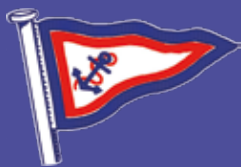


October 2021



# CIVIL SERVICE SAILING

*Civil Service Sailing Association*

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

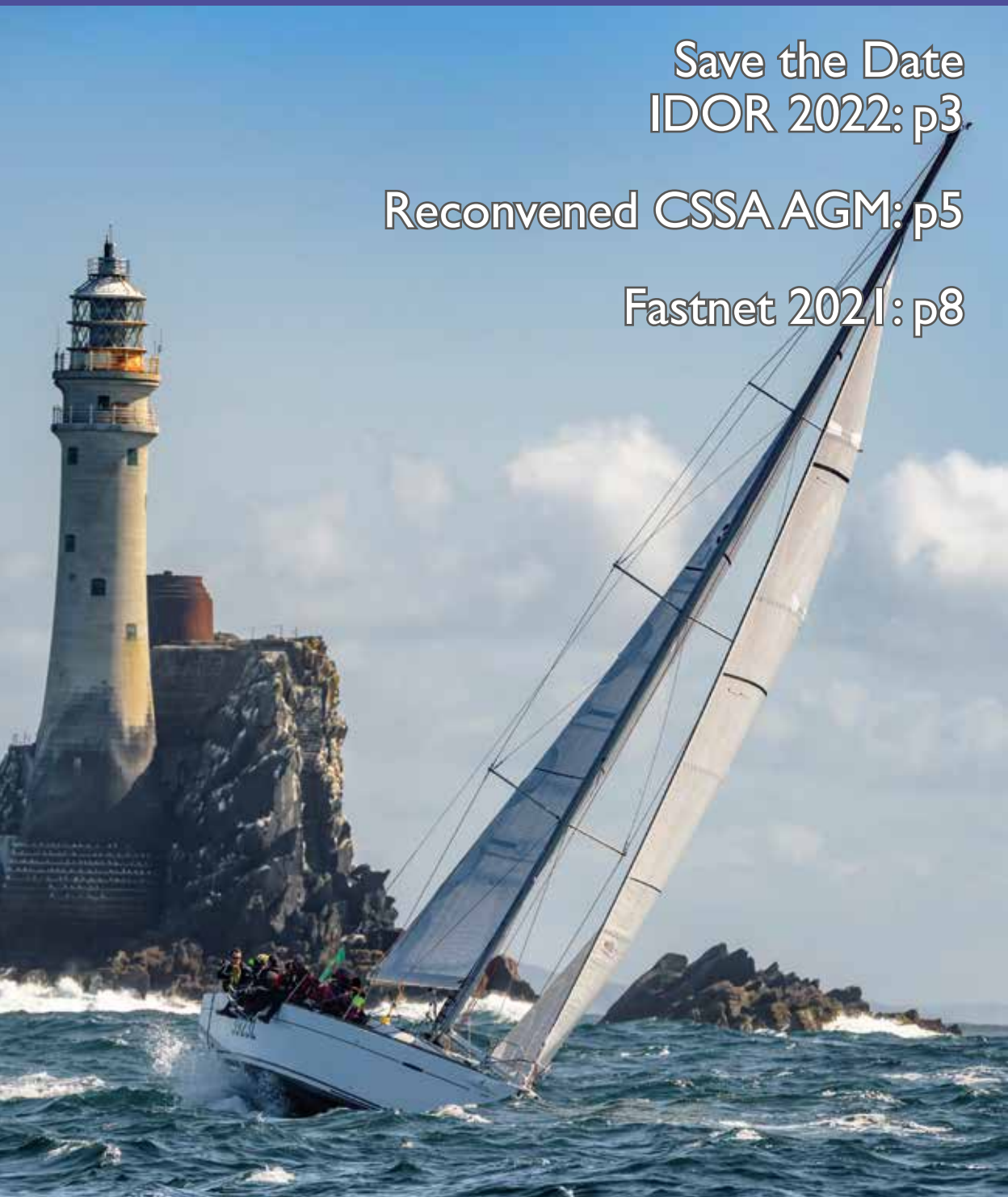
Find us on  @civilservicesailing



Save the Date  
IDOR 2022: p3

Reconvened CSSA AGM: p5

Fastnet 2021: p8



# Coronavirus: SARS-CoV-2 (COVID-19) Coronavirus

Members sailing in home waters should follow the rules and guidance for COVID 19 specific to England, Scotland, Wales, Northern Ireland and Crown Dependencies, as appropriate, and take account of the corresponding, more detailed guidance on recreational boating in the RYA home country pages.

RYA advice and information for all the home countries can be found at:  
<https://www.rya.org.uk/coronavirus/advice-for-boaters>



## 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



## All Wales Boat and Leisure Show

5 - 6 February 2022

10am – 5pm

The All Wales Boat & Leisure Show  
will all undercover at  
Venue Cymru, Llandudno

<https://allwalesboatshow.com>

## BBC Sports Personality of the Year Unsung Hero 2021

Unsung Hero or Arwr Tawel  
Nominations for this award are now open  
BBC are recognising the best  
volunteers in sport whose efforts are  
making a difference to our communities.

During Covid, sports clubs provided  
inspiration and are making a change for  
the better and BBC need you to tell  
them about those people in your area.

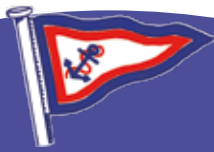
Unsung Heroes are judged by your  
BBC nation or region and 15 winners  
will be announced at this stage.

The 12 English winners join the  
national winners from Northern  
Ireland, Scotland and Wales for a final  
judging panel, of current and former  
sports stars and people active in sports  
volunteering.

<https://www.bbc.co.uk/sport/get-inspired>



Closing date: Sunday, 17 October 2021



**SAVE  
THE  
DATE**

The Inter-Departmental Offshore Regatta  
is provisionally scheduled for  
**23-27 May 2022**  
hosted by the Island Sailing Club, Cowes  
Entries will be sought from crews of CSSA sailors  
representing departments or CSSA clubs.

It is the committee's intent to return to a full racing and social  
programme with a Notice of Race to be issued in December 2021  
with sailing instructions to follow in April 2022.

If you would also like to get involved with the set-up  
and running of the event please get in touch.

We are particularly looking for a volunteer to support the  
communication and promotion of IDOR, not just with CSSA,  
but out to the rest of CSSC and government bodies  
who have not joined IDOR before.

To volunteer or find out more, please contact  
the IDOR Co-Chairs (Stuart and Sam)  
at [idor@cs-sailing.org](mailto:idor@cs-sailing.org)

*Crew-less  
individuals are  
invited to contact  
the Civil Service  
Offshore Racing  
Club (CSORC) who  
will run a crew bureau  
for IDOR at:  
[crewbureau@csorc.org.uk](mailto:crewbureau@csorc.org.uk)*

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Hello and welcome to CS Sailing  
We've got quite a few interesting  
tales of recent sailing trips including  
this year's Fastnet Race - read  
all about CSORC's trials and  
tribulations on page 8.

And.... it's never too early to  
start thinking about next year's  
sailing - see the notice above  
about IDOR 2022.

Thank you to our contributors.  
Enjoy the rest of the season.

Eileen

# Brian Grubb retiring CSSA Treasurer

**Brian Grubb**

served for over 15 years  
as Treasurer of CSSA

Brian Grubb was, for a good many years, Treasurer of Portsmouth Offshore Group, in which capacity he was responsible for maintaining the financial records of a substantial and growing club, doing a fine job.

After he retired, he took on the task of CSSA Treasurer. This not only necessitated managing the CSSA's own bank accounts, but also ensuring the correct proportions of loans from the CSSA or the CSSC to our clubs were being paid or repaid, as appropriate. Brian was not satisfied just with the arithmetical accuracy of the accounts before him, he also looked into whether they represented the best way of meeting the respective financial needs of the parties concerned, suggesting and implementing improvements where possible.

