

March/April 2021

CIVIL SERVICE SAILING

Civil Service Sailing Association

www.cs-sailing.org.uk



CSSA AGM 10 APRIL 2021

see page 9 for details



RYA latest guidance

The government has published the 'COVID-19 Response - Spring 2021', setting out the roadmap out of the current lockdown for England. The Devolved Administration are setting out how lockdown will be eased in Scotland, Wales and Northern Ireland.

To help outline what the next steps mean for sailing, RYA have developed a roadmap for the return of recreational boating in England, setting out their current understanding of what each step means for sailing.

RYA Roadmap can be seen at: <https://bit.ly/3sTgiwz>

FAQs based on what RYA believes the guidance means for recreational boating in England will be updated as we move step by step through the Government's plan to ease restrictions in England.


RYA FAQs can be seen at: <https://bit.ly/38j0GdJ>

The Devolved Administrations are setting out how lockdown will be eased around the UK and RYA Scotland, RYA Cymru Wales and RYA Northern Ireland remain engaged with officials on the safe return to water in each devolved nation.

CSSC Dinghy Championships 2021

The CSSC Dinghy Championships at Littleton SC is postponed from 18 April
Updates on date and potentially changed location
will be on the event website

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



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 St Cross Road
Winchester
Hants
SO23 9PS

BREXIT

RYA provide advice and guidance on
boating abroad including:

- Paperwork
(including healthcare for UK nationals)
- Entry & exit formalities
- Red diesel abroad
- Travelling with pets

The pages will continue to be updated on
an ongoing basis during 2021 as further
information becomes available.

RYA/What Happens Next information
is available at : <http://bit.ly/2PGnEFo>

Corrections:

Some of the photos featured in the Fastnet Race
1979 article in the January issue were attributed
to RAF Archives. This was incorrect. They were
courtesy of Royal Navy Air Service Archive.

Welcome to the Spring issue of CS Sailing,
I hope this edition finds you well and looking forward to the easing of
lockdown 3 restrictions.

Let's hope we can get out on the water soon and enjoy some real sailing!
As always thanks to our contributors, and please do get in touch with any
ideas and suggestions for future editions.

Wishing you fair winds for when you are able to get 'down to the seas again'.
Eileen



CSSA Treasurer's Report 2020

TREASURER'S REPORT and ABRIDGED CSSA FINANCIAL STATEMENTS FOR 2020

2020 Results

1. The Association made a surplus of £2,217 in 2020 compared with £12,564 in the previous year. CSSC's annual membership grant – the Association's main source of income - remained unchanged at £33,972, but none of CSSC's separate grant for events was received because, as a result of corona virus, no events took place. The intentionally smaller surplus was made after providing grants totalling £10,000 to the Association's affiliated clubs to support their working capital, and a grant of £2,500 to 5 Kingdoms SC towards updating their yacht's chart plotting equipment - largely for RYA Sea School purposes. Further legal fees of £2,343 were incurred in pursuing the £325,000 bequest from Maurice Gates, bringing the total to some £15,288. However, a very significant step was achieved inasmuch as the three other (charity) beneficiaries have now agreed to make ex gratia payments to the Association in lieu of the bequest. The only remaining hurdle is for the charities to gain Charity Commission approval, but that, too, is taking time. We are pursuing the possibility of reclaiming our legal expenses from Maurice Gates' estate.

2020 Financial position and highlights

2. The Association's financial position remains strong and it is a huge benefit to have substantial reserves in these uncertain times. Aside from being able to continue to make longer term provision for loans to our affiliated clubs for capital renewal and development, this has enabled us to offer interest-free 5 year loans to clubs to help weather the financial effects of corona virus. At the end of 2020 (and at the date of this report), no club had needed to call on this offer, but it will stand until such time as the need has clearly passed. In slower time and depending on when we get back to some form of normality, any such loans might if necessary be converted partially or wholly to grants. No new loans for capital projects were made during the year, the one in the pipeline towards replacing Channel Sailing Division's yacht being postponed because of the virus. Repayments on existing loans have been received on schedule, except that the repayments due from CSD and 5 Kingdoms SC on their yacht loans have been provisionally deferred with the intention that the loans will be settled in full from the ex gratia payments hopefully to be received in lieu of Maurice Gates' bequest. And a landmark has been achieved in that the final repayment due on CSSA's remaining loan from HSBC was made by the Portsmouth Offshore Group during the year, meaning that the Association is now free from external borrowing.

The Future

3. Aside from the uncertainties caused by the corona virus pandemic, the most significant event on the financial horizon remains the ex gratia payments that the Association hopes to receive in lieu of Maurice Gates' bequest. But we aren't yet home and dry on this, although the charities' agreement to make the payments is an extremely significant step forward. Moreover, despite having asked, we don't know how much those payments might be. We have had intimations, for example, that the charities' legal costs might be deducted from the amount of the bequest. Nor do we know whether any additional conditions beyond those in the bequest will be attached. Nevertheless, in order to be prepared as much as we can the General Committee has agreed on policies to utilise whatever we might receive in such a way as to spread the benefit across the Association as widely and equitably as possible within the constraints of the bequest. If significant additional conditions are attached to the payments we might of course have to think again. And we are only too aware that this money can only directly benefit our offshore clubs, but it should mean that more remains in our general reserves with which to support other clubs in different ways.

CSSA Treasurer's Report 2020

4. As regards 2021 operations, CSSC's membership grant is to remain unchanged from 2020 at £33,972, and CSSC has also approved an events grant budget of £9,000. We are most grateful for this continued level of support in these difficult times.

5. As reported in previous years and remains the case, the introduction of site rents and charges for the land-based clubs and increases in those amounts will have a continuing financial impact, inasmuch as the CSSC looks to the Association not only to collect such payments on its behalf but also to 'guarantee' them. Once all site agreements are in place the annual obligations - actual and contingent – are likely to approach £150,000. As the Income and Expenditure Account shows, this figure is already some £140,000. This is another reason why the Association needs to maintain substantial reserves which, fortunately, it appears able to do in the foreseeable future.

Auditor

6. On 7 September 2020, Group Audit Services Limited trading as Wilkins Kennedy Audit Services changed its name to Azets Audit Services Limited. The name they practice under is Azets Audit Services and accordingly they have signed their report in their new name.

7. A motion to appoint Azets Audit Services as auditor for 2021 will be proposed at the Annual General Meeting.

ABRIDGED FINANCIAL STATEMENTS

8. Abridged financial statements drawn directly from the audited financial statements and comprising the Income and Expenditure Account and Balance Sheet for the year ended 31 December 2020 are at pages 6 and 7. A link to the full 16-page document - including the Audit Report which contains a 'clear' audit opinion, Cash Flow Statement and Notes – is being posted on CSSA's website to be available for the forthcoming Annual General Meeting. Copies may also be obtained by e mail request to grubb64@hotmail.com, giving name and CSSA membership number.

For and on behalf of the General Committee

Brian Grubb

Honorary Treasurer

4 March 2021

Abridged CSSA Accounts 2020

CIVIL SERVICE SAILING ASSOCIATION

Income and expenditure account for the year ended 31 December 2020

	2020	2020	2019	2019
	£	£	£	£
Income				
CSSC membership grant	33,972		33,972	
CSSC events grant	-		8,430	
Interest on bank deposits	129		329	
Less: Corporation Tax thereon	(25)		(62)	
Other Income	1		1	
	<u>34,077</u>		<u>42,670</u>	
General expenditure				
Committee costs	965		1,594	
Other administrative costs	5,174		5,729	
Functions	-		1,016	
Grants funded by CSSA	12,500		-	
Training expenditure	505		1,876	
Magazine	12,050		10,826	
RYA subscription	655		635	
Trophies and citations	11		-	
	<u>(31,860)</u>		<u>(21,676)</u>	
Events expenditure				
Offshore racing	-		1,600	
Dinghy championships	-		1,680	
Interdepartmental offshore regatta	-		5,150	
	<u>-</u>		<u>(8,430)</u>	
Gross Surplus		<u>2,217</u>		<u>12,564</u>
Loan interest, rents and charges				
HSBC loan interest and charges	286		683	
Less: amounts recharged to clubs	(286)		(683)	
	<u>-</u>		<u>-</u>	
CSSC rents and charges	140,048		134,343	
Less: amounts recharged to clubs	(140,048)		(134,343)	
	<u>-</u>		<u>-</u>	
Net Surplus to General Fund		<u>2,217</u>		<u>12,564</u>

Abridged CSSA Accounts 2020

CIVIL SERVICE SAILING ASSOCIATION

Balance sheet at 31 December 2020

	2020 £	2020 £	2019 £	2019 £
Loans to Divisions due after one year				
CSSA-financed interest-free loans	111,000	111,000	123,000	123,000
	<u> </u>		<u> </u>	
Current Assets				
Loans to Divisions - due within one year:				
CSSA-financed interest-free loans	30,000		38,000	
HSBC-financed interest-bearing loans	-		7,000	
Chandlery stock	1,112		1,169	
Sundry debtors	140,799		135,121	
Bank current and deposit accounts	228,277		205,910	
	<u> </u>	400,188	<u> </u>	387,200
Current liabilities				
Loans from HSBC – due within one year	-		7,000	
Sundry creditors	107,893		102,085	
Corporation tax	25		62	
	<u> </u>	(107,918)	<u> </u>	(109,147)
Current assets less current liabilities		292,270		278,053
Total assets less total liabilities		403,270		401,053
		<u> </u>		<u> </u>
General Fund				
Balance brought forward		401,053		388,489
Surplus for year		2,217		12,564
		<u> </u>		<u> </u>
		403,270		401,053

Brian Grubb
Hon Treasurer
4 March 2021

It's great to be writing this with good prospect of an enjoyable sailing season. It looks as though we'll be off to a slow start but sailing local to home appears to be within the rules and guidance from Easter weekend and we'll hopefully gain pace and distance as the season progresses.

