned to the boat and slept on Quaker Girl as Mosika was completely saturated. Ronald said we could help ourselves to anything on board. What unbelievable kindness this man and his wife showed to five complete strangers.

Roy and Joan Coote gave unstinting hospitality at Falmouth to five bedraggled strangers and on slipping the boat for inspection at Myler creek we were greeted by Brian and Lydia Benson and family (CSSA members), who promptly took charge of our comfort. Mosika was found to have her rudder bent 20 degrees to starboard (3/4 steel stock) and her engine transmission wrecked but otherwise relatively unscathed, as those at Cowes rally saw for themselves.

Many thanks to all our friends for their kind concern. See you on the water.

JULIAN FORRESTER

### My recollection of events. Colin Dobner.

As the scale of the disaster became known we became subdued, newspaper headlines xx dead xx missing xx sunk xx rescued. Big mouth Ted Turner, American owner of CNN & yacht "Tenacious" husband of Jane Fonda won! Or got line honours & made very light of the race, his 70 ft boat was going downwind while Mosika Alma's 30ft was going upwind. I met him in the brick built Shepard's Wharf public toilets in Cowes before the start; I bet he was impressed with UK yachting facilities.

We did not stay for the prize-giving party. Julian was on a high, you couldn't keep him out of the telephone box, he was running on adrenaline. Quite a responsibility being skipper.

I did the 1981 Fastnet on CSSA yacht Sigmaster with Bob Wolfenden good result 10th in class and 34 th overall in light winds. Piece of cake!

One of the many recommendations of the Fastnet enquiry was "don't party hard at Cowes Week then go on a 600 mile yacht race". Wonder why!

I could go on, catch me in a pub some time.

### From John Younghusband

I was a crew member of the CSSA 1971 Fastnet crew, on board Sea Essay skippered by Ernie Brimecobe. We managed to complete this race without incidence and it was an excellent trip. I would be very interested if any of that crew are still around. I have done one more Fastnet race since 1979.

This was the 1985 event on the J Class yacht Velsheda. This should have been the sail of a lifetime but unfortunately was a complete debacle, but that's another story....

Rob Stephens, a former CSSA General Secretary and Vice Commodore, tells me "I believe the Fastnet crew were awarded the Heathcote Amory trophy for their efforts". The Windex, battered by two full rolls in the Celtic Sea, is a CSORC trophy awarded for the best performance on points in JOG races.

My thanks are due to John and Colin for sharing their memories. I do hope to catch up with them soon for more recollections.

Brian Stevenson November 2020

Mosika Alma trophy



Colin and John



# Channel Sailing Division

## Annual General Meeting

### The Channel Sailing Division (CSD)

held its 2020 AGM on the 28th November

using Zoom which garnered 23 members plus the Committee.

#### Highlights:

- 2020 Sail Programme decimated reducing income to 25% of expected figure.
- A tentative 2021 Programme has been published on website. We are not taking firm bookings at this time but expressions of interest (EOI) may be lodged with the sailing Organisers
- 2021 Summer Cruise will go ahead but area dependent on CoVid and Brexit. Last year's skippers to be offered first refusal but any member may submit an EOI
- CSD remains solvent due to CSSA not asking for boat loan repayment
- New boat, if funds allow, delayed to end of 2021
- 2020 Committee re-elected so all contact details remain the same (see table below)
- 7 Motions to amend the CSD Constitution agreed by meeting. 1 to 6 (Allow Virtual Meetings and Electronic Communication; Gender Neutrality; Adjournment of Inquorate Meetings; Tidy Wording for Committee Nominations; Allow SGM to Amend Constitution; Remove Associate Membership Category) will be incorporated directly but No 7 (Clarify Definition of Full Member) delayed to allow CSSA GC to discuss and ensure alignment with other offshore divisions

#### Post-AGM Committee meeting:

- Agreed Zoom AGM went well and format may be retained for future meetings. Will consider CSD social gathering in lieu
- Boat Handling and Sail Trim courses to be combined into Boat Handling Under Sail and Power (experience shows that content overlaps and is always dependent on weather)
- Need to re-emphasise that Sea Times are for members to gain experience in all aspects of sail cruising
- Day Sails for members in addition to CSSC Taster Days and Group Day Sails to be considered, contact Day Sail Organiser if interested

#### CSD Committee for 2021

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

Position	Name	Contact	Secondary Duties
Captain	Andy Smith	csdcaptain@yahoo.co.uk	
Treasurer	Lindsay Cole	lindsay.cole@btinternet.com	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	seatimebureau@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

\* For CSSC Taster Day Sails Contact Jenny Yarrow at CSSC (jennifer.yarrow@cssc.co.uk)

## Sea Essay Sailing Opportunities in 2021

The proposed 2021 Programme can be viewed on the Sailing Opportunities page on the [www.channelsailing.org](http://www.channelsailing.org) website. In the present environment we only allow members' charters and limit day sail berths to four plus skipper and mate. Crews are required to carry out an enhanced clean and final anti-bacterial/virus spray at the end of their period on the boat.

