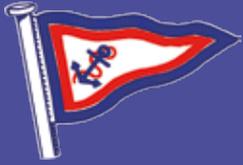


January 2022



CIVIL SERVICE SAILING

Civil Service Sailing Association

www.cs-sailing.org.uk

Find us on  @civilservicesailing



CSSA AGM
23 April 2022

IDOR
23 - 27 May 2022

RYA Lifetime
Commitment
Award p4



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



CSSA Membership Number Check Request

Our CSSA Membership Secretary has requested members check they have a current CSSC membership number starting 30----- and are paying annual CSSC subs by salary, pension, direct debit or annual cheque as required.

If you don't have a new CSSC membership number

the CSSC membership team can be contacted on 01494 888444,

If you are issued with a new number please notify CSSA Membership

Secretary:

kenwpavitt@aol.com

Free Ticket to the First Ever BoatLife Exclusively for RYA Members

BoatLife

NEC Birmingham

17-20 February 2022

<https://boatlifeevents.com>

As well as their exclusive free member ticket, members will also be able purchase up to five additional tickets at the special price of just £10 each (children 16 and under go free)

<https://www.rya.org.uk/membership/membership-benefits/boatlife>

CSSC Community Lottery Fund will launch on 1st February 2022

and will offer small to medium-sized funding amounts to short or long-term projects that help improve local communities' wellbeing and bring communities together.

The community projects need to both support CSSC members and the wider community outside of CSSC.

For more information see:
www.cssc.co.uk/community-lottery-fund

IDOR 2022

23-27 May 2022

Notice of Race available at:
www.idor.org.uk

Deadline for entry
Monday 9th May 2022

To find out how you can enter a boat for your department or club, please contact the regatta committee at:
idor@cs-sailing.org

Racing will be in
the Solent, Hayling Bay,
Christchurch Bay and
around
the Isle of Wight

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

Contents

- 3 IDOR 2022
- 4 RYA Lifetime Award News
- 5 AGM Call for Nominations
- 6 Vice Commodore's Corner
- 7 CSSA Newsletter News
- 8 Pontoon Replacement at POG
- 11 5KSC News
- 12 Rutland CSSC News
- 14 ECYD News
- 18 CSD news
- 23 Sailing Yarns
- 24 A Year in the Life of Jumbles SC
- 26 CSSA Youth Sailors are RYA London & SE Region Champions
- 27 Understanding Diesel Engines
- 28 Littleton @ RYA Dinghy & Watersports Show

Hello and wishing you a very happy New Year!

Let's hope 2022 turns out to be much much better for everyone than the last two years.

There lots of news and plans for 2022's plans from our clubs. And.... it's never too early to start thinking about this year's IDOR 2022 - see the notice above.

Thank you, as always, to our contributors.

Hope you enjoy reading this issue.

Eileen

LIFETIME COMMITMENT AWARD

Brian Grubb, former CSSA Treasurer, presented with Lifetime Commitment Award by HRH the Princess Royal



Brian was among those honoured for exceptional commitment to boating at the 2021 RYA Volunteer Awards ceremony last November.

Brian recently retired as Treasurer of the Civil Service Sailing Association after nearly 40 years.

During these years he managed the complex financial affairs of the CSSA which has 10 divisions throughout England. His clear briefings allowed informed decisions to be made on the wide range of business conducted and ensured an equitable flow of funds from the association to the clubs. He drafted guidance documents that were models of clarity and greatly assisted clubs to manage their finances in a safe and appropriate manner and to render proper accounts.

His clear and relevant advice on financial matters enabled the association to move forward with confidence while making the most of its assets. Brian has secured leases, allowing the growth of thriving community clubs, and enabled development of Portsmouth Offshore Group, providing affordable moorings for members on the Solent. It has also sustained the operation of three fully coded club yachts, providing hundreds of cruising berths, and introduced hundreds more to yacht racing. While his friendly approach has impressed all who know him.



A Thank You from Brian

I'd like to thank all those friends and colleagues in the Association and in my club, the Portsmouth Offshore Group, who contributed to putting my name forward to the RYA for a Lifetime Commitment award. I was hugely surprised and touched by this and was honoured to receive the award from HRH the Princess Anne at a ceremony held in London last November. The award ceremony for 50 or so recipients was held in the magnificent One Great George Street - home of the Institution of Civil Engineers - and my wife and I had a most enjoyable post-award lunch in the wonderful surroundings of 'the Great Hall'. It was an unforgettable occasion and an honour to be cherished.

*Thank you **Brian***

RYA COMMUNITY AWARDS 2021 LIFETIME COMMITMENT

BRIAN GRUBB Civil Service Sailing Association



Brian is retiring as Treasurer of the Civil Service Sailing Association after nearly 40 years. During these years he has managed the complex financial affairs of an association with ten divisions throughout England. His clear briefing has allowed informed decisions to be made on the wide range of business conducted and ensured an equitable flow of funds from the association to the clubs.