Sadly, our National Dinghy Regatta has had to be postponed from 18th April but will hopefully be rescheduled for later in the season – watch for updates and a potential change of venue at <https://www.littletonsc.co.uk/2020-cssc-dinghy-championships/>

The individual and club competitions within the dinghy regatta are listed under the trophies tab at: <http://cs-sailing.org.uk/>.

Dinghy sailors look to have a full season of sailing from Easter weekend whether with CSSA Clubs or members' local Clubs.

There should be more news of enjoying CSSA/CSSC dinghy sailing through local Clubs by the end of the season.

Our Inter-Departmental Offshore Regatta (IDOR) is scheduled for the wee immediately following the earliest possible date for relaxation of all restrictions – 20-25th June 2021 – but is at risk of postponement.

Keep an eye on: www.idor.org.uk/

Our offshore Clubs have plans taking shape around the UK. Let's hope COVID is brought into check as forecast and that early season limitations on crew sizes and numbers sleeping aboard are short-lived. It looks as though our experiences of the threatening BREXIT bureaucracy will be limited to Ireland and Northern Ireland this season but let's hope the processes become much clearer and their impact is minimised before the season gets underway.

Our 2021 Zoom AGM has been brought forward by a week to 11am on Saturday 10th April to leave you free to make the most of relaxations in COVID restrictions scheduled from 12th April. AGM papers are posted under the CSSA Business tab at <http://cs-sailing.org.uk/>. This is your annual opportunity to have your say. Non-participation is taken as tacit approval of all that volunteers do on your behalf although you can

provide year-round feedback via your General Committee rep or direct to Brian Stevenson csgensec@yahoo.co.uk

Enjoy your 2021 season.

Paul
VC

**The CSSA AGM 2021
is to be held as
a virtual AGM
held by Zoom
from 11:00
Saturday 10th April
2021**

**To register, email:
csgensec@yahoo.co.uk
by 3rd April 2021**

Annual General Meeting of the CSSA 2021

The CSSA AGM 2021 is to be held as a virtual AGM
held by Zoom from 1100 on Saturday 10 April 2021

Registration

Registrations received by email at csgensec@yahoo.co.uk before Saturday 3rd April 2021
will receive a Zoom meeting invitation giving you Zoom access to the CSSA AGM

Places, will be allocated in order of registration.

Agenda

- (a) To make awards
- (b) To receive the Commodore's report for the period ended 31st December 2020*
- (c) To receive the statements of account made up to 31st December 2020 +
- (d) To appoint Auditors to 31st December 2021
- (e) To consider Motions submitted ▼
- (f) To note General Committee membership AGM 2021 to AGM 2022

* For the CSSA Annual report see <http://cs-sailing.org.uk/cssa-business/>

+ See pages 4 - 7 of this edition for abridged statements. Members may obtain the full version by sending an email with your CSSA membership number to info@cs-sailing.org.uk

▼ See <http://cs-sailing.org.uk/cssa-business/> for proposed changes to membership clauses 3(2) and (4) of the CSSA Constitution concerning electronic application for membership and recognising non-binary gender.

Committee Appointments

Post	Holder/Nominee	Term Start	Term End	Proposer	Second
Commodore	Graham Dalton	AGM 2021	AGM 2024	General Committee	
Vice Commodore	Paul Brereton	AGM 2019	AGM 2022	Brian Grubb	Mike Childs
Rear Commodore (Offshore Sailing)	James Savage	AGM 2021	AGM 2023	General Committee	
Rear Commodore (Dinghy Sailing)	Andrew Selves	AGM 2021	AGM 2023	General Committee	
General Secretary	Brian Stevenson	AGM 2021	AGM 2022	General Committee	
Treasurer	Dave Grundy	AGM 2021	AGM 2022	General Committee	
Offshore Secretary	Co-options invited				
Dinghy Secretary	Co-options invited				
Membership Secretary	Ken Pavitt	AGM 2021	AGM 2022	General Committee	
Public Relations Officer	Eileen Kitts	AGM 2021	AGM 2022	General Committee	
Training Officer	Co-options invited				
Safety Officer	Co-options invited				
Members (max 9)					
	Martin Hugo	AGM 2021	AGM 2022	General Committee	
	Brian Grubb	AGM 2021	AGM 2022	General Committee	
Plus representatives appointed by each CSSA Division					

David Hartland 1945 - 2021

It is with great sadness that we have to report that David Hartland died on Friday 12th February after a long illness. He died peacefully at home with his family. David joined the CSSA and Littleton Sailing Club sailing an Enterprise in 1977. Later he bought a Solo and remained an enthusiastic racer until 2014, when ill health forced him to give up sailing. During his time at Littleton David held several committee posts culminating in the post of Commodore from 2007 to 2010. His wife Marion was a stalwart member of Littleton's House Committee for many years.

David was introduced to offshore sailing through friends at Littleton, and after gaining sufficient experience he skippered many yacht charters over the years. As is sometimes the way with yachting, some trips did not always go according to plan. On one occasion he left the River Hamble late in the evening for a long weekend, intending to go to Cherbourg with a crew who had mostly not sailed offshore before, let alone crossed The Channel, at night, in October! David, as ever, had been democratic, explaining the forecast to the assembled crew --- a force 5 to 6 initially on the nose, but expected to weaken and back later; and gave them the choice. For the inexperienced, the romantic prospect of sailing to France won the day.

After a rough crossing with little assistance from the crew who had been sick and taken to their bunks, and without the benefit of GPS, they ended up in the grey dawn off the coast of France, but down-tide of Cherbourg just after the tide had turned against them. Faced with the prospect of sailing for another 6 hours into wind, against the tide, bouncing up and down but going nowhere, waiting for the tide to turn, to make Cherbourg, they took the easier option of turning down-wind back to England and arrived in Cowes 22 hours after leaving the Hamble.

During David's 3-year tenure as Littleton Commodore, the club celebrated its 50th anniversary and David instigated the creation of the Littleton house flag which is still in use today as an addition to the CSSA burgee.

In 2015 David was awarded the prestigious CSSA Golden Jubilee Plate for his exemplary contribution to the activities and ethos of the CSSA and its clubs since he joined in 1977. As well as being a member of Littleton Sailing Club, he also sailed with the CSSA Channel Sailing Division and East Coast Yacht Division, racing and cruising; skippering, instructing and mentoring, as well as chairing and serving on numerous committees. In organising and skippering events David introduced many to the sport and encouraged them to take part and develop their skills.

Of David, his wife Marion said that he has sailed off into the sunset. He will be sadly missed by all his Littleton and CSSA friends.

Vanda Jowett & Chris Roberts

I first met David in 2006 when I signed up for an RYA Day Skipper theory course, held over 20 evenings in a school classroom in Chertsey, Surrey, when the local council offered subsidised sailing courses.

He was a meticulous teacher and I will always remember his demonstration on the importance of transits with the use of two fluffy toy animals which he would move around till they were in line.

We became good friends and he introduced me to the CSSA even though I wasn't a civil servant. We sailed many times on Sea Essay including a memorable trip from Brest to La Rochelle.

I am now an RYA Cruising Instructor myself and owe David a debt of gratitude for starting me on that journey.

Simon Worthington



Peter Townrow

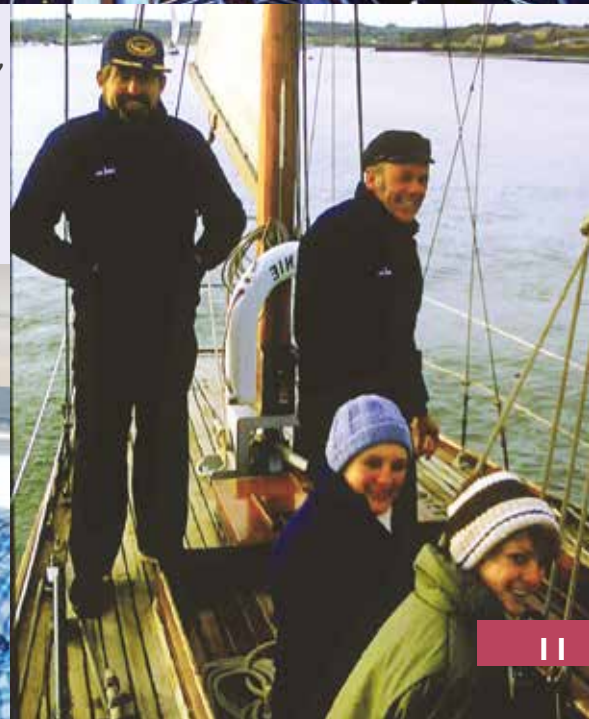
After a period of ill health Peter Townrow passed away peacefully in October: sadly, he was preceded by his wife Rona a month before. Peter a long-time member of POG will be remembered as a keen sailor and the senior partner owner of the ketch 'Melanie'.

On Leaving the Royal Navy, Peter eventually joined Post Office Telephones and became a CSSA member in the late fifties so he could pursue his passion for sailing and racing dinghies. He did this at Netley Cliff Sailing Club whereby he made a name as a strong competitor. Keen to widen his sailing career he joined a CSSA crew, led by Sir Eric Seal, to sail Bloodhound (The Duke of Edinburgh's private yacht) from the East to South English Coast. He obviously impressed Sir Eric and was invited to crew on the yacht 'Melanie'. Soon he became a regular on board progressing to become sailing master, looking after the crew and yacht.

Graduating to offshore sailing he competed in junior JOG racing and partook in several Fastnets, including the infamous 79 race and a top achievement was to compete in a Round Britain race. Peter was offered a share in Melanie and soon absorbed himself in sailing and maintenance activities and joined POG, thus securing a stable berth for Melanie. In return, Peter was keen to support the club in the sailing activities and local CSSA sailing events. Peter rose to the challenge when he knew the conditions were right for Melanie and his competitive spirit and Yorkshire grit ensured he won on numerous occasions the Nab Race and Sir Eric Seal Memorial Trophy at the Cowes Rallies. On the social side the Weymouth Jolly and other events were supported and he always ensured his crews enjoyed themselves listening to his many sailing and naval tales.