More recently, over the last five years, Brian has represented the CSSA in the ultimately successful role as its representative, selecting and instructing solicitors on behalf of the CSSA in its endeavours to secure the substantial sum of money – over £300,000 – bequeathed to the CSSA by Maurice Gates, one of our former members.



It was not a matter of just waiting for action to take place; information about the CSSA had to be provided via his solicitor to the other parties involved, explaining how the CSSA functioned and could fully meet the terms of the will in respect of its offshore yacht operations, and still legitimately benefit the Association's wider activities. Brian's diligence in handling this lengthy case – taking five years – required a great deal of time and made a significant, perhaps vital, contribution to its success.

*PJ Chapman*

# Reconvened CSSA AGM

## **Calling Notice Reconvening of CSSA AGM Thursday, 28 October 2021 at 7.00pm via Zoom**

Sadly, our AGM held by Zoom from 1100 on Saturday 10 April 2021 did not reach the required quorum of 20 members.

The 17 members present conducted the AGM business in accordance with Clause 9(1)(a), (b), and (c) of our constitution: that is, they received and approved the statement of account to 31 December 2020, appointed auditors, and considered the business submitted.

The draft minutes and Commodore's Address (in lieu of an Annual Report) can be seen at:

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

We are obliged to reconvene a quorate AGM so that you can voice any concerns you may have over the outcome of an inquorate AGM.

The reconvened AGM will meet by Zoom from 1900 on Thursday 28 October 2021 and the members present will be deemed a quorum.

The sole item of business is to consider and, if agreed, endorse the draft minutes of the April meeting as a satisfactory AGM.

Adoption of the draft minutes of our 2021 AGM will take place at our 2022 AGM as is usual procedure.

Your General Committee will be present and I'm confident they will look after your interests but if you wish to contribute in person please inform Brian Stevenson, General Secretary, at [csgensec@yahoo.co.uk](mailto:csgensec@yahoo.co.uk) and you will receive a Zoom invitation.

# CS Sailing Survey



## Have your say! Survey Responses

Thank you to everybody who took part in the survey featured in the July issue and online, about the magazine and opportunities provided by CSSA.

CSSA Membership currently stands at around 2850, with printed copies of the magazine being posted out to around 2700 members and the electronic version emailed to around 150 members. The magazine is also published on the CS Sailing and CSSC websites.

39 members responded to the survey which is a very small proportion of our membership.

There were quite a few suggestions and queries which will be addressed in future issues.

Here is the information from the responses received:

- 80% of respondents were Male and 20% Female.
- Age range was 35 to 95 years.
- Where the respondents live: East 9% North West 19% Midlands 3% South 16% South East 40% South West 9% Wales 3%
- 97% received CS Sailing magazine by post.
- 97% were happy with the smaller page size of the July 2021 issue.
- 97% were happy with the text size of the July 2021 issue.
- 91% preferred the page size of the July 2021 issue.
- 63% would not like to see non-CSSA sailing news included
- The length of membership ranged from one month to 44 years
- Most people said that they would like to sail more often but lack of time was given as the main barrier with lack of opportunity coming second.
- Less than half the respondents had visited the CS Sailing website ([www.cs-sailing.org.uk](http://www.cs-sailing.org.uk)) while 25% have used it only occasionally, with less than 10% using it often.
- Around 66% use Social Media
- All the respondents use email.

A couple of respondents queried the time lag between advising of opportunities and circulating the magazine.

*Editor's response: It does take some time to format all the contributions and images submitted. The print version can then take between 7 and 14 days from the magazine copy being approved by the print company and arriving through members letter box. However, once the copy is approved the electronic version is sent the same day to those electing to receive it via email.*



Another season is drawing to a close and we've been sailing almost exclusively in British waters this year. But at least we've had the opportunity to be out!

For me, the predominantly light winds during my yacht cruising have encouraged me to explore and enjoy many of the spots that I would have sailed past in windier seasons.

I was deeply saddened to hear of the death of Jean Rehill, an established, enthusiastic and determined CSSA member who contributed so much to help 5KSC and me. Jean's contributions helped set up CSSA yachting opportunities based in the Irish Sea, Malin and Hebrides back in the early noughties and onwards. Thank you, Jean.

We are already seeing action to make good use of Maurice Gates' bequest in support of sailing aboard ocean going yachts. CSORC are identifying a racer/cruiser for purchase and CSD has set in motion another metamorphosis of Sea Essay of Hamble.

A pilot to explore better national support for dinghy sailors became stalled during COVID. CSSC has over 5,000 members interested in sailing nationally but fewer than 3,000 of those are members of CSSA (operating solely from English bases). We'll be resuming the pilot for placement of CSSC/CSSA dinghies

outside of CSSA clubs for use from host Clubs distributed across the UK. Activities will include participation in host Club events, including training, and national use away from the host Club's dinghy cruising and for CSSA dinghy regattas.

Thank you to the tiny proportion of you that responded to the questionnaire in the last issue about the magazine and opportunities provided by CSSA.

Thank you to Eileen, and providing an analysis of results. We'll be addressing your very useful comments and suggestions in the coming months.

My contribution to CSSA business has been slow over an unusually busy and enjoyable summer of dinghy and yacht sailing but I'm now making refreshed progress with CSSC business. Items requiring immediate attention include streamlining of our membership process (consistent with CSSC compliance with GDPR), refreshing the agreement between CSSA and CSSC for yacht ownership and operation and looking at how CSSC and CSSA can provide better opportunities for all sailors.

Fair winds for the remainder of the season and here's looking forward to renewed opportunities for sailing both at home and overseas – perhaps next year.

Paul  
VC



# Fastnet 2021

The Offshore Racing division's flagship event is one of the toughest offshore races. Grab a comfy spot on the rail and settle down to read about CSORC's 2021 Fastnet campaign: a tale of storm sails, shooting stars and cetaceans.

CSORC once again entered a crew into the iconic Fastnet race. We were again on Merlin, a First 40 that we have chartered for the past three Fastnet campaigns. Our skipper was Simon Zavad, and this was his fourth time skippering the race for CSORC. Many of the crew had previously competed in the race but true to the Club's objectives we also had some who were new to both offshore racing and the Fastnet. Covid meant that the first time the crew met was at the end of June for the de Guingand Bowl, merely six weeks before the start of the big one. Such a compressed training schedule gave our scratch crew limited time to learn how to work together and



the first time we actually sailed as a full crew of 10 was the Fastnet itself. The qualifying races were extremely valuable, each challenging in their own way and providing great opportunities to develop as a racing crew.

The start of the main race on Sunday 8 August was brutal - strong winds (35kts with gusts above that) and wind over tide creating big seas even in the Solent. Conditions were harsh enough that a good portion of the fleet started the race with their storm sails up and there were many retirements during the first 24 hours. We had our mainsail rigged to reef three, with our smallest headsail. Somewhere around Yarmouth, we suffered our first gear failure. The port hand jib car completely broke. It could have been race-ending, but we managed to jury rig a fix.



The solution didn't allow us to trim the sail perfectly, but it was sufficient to sail and would prove sturdy enough to last the remainder of the race.

We rounded Hurst and the full force of Mother Nature was evident; winds still well above 30kts



and swell of 3-4m, meaning the rest of the fleet were out of view when Merlin was at the bottom of a trough. The conditions were also horrid enough to strike three of the crew with seasickness which would persist until the conditions calmed down. As the winds and seas changed, we adjusted our sail plan accordingly. Somewhere along the South coast we dropped our J3 headsail to change to a larger headsail and noticed two tears, both quite significant, in the J3. Knowing we were likely to have to rely on this sail again should the winds pick up, the crew were tasked with its repair. Still within mobile signal range, a quick search provided some video instruction on suitable stitches, the repair kit was put to full use and a day and a half later all tears had been stitched, with sail patches on top for reinforcement.