Information about the
2021 RYA Volunteer Awards
can be seen at:
https://bit.ly/RYA_Awards

Call for nominations and motions for the 2022 CSSA AGM

The 64th Annual General Meeting of the CSSA
is being planned as a hybrid
face-to-face/virtual (Zoom) meeting

Time: from 1100 on Saturday 23rd April 2022

Venue: Commodore Room, Rutland Sailing Club,
Gibbet Lane, Edith Weston, Oakham,
Rutland, LE15 8HJ

- Motions should be sent to arrive at: csgensec@yahoo.co.uk by 14th February 2022 in accordance with Rule 9 of the Constitution.
- Nominations for Committee members should be sent to arrive at csgensec@yahoo.co.uk by 14th February 2022 as set out at Rules 7 and 8 of the Constitution.
- The Vice-Commodore post is open to nominations. The incumbent VC is prepared to serve a second term.
- The Commodore and Rear-Commodore posts are not due for election at this AGM.

The CSSA Constitution is posted under the CSSA Business tab at:
<http://cs-sailing.org.uk>

The AGM will be followed by events for offshore and dinghy sailors and an opportunity to sail the Rutland Civil Service SC keelboats.

Lunch will be provided by the CSSA

COVID may yet force a meeting by Zoom only

As we approach the new season, we should take a moment to thank the army of volunteers that have put in so much work over the autumn to make sure the opportunities we so much enjoy are available to us in 2022.

Stuart Dawes and the IDOR team have set up the Offshore Regatta 2022 from Hamble and are inviting Club and Departmental entries.

Andrew Selves is busy fixing the venue and scheduling for the Dinghy Regatta.

Hooe Point committee are busy negotiating a site move.

Portsmouth Offshore Group and Littleton SC are busy restructuring as Companies Limited by Guarantee (CLGs) to better facilitate future sailing.

Channel Sailing Division and Civil Service Offshore Racing Club committees are progressing their yacht purchases.

All Club volunteers are busy putting together cruising, racing and training programmes for dinghies and/or yachts for 2022 and making sure the equipment will be ready.

Your CSSA General Committee members are busy doing their parts to ensure timely CSSA funding and CSSC support – Treasurer, Secretary, Publicity, Membership and so on.

All worthy of a very large thank you from me and from all members.

We're planning on getting the season off to an inspirational start with a day of face-to-face presentations, yacht and dinghy sailor meetings, the CSSA AGM 2022 and opportunity to sail the Rutland Civil Service SC keelboats. This will be

at Rutland Sailing Club on Saturday 23rd April – COVID permitting.



More details will follow in the next magazine and will be posted on

<http://cs-sailing.org.uk/cssa-business/> and elsewhere as details are finalised.

Here's wishing you good sailing in 2022.

Paul
VC

If you would like to find out more information about CSSA and its clubs in between receiving your quarterly magazine, there are several other ways to find out what's going on.

CS Sailing Website (www.cs-sailing.org.uk) is a central point for information about CSSA and has links to all our clubs.



CSSA Newsletter We also now have a monthly online CSSA newsletter to help with information updates in-between editions of the magazines. January's newsletter can be seen at: <https://bit.ly/CSSA-Jan22>

If you have news you would like to be included, please send it to: editor@cs-sailing.org.uk

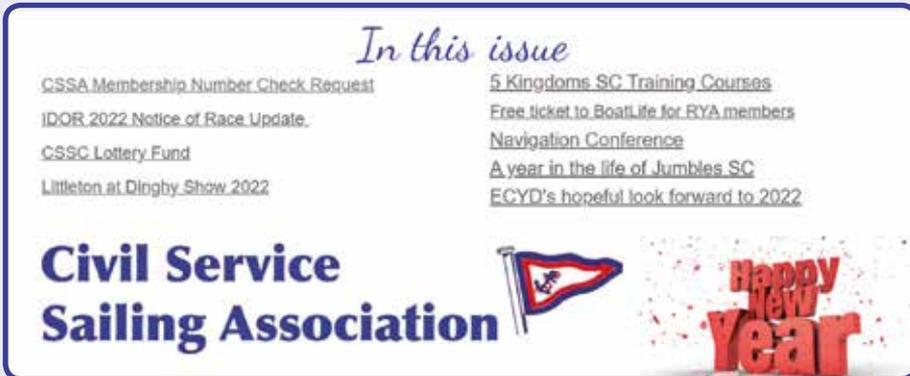
If you would video footage to be included it needs to be available on YouTube or Vimeo

CSSA LinkedIn page: There is also now a CSSA LinkedIn page: <https://bit.ly/CSSA-LinkedIn>

Facebook pages: CSSA and most of our clubs have Facebook pages

Email: and if you have any specific enquiries please get in touch at: editor@cs-sailing.org.uk

Screenprint of January's Newsletter which can be read at: <https://bit.ly/CSSA-Jan22>



Screenprint of CSSA LinkedIn page which can be seen at: <https://bit.ly/CSSA-LinkedIn>



We have had a busy time at POG this Autumn when the first stage of the club's pontoon upgrades as part of a ten-year plan, was successfully completed.

By way of background, for those who are not familiar with the moorings set up at POG, let me describe them. We have approximately 170 pontoon walk ashore moorings in Weevil Lake which is on the Gosport side of Portsmouth Harbour.