Sailing and Melanie were his main passions and he was so delighted to have witnessed the 100th Birthday of Melanie and to see many people that had sailed or been involved over many years, fulfilling Peter's ethos of encouraging people, young and old, to sail. He will be much missed by those who knew him.

Stuart McKenzie fellow Melanie owner



Jester Azores Challenge 2016

I crossed the start line just before three on Monday afternoon. There was wind and off I went.

Only approx. 24 hours late.

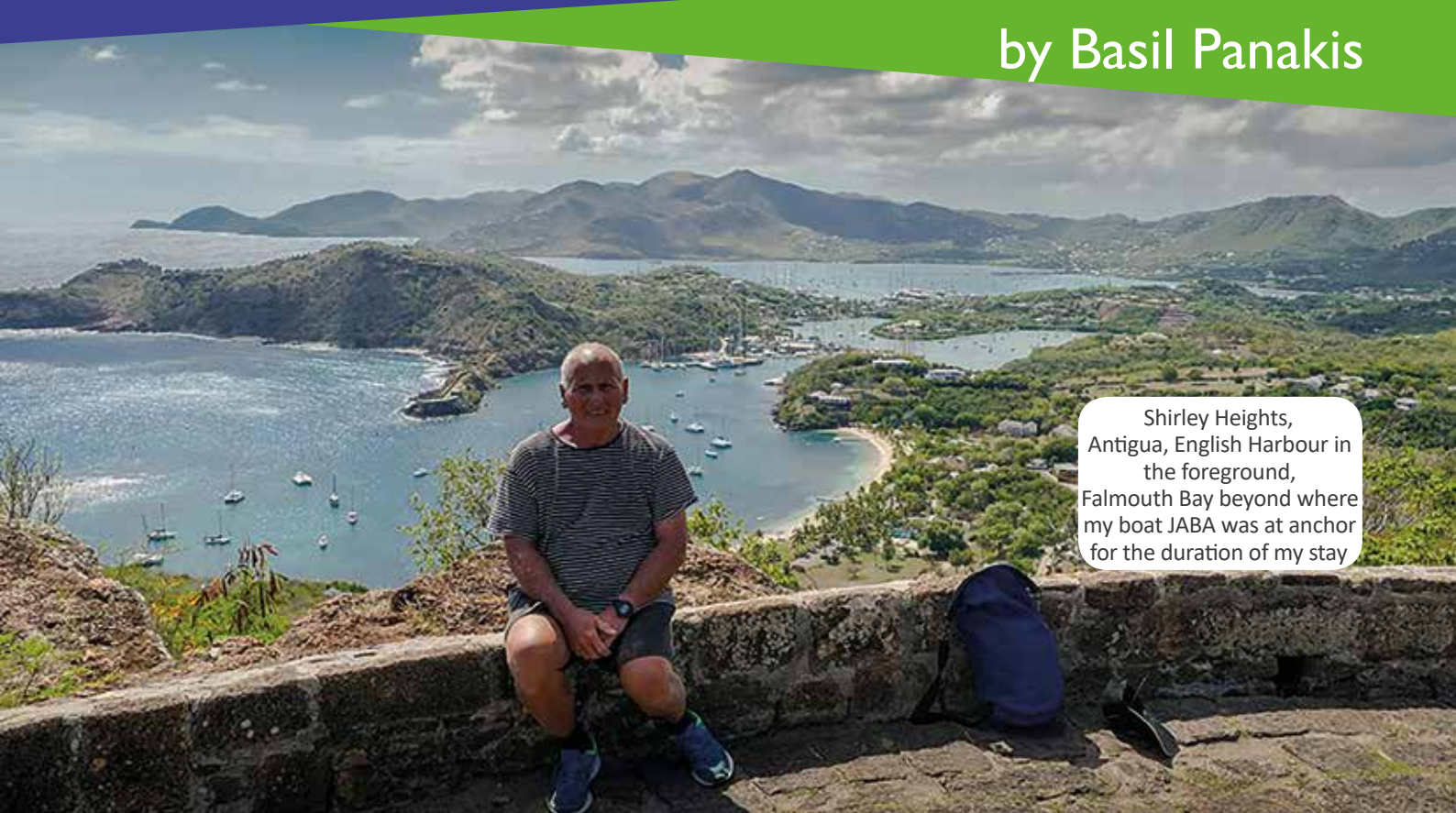
I remember Malcolm's videos when he used the say "oh what a night" I experienced that myself on my first Wednesday night, out of Plymouth. I had to keep putting reefs. The engine started by itself I stopped it, then half an hour later started again, when I stopped it this second time everything went blank. No batteries, no electrics at all. I fell down in the cockpit and for a moment I thought I cracked my ribs.

During the fall I bent the stainless-steel bar that holds the self-steering chain. A few inches more to the side and it would have penetrated my lungs. Well, there is nothing anybody can do about cracked ribs and with no engine and no lights it would have been suicidal to return back to the channel in that state.

Arrival at St Lucia 2017

So, the best choice at the time was to hide in the Atlantic and sort things out as I went along. I had a third battery under the sink, spare nav lights and in time I rigged these up. Meanwhile I strapped a torch on the main which spread the light and hung another on the back stay. I also rigged my spare anchor light in the cockpit hanging from the backstay.

Mindelo, Cape Verde 2016



Shirley Heights, Antigua, English Harbour in the foreground, Falmouth Bay beyond where my boat JABA was at anchor for the duration of my stay

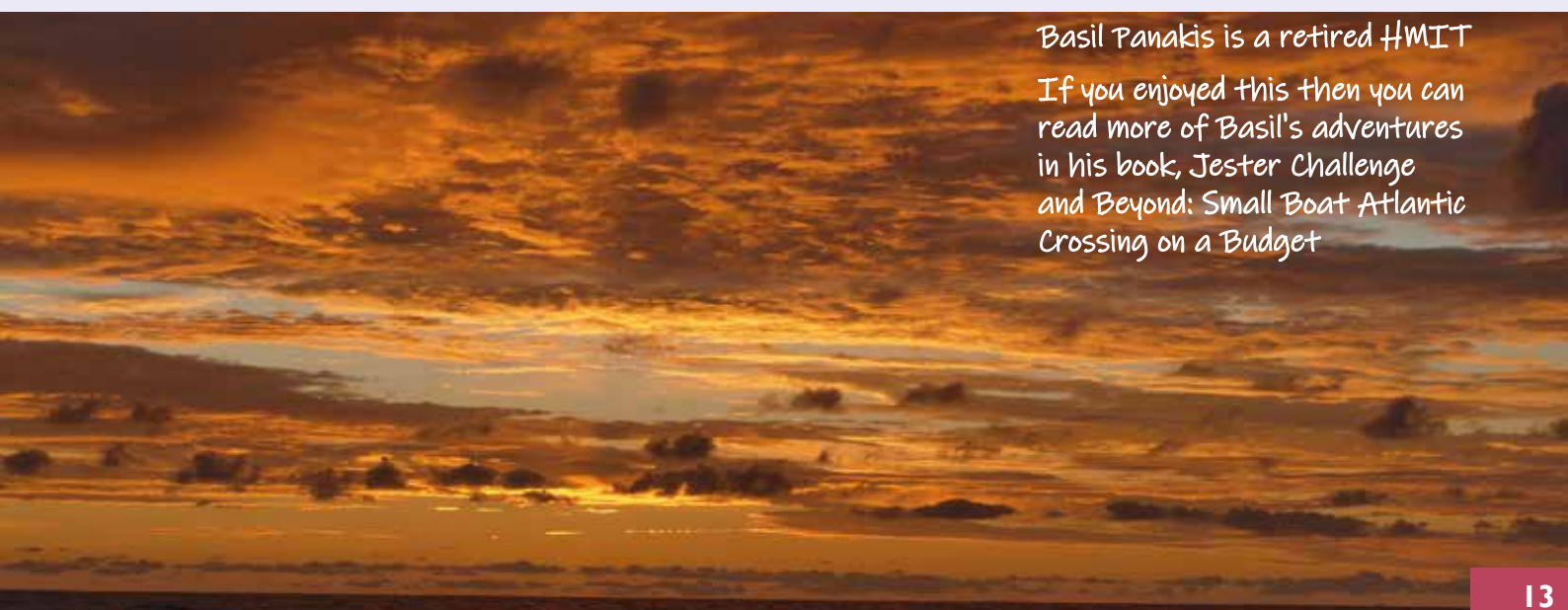
As I had no power to use the main chart plotter, I wired the 640 Garmin and RTE to the third battery. Wires were flying everywhere. I also rewired one of the solar panels to charge this third battery. I kept a minimal log of lat long every 6 hours, the wind varied and the baro yoyoed all the time. Wind shifts and rain, boat speed was low, at times I rolled in the genoa. It was not always gale force winds. I stayed up all night up and tried to get the best out of JABA, we were flying at a very good speed and direction, but by daybreak I was tired, so I reduced sail and went down below for a kip. By the afternoon for the first time ever I could see horizontal spray flying around, whipped up by the wind. The waves were not big but the wind was vicious, everything was white, thankfully this situation did not last long, probably it was a cold front. At times I could do 330 degrees, but

nowhere where I wanted to go. I changed the gas cylinder, life goes on despite the weather, eat, sleep, shave, wash etc. I could not do any blogs as I had no electric power, the spot (location equipment) had its own batteries so that was OK.

Vividly remember that I was in this gale that was taking me north, I donned all my wet gear, plus lifejacket and harness and went on deck to tack, despite numerous attempts I could not do it. It looked a lovely day and the rollers were huge and very well spread apart. 50 double storey houses could easily fit in the troughs. Went down below to consider my predicament and I went again to tack no matter what, failed again. Finally, I rolled all the genoa in and at the top of the swell I managed to gybe the boat. I was elated as the boat started sailing south, anywhere other than Iceland!