Once we were along the Cornish coast the wind and seas had lessened considerably and by Tuesday morning we were enjoying our first coffee since the race start. Dolphins were a regular feature from then on, playing round the boat both day and night. We had a relatively calm passage through the notorious waters of the Irish Sea and the fetch up to the eponymous Rock was enjoyed by the whole crew.

We rounded the Fastnet Rock on the morning of 11 August

at 11:55:57s - although anyone who was following our track via the RORC site may have thought we erred, as it showed us taking the Rock to starboard rather than port as the sailing instructions required! Suffice to say, our navigator was paying more attention to our route than Rambler's navigator was...



# Fastnet 2021 (cont'd)

Once round the Rock, and after the traditional (COVID-secure!) toast, the leg to the finish began. Usually in Plymouth, this year the finish had moved to Cherbourg, which made the race longer and also more tricky for navigation and with the Alderney race to consider, the fleet took a variety of routes.

We made excellent time on the way South through the Irish Sea, flying our biggest spinnaker for a lot of the time. We turned left slightly leaving Bishop Rock and all the Isles of Scilly to port and then aimed for the South coast to pass south of Salcombe before changing course to pass

just north of Alderney.

Again, we were joined by dolphins for much of the way and the overnight passages were notable for beautiful clear starlit skies. The Perseid meteor shower was

in full display mode and we saw some incredible shooting stars, whilst we were accompanied by dolphins playing in their own bioluminescent trails. By now the conditions at the start were feeling like a distant memory.

We were on the final approach to the finish by Friday morning. The whole crew were up, we were racing hard on a tight reach with the full main and large spinnaker, breakfast had been served on

the rail and then at around 5 miles from the finish we had another failure on the boat: the running backstay broke and caused the crew to hold our collective breath. Another bit of quick thinking fixed the backstay and we were able to continue racing hard until the finish at Cherbourg. We crossed the line at 10:27:37s on Friday 13 August with an elapsed time of 4 days, 21h 49m & 37seconds which - in the context of such a brutal first 36 hours, crew sickness and gear failures - felt like quite an achievement.



Covid-secure Sloe Gin



Our final placing on adjusted times was 108th overall. In a field of over 350 boats which started, for an entirely amateur crew who had never sailed together prior to the end of June, it's a really good result. The Fastnet, rightly, has a reputation as a tough race and this year's was particularly hard going at times.

Due to COVID restrictions still being in place, we turned around outside of Cherbourg and sailed straight back to the UK after the finish. We headed for Cowes and had a curry - our first meal on solid land since the start. It maybe lacked a little of the atmosphere of the official race village, but the curry and celebratory drinks tasted good regardless!

Skipper Simon Zavad said: *"it was a fantastic effort from the team - starting the race in 35 knots and blowing a jib car soon after was certainly challenging but we dug deep and got through it together. We were rewarded with some awesome sailing later, with the fetch to the Rock a particular highlight, accompanied by dolphins day and night and shooting stars."*

*Huge thanks to everyone who made this happen".*

Campaign organiser Murray Quinney commented: *"this has been another epic Fastnet campaign. We each developed our individual sailing skills and crew teamwork skills at an exponential rate during the qualifying races. We needed to - successfully completing the first 36 adrenalin-fuelled hours of this year's Fastnet race was an acid test of offshore racing ability passed by only the strongest crews. We passed the test and we enjoyed ourselves hugely as we did it."*

CSORC is starting to plan our racing for the 2022 season. If you are interested in joining us, you can see the provisional race schedule (once decided) and download the CSORC Crew Bureau form from our website at <http://www.csorc.org.uk>



# ECYD News

The Committee decided that with the COVID difficulties of venturing into foreign ports we would keep Freyja in home waters. A programme was created with weekly slots along the South Coast down as far as Falmouth. Our week coincided with that blisteringly hot week in July, no wind so we had a motoring holiday. Mind you that wasn't a problem, our first difficulties started with trying to book a handover berth in Plymouth, no chance with all the rallies that were taking place. So, after much phoning, a berth was established in Torquay and the preceding Skipper was content with the arrangements, and a berth was also arranged for a week later in Falmouth. So far so good.

Torquay was full of young people visiting cocktail bars in apparel that I sure they didn't let their mothers see! It was in Torquay that we first started to see the effects of the NHS app that would "ping" people who went too close to someone who had been affected by the virus. No end of restaurants had notices saying their chef had been "pinged" and so they weren't serving meals.

When we got to Salcombe it seemed much worse. Firstly, as expected we had to moor up with other boats in mid-river and take the water taxi. The town was heaving, all looking for somewhere to eat. We managed to get a takeaway pizza after joining a queue and waiting for 40 minutes and similarly the pub would only serve us drinks on a tray to take away. Luckily, we managed to grab a table on the quayside to eat our pizzas while fighting off the seagulls.

Plymouth mid-week was good with space and good showers and a comfortable restaurant on site.

Fowey was again picking up a buoy in the river – but we ate on board. As it was getting on towards the end of the week, the next day we decided to go into Falmouth get ourselves a berth and go out for day sails. Fat chance – we tried all the marinas in

Falmouth, and no one was prepared to offer a berth for us for the next few days. We did manage an overnight in a little bay that had no facilities not even somewhere we could go alongside to affect a handover. It was lovely and peaceful but not what was needed, so next day we motored back to Plymouth and spent the last day there as tourists – once we had a berth we didn't want to run the risk of losing it.

Looking ahead to 2022 we will need to get more members perhaps by more advertising of start yachting courses or boat handling, but to get these new members we need more Skippers. Although the boat was quite well used this year, we need to get back to the days when there was competition for the various charters. The Long Trip next year we hope will be back to our 2020 and 2021 target area – the Baltic. This is the aim, but if things go against us then we will have to revert to sailing within UK waters again. How does a Long Trip to Scottish waters appeal? Come along to the AGM and listen or have your say.

Talking of the AGM: The AGM of the East Coast Yacht Division of the Civil Service Sailing Association will take place on Saturday 20th November 2021 at Littleton Sailing Club. You will see there is a slight change to previous years in that after the AGM and before lunch we will have a time for skippers, hope to be skippers and other interested persons to discuss next year's programme – this could continue over lunch.

Now finally I will finish with some more sad news. In the last magazine I reported on two losses to ECYD in 2021 – John Hall and Tom Kearney, and now I must report a third loss in July 2021 in Jean Rehill who was Captain of ECYD from 2006 to 2016.

Jean said there are two gifts you can give your children, one is roots, the other is wings and this became a description of Jean's own approach to life.

The AGM  
of the East Coast Yacht Division  
of the Civil Service Sailing Association  
will take place on  
Saturday 20th November 2021  
at Littleton Sailing Club  
PROGRAMME FOR THE DAY

10.00 Coffee on arrival.

10:30 Captain's Welcome and introduction

10:45 Review of Plans for 2022 and feedback

Coffee before AGM

11:30 AGM

12.30 Skipper's discussion

13.00 A free buffet lunch

Motions to be considered at the meeting and nominations for officers and members of the 2021/22 committee must be submitted by Friday 22 October 2021 to the Secretary:

Chris Robbins, 29 Grangewood, Little Heath, Potters Bar, Herts, EN6 1SJ

Also, for catering purposes those wishing to stay for lunch must notify the Secretary by the same date please.

Jean was born and spent her formative years in Buckhurst Hill in Essex. She was capable and self-reliant from an early age. As a young child, she attended ballet classes, taking part in the displays that the ballet school put on. She also appeared in shows organised by her mother, to raise funds for the local church. She took on positions of responsibility from a young age. Often looking after her brother and sister, while her parents were working in the family bakery business.

After leaving school she decided she wanted to work abroad and sailed from Southampton to Canada in 1961, where she worked for the Canadian Sunday School Caravan Mission, travelling widely across the

country. When she got back, she joined the army for a while, but decided it was not for her.