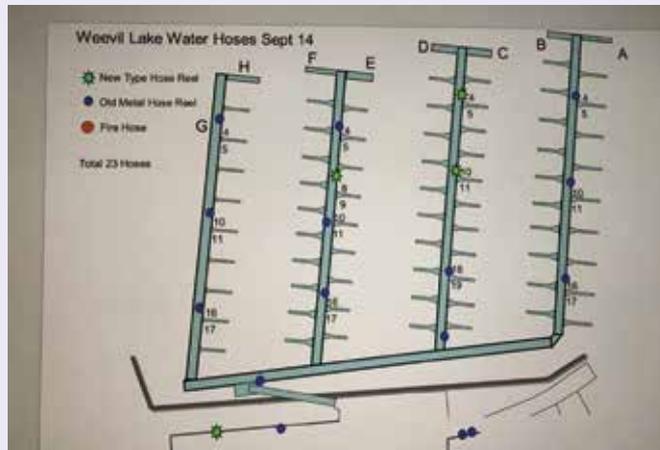
Originally, we had pile moorings, but in 1987 two rows of pontoon moorings were put in and then in 2003 the whole facility was fully converted to pontoon moorings, giving us four rows plus a connecting walk way. To achieve this and save money, many of the original pontoons were utilized and combined with new ones.

Over the intervening years we have kept them going by replacing sections as required, reboarding with recycled plastic and constantly renewing the fixing bolts. The majority of this work was done by our members, which has kept costs low.

Ultimately though there comes a point when it is more cost effective to "Bite the bullet" and renew the pontoons.

When we carried out our annual condition survey of pontoons and fingers, E/F Row in particular demanded attention, as it had developed a list and some of the frame integrity was very poor and scored low on our condition rating scale.

Some of the pontoon sections and fingers were originals which had been in service for over 30 years!



Our strategy at POG has always been to have a continuous programme of improvement

of all our facilities and keep them up to a commercial standard and to ensure compliance with current H&S requirements. In line with this a case was made to the management committee for E/F pontoon replacement and this was duly approved.

Having decided to invest in new pontoons, a review of our requirements was carried out by the

moorings team who concluded we could benefit from longer fingers on the south side (Row E) and some reconfiguration of spaces to better cater for the trend of longer and fatter boats

After obtaining quotes from various companies, a deal was negotiated with Walcon Marine, our trusted and preferred marine engineers, with a start date of the 25th October.

All we had to do, was find homes for forty-five boats, disconnect and strip out electricity supplies and bollards. Remove safety ladders, water supplies, fire boxes and other equipment

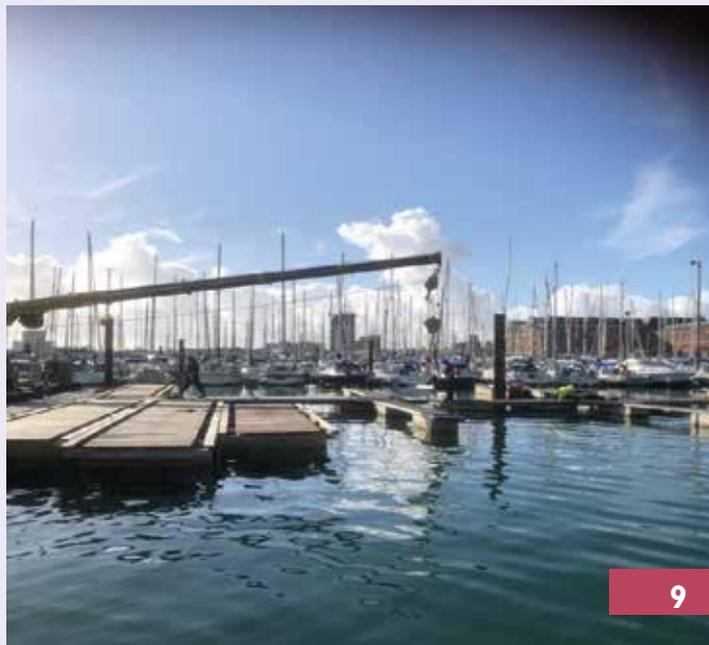
Although we had offers of temporary moorings from neighbouring clubs, we decided the best solution was to bring forward our Winter boat lift. This would free up thirty spaces.

Fortuitously, POG invested in a Roodberg hydraulic boat trailer and a tractor three years ago and now has an experienced team of volunteers, who lift and set the boats down in the yard using this equipment.

Having our own kit gives us independence and allows maximum flexibility in lift and launch. Using our trained volunteers with this equipment we were able to bring forward the scheduled Winter lift out.

In parallel with this our Moorings Team commenced the unenviable task of arranging for boats to move to the empty spaces that would be vacant once the boats being lifted had moved.

This they successively achieved, thanks to a lot of head scratching and the cooperation of mooring holders. A calling notice went out for volunteers to work in teams to remove bollards, cables and lift pallets. Other teams would remove water supplies and the remaining pontoon furniture. The teams would also prepare the yard and service the cradles for storing boats.



**POG's mission
has always been
to make boating
accessible and
affordable for
all regardless of
means and status**

PONTOON REPLACEMENT AT POG (cont'd)

Early in October thirty plus volunteers undertook this work. We have a tried and tested system; first we appoint team leaders who are the experts or professionals and then we allocate volunteers to each team based on their skills and abilities. The key ingredient being a catering team to keep the workers topped up with bacon rolls!

Following the work in removing services from the E/F pontoon, lifting and storing of boats in the yard, we were ready for the contractors.