Basil Panakis is a retired HMIT

If you enjoyed this then you can read more of Basil's adventures in his book, *Jester Challenge and Beyond: Small Boat Atlantic Crossing on a Budget*



East Coast Yacht Division

A look back to 2020 and forward to 2021

Unfortunately, the gremlins mislaid my input for the January 2021 CS magazine: so, this is an update.
(Apologies, this is true! I have to take full responsibility - Editor)

Looking back to 2020. We had had an exciting programme scheduled for sailing in the Baltic for 2020 – but COVID cancelled that plan, so Freyja went into hibernation! In early Autumn, Freyja did manage 2 short charters around the East Coast and shook the dust out of her sails.

We had our AGM via Zoom and welcomed Terry Parker as Membership Secretary as David Crofts stood down after very many years of service. Martin Hugo has taken over from Tony Lewis as our Webmaster. John Wilson has stood down as Minute Secretary and this duty will now rest with Chris Robbins as ECYD Secretary.

We are still looking for a new Yacht Husband as Vic Crawshaw is recognising the effects of his advancing years. Any one with an interest in the job can get information from Vic.

We have also said farewell to John Garside as Editor of ECYD News: for many years, John has sourced a variety of articles and created a lively and informative Newsletter. We seek a volunteer to ensure that our members are kept up to date with ECYD plans and activities, for until we have a new editor there will be no more ECYD News which is sent out to members by email 3 or 4 times a year.

Our thanks to all for their dedicated service to the club and its members.

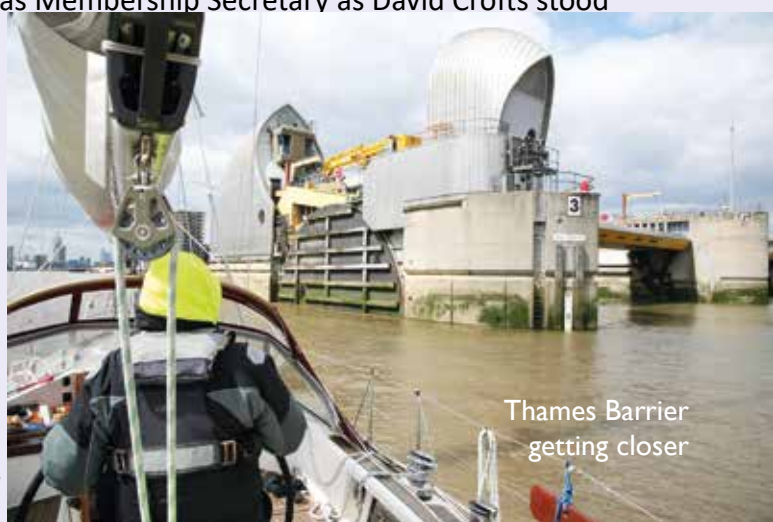
Looking forward to 2021. We had hoped to repeat our planned trip to the Baltic in 2021 – again COVID intervened. Based on advice from the RYA and the Cruising Association, we might find that a more “administrative environment” if we go ‘foreign’ in the immediate post-Brexit era.

France, Belgium and Holland may define specific ports of entry and we will need to remember to complete Customs Declaration forms (here and overseas) and show the Q-Flag.

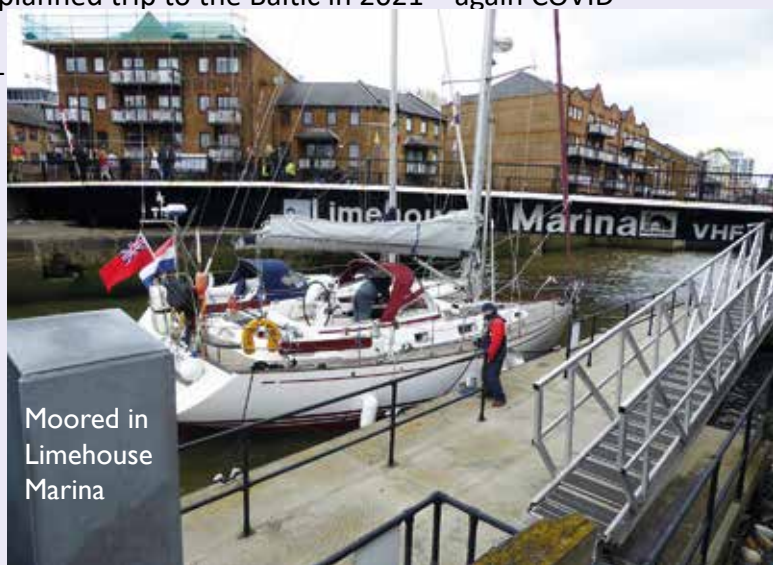
We have now decided to plan a programme for sailing in UK waters; although the Government has announced it hopes that everything will be normal from 21st June,



Thames Barrier



Thames Barrier getting closer



Moored in Limehouse Marina

it is not yet clear if all marinas will be open then, or even if open will they have available berths.

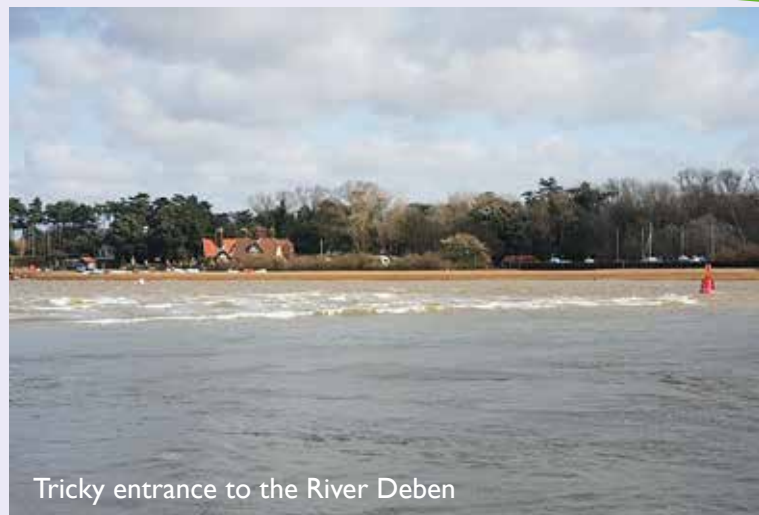
Our initial plans are to offer non-certificated training, taster sails, sea-time club cruises and seven-day charters based at Shotley. ECYD Charter rates have not increased. The East Coast offers great sailing and opportunities for detailed passage planning and navigation. It is some years since an ECYD yacht has ventured to Aldeburgh, Orford or Woodbridge; and, of course, the Thames Estuary up to Tower Bridge is definitely worth exploring. Although successful transits of both the Thames and the Deben involve detailed pre-planning - choosing the best part of the tidal cycle, the tidal flow in the river and the height of tide at destination takes some thought and it helps to get lucky with the wind.

If conditions allow, we will look at sailing down to the Solent for a period, maybe even down to Plymouth – perhaps offering taster sails and similar activities out of Portsmouth; the RYA are saying that there is still a need to “wait and see”, so our plans must remain fluid.

So please let James Allen at Crewing@ecyd.org.uk know if you would like to experience sailing/training or boat handling on Freyja with an experienced Skipper or if you would prefer to charter out of Shotley, or even the South Coast later in the summer, please get in touch with Andrew Lewis yachtsec@ecyd.org.uk.

With best wishes and stay safe,

Brian Barnes



Tricky entrance to the River Deben



CSORC

Nick Bowles

Civil Service Offshore Racing Club News

After a season without any racing activity CSORC is looking forward to some events once restrictions are removed, hopefully on 21st June.

The (prospective) programme includes:

The IDOR, 21st June

Sunsail Race Series

17 - 18 July 2021

4 - 5 September 2021

9 - 10 October 2021

If you would like to join any of these events please contact Peter Denison at crewbureau@csorc.org.uk for more details.

We will also be entering a crew in the Fastnet including three qualifiers:

De Guingand Bowl - Saturday 26 June

Cowes-Dinard-St Malo Race - Friday 9 July

Channel Race - Saturday 24 July

Rolex Fastnet Race - Sunday 8 August

The CSORC AGM will be held via Zoom at a date to be decided.

Please keep an eye on the CSORC web site for a date

<http://www.csorc.org.uk/>

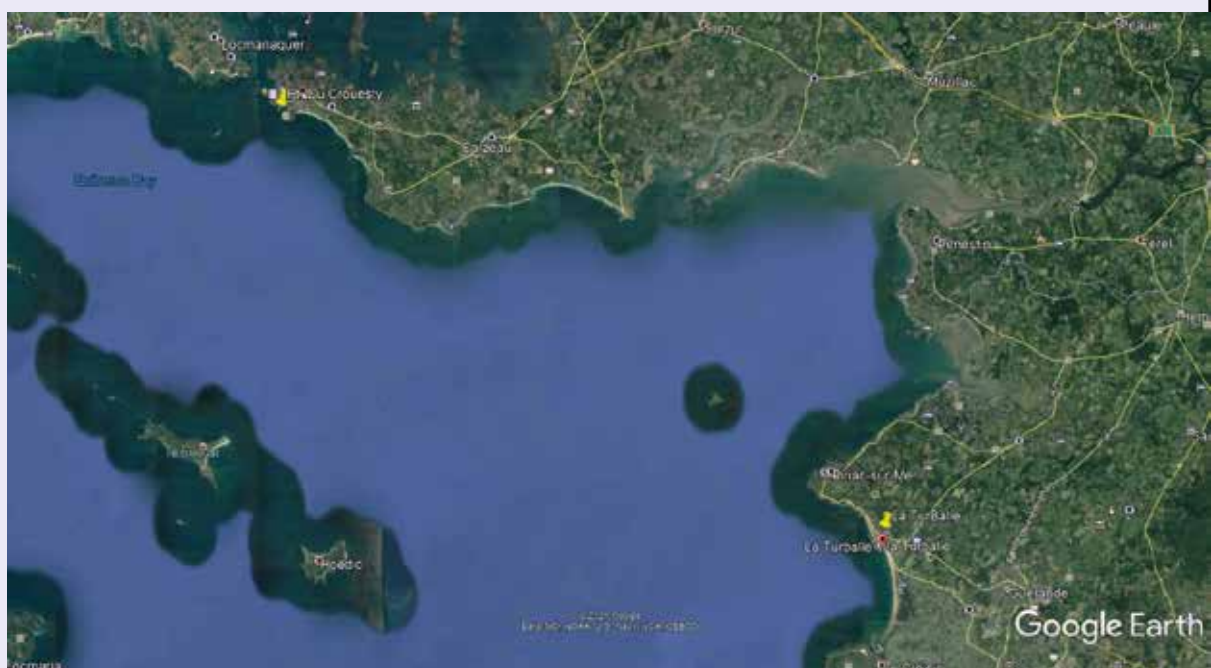
In the 1980's a group of us had a bareboat charter out of Port du Crouesty, South Brittany.