She married, became a mum and then joined the Civil Service, working for the Inland Revenue where, she became a Tax Inspector, and towards the end of her career spent some time on a Cabinet Office project.





# ECYD News (cont'd)

One thing a lot of people will remember Jean for is sailing. She first started dinghy racing at Fishers Green in her thirties. Eventually buying and racing her own boat, a Wayfarer called Jezebel. She became a committee member at Fishers Green, helping to shape the club for a number of years.

It was at a Fishers Green function that she met Allan and for over 35 years their home in Ware became a focal point for their joint families and later for sailing club meetings.

In the 1980s She took up offshore sailing and went on to play key roles in the CSSA and the ECYD. She was Crew Secretary for many years and in 2006 I persuaded her to take over the Club Captaincy from me. She was well known, very popular and much respected in CSSA circles and continued making valued contributions to CSSA offshore training until quite recently. She maintained a desire for knowledge and understanding throughout her life.

She continued to learn, taking different qualifications, most recently open university courses. This was in addition to the RYA training she undertook for her sailing. She almost made Ocean Yachtmaster; in that she did all the course work and prepared John Hall's boat for the 600-mile trip from Brighton to Bergen in Norway. She undertook that trip in partnership with Peter Burry with the crew of John and Christine Hall, John Figgures and me. That part was successful but unfortunately, she wasn't able to finalise the qualification. One thing that stands out, is her desire to share her love of sailing. She taught evening classes for Day Skipper and Yachtmaster. She also taught practical sailing courses, introducing many people to the joys of sailing. She also taught practical sailing courses aboard ECYD and 5KSC yachts, introducing many people to the joys of sailing.

Paul Brereton recalls Jean's enthusiasm for 5KSC's first yacht, Artful Dodger; a tiller steered Westerly Storm and her joy when sailing between Scottish islands in a yacht that reminded her so much of the good times she'd had when dinghy sailing. Jean made longstanding friends in 5KSC and assisted the Club's development through her delivery of RYA practical training in the Scottish waters she enjoyed.

Stephanie Wilson said she first met Jean when she was new to sailing. Sailing with her on many occasions as crew on long trips and the Rallies held on the East Coast with ECYD. She said Jean was a special lady who instilled confidence for novice sailors by encouraging them with her enthusiasm and passion for sailing. There was always something to learn from her breadth of experience and wealth of knowledge. She had patience and encouraged all who sailed with her to develop their skills by allocating the roles for the day such as navigation, helming or sail trimming.

The trips were fun and interesting with new places to visit and explore, including Denmark, France, Holland, Spain, and local coastal waters. One memory for Stephanie was, with Jean's assistance, navigating through the course to Borkum as described in the book The Riddle



of the Sands by Erskine Childers, which had been compulsory reading prior to the trip. She introduced a ladies only crew at some of the Rallies which were great fun and tested their skills against the other participating boats.

She also encouraged new members and invited people who had been taught by her at evening classes to join the Rallies. She was also considerate if “mal de mer” struck, remaining calm and watchful until it passed usually when the boat headed back to land.

Becoming involved in her local community, she volunteered at Ware Museum for a number of years and took a keen interest in the history of Ware. In a bid to understand more about her family, she undertook lots of research into her family tree. Taking trips to Shetland to discover more about her roots.

Later in life she began to suffer with a series of illnesses that would have a significant impact on her life. She started to lose her hearing and suffered loss of balance and later became profoundly deaf. But she remained determined to carry on with her life and her interests despite those difficulties. She continued to teach and to sail but it became increasingly challenging for her. David Crofts remembers Jean regularly joining him on boat handling courses to test her sense of balance and in 2009 I got a call from a college in Hatfield to ask if I could take over the class that Jean had been taking as the problem with her hearing had made teaching too difficult. Similar problems had started to interfere with her chairing ECYD meetings and Jackie Dyett and Gill Sugden with their secretarial skills made ECYD and CSSA meetings more user friendly for Jean. In 2016 she decided that the ECYD Captaincy role was too much for her and she passed the baton back to me.

Typically, she took on the issues around disability rights, campaigning for her own treatment and for better support for deaf people. She went to lipreading classes and made some important friendships there.

Over the last few years, much of her time became consumed with numerous visits to various hospitals and other medical appointments. But where she could, she continued to maintain her interests, and she and Allan enjoyed several cruises to far flung places, including a return trip to Canada. So still a connection to boats and the water.

So, let us remember and celebrate a strong woman who lived her roots and her wings to the full. Let us remember someone who sought and shared knowledge freely with others, and the different things she gave to each of us.

A wonderful person who was good company, fun, tolerant and encouraging - we will miss you.



# Cornwall Cruise

England's Covid Freedom Day came and went in July, but sailing still presented issues for anyone wanting to venture abroad, or even to the Isle of Man.

ECYD's Freyja couldn't head for the usual Baltic cruising grounds, for example, but her staycation did bring opportunities to saunter along the English coastline instead.



A bunch of 5KSC members took her west from Plymouth, enjoying a week of pleasant winds and close-up views of the rugged cliffs. I could quite easily see how the numerous caves – invisible from land - would tempt smugglers of old, although we never went close enough to see if they were still stuffed with contraband or trade our illicit barrels of rum.

For me personally, it was also a sense of déjà vu. Before the peak holiday season, I was with an all-female crew who'd planned to take Ynot to Scotland but found ourselves tangled in Covid red tape so reverted to a commercial yacht hire in Cornwall instead (see last edition of CS Sailing).

By mid-August, visitor numbers on land had soared and the narrow little streets of Cornwall's tiny fishing villages were swamped. Fantastic for those shops and restaurants that had lost trade, but less appealing for sailors like me who prefer peace and tranquillity. I silently decided to visit Mevagissey, Fowey and Charlestown again some other time, April or October maybe.





Our sailing was gentle and unhurried, something of a relaxing mooch while hopping from mooring buoy to mooring buoy. We often found ourselves making way accompanied by dolphins around the boat, sometimes visible, sometimes not but their presence hinted at by gannets dive-bombing into the water nearby.



We also had fun with the dinghy, deploying oars rather than the outboard to row ashore and arriving on busy beaches under the eyes of curious paddle-boarders, sunbathers and children building sandcastles. What a sight we must have been ..... scary middle-aged pirates or damp sailors wanting to buy an ice cream?

When we reached the wide expanse of the Helford River, we fancied calling the water taxi to take us ashore for a drink in one of the recommended pubs, but lo and behold, there was no answer to our phone calls – more evidence perhaps of the sudden demand for visitor services.



Instead, we chilled out on deck with our bottled beers, and I took note of the pilot book's recommendation to read Daphne du Maurier's *Frenchman Creek*, a novel set in the very same spot.



Back home, I downloaded the e-version and ploughed through what I'd call a soppy 19th century romance. It was rather a disappointment ..... unlike the week itself which was utterly wonderful and totally relaxing, thanks to some super sailing and the chilled-out crew.

# Channel Sailing Division News

That's it! With some relief (after last year's wash out) Sea Essay has now completed the 2021 11-week Summer Cruise centred on Plymouth and has entered the last couple of months of charters, day sails, sea times and training courses in its Jeanneau Sun Odyssey 409 form.

In the 7 years with CSD, albeit with only 6 years' worth of sailing, the boat has logged about 26,000NM. We can't be precise about that figure because as many skippers will have noted the log has been somewhat variable in its output throughout the boat's time with us. The Jeanneau was also unfortunate in getting through no less than 6 props some of which decorate the sea bed in various parts of the Channel and Solent.

However, now is the time for the Jeanneau to move on to a new owner and it will be advertised for sale shortly by our selected brokers. As well as removal of all CSD paraphernalia and a thorough deep clean the boat will be in need of a new name as we retain Sea Essay of Hamble for the new one, any ideas!