On the 25th October as planned, Walcon arrived with their barge, some of the new pontoons and started work. It took two weeks, at the end of which we had a sparkling new pontoon walkway and fingers which should last another thirty years.

Now all we had to do was reinstate the services. This was completed using small teams over a period of two weeks. Initially the electricity cabling was installed followed by the bollards, plumbing and finally the ladders, fire boxes and new finger numbers.

We are very fortunate at POG in having members who have a wide range of skills and expertise, who are prepared to give very freely of their time. Although it is sometimes hard work, the old adage “many hands” truly works and the bonus is friendships and low-cost moorings.

If POG did not have the ethos of self-help and willing members, many of our mooring holders would not be able to afford to have a boat. A member once told me that when he had a caravan no one commented, but as soon as he bought a boat he was labelled as wealthy!

POG's mission has always been to make boating accessible and affordable for all regardless of means and status.

Tim Anderson



The club held its AGM face to face this November and recorded a good attendance with some members being able to zoom in - this is useful option for meetings when members are far flung.

The winter program is underway. We have started racing on the Mersey with Liverpool Yacht Club, this is an opportunity to practice skills rather than for trying to break records.

The sailing in January and February is called the Brass Monkey series and it will be cold!

You can sign up now on the booking page at <https://www.5ksc.org.uk/booking.php>

In the spring there is a further Start Yachting course in Liverpool over the weekend 5-6 March 2022. If you know people who are interested in learning the basics please tell them about this.

This winter there will be some shore based RYA courses, the next one on Diesel engines will be on 23/1/22. Others depend on people expressing an interest so please drop a line to training@5ksc.org.uk

We can organise Radar and VHF as well as a further Diesel engine course. There is one more First Aid course on 29 January 2022 – why not check to see if yours needs updating (the certificate last three years).

Ynot will be lifted out of the water in early March for a scrub and check-up, if you want to get up close to the action please volunteer for the maintenance team via Colin: atkinsoncolin575@gmail.com he may even let you join the bad jokes group!

The program for 2022 is almost complete with Ynot going to Scotland on 6/5/22.

There may be further opportunities for gaining miles, night hours and long passages for RYA qualifications please get in touch if interested.

These may be 2-4 day cruises in between charters.

January and February sailing
is called the
Brass Monkey Series
and it will be cold!
You can sign up now on the
booking page at
www.5ksc.org.uk/booking.php

We are running Competent Crew courses for those that have done Start Yachting and a Day Skipper Practical course from Largs in May 2022.

Currently no one has expressed an interest in a YM Coastal Practical but there is space for this in September if needed.

There is one more
First Aid Course on
29 January 2022
(certificate lasts three years)
Bookings can be made at:
www.5ksc.org.uk/booking.php

All's Well at Rutland CS Sailing Club



Well there goes another Covid year and, yet again, RCSSC members and Taster guests, were able to get out on the water, relax and enjoy sailing our keelboats, Covid and Boat safe, in good company.

Our plan this year has been simple:

1. Stay in touch with our members.
2. Enable safe sailing.
3. Remind members of the wellbeing benefits of sailing.

Over the Winter of 20/21, it was not possible to gather. Not deterred, we held Zoom gatherings, rang round members, and encouraged folks to stay in touch – and very member received a Christmas card.

Anyone who sails, knows that sometimes, you have to move PDQ! So it has been with the Covid rules and enabling sailing. Who will ever forget Hands, Face, Space? Whilst Squibs are normally two handlers, we developed ways and guidance to enable sailing single handed when needed– and it worked out really well. We also limited the crew on our larger Soling – in order to maintain social distance.

After ‘staying local’ and sitting out Covid, at long last, at the very end of March we were able to gain access to Rutland Sailing Club (RSC), to check out our boats and

prepare for the sailing season.

Whoop! Whoop!

Our Boat Husband team asked for volunteers from our members to assist in stepping masts on our Squibs, check rigging and trailers and giving all the boats a Spring Clean. We hadn't seen one another for ages, and it was a great reunion. Smiles and banter all round and we got the job done.

Despite the challenges of Covid 19, our Soling and two Squibs were all ready for Members to sail on 1 April 21, the first day of the season. Well done the Boat Husband team and volunteer members.

Readers will know full well, that the weather decides who can sail and when; we had a mixed bag which gave us fair winds and sunshine at times and on other times told us quite clearly, sailing is cancelled. Of course Rutland Water doesn't actually listen to the forecast, and we've learned to listen to what RW has decided to be – and as a result got in some very pleasantly surprising, good sails. Just great to be out on the water and see all kinds of other boats of all sizes and shapes, racing and cruising and just enjoying being out on the water! Wonderful!

From April – June we focused on our members, and it was great to see many members get out on the water and on the helm, with encouragement and support from those of us who were managing to sail regularly, and who had developed ways we could sail in good company, safely.

RCSSC runs CSSC tasters, and we really enjoy sailing with our CSSC guests. A key factor for the tasters is having sufficient helms and support crew. To allow our members to build up confidence in our Covid guidance we had to cancel June and July CSSC tasters and slip our guests into August and September. Based on feedback, our guests had a great time and, as usual, so did we – a real pleasure trip. Two guests enjoyed it so much they have since joined RCSSC! Welcome aboard Martin and Dawn Braithwaite. Also welcome aboard Mark Grout who contacted RCSSC and after a sailing taster with great winds, joined us and has managed to get in another sail before the end of season.