We had a great week exploring this magnificent cruising area and we were making our way back to complete the charter. We decided to spend the night in La Turballe tied up to one of the new marina berths. A fairly uncomfortable night with winds a steady Force 9 and the boat heeled 10-15 degrees straining against the mooring lines. 8 to 10 foot rollers coming in between the two stone piers at the harbour entrance. Lines were doubled and more fenders rigged, sailing cancelled and off to the bar for lunch and liquid refreshments dressed in full oilskins.

The following morning was the last day of our charter and the yacht had to be returned to Port du Crouesty, a passage of about 25 miles, so the pressure was on to set sail. The wind had moderated down to Force 5-6 though the seas were still significant. We were one of the first boats to leave, we made our way out of harbour watched by a number of spectators on the harbour wall, a couple making the signs of the cross which did not instil confidence. Once we had punched our way under engine through the rollers in the harbour entrance we unrolled a reefed genoa. It soon became apparent that more sail power was needed to make progress though the rough seas so we hoisted a reefed main. We then spent about a very uncomfortable 6 hours hard on the wind and getting regularly

soaked by spray. Our navigation relied on paper charts, and hand bearing compass, none of your GPS, plotters and other electronic aids. Magnetic bearings on identified shore objects, impellor log for speed and distance and mark 1 eyeball were the order of the day.

As will be appreciated the crew were getting tired after such a battering having to hang on and they asked how much longer before we were at the entrance to Port du Crouesty? I estimated about another hour which was not met by a high degree of enthusiasm by my crew. Then one crew member looking towards the shore about a mile



off said "I can see a red buoy". Then another said "I can see a green one". I was sceptical but I requested a course for the marina channel entrance which I then turned onto that bearing. All I could see was a beach! One of the crew who had excellent eye sight and a pair of binoculars focused on the two "buoys". He reported that the red one was a woman dressed in a red raincoat walking her dog and the green one was an upturned dinghy on the beach. Back to our original course and after about 40 minutes, low and behold the red and green buoys marking the channel into the marina came into view.

Sailors beware!!

Returning to the Water at Littleton Sailing Club

With the severely restricted sailing season of 2020 behind us there is optimism in the spring air at Littleton sailing Club, where planning is in progress to provide our members with a more normal sailing season for 2021.

Although we were unable to offer training courses last year, we gained a number of new members who had decided to return to sailing and we are looking forward to welcoming more new members who would like to get back on the water this coming season. While uncertainty around travel still remains, going sailing locally is a great way to enjoy a bit of freedom and relax a little.

The club is planning to reopen from 29th March providing government easing of restrictions still allows it. We will initially be offering buddy sailing only, which means there will not be official safety cover on the lake, but members are able to sail so long as they have someone there who is able to

effect a rescue should it be necessary. Prior to the current lockdown this approach to allowing sailing at the club has already proven successful, and at weekends there has usually been a reasonable number of people around who could cover this situation. We also have a WhatsApp group allowing members to ask if anyone is going sailing and link up to 'buddy' each other. Boat hire will also become available to members from the weekend of the 3/4th April, though at this time the clubhouse building facilities will remain closed. Any members wishing to windsurf or paddleboard will also be welcomed back onto the water at this time.

From the weekend of the 17/18th April we may be able to open the clubhouse toilets and hopefully have small duty teams back to run racing and safety cover. We are also hoping to run some junior coaching in small groups (6 max) during the Easter holiday weekdays. We are starting to plan for some social activities to restart in July.

As well as those returning to sailing, we have had a number of enquiries from people looking to start sailing, and whilst we are not yet able to restart our training courses, we are keeping in touch with these people so that when the time comes that training can be scheduled, then we can invite them to join us.

Our subscription year starts on 1st April which just happens to be very timely this year! The membership fees for the coming year are listed on the Littleton website, with substantial discounts on these fees for CSSC/CSSA members.

Vanda Jowett

www.littletonsc.co.uk



We're back! RCSSC Update and Look Forward



Apologies for the radio silence – Our last article was in July 2020 and was about a CSSC Merit Award for yours truly, Dave Grundy – which by the way due to Covid is still on standby. As a result, this article is rather longer than usual, but you'll see we've not been idle, and we even managed to get out sailing a good few times.

2020 Better in Hindsight

We all know the extraordinary situation the UK and the world has/ is still going through as a result of the Pandemic. We are all grateful to our NHS, the scientists and every single essential worker – thank you. In the meantime, we will continue to #StaySafe and follow the rules and our members are itching to be back on the water.

RCSSC Overview

For those that aren't aware RCSSC has three keel boats at RSC – two Squibs and a Soling. Our boat husband team were not idle during Covid-19. A new box was built for storage and, towards the end of May, the Squibs had their masts stepped and rigged and, along with the Soling were ready for a sail the minute RSC said we could. Covid-19 guidelines were produced by John Cranwell Ward and Club Captain Chris Peck, enabling our members to sail if they wanted to, whilst maintaining a safe distance – we were ready to sail in 2020.

With a view to member retention and prospective members when we can, a small group of committee members: Dave Grundy, Sarah and Naomi Clark and Marc Tebbut formed up as a group to review and develop our Digital Strategy. Thanks to research of the RYA we became aware of some very useful guidelines, resources and videos in their Club Zone, especially on YouTube e.g. "Facebook – Setup & What to Post".

To find out more, copy this link and paste into your browser <http://bit.ly/RyAClubZoneFacebook>. We've

also improved our content for our YouTube channel. All of this so our members and prospective members can find us.

Let's Go Sailing

With clear Covid-19 guidelines RCSSC members did manage to get some sailing in 2020. In June a number of us met up for a sail including Anne and Chris Brolly (seen tractor launching Squib Lift Off). John Cranwell-Ward and Eric Andrew sailed on Soling Time Flies in the morning and in the afternoon, having finished her boat cleaning duties, Club Captain Chris Peck joined John for a sail. Mike Threadgill sailed the Squib single handed. I (Dave Grundy) was the volunteer photographer and boat boy on the pontoon, when required.

Andy Brooks helming Squib Satyr, crew Dave Grundy, followed by Squib Lift Off with Mike Threadgill single-handling and Soling Time Flies with John Cranwell Ward on the helm with Mark Harrap crewing.

Smiles all round from Chris Peck and Mark Gadd, sailing a Squib in 2019. These are the days we remember.

We've made a number of 'movies' which can be found on Rutland Civil Service Sailing Club YouTube Channel <http://bit.ly/RCSSC2020Sailing> caveat emptor, I am self-taught and no expert and I just use my mobile phone, so no 'posh' technical kit.



Andy Brooks



Chris Peck and John



Mark Gadd and Chris Peck

RCSSC AGM January 2021

This was Chris's third and final AGM as Club Captain, before handing over/ back to myself, Dave Grundy.

Rutland Civil Service Sailing Club (RCSSC) AGM was held on Zoom on Saturday 30th January 2021 – we were now in Lockdown 3. Members were joined by John Bunyan (JB) CSSC Volunteer Team Leader Wales who represented CSSC.

The AGM worked well with reports from the Club Captain, Treasurer and Internal Auditor.

The committee for 2021:

Appointment	Member
Club Captain	Dave Grundy
Treasurer	Chris Brolly
Club Secretary	Anne Brolly
Membership Officer	Dave Grundy
Boat Husband	John Cranwell- Ward
Deputy Boat Husband	Mike Threadgill
Social Media Team Leader	Marc Tebbutt
Sailing Secretary	Pete Shuttleworth
Sailing Development Officer	Vacant
Member Representative	Eric Andrew
Member Representative	Vacant
Member Representative	Vacant

John Bunyan (JB), CSSC Volunteer Team Leader Wales who joined the meeting on what is currently happening at CSSC which proved interesting and useful to our members.

JB said that he would like to comment on the RCSSC nomination of our Boat Husband, John Cranwell Ward, for a CSSC merit award. JB said that he thought it had been a fantastic nomination, but on this occasion, it had been unsuccessful. It clearly recognised the amount of work JCW did for the club and his enthusiasm. JB said that he hoped to see a further nomination for John Cranwell Ward in 2021. John had only recently learned of the nomination by RCSSC and expressed his thanks and in return he was given a warm vote of thanks by those present, on behalf of all members.

Didn't She Do Well?

In the old days, the Navy used to Press Gang crew. Chris tells me she agreed to take on the role of Club Captain, when out sailing with two members. Apparently, they explained the role as 'you're not getting off this boat until you have agreed to be Club Captain' with a wink and a smile of course.

So glad we found Chris and grateful for all the hard work and effort she has put in on behalf of our members and made a difference through her skills

and experience. We are after all, a club that enjoys sailing in good company and aim to sail, relax and enjoy ourselves on Rutland Water. For sure 2020 season has seen unprecedented times and has no doubt been a challenge for the Club and for Chris as Club Captain.

If you'd like to read a little bit more, a couple of recommended articles to read can be found on the CSSA website – CSSA Magazine listings: 'Proud to be Addicted' to sailing and 'Meet the Club Captain' in the March 2019 magazine.

An interesting story and some great sailing pictures too.

"Didn't she do well?"



Presentation to Chris Peck

To recognise the work that Chris had undertaken in her roles of Club Captain and Membership Officer over the last 3 years she was presented with flowers, two vases (one engraved with the club crest) and a framed certificate of appreciation.