## New Boat For 2022

CSSC/CSSA have approved the CSD business plan and given the go ahead for the purchase of a 3 cabin, 2 heads Dufour 390 which is slated for delivery into the UK around the 21 December.

Then will follow the installation and integration of an electronics suite, heating system, rigging and commissioning before the Yacht Husband team can get their hands on it for final fit out, have it surveyed, registered, certified and operation manuals produced. Then the business of approved skipper familiarisations can commence, so we don't expect to start the sailing programme until well into March and possibly not until April.



## 2022 Summer Cruise Survey

Whilst the RYA can still not provide definitive advice on sailing in to and out of France we are hoping that next year we can return across the Channel for at least part of our 2022 Summer Cruise. Again, to judge interest we shortly hope to embed a survey on the CSD website ([www.channelsailing.org](http://www.channelsailing.org)).

## Sailing Programme

The remaining 2021 Programme can be viewed on the Sailing Opportunities page on the [www.channelsailing.org](http://www.channelsailing.org) website.

The 2022 Sailing Programme will be published leading up to the AGM and bookings will be accepted from the 28th November 2021.

For the latest CSD news and information follow us on  Facebook: <https://www.facebook.com/groups/CSD.Sailing> 



# Channel Sailing Division Annual General Meeting

**The 2021 AGM will take place on Saturday the 28th November commencing at 12:00 (at a venue to be decided)**

**It is hoped that it will be a combined physical and Zoom meeting**

If you wish to attend in person or via Zoom please let the CSD Secretary Bill Taylor know by e-mail at [wrbtaylor@tiscali.co.uk](mailto:wrbtaylor@tiscali.co.uk)

The AGM will include elections of the following CSD

Committee Officers:

CSD Captain, Secretary, Treasurer, Yacht Secretary, Yacht Husband, Crew Bureau Secretary

There are a further five committee posts, which include the Training, Day Sail and Charter Organisers.

If you would like to serve on the committee please let CSD Secretary Bill Taylor know by e-mail ASAP at:  
[wrbtaylor@tiscali.co.uk](mailto:wrbtaylor@tiscali.co.uk)



## Training Update: Alison Hutton

The 5KSC sea school has been getting into its stride following a difficult start. The RYA recognised us to train in Largs where our yacht Ynot is usually based for most of the summer. In 2020 covid prevented us going to Scotland, however the RYA gave us a temporary detachment to Liverpool to offer basic training from the marina and we chose to offer Start Yachting. This dispensation is probably going to run out at the end of December 2021.

Covid rules prevented us from running early season courses in Scotland and as a consequence some people sought courses on the English south coast. However, at the end of the summer we were able to hold a couple of courses. The first was a three-day conversion course for the Start Yachting trainees to become Competent Crew. This was followed by a Day Skipper course; the four candidates were successful as was the one person doing CC.

An RYA inspection in September brought up points for improvement but was essentially successful.

All being well, in 2022 we will hold some RYA practical courses at the beginning of the season in Largs for CC and DS and again at the end of the summer. If people want Coastal Skipper or Offshore we can cover those but as there are fewer candidates we need to find a date well in advance, so please contact [training@5ksc.co.uk](mailto:training@5ksc.co.uk) to express an interest and suggest some dates. During the winter we are planning some days in the Liverpool marina practising manoeuvring.

Maybe even a day practicing 'Man Over Board' drills.

Please watch out for these on the booking page <https://www.5ksc.org.uk/booking.php>  
We are also planning RYA shore-based Diesel engines and Radar courses this winter; again if interested please get in touch.

## RYA First Aid Course: Colin Atkinson

Six members of 5KSC attended a RYA First Aid course on Saturday 4 September 2021. Many had renewed out of date certificates by doing online courses during the height of the covid pandemic. It was good to be allowed to attend a face to face course. It was held at the Merseyside Police Academy in St Helens, Merseyside, the venue arranged by 5KSC member Mark Carmichael.

The course was delivered by RYA First Aid Instructor Paul Brereton, who is a long time 5KSC member and Vice Commodore of CSSA. The syllabus was covered as set out in the updated RYA First Aid manual and reference guide, this is more relevant than the St Johns book used on courses in the past. Students took part in discussions and practical aspects including bandaging, wound dressing, resuscitation (CPR), and hands on use of AED defibrillators.

All students including myself had previous First Aid training and qualifications but agreed that the course was of great benefit, enabling us to keep up to date, we noted that advice and techniques change. Attending updates is a requirement for our sailing qualifications and also allows us to tackle situations which require immediate first aid with confidence before professional medical assistance arrives.

We very much enjoyed the course, all were successful and pleased to receive our new 3 year RYA certificates. Many thanks to Mark and Paul, please look out for more courses on the 5KSC booking website <https://www.5ksc.org.uk/booking.php> or contact Paul on [pfbsailing@gmail.com](mailto:pfbsailing@gmail.com)

Week one began as we slipped Mallaig in order to make the north-going tide through Kyle Rhea. Even though we had calculated our air draught, the passage under the Skye Bridge is always tense.

Thus, it became a leisurely cruise part sail, part under engine to our first stop in Loch Carron where we dropped anchor for the night. A visit ashore by tender led to us seeing some of the entrants for the NC500 [mile] Skye Road Trip pass-by on motorcycles whilst we basked in the sun outside the village's busiest pub.

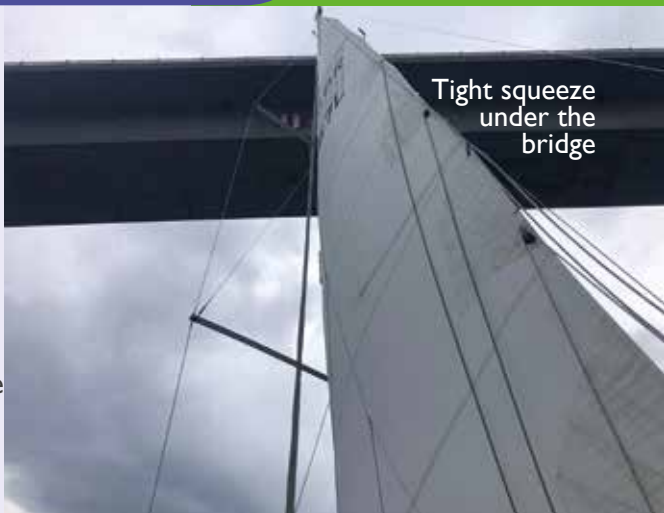
Leaving in the morning was delayed as we had snagged a large very old chain with our anchor (we did feel we had a very good anchorage overnight!) But with the help of some local open water swimmers we were set free and took a sunset sail up to Rona to be greeted by our first pod of dolphins. Just inside a Eilean Garbh ('Rough Island') we picked up a visitor's buoy in the most peaceful of coves for our meal aboard in the beautiful Acairseid Mhor.

The island has just two houses, both connected to a sheep farm. In the morning a walk ashore led us to Church Cave, where couples have previously climbed to take their vows of marriage. We ascended to the table top of the mountain for spectacular views and where the local farmer feeds the Sea Eagles and Golden Eagles each week.