If you would like to see some of our sailing check out Rutland Civil Service Sailing Club on:

- YouTube Channel <https://bit.ly/3F8bsBV>
- Facebook <https://www.facebook.com/RutlandCSSailingClub>
- Website <http://rutlandcssc.org.uk>

You can stay in touch with RCSSC by subscribing to the above. It's just a click away.

Why not grab a cuppa and watch our short videos (apologies taken on my iPhone – I am no expert, but they give you a good idea of what it's like to sail on our keelboats). Better still if you fancy a sail with us, get in touch, you'd be very welcome.

In summary, we are a small and friendly sailing club that really do enjoy sailing our keel boats at a great club, Rutland Sailing Club, on 31,000 acres of Rutland

Water. Staying in touch was good for us all and, working together, in short time, we got our boats ready to sail in record time. We invested time in testing our processes before members sailed and adapted to enable sailing in accordance with Covid 19 guidance, including introducing single handed sailing of Squibs – a first for us.

Sailing in good company with sailing buddies, bantering, and laughing and, at the end of a good day's sailing, heading off home feeling better for a good sail in great company. As for 2021 sailing season, looking back "All's well that ends well!"

Already looking forward to next sailing season.

David Grundy

Club Captain: Rutland Civil Service Sailing Club (RCSSC)

01733 211637

Sailing in Good Company



ECYD report for 2021 and looking forward to 2022 - including another obituary

This report was written in December 2021 with the underlying threat of imminent closedown over Christmas, and so, as I said in the October '20 newsletter, we were planning/hoping to repeat the 2020 programme for 2021, sailing to the Baltic.

In a report from the Cruising Association and the RYA, they were saying anyone sailing to an EU country should be prepared for a more “administrative environment”. For, in previous years British sailors have been able to turn up in France, Belgium, Holland etc and not worry too much about where they were – it could be the middle of the night or a weekend in whatever port it was possible to make a safe passage.

But the good news is, that we do have in the UK some excellent sailing areas and as there was no chance of going foreign in 2021 we decided on the South Coast and the West Country

A 2021 programme was created with weekly slots along the South Coast down as far as Falmouth. Our particular 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 and after much phoning, a berth was established in Torquay and a berth was also arranged for

a week later in Falmouth. So far so good. It was in Torquay that we first started to see the effects of the NHS app that would notify 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 was much worse. 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 on the other hand in mid-week was good with space and good showers and a restaurant on site.

By the Wednesday we decided to go straight to Falmouth, get ourselves a berth and go out for day sails. Fat chance – we sailed into Falmouth Harbour and visited all the marinas there, and no one was prepared to offer a berth for us for the next few days. So, we turned round and 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.

But I must admit I enjoyed that week – it was different.

Looking ahead to 2022 the members at the AGM agreed that following on the problems of Covid, the Long Trip would be to the West Coast of Scotland. Before that however, we have a full programme of uncertified training covering the whole of April, so anyone wishing to try “start yachting” “boat handling” or even “radar training” should contact James Allen on jamesallen61@gmail.com

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, and so we are hoping that this trip would bring in more interest. At the time of writing, we have a Skipper and crew to take Freyja up the East coast of England and Scotland from Ipswich to Inverness and then down the Caledonian Canal and make the first handover at Oban in May. We also have the luxury of already finding a Skipper prepared to bring Freyja back from Inverness to Ipswich at the start of September. Below is the proposed plan for next summer. As

I said above at present we have a definite Skipper and crew to take Freyja directly up to Oban, which will be the handover port for this summer, but unfortunately, as at 1st Jan we have around half of the required Skippers.

The final leg has been agreed and will leave Inverness at the beginning of September.

The slots are now allocated to the Skippers shown and as I get any further bids, I shall update the calendar accordingly and get it shown on the website.

To make a bid for a charter period please contact me on brianbarnes346@gmail.com or ring me on my land line 01494 882613.

Start Date	Finish Date	Departing	Handover	Days	Skipper
Sat 30th April	Tues 10th May	Ipswich Haven	Oban	11	Richard Maxwell
Tues 10th May	Thurs 19th May			10	-
Thurs 19th May	Sat 28th May	Oban	Oban	10	Stephen Strange
Sat 28th May	Mon 6th June			10	-
Mon 6th June	Wed 15th June			10	-
Wed 15th June	Fri 24th June	Oban	Oban	10	Alan Vincent
Fri 24th June	Sun 3rd July			10	-
Sun 3rd July	Tues 12th July	Oban	Oban	10	David Crofts
Tues 12th July	Thurs 21st July			10	-
Thurs 21st July	Sat 30th July			10	-
Sat 30th July	Mon 8th August			10	-
Mon 8th August	Wed 17th August	Oban	Oban	10	Martin Hugo
Wed 17th August	Fri 26th August			10	-
Fri 26th August	Fri 2nd Sept	Oban	Inverness	7	Jeff Herschel
Fri 2nd Sept	Thurs 15th Sept	Inverness	Ipswich Haven	14	John Miller

Now that was the first part of my report. The second is all sad news. At the start of 2021 I had the sad news that John Hall had died. John was very much involved in the setting up of the CSSA and then later he and others were instrument in the creation of ECYD. John held the post of Treasurer for most of the life of ECYD. This news was followed quite quickly from Michael Kearney to say his dad Tom had also died. Tom was Captain of the club for three years but went on to make his name as Yacht Husband. He developed this role assisting both the South Coast club and 5 Kingdoms. Then in June Jean Rehill died. Jean had spent a lot of her time in the club as Crew Secretary but was well known for her training skills, particularly with 5 Kingdoms. She was also Captain for ten years.