### Sea Times

Sea Times are cruising events of varying lengths 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 ([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 include Day Sails in their taster day programme and application for berths on one of the 12 TDs programmed should be made to Jenny Yarrow ([jennifer.yarrow@cssc.co.uk](mailto:jennifer.yarrow@cssc.co.uk)) in the first instance.

We can also organise similar days out for groups, say from the same organisation, or a party of friends or individual members. We provide a qualified and experienced skipper and mate. At this stage we have programmed 8 GDS in 2021 and more could be added if there is the demand. For more information and to apply please contact Colin Smith ([csddaysails@gmail.com](mailto:csddaysails@gmail.com)).

### Training

As noted above it has been decided that the two separate in-house courses Boat Handling and Sail Trim should be combined. Experience has shown that the BH invariably encompasses a lot of the sail trim syllabus whilst the ST courses are often curtailed by weather and the limited options on modern yachts for trimming sails.

The CSD continue to pursue being re-established as a RYA Recognised Training Centre but that is still a year or two away. So, our Training Organiser (Andy Rankine – [training@channelsailing.org](mailto:training@channelsailing.org)) is again trying to set up a 5-day Comp Crew/Day Skipper course and a 7-Day Yachtmaster Prep+Exam using external Instructors operating through other RTCs.

### Charter

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

### 2021 Summer Cruise

A limited consultation about the 2021 Summer Cruise has been carried out among the 2020 SC skippers. The majority expressed a definite interest in taking part in the 2021 SC but all agreed at the time that it was too early to make a decision about where to go. A further four members asked for their names to go on a charter waiting list.

Three possible options are in consideration; 1 – Channel Islands, Brittany, Pays de la Loire, WUK (as intended in 2020); 2 – CIs, SWUK; 3 - South Coast and SWUK.

Training (Courses run from 18:00 Day 1 to 18:00 final day)				
Date	Course	Berths	Skipper	Contact
7th - 10th April	Boat Handling (Sail & Power) I	0	B Skelley	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
10th - 17th March	RYA CC/DS or Yachtmaster	4	TBA	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
9th – 12th May	Boat Handling (S&P) 2	4	J Llewellyn	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
30th Sept – 3rd Oct	Boat Handling (S&P) 3	4	I Stanton	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>
6th - 11th October	RYA CC/DS or Yachtmaster	4	TBA	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>

Sea Times (2, 3 & 4-Day events run from 18:00 Day 1 to 18:00 final day)				
Date	Area	Berths	Skipper	Contact
23rd - 25th April	Solent +	4+	TBA	seatimebureau@channelsailing.org
7th – 9th May	Solent +	4+	TBA	seatimebureau@channelsailing.org
19th – 23rd May	Solent and beyond	4+	TBA	seatimebureau@channelsailing.org
7-Day Dates TBD	Summer Cruise	4+	TBA	seatimebureau@channelsailing.org
3rd - 5th September	Solent +	4+	TBA	seatimebureau@channelsailing.org
24th - 26th September	Solent +	4+	TBA	seatimebureau@channelsailing.org
8th - 10th October	Solent +	4+	TBA	seatimebureau@channelsailing.org
27th – 31st October	Solent and beyond	4+	TBA	seatimebureau@channelsailing.org

## Rates Unchanged for 2021

Following last year's increase the boat fees will remain the same for 2021. Rates can be viewed on the Channel Sailing website (channelsailing.org).

## New Boat for 2022

The business of the CSD new-boat sub-committee basically stalled after March 24th although we did manage to view the Elan Impression 40.1 ashore in June. Unfortunately, that joined the Dufour 412 and a Jeanneau 410 in being rejected mainly due to a profound lack of storage space. Other boats that have been considered and discarded were the Hanse 418 (too expensive) plus the Dehler 38SQ and the Elan E5 (both a bit too racy).

On the positive side the extra year has brought other boats into the frame; the Dufour 390 (much like our previous 405), Beneteau Oceanis 41.1 and the Bavaria C42, these will be viewed and, if felt appropriate, test sailed as soon as conditions allow. The sub-committee is always open to suggestions for other candidate boats and could even consider the right secondhand vessel, so if you have any ideas please contact Jeff Llewellyn (Yacht Husband - j.llewellyn57@ntlworld.com).

## Your Work Email Address May Not Work

It is still 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  
[www.channelsailing.org](http://www.channelsailing.org) website and follow us on Facebook**

RCSSC

Dave Grundy

## Rutland Civil Service Sailing Club AGM 30 January 2021 (via Zoom)

Chris Peck comes to the end of three years as club captain and will hand over to Dave Grundy at the AGM 30 January 21 which will be on Zoom.

Whilst some members did manage 'some' sailing, it has been stop and go with Covid.

The weather in October did not help and we put the boats to bed for the Winter.



## 2020 has been a very strange year for Hooe Point Sailing Club, as it has been for everyone!

Right from the start our programme has been thrown into turmoil by the Covid scenario.