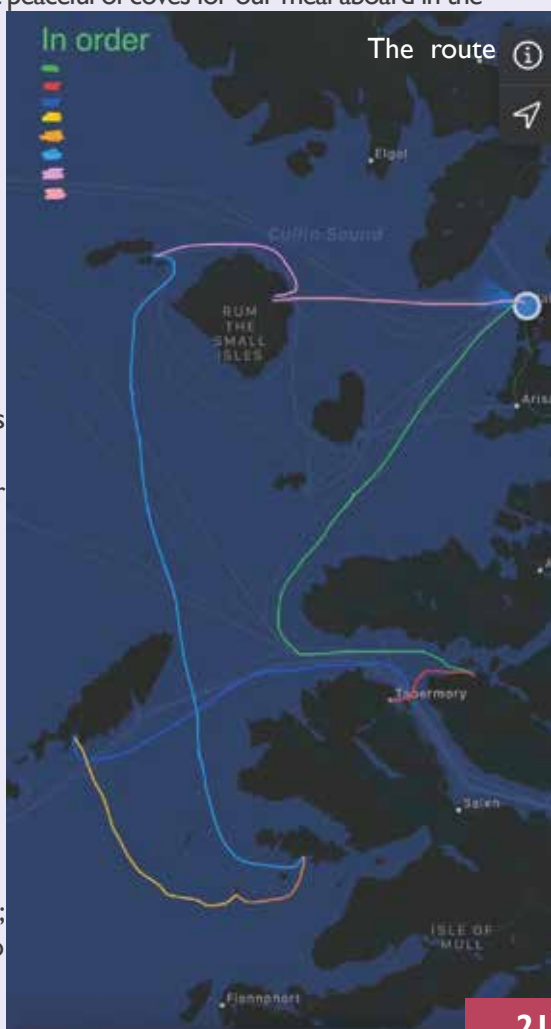
With a purchase of some fine venison shot and butchered by Bill the Island Manager we went on our way to Loch Ewe for our next stop, but not before we had the company of more dolphins, puffins and gannets diving the sea all around us.

A slightly longer sail and time to raise the spinnaker to the furthest North in Scotland most of us had been towards the town of Ullapool on Loch Broom. A busy town with many tourists in campers filling the pubs and restaurants, led to an excellent meal close to the quay and local beer to help refresh. The fish lovers amongst us declared the location a must for future visits.

Our sail back south to the Isle of Raasay was somewhat delayed by the flocks of different sea birds diving a large school of fish at Gairloch Loch. This was interrupted by yet more dolphins jumping fully out of the water and in the company of several Minke whales; between the heads of the occasional seal looking up to see what the commotion was all about.



Tight squeeze under the bridge





# Griffin Charter (cont'd)

We arrived and anchored in Churchton Bay, just in time to take a tender ashore and visit the new but fine distillery on the Isle of Raasay, that also produces a very good gin. With a few malts inside and a bottle or two to take aboard we ate and drank very well that evening.

With a somewhat wet motor-sail back to Mallaig to beat the unfavourable tide through the Sound of Sleat our spirits (not those in our bottle) were not dampened by an amazing meal and evening sunset at The Chlachain Inn in Mallaig.



Covering just over 200 miles in the week, after seeing nature at its best, cuisine dining and drink, led to promises of a revisit and handover to those chartering the boat for the second week.

The second week of August meant the Griffin club took YNOT from Mallaig and a charter yacht out of Craobh Haven (close on a UK map but some driving involved!). The weather was a little predictable with rain building each day over the mountains but we were able to stay off the mainland affected landmass that is Mull and stay in the sunshine.

We took in Loch Sunart after a spinnaker run around Ardnamurchan in the dying breeze and Tobermory before being able to lay Coll - looking back at the rain behind us and head to its southern end of Loch Breachacha with its two castles for the evening. Paddle boarding in the calm loch was a great way to finish the day. We selected the Monday as the calmest for a visit to Fingal's Cave with swimming and stand up paddle boarding into such a beautiful and awesome spot. Nipping between the Mishnish Islands we made for Staffa and would recommend Antares charts that have sought out and surveyed the best anchorages for yachting folk cruising in North West Scotland - and it did not disappoint with a spot of sand to anchor between two rocks on the east side of Staffa allowing the crew to take in the cave for at least two hours. We saw the tourist boats come and go but the throngs are generally left for 20 minutes or so and if it was crowded they soon cleared to leave it to ourselves again. From there we sought a recommended calm anchorage beneath Ulva and looking back at Mull's cliffs as they lit up with the late evening sunset we were not disappointed.

You cannot cruise the Hebrides without seeing the wildlife at home around the islands and this trip was no exception and so the dolphins



played with our bow wave and seals popped up and pondered our anchoring skills. Minke whales surfaced in the distance but never close enough to really identify properly. Birdlife was everywhere and the gannets particularly peeled over and dove in when they spotted dinner nearby and this could be close or far but their splash belied their wingspan at more than a metre for most. No puffins were about the coast but had they left their burrows so long gone out to sea. Guillemots, the occasional razorbill and flocks of as yet unidentified small black birds bobbed about on the sea. Our trip up to Canna was a delight of a light wind sail and finished with a spinnaker run from the Hyskeir lighthouse to end the day. Sadly, the restaurant was shut but we coped on-board with the reassurance of a blow coming in overnight as we took a mooring. The following day started with a single hander on a small yacht sail in and take a buoy adjacent to us in a really wet Scottish blow but at his third attempt he managed this under sail but we all wanted to go lend a hand. Then a window opened late that evening as the blow went through and a great run around the north of Rum meant we could dash in there before making back to Mallaig for our second blow due on the last day of the trip. A brief sighting of a white-tailed eagle demonstrated the reintroduction of the eagles started on Rum in the 1980-90s was truly

a success. Rum was strangely quiet as we assumed the Nature Conservancy council had not put their usual seasonal workers back to the maintenance roles there, and a walk around the recently newsworthy Kinloch Castle (yours for a £1) made us realise you needed deep pockets to take it on. The red deer on the front lawn was the only movement we saw after the campsites and fish farm activity on the loch. Strange times.

The Friday gale meant a ferry and a drive around Skye in the rain but it was great to see the mountains and views between showers in a different mode of travel. Our walk at lunch between showers to seek out a cliff top waterfall just down from Neist Point Lighthouse at Ramasaig with its single farm house five miles down a track was fun. It was made more remarkable as a solitary seal we assume could not believe humans were looking down at it as it stared up at us – for many minutes we were really out at the farthest reaches of Skye.





# Jumbles Sailing Club

What do members do when the 24 hour Southport race is cancelled and there is no wind?

They get out their paddle craft and explore the water from a different viewpoint.

This unexpected opportunity also helped with part of the trial agreed by our landlords to expand water activity to stand up paddle boards (SUPPs) and kayaks.

A very enjoyable paddle was combined with some litter picking and a practical demonstration of rescuing a capsized kayaker for our safety boat trainees.



Boat planter at club entrance



Italian evening



After all the hard work, our first social event of the year was an Italian evening which included a boules competition, a lovely meal made by our very own (equally lovely!) Barbara Harris and an Italian quiz.

This also gave us a chance to tackle some jobs around the clubhouse and grounds; cutting back trees and bushes, grass cutting and path cleaning. Not forgetting an ongoing project to improve the club entrance; a boat planter.



Bernie Freer ensuring we're Covid secure



Roger, our membership secretary, on our new ride on mower which doubles as a mini tractor to pull double handlers up the slipway



Julian Page clearing bushes



Ken Freer, our house and grounds lead



# Fingal's Cave

Our first attempt to visit Fingal's Cave on Staffa was in pre-Covid days and had to be cancelled due to sailing conditions. This year we had two further attempts and while both bought YNOT to Staffa, the outcomes for the crew were very different.