ECYD News (cont'd)

And then a few weeks back I heard that Peter Burry had also died at the age of 90. Peter was another founding member of ECYD and went on to develop his training skills also with the other clubs. Peter was involved in the BRE accepting the 2-year loan of yacht "Diela" which led into the ECYD itself; and for years he was its YMI, giving training to many in CSSA

Paul Brereton recalls Peter's delivery of RYA training as Principal of the CSSA Sailing School being a major contributor to the early development of 5KSC. Peter's enthusiasm for instruction and support of trainees and particularly skippers preparing for their Certificate of Competence exams was very widely appreciated. Peter was quick to establish a 5KSC branch of the Sea School and supported development of Cruising Instructors within 5KSC and ensured supply of senior instructors from ECYD and elsewhere as required. Peter's onboard cooking skills raised the bar immensely for trainees interested in preparing good food. Eating aboard has doubtless been far more pleasurable for numerous CSSA offshore sailors than it might have been without Peter's inspiration. Peter's view that although the accommodation on board was not exactly home comforts there was no reason lower your standards in the culinary field.

Richard Maxwell's history with Peter goes back to 1983. He remembers crabs from Guernsey Fish Market and which they ate in the bay of Sark. Peter would also order Lobster on the last night in Channel Islands.

Roast Meals was the Thursday night treat. There was a 600-mile Yachtmaster Ocean trip in Callisto, a 32ft. Westerly Fulmar bilge keeler, to Copenhagen via top of Jut-

land, then to Kalmar in Sweden and as the water tank in Callisto was relatively small they had 72 cans of beer. Peter invented a device using a bucket attached to the boom in which they collected freshwater off the sails at night for washing up.

Also in Callisto, was the Long Trip from Woolverstone to Hartlepool, Lerwick in Shetland and around Muckle Flugga (the most northerly point in Britain). This trip was done in 7 days of cold northerly winds. The first three days were slow and so they regrouped in Hartlepool. Unfortunately, by breaking their journey the Ocean qualification was nullified. The trip continued and Peter had stowed a bottle of Champagne to celebrate rounding Muckle Flugga. Although the sea was a bit lumpy they were not sure how much got drunk and how much got spilled!



By 2006 Richard was a qualified Yachtmaster Ocean Skipper and it was Peter who had trained him in good sailing techniques.

THE THINGS HE PARTICULARLY REMEMBERS

- Roast Dinners.
- How to test the Gas detector using Alcohol (whisky)
- Roast Dinners
- The “33” different ways to tie a bowline
- Crabs from the fish market in Guernsey
- Love of sailing around the Channel Islands
- Champagne rounding Muckle Flugga
- F9 down the Kattergat. And of course, Roast Dinners

James Allen remembers being with Jeff Herschel and Jamie on the last Peter Bury sailing trip. Peter was taken ill and Jamie took him back to Brussels for Peter’s daughter to collect him and take him back home.

Peter was also a member for 20 years of the research team of the Cruising Association. As a scientist he was active with teams dealing with wind farms, red diesel, and many other topics such as the provisions relating to offshore installations to enable leisure vessels to navigate safely around them. He investigated the problems of masthead light degradation and GPS instability. He was also a useful member of the research team with his detailed knowledge of every aspect of the Colregs – not just the regulations themselves but their history, how they are applied in practice and all the court cases which underlie them.

Peter spent his final year at The Royal Alfred Seafarers Society home in Banstead where a large canvas, showing him at CA house meeting The Princess Royal, had pride of place in his room.

2021 all in all, was a sad year for CSSA and ECYD.

Best wishes to you all – and stay safe.

Brian Barnes



Channel Sailing Division News

Annual General Meeting

The Channel Sailing Division (CSD) held its 2021 AGM on the 27th November at the Hornet Services Sailing Club in Gosport which together with a Zoom link garnered 38 members (including the Committee).

Highlights:

- 2021 Sail Programme suffered a late start due to the pandemic but was well supported with over 80% utilisation until the earlier than usual lift out to ready the Jeanneau SO409 for sale
- A Dufour 390 with 3 cabins and 2 heads has been ordered and is presently due to be delivered at the end of February 2022
- CSD remains solvent mainly because CSSA has again not asked for boat loan repayment due to the Maurice Gates bequest, however, some of the money in our accounts will be required to purchase the new boat
- Committee re-elected so all contact details remain the same (see table below)
- As Covid is not going away anytime soon we continue to ask all crews to carry on with the enhanced cleaning and disinfecting of the boat prior to handing it over to the next crew. We also require that any positive test results within 10 days of sailing on Sea Essay must be reported to your skipper, the sail organiser or any member of the committee so that further action can be taken to inform and protect following crews

CSD Committee for 2022

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

Sea Essay Sailing Opportunities in 2021

The proposed 2022 Programme can be viewed on the Sailing Opportunities page on the website www.channelsailing.org.