A Tale of Two Vases

It was agreed that a vase inscribed with the club's burgee and a suitable inscription would be made the vase that bit special. The next challenge was actually how and when to present them. Speaking with the supplier they did say it was very rare for an item to be damaged in transit, but it had happened. Everyone wanted to see Chris receive her presentation and even a small risk was too much. I rang Chris and explained the unusual situation and it didn't take us long to agree that she would receive it a couple of days early – would open and do a visual check to ensure all was in order, in case we needed a replacement for example.

The order was confirmed and paid. The logo emailed and confirmed all received and headed for processing and posting. Perfect!

A few days before the AGM the parcel was delivered and Chris called me to say she had viewed it and it was all in order, no damage, no need for a replacement. It was now back in its box and would stay there until Saturday.

A quick message to confirm with the others involved. "They have done the logo OK haven't they Dave?" My gut reaction was to respond with a 'yes – I've got the invoice and it says so'. What could possibly go wrong? Which got me thinking, "do I actually know the logo has been done and looks OK?" and the honest answer was 'No'.

I think you can guess what happened next. A call to Chris, who had no idea what the inscription 'should' include, "Sorry to bother you. "Would you mind checking the Club Burgee has been inscribed? Can you check it now please?" No logo inscription - John's eye for detail is, sometimes, a blessing. I contacted the suppliers and without hesitation they offered to resend a replacement which would be with by Thursday or Friday – which it was and did include the inscription – Phew!

Naturally, I had to ask the supplier the question. "What happens about the one which has her inscription but not the logo?" Without hesitation, they said Chris could keep it.

A real tale of Two Vases that Chris can share with family and friends for many years to come, when they can pop round,



Chris Peck's Awards

2021 Club Captain

Traditionally the incoming Club Captain has a few minutes with members after the AGM to say a few words and perhaps outline plans for the forthcoming year. Given Covid-19 and uncertainties, I realised this a pointless exercise in January with the sailing season starting in April. We would simply hunker down, stay in touch and hope for the vaccines.

I had made a couple of short videos, using photos and videos I'd made in 2020, using Movie Maker and posting them on Rutland Civil Service YouTube Channel.

I do have a unique achievement which, unless titles revert, only I have. I am the only member of RCSSC to be a Club Commodore and a Club Captain. The job title changed after I handed over to Chris in 2018.

I am looking forward to working with the other volunteer committee members as a collaborative and supportive team.

Good News – Let's Go Sailing

As I write this article we have heard the good news from the Government and published in HMG Covid-19 Response – Spring 2021 and recently from our host club Rutland Sailing Club (RSC) that the club will be open for sailing – in line with previous guidelines – on Monday 29 March 21. I think the ink might not have been dry on the documents, before our Boat Husband John Cranwell Ward had shared the good news from RSC and arranged stepping of the masts on two Squibs and boat maintenance, ready for the start of the season 1 April 2021. A month ago, we didn't dare hope and even now, everything is crossed. As you can see, we may be a small CSSA Club, but it does make us nimble and quick to react. Then along came a touch of Spring sunshine and things started to feel uplifted and we dared to dream of sailing.

Dave Grundy

Channel Sailing Division News

At the time of writing (beginning of March) there have been some preparatory discussions on the possible start and form of the 2021 sailing programme. It is hoped that Sea Essay will be back in the water well before the end of April allowing us to put on some Taster and Group Day Sails in the last week of that month and through May. Then, according to the 'road map', on the 17th May the Rule of 6 indoors will apply allowing Charters, Sea Times and Training to commence.

A less adventurous than usual Summer Cruise has been formed with the boat moving down to the South West (Plymouth/Falmouth) in the third week of June and returning in the last week of August.

2021 Programme

The latest Sailing Programme can be viewed on the Sailing Opportunities page on the www.channelsailing.org website. We do hope to have the following berths available on Sea Times and Training courses:

Sailing Opportunities 2021

Sea Times (2, 3 & 4-Day events run from 18:00 Day 1 to 18:00 final day)

Date	Area	Berths	Skipper	Contact
8th – 11th June	Solent and beyond	4+	TBA	seatetimebureau@channelsailing.org
21st – 28th August	Summer Cruise	4+	I Stanton	seatetimebureau@channelsailing.org
3rd - 5th September	Solent +	4+	TBA	seatetimebureau@channelsailing.org
24th - 26th September	Solent +	4+	TBA	seatetimebureau@channelsailing.org
8th - 10th October	Solent +	4+	TBA	seatetimebureau@channelsailing.org
27th – 31st October	Solent and beyond	4+	TBA	seatetimebureau@channelsailing.org

Training (Courses run from 18:00 Day 1 to 18:00 final day)

Date	Course	Berths	Skipper	Contact
22nd - 25th May	Boat Handling (Sail & Power)1	0	J Llewellyn	training@channelsailing.org
10th -17th June	Boat Handling (Sail & Power)2	4	B Skelley	training@channelsailing.org
30th Sept – 3rd Oct	Boat Handling (S&P) 3	4	I Stanton	training@channelsailing.org
6th - 11th October	RYA CC/DS or Yachtmaster	4	TBA	training@channelsailing.org

Booking Contacts

If you would like to take a berth on a Taster Day Sail, Sea Time, Training course, arrange a Group Day Sail or indeed charter the whole boat then these are the people to contact:

CSSC Taster Day Sails	Jenny Yarrow	jennifer.yarrow@cssc.co.uk
Group Day Sails	Colin Smith	csddaysails@gmail.com
Sea Times	Susie Welch	seatetimebureau@channelsailing.org
Charters	Brian Skelley	charters@channelsailing.org
Training	Andy Rankine	training@channelsailing.org

And remember that there are often late berth cancellations that can be taken advantage of, so if you would like to be kept informed of such opportunities please again contact Susie who operates our Crew Bureau.

Mentoring

If this is the year you are eventually going to step aboard a yacht to see if the experience ticks one of your unfulfilled boxes can we highlight CSD1-2-1. This scheme pairs members who would like advice, guidance and practical help to develop their sailing experience with Approved Skippers who are willing to share their established skills, knowledge and experience. If you would like to participate as a mentee or mentor please contact Colin Hurd at csd121coord@outlook.com.

12 go mad on GMC

Greater Manchester Challenge (GMC) was a steel 76', gaff rigged ketch. She had no winches on deck apart from the anchor windlass. When I sailed on GMC she was owned by Ocean Youth Trust North West (OYT NW).

The principal objective of Ocean Youth Trust (OYT) is to provide young people with an opportunity to experience a new and challenging environment in which they can develop their skills, meet other young people, take part in an adventure and enjoy themselves. Sailing aboard GMC was an approved Educational Activity and could be used for the residential section of the Duke of Edinburgh Gold Award.

GMC had 18 berths and OYT NW stipulated that for a voyage with 12 young people that a crew of 6 was needed, 5 volunteers and a paid skipper. The adult crew were responsible for cooking and also engine checks which had to be completed by 6.45 am as the skipper woke everybody else up at 7am by switching on the engine.

We enjoyed three meals a day, breakfast and lunch were taken in shifts but the evening meal was two courses and all 18 crew sat around the table to eat. Everybody took turns to set the table and do the washing up. Following the evening meal we played games and chatted until bedtime and lights out.

One skipper always made a roast dinner and roasted three separate pieces of beef at three different levels in the oven to make sure everyone got the beef cooked how they liked!

Sea stacks at Porth Wen
© Copyright Eric Jones



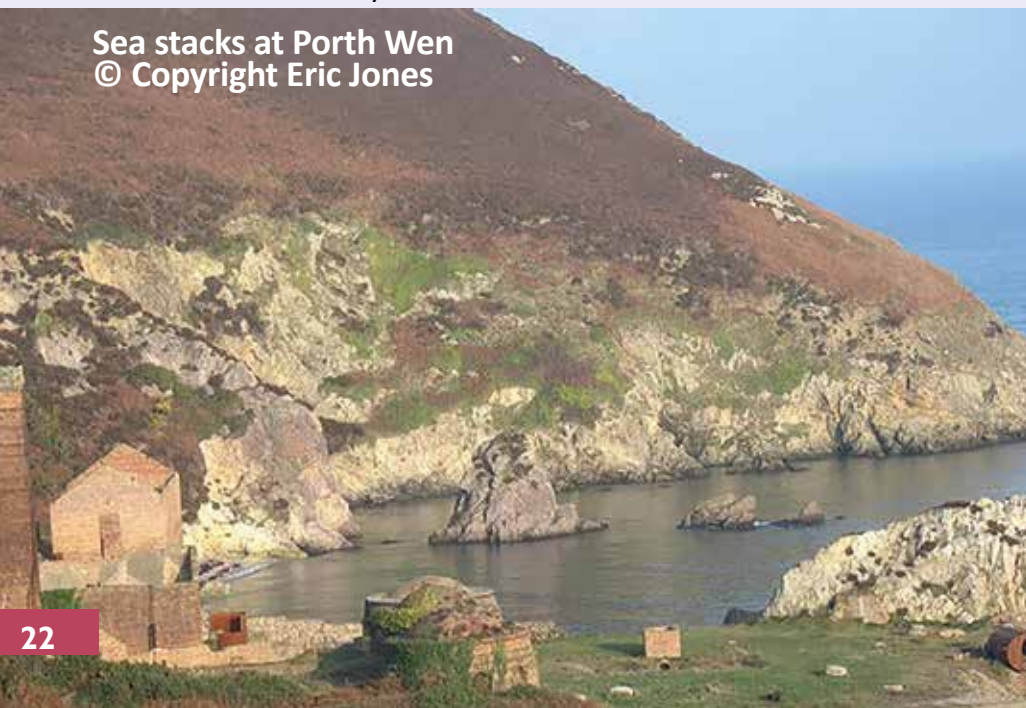
Principal Design Data
LOA: 76' (23.16m)
Datum: 52' 6" (16.00m)
Beam Max: 17' 6" (5.33m)
Draft: 8' 7" (2.62m)
Displacement tons: 46.0
TM: 95.3 tons
Ballast ratio: 28.6%
Sail Area: 2795 sq ft

Greater Manchester Challenge
Photo courtesy of OYT NW Archives

On one voyage 12 young people from around the North West had been awarded a voyage as a reward for personal achievement. Understandably, there was a range of personalities. One would be Goth arrived wearing a Slipknot T shirt. One of the older crew praised him and asked him if he had a range of T shirts with all the knots on them. After some merriment from the youngsters he was duly enlightened that Slipknot is an American heavy metal band. Then there was a giant of a lad who was crying as he was embarking as he didn't want to leave his mum and then crying at the end of the week because he'd enjoyed himself so much that he didn't want to go home.