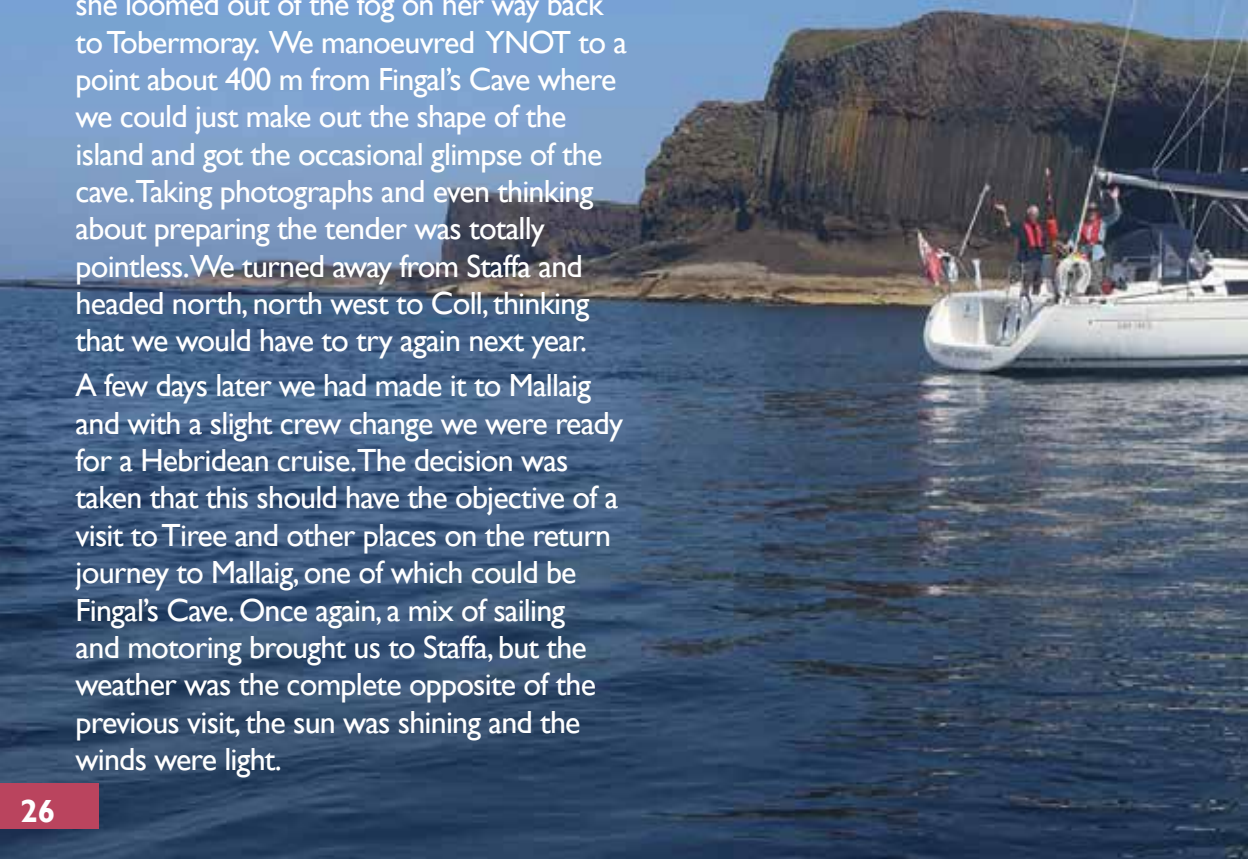
This year's first voyage to Staffa was during a delivery cruise from Largs to Mallaig. This had been a pleasant mix of sailing and motoring from Largs via Campbeltown, Port Ellen and Scallasaig to Bunessan on the Ross of Mull. The morning started fine, with a good prospect for sailing, but with a hint that the visibility might not be ideal. As we made our way north we started to encounter mist and occasional fog with a few patches of brightness in between. The closer we got to Staffa the more obvious it became that we might not be able to visit Fingal's Cave, especially when we managed to get a brief glimpse of the tour boat Angus as she loomed out of the fog on her way back to Tobermory. We manoeuvred YNOT to a point about 400 m from Fingal's Cave where we could just make out the shape of the island and got the occasional glimpse of the cave. Taking photographs and even thinking about preparing the tender was totally pointless. We turned away from Staffa and headed north, north west to Coll, thinking that we would have to try again next year.

A few days later we had made it to Mallaig and with a slight crew change we were ready for a Hebridean cruise. The decision was taken that this should have the objective of a visit to Tiree and other places on the return journey to Mallaig, one of which could be Fingal's Cave. Once again, a mix of sailing and motoring brought us to Staffa, but the weather was the complete opposite of the previous visit, the sun was shining and the winds were light.

We motored slowly past the cave and watched as the tour boats took visitors in as close to the cave as they dared. We decided not to anchor YNOT, but to split into two parties of two, one would visit the cave and while the other stayed on board. After a short while the tour boats disappeared and we were able to make our visits.

YNOT's tender was ideal for a foray into the cave, the water is deep and clear, but the cave is narrow and comparatively very high. The hexagonal basaltic columns give the cave an architectural feel as though their shape had been engineered to support the roof.

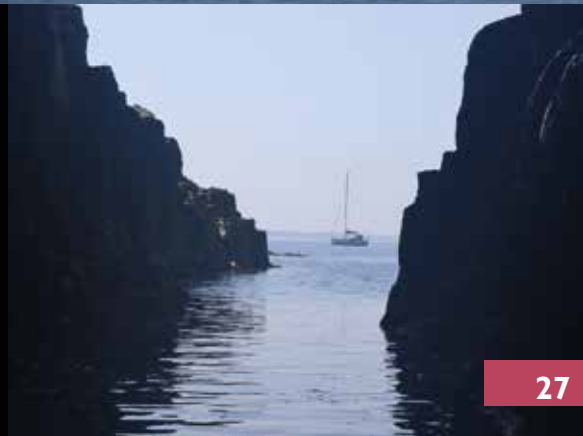
We moved slowly into the cave until we reached a point where the prop of the outboard was at risk and then we used the



oars to paddle the last few metres to the back of the cave. All the time there was a constant crash of waves as though the sea was breaking heavily on a beach at back of the cave. In reality it was a very small wave about 1.5 m wide and 100 mm high hitting the back wall of the cave, the sound was being amplified by the acoustic shape of the cave.

We paddled back towards the entrance, started the outboard and made way for the next visitors, a couple in kayaks. After a quick detour to photograph YNOT we returned to the boat ready for lunch and the next leg of our Hebridean cruise.

It is easily possible to visit Fingal's Cave on foot, but on the water is more difficult. Overall this was a fascinating and different experience that was only possible for me because of 5KSC's yacht YNOT.





# 5KSC Women Deliver

## 5KSC women deliver YNOT from Malaig to Largs via the Mull of Kintyre

### CAPTAIN'S LOG:

Monday 9th August 2021 - Thank goodness - Covid restrictions lifted in Scotland enough that we can have all 6 of us on board.

Sunday 15th August – Stuffed with supplies we were ready to sail as planned. “An all-woman crew?” asked Pam, clearly a seasoned sailor who had spent the last 3 days weathering a storm at anchor with her husband on their Contessa, “I don’t think I’ve ever seen an all female crew.... That warms my heart. Can I take a photo when you are ready to leave?” And she did! Bit of a risk 40 mile first day and a night on a mooring buoy– bit of shaking down happening – enough wind for a good sail, a Minke Whale sighting and looking like this might be an awesome crew!

Monday 16th August – Well that paid off – nicely positioned for sail from Coll to Lunga (Treshnish Isles) for swimming, lunch and a trip ashore then a close stand-off with great views of Fingal Cove very ably helmed by Amy - and then a pod of dolphins playing on our bow for a mile or so as we crossed to anchor at Buinessan on the Ross of Mull

Tuesday 17th August – everyone happy to have a long day today to set us up to get round Mull of Kintyre before the wind drops. Early morning views of Iona and a fantastic downwind sail in moderate sea to Islay topped off by some fun up wind beating into Port Ellen during which time women set personal speed records and broke them! Great community run harbour facilities and a wee dram of peaty whiskey!

Wednesday 18th August – Lazy morning then caught the tide as planned around the Mull of Kintyre, taking the outer passage as the wind had turned S. No drama and great views of Sanda before entering Campbeltown after night fall. No berth even though we’d booked. Glad to have completed that rite of passage as a skipper. Very glad to finally get anchored. Even more pleased to wake up in the morning to see I had missed an old pontoon that hadn’t been spotted!

Thursday 19th August – Oh wow – fresh lobster and langoustines delivered to YNOT directly by McAllister Shellfish from the boat/basket! And it was time for ‘the skipperettes’ Sandra and Caroline to jointly skipper us to Lamlash for swimming, rowing, paddle-boarding and a seafood supper at anchor.