The first casualty was the annual craning in of yachts and motor boats which had been overwintered in our yard and lovingly prepared for launching by their owners. This would normally have taken place around early April

race. Instead, there was a one-man patrol boat on the water, not in a safety capacity but to monitor what was going on so that if the conditions started getting lively or something unanticipated happens, the race could be cancelled.

This proved to be a huge success and attracted sailors from other local clubs who would not otherwise have been able to race their boats. Even after the end of the usual season there was so much interest that a winter series was compiled, attracting up to 20 dinghies on a Saturday morning. Unfortunately, due to several interruptions for bad weather, lockdowns etc. it has not been possible to compile a meaningful set of results but everyone taking part has thoroughly enjoyed being back on the water.

October saw the craning out for those boats which had been afloat for the summer, thus marking the end of a very strange year. One can only hope that by the time it comes round to the start of the sailing season in 2021 we will be able to see a way forward and begin to enjoy our boating again.

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

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

to allow members to enjoy Easter afloat. Due to the restrictions imposed it was decided that the craning in would be postponed until things were eased sufficiently to carry this out in a safe manner. It was around the beginning of June, when restrictions were eased, that an action plan was put together to allow a Covid-safe system for launching. By this time, however, several of our members decided that they would prefer to leave their boats ashore as there was still a lot of uncertainty around whether they would be able to make full use of them for cruising etc

Restrictions also meant that the club was forced to cancel all racing, leaving our dinghy members stuck ashore for the foreseeable future. When lockdown restrictions were eased in June, however, the club's committee worked on ways to restart sailing while reducing risk. The solution was to change to pursuit-style racing thus removing the close quarters situations often seen in a traditional line start. A course would be posted on the club WhatsApp group along with a list of start times for each class of dinghy. Two-handed boats are all sailed by bubbles, and sailing criteria were tightened up, particularly with regard to minimum and maximum wind conditions, because it is too difficult under the restrictions to have a two-man safety boat out during a



## SipPuff Atlantic Crossing

A sailor, who has no use of her arms or legs and uses her breath and tongue, to control her boat has completed a 3,000-mile (5,000km) journey across the Atlantic.

Natasha Lambert, of the Isle of Wight, was among five crew on her boat in the Atlantic Rally for Cruisers (ARC).

She finished the crossing from Gran Canaria to Saint Lucia in 18 days, 21 hours, 39 minutes and eight seconds.

The 23-year-old's 46ft (14m) catamaran, Blown Away, was fitted with the "sip and puff" technology by her father.

## Sailor of the Decade Award

An inner-city teacher who led a team of teenagers to compete in one of sailing's toughest races has beaten Olympic stars to the title of International Sailor of the Decade.

Jon Holt started the sailing programme at Greig City Academy, London, in 2014, with an old yacht bought on eBay.

The school is the only comprehensive to have competed in the Fastnet race.

Olympians Sir Ben Ainslie and Andrew "Bart" Simpson were also shortlisted for the award. Mr Holt also saw off sailing heroes Sir Robin Knox-Johnston and Dee Caffari

The accolade recognises sailors who have had the greatest positive impact on the sport.

## The Hague, The Netherlands

will become the international sailing capital in 2023 following a joint decision to move the 2022 Sailing World Championships to the summer of 2023.

In addition to the new dates for the Sailing World Championships, the Youth Sailing World Championships, that was due to be held The Hague in July 2021, has also been rescheduled for 2022.

## Brave Briton Award

Jeanne Socrates has won a bravery award after becoming the oldest person to sail around the world single-handed, non-stop and unassisted. She won in the Active Agers category at the Amplifon Awards for Brave Britons.

She was chosen as the winner for her bravery and endeavour by sailing 25,000 miles around the world single-handedly, not only once but three times.

Brave Britons Active Agers Award recognises individuals aged 60+ whose attitude and approach to ageing is an inspiration to us all. They could be someone who has achieved significant success in the fields of sport, the arts, business, education or science and technology, or anyone who has accomplished a remarkable feat later in life.

## A Peopleless Ship

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.

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

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

## Bart's Bash Returns for 2021

This year Bart's Bash takes place on 11th & 12th September 2021 and is open to all venues that are inspired to take part and where it is possible to host a race, subject to local advice relating to COVID-19.

Participate in the world's largest sailing event and sign up to receive the latest Bart's Bash event updates, guide and resources and connect with your wider sailing community!

Bart's Bash is the flagship annual event of the Andrew Simpson Foundation, inspired by Olympic Gold and Silver medalist Andrew 'Bart' Simpson MBE who passionately believed that everyone should have the chance to try sailing and enjoy the many benefits that it brings.

<https://www.bartsbash.com/>



**Commodore** Graham Dalton  
**Membership Secretary** Ken Pavitt [kenwpavitt@aol.com](mailto:kenwpavitt@aol.com)

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



**General Secretary** Brian Stevenson [csgensec@yahoo.co.uk](mailto:csgensec@yahoo.co.uk)  
**Editor** Eileen Kitts [civilservicesailing@yahoo.co.uk](mailto:civilservicesailing@yahoo.co.uk)