The voyage was to start during the Mersey River Festival leaving from Royal Albert Dock and arriving in Dublin a few days later.

The weather wasn't what we would have chosen, but the skipper was pressured by the trip funders to set off as they had arranged for GMC to leave under full sail and to be escorted by the smaller vessels taking part in the parade of sail. There didn't seem to be any mention for the health of the crew.



We did set off but hadn't got as far as the Liver Buildings (less than half a mile) when the skipper suffered a head injury as the boom collided with his head. He then helmed for a while with somebody holding a pack of frozen peas on the bump.

We managed to get to Amlwch harbour before night fall. The next day was beautiful and very calm. We decided to sail out of Amlwch along to Porth Wen (approx 5 miles) where we decided to spend some time so dropped anchor.

We relayed people and food in the dinghy and landed near the brickworks. We set up camp and thought we were in for a couple of hours of rest and relaxation. We managed about 5 minutes of peace before some bright sparks decided to swim out to the sea stacks in the bay, climbed up and then some daring individuals started diving off the top. Before we knew it most of the kids were jumping in like lemmings. We were anxiously counting the heads as they bobbed back up. Thankfully everybody lived to tell the tale.

We stayed overnight in the bay, setting off early next morning for Dublin. The weather again was beautiful with absolutely no wind. We motored across the Irish Sea which was so calm and flat that as we were losing sight of Welsh coast the Irish coast was coming in to view.

While the weather conditions were so calm and the sails weren't being used the youngsters amused themselves taking turns to lounge in the bowsprit netting and chatting while sitting over the edge of the boat. The chatting gradually developed into them taking turns to reprise scenes from boating films, but much to their great disappointment, we did draw the line at the Jack and Rose 'I'm flying scene' from Titanic.

Anyway, back to the matter of our arrival destination, the funders had originally had visions of GMC sailing up the Liffey under sail. But as there was still no wind and not wanting to rain on anyone's parade, we hoisted the sails and motored very very slowly as we approached Dublin.

I was welcoming the idea of mooring very near Dublin but sadly that wasn't to be. As we were approaching the entrance to the Liffey the skipper announced a change of plan. The reception committee weren't going to make it. We rapidly changed direction and ended up in Howth harbour moored up 4th boat out and having to climb over fishing vessels to get on to the quayside.



Howth Harbour © Copyright Steve Edge

The youngsters didn't seem too bothered. We enjoyed a barbecue and games on the cliff top before turning in for the night, after scrambling back over the fishing vessels with all the left overs, bats and balls etc. We spent the next day sightseeing in Dublin before having to return home.

You may be pleased to know that the youngsters did get a lot more sailing practice in on the return trip.

We arrived back in the Mersey safe and sound. Then to top it off, the skipper took us into dock behind one of the Irish ferries. That was some wash.

Sadly, OYT North West no longer exists (although the other OYT areas are still operating) and GMC is under private ownership.

On another voyage with a less of a 'raindrops on roses' type of group we woke one morning to find one of them had carved their initials – not very neatly – in the new teak deck, recently replaced at cost of £25000. But that's maybe for another time.

Greater Manchester Challenge
Photo courtesy of OYT NW Archives



From the archives of CSSA Social/Publicity Committee

One of the duties of the General Secretary is to be the Keeper of the Archives. I have managed to avoid this until recently, but I now have five or six boxes of them to go through. The older CSSA archives are proving to be the most interesting. Foolsap paper, manual typewriters, records of committees long since forgotten. I have been looking through a buff folder marked "Cruising Committee Minutes 1957-1967". Nowadays we use computers and emails, but many of the themes remain the same - I expect they were around in Greek and Roman times. One which will be familiar to many of you is the boundless and irrepressible enthusiasm of one or two people versus a committee of careful people trying to get things right. It's timeless; I can think of similar situations in my own club and I expect you can too.

In the mid-1960s, the CSSA Cruising Committee put in much painstaking work trying to acquire moorings in Tollesbury Fleet on the River Blackwater.

The minutes record these attempts, over two years, to provide moorings for CSSA members.

I was brought up in Ilford, an all-important five streets east of the River Roding, which makes me an Essex Boy (officially allowed to wear white socks). My earliest sailing experiences were with the 1st Ilford North Sea Scouts. We spent much of our time in the 1960s sailing around the Essex coast, covering the River Blackwater and many other areas, in dinghies and bigger sailing boats, going as far as Harwich and even a trip abroad to Radio Caroline for a strictly unofficial tour, courtesy of the Emperor Rosko.

Since the 1960s, many parts of the Blackwater Estuary have been developed beyond the modest facilities I remember. Our nights in Bradwell were spent moored up to piles in the middle of the channel, close by the warming waters of Bradwell nuclear power station. Now there is a large marina with 350 berths.

So sit back and let me be your guide on a trip back in time to the mid-1960s as we explore the delightful and still unspoiled area of Tollesbury Fleet.

From the Minutes of the Cruising Committee.

I know these records are nearly sixty years old, but I have changed the names and removed the membership numbers of the two members mentioned.

65th Meeting Thursday 28th July 1964

It was reported that a member wished to know what the attitude of the CSSA would be if he laid a "pirate mooring" in Tollesbury Fleet. It was agreed that that such action would prejudice the Association's chances

of obtaining mooring rights there by negotiation, and should be definitely discouraged; if any such individual action was taken by a member, the Association could not possibly support the member in any dispute with the owners of the bed of the creek.

It is not clear what the Committee intended to do, but I expect they would have considered making enquiries, gauging what interest there might be, finding out what might be available. Any such plans were rudely overtaken by Mr Brown...

66th Meeting Tuesday 1st September 1964

"It was reported that Mr Brown, acting on his own account had laid a mooring in Tollesbury Fleet for his own use; he was paying 3/6d per annum for access across the saltings."

67th Meeting Thursday 8th October 1964

Now here's a prescient entry from the Secretary, and one which the Committee should have heeded. It would have saved them an awful lot of work to no avail...

"As regards CSSA facilities at Tollesbury Fleet, the Secretary explained that this item had been put on the agenda because there seemed to be a feeling that the Cruising Committee should do something positive in this matter. The feeling of the meeting, however, was that the responsibility for action lay with those who wanted the facilities. The Committee should confine itself to advising them to contact the appropriate Local Authority."

Clear and simple, but somehow the Committee failed to heed its own advice and over the next two years would, to use an appropriate metaphor for the Essex coast, wade in to these muddy depths.

71st Meeting Wednesday 31st March 1965

"The Chairman reported that Mr Brown(No. xxx) and Mr Forth (No. xxxx), who had been investigating the possibility of laying moorings in Tollesbury Fleet near West Mersea, had raised the matter In contrast to Mr Brown's "let's do it" approach, the at the AGM. A map had been produced, showing that part of the south channel of Tollesbury Fleet was not pre-empted by anyone; the suggestion was that the Association should write officially to the Commissioners of Crown Lands,



proposing a lease with the right to lay moorings.”

The minutes describe how the Chairman “had inspected the place, which was rather inaccessible at present, as it was approached via a narrow and ill-made road leading to the head of Tollesbury Fleet, followed by a walk of three-quarters of a mile along a sea wall, although a right of way, which had been negotiated with a local farmer, would allow the place to be reached by car in dry weather. Access to the creek from seaward appeared tricky, and impossible at low water; the deepest hole had a depth of about 6 feet at low water, and the area was quiet and sheltered, but there was only a soft “hard”.”

That’s the Essex I remember - mud, mud and more mud. On one occasion in the late 60s, we ran over one of our crew with our dinghy. We had sailed up the River Orwell and anchored opposite Pin Mill. We rowed the dinghy across to the Butt and Oyster pub. Some while later we left the pub only to find the tide had gone out, leaving about 100 yards of prime East Anglian mud between us and the river. We pushed the dinghy across it, but Sid (who was at the sharp end) lost his footing and was run over. We fished him out of his all-over mud bath and took him out into enough water to wash it off. Not the brightest move, but cold drinks had been taken and we were young and foolish - something I try to keep in mind when watching young people doing daft things.

Meanwhile, Messrs Brown and Forth had somewhat grandiose plans for building hards and improving the access. Just what the Committee made of all this is not recorded, except to note it was not proposed to offer any support for these works from Association funds.

“In the opinion of members present, much would depend on the ground rent which the District Valuer might deem appropriate for about 1,500 square yards of muddy creek bed. The rent might be inflated by reason of the fact that the area had once been oyster beds, and it would be foolish to pay an excessive sum; however if the rent turned out to be reasonable, it would be a good thing to secure mooring rights in this area, despite its remoteness, in view of the extent to which all the more accessible areas were becoming occupied by moorings. In any case,

the success of the venture would depend on the number of people wishing to use the area for mooring, and this would of course depend on local initiative; it would probably be necessary to let to members of the general public, on an annual basis, any part of the area not occupied by Association members.”

It was agreed to proceed with an official approach to the Crown Commissioners as requested, without committing the Association to anything.

Have you noticed how the Committee is drifting further and further away from the Secretary’s original advice?...

74th Meeting 7th July 1965

The Crown Estate Commissioners had written on 2nd July as follows: “the oyster layings in the south channel (of Tollesbury Fleet) are privately owned, and ...the ownership of the oyster layings carries with it the ownership of the soil...This means that the bed of the channel below low water mark is not in Crown ownership and accordingly the Commissioners are not in a position to grant the Association a licence to moor in this area.” Mr Hood had replied asking for the name and address of the owner, with a view to an approach to such owner to enable an arrangement to be reached if possible.