Friday 20th August – a morning of mountain climbing and more paddle-boarding as we waited for the wind to come in and with Toddy skippering this passage (unbelievably for the first time) we stopped to play in the wind before getting into Largs in time to settle down before the heavy rain started.

Oh did I mention that we ate on board every night and the food was AMAZING. Also that there was hardly any food left over – mostly the extra cuppa soups and porridge pots I had requested in case we had ended up doing a night passage.





## Crew members

**Jeanette:** First time on a yacht Jen's aim was to find out if she and Amy need to upgrade their Swift 18 to a bigger boat. The answer was yes! Claiming to be the first South African Scouser to visit Coll she worked her way from cautiously helming downwind in a F3 to goose-winging in a F4 and sailing close to the wind at 9.7 knots. Cook extraordinaire – fusion flavours under all conditions!

**Toddy:** With her strong stomach and awesome navigation skills, she usually finds herself at the chart table.... However, we discovered that she also cares quite a lot about sail set and speed! If we can drag her away from her skis for enough time to get her qualifying passages in she's ready to get that YM ticket and skipper away under all conditions!

**Caroline:** Chief preventer! with an eye for detail and making sure things are right Caroline made sure we never forgot to use a certain bit of rope. Caroline also embellished the log book with important historical records things like the menu for the day and our wild life sightings. A methodical passage planner and skilled helms woman ... watch out for that speed record Toddy!

**Amy:** First mate: with 100's of sea miles under her belt and huge experience of building and mending craft of different shapes and sizes, Dinghy instructor, sail maker and nautical cushion maker and supplier. Always watching to step in to do what's needed, to catch buoys and weigh anchors, to explain, to support and help others learn skills. Highly recommended! And hopefully on her way to get a YM ticket.

**Sandra:** Our chief radio operator (having just based her VHF radio course) was a bit disappointed that most of the harbours used mobile phones to communicate...but was very excited when we heard a DST call for real and the subsequent coms (everyone was OK). Totally organised and the best victualler ever, Sandra's hard work and precise methods ensured we had almost exactly the right amount of food on board – and cooked delicious meals. Sandra also has a keen sense of the wind and a glint in her eye when all is set and YNOT 'starts to sing'

**Ruth:** Skipper gave invaluable instructions about how to use the heads, messed everyone's bunks up getting to bits of the engine and made sure the right charts were out but mostly enjoyed watching this awesome team cover most of base!

## Quotes from the crew

"This was a great trip. We were under sail most of the time in a variety of wind strengths and sea states. We worked well as a team, especially during more difficult moments. It's been brilliant!"

"Ruth is inspirational, identifying my strengths and areas for development. I've learnt how to prepare the boat, to helm, raise, trim and take down the sails. I've grown in confidence and feel that I can do more than I ever expected"

"An unofficial skills consolidation week, night sails, long passages, beautiful scenery, team work and working to everyone's strengths. An open place to discuss, question the whys and the hows"

"Clever Victualer's and chefs quietly

creating delicious things while the rest of us are on deck as well as organising the secret sea food delivery!"

"This trip was truly amazing and confidence boosting – an adventure in its own right covering 250 nm – it was such a fun trip learning from and supporting each other throughout-great team work with everyone bringing their skills to the fore - and lots of laughter too"

"The sense of achievement to see the genoa I had just raised embrace the wind that filled her; the fear – white knuckles when I first took hold of the helm; the dolphins who came to say hello and to play; and other yachties being impressed that we were an all-woman team.

# RCSSC Taster Days



Dave Grundy delivering the safety briefing to our taster guests Karin and Gerald



Smiles all round as Dave Grundy introduces our guests to club members



We have lift off!  
Members launching our boats



Mike Simmons preparing our guests to sail

Whether you used to sail, already sail, or just fancy having a go on a keelboat, you will always be made welcome and looked after, by members of Rutland Civil Service Sailing Club.

With all taster days cancelled for 2020 along with June and July 2021, August and September have been very busy rearranging dates lining up RCSSC volunteer helms and CSSC taster guests, but we got there!

The weather on the day also plays a big part and we had to move our 21 August date to the following day at short notice, which two guests Karin & Gerald attended and kindly provided us with the following account of their day.

## A Tasty Time Sailing with RCSSC

Feeling excited and a little bit anxious (neither of us are sailors) my partner and I were warmly welcomed by Dave Grundy for our CSSC Sailing Taster Session with Rutland Civil Service Sailing Club (RCSSC).

Having topped up with a very welcome bacon roll and cup of coffee we were introduced to the rest of the helms and of course the boats: Squibs Satyr, Lift Off and Soling Time Flies - all keel boats.

Safety briefing over, dressed ready for the weather and buoyancy aids on, we boarded Squib Satyr a 19ft racing keelboat. Mike Simmons was to be our helm for the day and he expertly sailed us away from the pontoon. With his excellent tuition we were soon learning to tack and jibe taking it in turn on the helm and to control the jib sail. Learning to stay on our feet, as we ducked under the boom as it swung from side to side took a bit of doing, and I ended up on my backside in the bottom of the boat on a couple of occasions! It was all part of the fun!

Racing along with the boat up on its side (heeling) was thrilling, especially when joined by Squib Lift Off and Soling Time Flies, in a moderate breeze and close company when sailing by one another.

Being out on the water getting hands-on sailing was an excellent sailing experience and one we would both recommend.

*Karin and Gerald 22 August 2021*

With our cancelled July taster day being arranged for early September, our final taster day of the year was on 24 September 21.

It leaves us to say a big thank you to our guest and our volunteer helms for bearing with us and being flexible to enable us to make it happen.

More information about our taster days can be found on our website:

[rutlandcssc.org.uk/rcssc-taster-events](http://rutlandcssc.org.uk/rcssc-taster-events)

## Late summer sailing

I finally decided in August it was time to get back on the water, and took the opportunity of attending the club on the taster day with the intention of taking a few photographs of our guests and a possible sail. After snapping our taster guests and members launching the boats I was invited to join Helm Eric Andrew on our Squib Lift Off. Within 10 minutes of being on board it all came flooding back to me and we set off in pursuit of our guests on our other Squib Satyr for some shots of our guests on the water!

When we eventually caught up with them, we were joined by our Soling Time Flies, and I was able to capture the shots I needed of our boats in action.

After a further sail with Dave Grundy later in the day it was time to put the boats away. It was a great first day sailing. I've been back to the club a few more times since and am hoping to sail a couple more times before the end of the season, and already looking forward to more sailing next year!

*Marc Tebbutt September 2021*



In pursuit of Satyr



Our guests sailing Satyr

Karin and Gerald back on dry land



Time Flies



# Littleton Sailing Club Winter Membership Offer

**Littleton Sailing Club are offering Winter Membership for £41 single handed or £62 double handed; including Boat Berthing**

Winter will soon be here, but no need to hang up your wetsuit!

We have winter racing and cruising to take you through to the spring

Windsurfers and paddleboarders are also welcome

**Our winter membership provides full sailing rights**

**from 9th October 2021 to 31st March 2022 and includes berthing entitlement**

Boats are available for hire to members with RYA Level 1&2 or equivalent experience.

If you're not into racing just come down and cruise the lake, everyone is welcome!

For more information contact the New Memberships Secretary:

[membership.new@littletonsc.co.uk](mailto:membership.new@littletonsc.co.uk)

**Check out our Winter calendar**

**Saturdays 9 October to 18 December from 10:30**

Early Winter Series racing

Cruising, windsurfing and paddleboarding with safety cover

**Sundays 9 January to 27 March 2022 from 10:30**

Late Winter Series racing and cruising with safety cover

Plus, special trophy days on 2nd January and 6th February

Cruising, windsurfing and paddle-boarding with safety cover



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



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