At this time there is no definitive date for the delivery of the new Dufour 390 there can be no firm date for the commencement of the sailing season but we hope to start at the beginning of April.

Sea Times

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

For Sea Time opportunities refer to the table below and contact Susie Welch or Jenny Yarrow as indicated.

2022 Sea Times (2, 3 & 4-Day events run from 18:00 Day 1 to 18:00 final day)

Date	Area	Berths	Skipper	Contact
3 1st March – 3rd April	Solent +	4+	TBA	seatimebureau@channelsailing.org
22nd - 24th April (CSSC)	Solent +	4+	TBA	jennifer.yarrow@cssc.co.uk
18th – 22rd May	Solent and beyond	4+	TBA	seatimebureau@channelsailing.org
3 x 7-Day Dates TBC	Summer Cruise	4+	TBA	seatimebureau@channelsailing.org
9th – 11th September (CSSC)	Solent +	4+	TBA	jennifer.yarrow@cssc.co.uk
29th September - 2nd October	Solent +	4+	TBA	seatimebureau@channelsailing.org
26th -30th October	Solent and beyond	4+	TBA	seatimebureau@channelsailing.org
11th -13th November	Solent +	4+	TBA	seatimebureau@channelsailing.org

Crew Bureau

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

Day Sails and Group Day Sails

Day Sails are intended as a fun day out from 09.00 hours to 18.00 hours to provide an introduction to sailing on a cruising yacht in the sheltered waters of the Solent and usually includes a stop for lunch at a suitable hostelry (often on the Isle of Wight). CSSC include Day Sails in their taster day programme and application for berths on one of the 12 TDs programmed should be made to Jenny Yarrow (jennifer.yarrow@cssc.co.uk) in the first instance.

We can also organise similar days out for groups, say from the same organisation, or a party of friends or individual members. We provide a qualified and experienced skipper and mate. At this stage we have programmed 8 GDS in 2022 and more could be added if there is the demand. For more information and to apply please contact Colin Smith (csddaysails@gmail.com).

Channel Sailing Division News (cont'd)

Training

We are programming 3 of our popular 3-day Boat Handling courses that are designed for anyone with some sailing experience who would like to update and develop their skills with an experienced skipper. The course covers a range of activities especially close-quarter manoeuvres under engine plus sail setting and trimming resulting in a better understanding of the characteristics of boats (particularly our 12m sloop) and the effects of prop, tide and wind. Whilst a course's content will be governed by tide, weather, sea conditions, crew experience and time limitations the variable but the protected waters of the Solent offer the best opportunities to find the right environment for demonstration and practice.

We have continued to pursue arrangements with established RYA Recognised Training Centres to cover the issue of certificates for Competent Crew/Day Skipper courses and Yachtmaster preparation and Exams. We are very encouraged by particular progress this year so we are again programming a 5-day CC/DS course in the spring and a 7-Day YM practical and Exam in the autumn.

For all training opportunities please consult the table below and contact Andy Rankine (training@channelsailing.org)

2022 Training Courses (From 18:00 Day 1 to 18:00 final day)

Date	Course	Berths	Skipper	Contact
5th - 8th April	Boat Handling (Sail & Power) 1	0	J Llewellyn	training@channelsailing.org
24th – 29th April	RYA CC/DS	1	TBA	training@channelsailing.org
6th – 9th May	Boat Handling (S&P) 2	2	I Stanton	training@channelsailing.org
16th – 23rd Oct	RYA YM Prep + Exam	2	TBA	training@channelsailing.org
3rd - 6th November	Boat Handling (S&P) 3	3	B Skelley	training@channelsailing.org



Pot of gold behind you, Bob!

Charter

Between all these programmed opportunities there are ample periods where any member can charter Sea Essay the only proviso being a CSSA Approved Skipper familiarised on the boat must be in charge. To book contact Brian Skelley (charters@channelsailing.org).

2022 Summer Cruise

Based on the preferences selected in the survey we carried out through late October and November, the Summer Cruise next year will be 12 weeks long split between the Channel Islands (based at St Peter Port, Guernsey) and the South West coast (based at Falmouth). We have received charter bids for 9 of the weeks with 2 others designated Sea Times and 1 under discussion (charter or sea time?).

The 2 Sea Times so far programmed will be starting in Falmouth with the first finishing there and the second being the return trip to Hamble. The former should be a pleasant cruise visiting various Cornish ports and harbours whilst the latter although also visiting various south coast harbours will involve some unsocial hours to complete fairly long passages. The possible 3rd Sea Time will be the Channel crossing from St Peter Port to Falmouth. If any of these trips interest you then Susie Welch is the person to contact (seatimebureau@channelsailing.org).

Mentoring

For a few years now CSD have operated a successful, light-touch mentoring scheme (CSD I-2-1), which seeks to pair members who would like advice, guidance and practical help to develop their sailing experience, with a CSSA Approved Skipper who is keen to share the benefit of their established skills, knowledge and experience. If you think you would like to take advantage of this then Colin Hurd (CSD I2 I coord@outlook.com) is the person to contact.