If we are staying with the mud metaphor, we need to put on thigh length waders. It’s about to get even more complicated...

76th Meeting 29th September 1965

Mr Hood reported on developments regarding moorings in Tollesbury Fleet. It had been found that the owner of the bed of the creek (and the right to lay oysters), a Mr Lewis, had an arrangement with the Frost & Drake shipyard, whereby the right to lay moorings (in the area indicated in the plan previously received) was granted to the shipyard, for so long as this arrangement might last. Mr Frost of the shipyard had been interviewed, and was willing to sub-let mooring rights to the CSSA for a rental of £10 per boat per annum, all costs of supplying, laying, and maintaining the moorings to be met by the CSSA. It was estimated these latter costs would average up to £20 per annum for 3 moorings, and that it would therefore be necessary to charge members £20 per boat per annum in order to cover rent and ground tackle costs. It was understood there could be no question of paying rent by the month (i.e. of excluding the laying up period when the moorings might be unoccupied). The yard would not have any claim to the exclusive rights to do repair jobs etc. on members’ boats, but was able to offer laying-up



facilities in the form of good mud berths or berths on land in the open, and would probably be able to supply fresh water, look after members' dinghies, and keep a general eye on the yachts on the moorings. The area was sheltered, with an adequate depth of water (7 to 8 feet at low water), quite conveniently situated with respect to access to open water, and with access from the bank at high water and via a hard down to high tide. The village of Tollesbury was fairly sizeable, having a bank and two public houses, and could be reached by bus from Colchester."

77th Meeting Wednesday 10th November 1965

"The Chairman reported that Mr Brown had written committing himself to taking one of the proposed moorings but had said nothing about other possible takers. Mr Hood reported that, as the situation was still rather fluid, he had not yet approached the CSSC on the matter of assistance towards the capital cost of moorings."

This appears a wise course to take; there are there long paragraphs where the Committee wrestle with security of tenure, verbal agreements, type of moorings to be laid, piles, fore and aft moorings, navigational objections. There is also mention of a proposed marina at Ramsey Marsh and the effect this may have on supply and demand. I think it's about time to visit one of Tollesbury's pubs.

78th Meeting Monday 13th December 1965

"Mr Hood reported that he had not received the promised letter from Mr Frost regarding the security of tenure in Tollesbury Fleet; he could not be sure whether this was simply dilatoriness, or whether Mr Frost might be dragging his feet in the hope of driving a better bargain elsewhere. Mr Simkins reported that, in the meantime, Mr Brown had fallen out with the yard: as a consequence of their failure to put in hand some work which he had asked them to do, he had now removed his boat from Tollesbury Fleet, and the atmosphere was somewhat strained. The prospects thus appeared rather gloomy; it was noted that, so far, the CSSA was not committed in any way. It was agreed to consider the position again in the next meeting."

It's definitely time for the pub. Any pub.

79th Meeting Wednesday 26th January 1966

The Committee's enquiries continued and, staying with the nautical metaphors, they cast their net even wider. Nothing if not thorough, Mr Hood diligently perused other possibilities. At no point, it

seems, did anyone shout stop!

"Mr Hood reported that no further progress had been made regarding the proposed Tollesbury Fleet moorings. As an alternative to the apparently abortive arrangement with Messrs Frost and Drake, he was approaching the local Fishery Inspector, who might be able to inform us of any abandoned oyster layings in the Blackwater area (based on Ministry licence rather than on ancient rights), in respect of which the licence might be forfeit in the absence of any attempt to lay oysters, thereby allowing us to apply to lay moorings without hindrance. As a further alternative, an approach was also being made to a man in North Fambridge who had mooring rights in the Crouch there; this was further from the open sea but might be slightly better in some respects. These approaches were approved, and it was agreed that the arrangements in Tollesbury Fleet could not be made in the absence of local co-operation and security of tenure, especially as Mr Brown appeared to be no longer interested."

Here's some local knowledge for you. Burnham on Crouch is on the next river down. It's very popular with yacht owners, and the mooring costs reflect this. If you want somewhere less expensive you have to go further up the river e.g. North Fambridge, adding a lot of time between you and the open sea. Meanwhile, back in Tollesbury, here's some more Essex knowledge for you. There's a tidy sum to be made out of fishing in these parts - cockles in Leigh on Sea, oysters in the Blackwater. If you are ever in a fancy wine and seafood bar, just have a look at the price of Mersea Oysters.

80th Meeting Monday 28th February 1966

"Mr Hood reported that a meeting had that day been held with the local Fishery Inspector at the Ministry of Agriculture, with oysters experts present ; we had put our case, and secured their co-operation. However, it appeared that a large firm (Associated Fisheries) had moved into the Tollesbury Fleet area, and would be developing the oyster fisheries to such an extent that moorings would not be practicable in their area of operations.



For our requirement for a deep water mooring we had been advised to consider Bradwell Creek. Mr Simkins said he had been offered an introduction to the Chairman of the relevant Committee of Essex County Council, whose Education Department held the rights to the foreshore at Bradwell. Mr Hood and Mr Simkins should work together on a possible approach as a mooring in Bradwell would be very useful."

If you have been following all this, you will remember this is what the Secretary (always the best people to listen to) had suggested almost two years ago, before the Committee went off hither and yond, to no effect other than wasting their time.

81st Meeting Thursday 14th April 1966

"Mr Hood said he had duly written to the Essex County Council regarding moorings at Bradwell, and had received a reply. All the available moorings had already been allocated for the 1966/7 season, but it appeared that, if Mr Simkins, as an Essex resident, were to put in an application, he might possibly succeed in securing a mooring for the CSSA for the 1967/8 season.

As regards Tollesbury, Mr Hood reported that he had written to the Clerk of the Tollesbury Parish Council, asking to be informed of any activity by the local Fairway Committee; no reply had been received so far, and a hastener would be sent if necessary. Mr Simkins reported that Mr Brown had been posted abroad and was therefore no longer interested in moorings."

And that's pretty much the end of it. Mr Brown had literally slung his hook and gone off to other adventures, leaving the Committee with a couple of year's painstaking work and little or nothing to show for it. Having set so many hares running, Mr Brown was off to some distant part of what remained of our diminishing Empire.

Oysters are big business in this part of the world so it's no surprise that Associated

Fisheries came out on top.

I left Ilford in 1970 and moved to West London. My trips to Essex tailed off as my sailing area became the Solent and the south coast.

I Googled Tollesbury and found details of a marina with 250 berths, a tennis court, a swimming pool (shrewd, with all that mud), washing machines (ditto), a bar and a restaurant.

I knew the River Blackwater well during the time these events took place, but I could not place Tollesbury Fleet amongst our travels. It is now the southern end of the Blackwater Estuary National Nature Reserve. The Tollesbury Marina website knows it well - "The surrounding area has some beautiful walks including one that takes you down the River Blackwater, next to Tollesbury Creek and around a nature reserve, so bring your binoculars".

It seems that once Mr Brown and his plans had come and gone, it returned to its usual sleepy state. Perfect for an undisturbed area where nature can be left to flourish. I do hope Mr Simkins, a fellow Essex Boy, got his mooring in Bradwell. I like to imagine him sitting on his boat, glass in hand, watching the sun set over the Blackwater Estuary.

Put Tollesbury Fleet into your search engine. You will find beautiful pictures of the Essex coast, just as it was, and still available to just you and the wildlife. Further along the coast is West Mersea, where you will find the Company Shed and a few other places where you can eat and drink. Do try the Mersea Oysters.

I know I'm biased but when you know where to look, Essex is a very pretty place, especially when the tide is in...



5 Kingdoms Sailing Club News

The team are hoping that a near normal program can go ahead from mid-May, which means we need to cancel our early season program in Conwy, we are planning to be back there in the autumn. However, we are adding some activity in Liverpool. Our yacht YNOT is almost ready to go sailing- just needing a tidy up and shakedown sail.

The RYA has provided a lot of advice to sailors during the Covid-19 pandemic, but as a club that runs yacht charters to groups of individuals we felt there were some situations that needed some in-depth thought. This led to us holding (another!) Zoom meeting to discuss scenarios, these included someone falling ill when at sea, how to get help and how to get home. The problems include advice that keeps changing and for 5KSC the rules in the devolved countries vary but we hope to keep on top of the changes.

We have invested in improving our website, please have a look at <https://5ksc.org.uk/sail/> and admire the video and photos! We aim to attract new members looking for opportunities to sail at an economical cost. Existing members can now sign up (find the 'login' prompt along the top line then click on register) and during this you can add some detail about your sailing. The aim is to provide the same information that you would get with an old-fashioned club handbook, we hope that members will get in touch with each other eg to arrange sailing activities. The booking page remains unchanged at <https://www.5ksc.org.uk/booking.php> (or use the link from the new site under 'Sail With Us' – sailing program). This may look complicated at first sight but you do not have to be logged on to book a berth. It provides the management team with valuable information about bookings and billing. Skippers can access information here on the charter agreement and crew details.

Following the UK exiting the EU there are new rules about visiting the Republic of Ireland and Northern Ireland. We are keeping in touch with relevant agencies and have prepared a pack with documentation and the forms skippers will need to use. We are hoping that the south and east coast-based clubs will produce something for the Schengen countries!

It looks as though our RYA approved training program can go ahead as planned in 2021. There are places on the Day Skipper/ Competent Crew on 28/5/21 and Coastal skipper/Competent Crew on 11/6/21. There may be more courses later in the year, please contact training@5ksc.org.uk to express an interest or book at <https://www.5ksc.org.uk/booking.php>

Alison Hutton



Commodore

Graham Dalton

Membership Secretary

Ken Pavitt kenwpavitt@aol.com

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

**General Secretary
Editor**

Brian Stevenson
Eileen Kitts



csgensec@yahoo.co.uk
civilservicesailing@yahoo.co.uk