Rates Unchanged for 2022

With the purchase of the new boat looming the PSC looked at our present fees with the initial thought that the loan to be repaid over the coming years would require a necessary hike in rates. However it now seems that if we achieve the projected resale value of the Jeanneau the loan will be similar to the existing one. We can also anticipate that maintenance costs on the new boat to be minimal in its first year with most items covered by warranty and for similar reasons the insurance will be cheaper. So apart from some upward adjustments to the 1 and 5-weekday charter rates to remove the anomalies they present at the moment we will be leaving our fees at their 2020/21 level for 2022.

Looking forward and on the negative side we are all experiencing the jump in inflation at the moment so we can expect a general increase in the cost of everything. Added to that we don't know what price we will eventually get for the Jeanneau therefore there is a chance that our loan and corresponding repayments may have to increase. Taken together these would lead to the likelihood of an increase in fees for 2023.

See next page to see the details of the new boat!



For the latest CSD news and information follow us on

Facebook: <https://www.facebook.com/groups/CSD.Sailing>



New Boat for 2022

A Dufour 390 Grand Large with 3 cabins 2 heads (for photos and video go to the Dufour website www.dufour-yachts.com) is on order with delivery hopefully by the end of February.

Main features	
LOA	11.94m including short bowsprit over anchor roller
Length hull	11.19m
Length waterline	10.5m
Beam	3.99m (same as SO409 but along more of its length)
Draft	1.95m
Height of Mast	17.6m (above waterline but excluding VHF antenna etc)
Engine	Volvo, 4 cylinder, 30hp
	<ul style="list-style-type: none"> • Genoa 108% with tracks and cars • Dolphin at bow (bowsprit) for rigging our asymmetric (Cruising chute) • Conventional mainsheet system • 3 reefs (single line slab) • Sprayhood and dodgers • Lewmar winches; 2 on coachroof and 2 upgraded sheet winches (No electric winches) • Light wood interior with Beige upholstery • Nav table to port facing aft • L shaped galley to stbd • Gas cooker, oven and grill • 3 cabins and saloon provide total of 9 berths (double plus single in main cabin)* • Dinghy/liferaft stowage under cockpit floor • Drop down bathing platform (large) • Twin wheels: Black GRP • Synthetic Teak cockpit deck • Drop leaf cockpit table (wood) <p>(* Boat will only be certified for 8 POB based on size of Liferaft)</p>
Electronics:	
Raymarine	Axiom 12 Pro Multi-Function Display (MFD) in main cabin
	Axiom 7 (MFD) probably at rear of cockpit table
	P70 Autopilot and Engine control panels at starboard helm
	I70 multifunction instrument and binnacle compass at port helm
	Evolution P70S Pilot System
	Quantum 2 Radar with Doppler collision avoidance technology
	AIS 700 Class B
	All integrated using SeaTalkng interconnecting data bus
Radar reflector	Echomax 230
VHF	iCom M330 (same as present one)(no leisure radio/CD/MP3)

A Dufour 390 Grand Large with 3 cabins 2 heads



Some sailing yarns, very kindly provided by our Membership Secretary Ken Pavitt

American Customs

Cruising across the Bermuda Triangle from the Dutch Antilles we were often hit in the face by flying fish on night watch (us not the fish) but saw no other monsters. When we approached a US port of entry we called on the VHF and said we will be in on Friday evening. The Officer said sorry, we only work 9am to 5pm weekdays, but it is OK. Just say hello to the harbourmaster and don't move the yacht until I visit you on Monday. However, we were free to go ashore and into town over the weekend. No checks for drugs or illegals, after high security checks for us all at airports getting there.

Funny compasses

We had a modern Sea Essay with twin steering wheels on binnacles. We discovered that as you turned the port wheel the port compass reading changed. There was a chain drive from the wheel inside the binnacle which had been repaired with a single magnetic non stainless steel chain link that was enough to throw the needle off

magnetically when it was at the top.

On a small yacht we found that at certain engine revs the binnacle vibrated enough to make the compass spin in circles continuously.

A friend's old fishing boat had replaced its broken wooden boom with an iron gas pipe which swung right over the compass, giving various effects on different points of sailing.

A free souvenir

In Holland (now to be called the Netherlands) you wait on a pontoon for a red light at lifting bridges all along the canals. We were waiting alone with our lines looped through rings, when the red light came on. They don't wait long as road traffic is waiting to cross so we quickly cast off one end of both lines and motored away. The stern line snagged on the ring which came away with a chunk of the pontoon woodwork attached. I quickly hauled the line aboard as there was a harbourmasters office beyond the bridge where we gave a friendly wave. I still have the mooring ring.

JUMBLES SAILING CLUB

A Year in the Life of Jumbles SC



The Sailing season started with the Easter egg race. Followed, just as we came out of lock down, by the club annual Lake District weekend away. Many boats and tents were packed up and towed up the M6 to Ullswater Sailing Club. We sailed to Glenridding on Saturday and raced back for

the fiercely contested Lake District cup. A more leisurely day on Sunday saw some members trying paddle boarding for the first time!



A Pirate Day seemed to have more adult pirates out enjoying themselves than juniors. Perhaps juniors have not heard of pirates!

Training was run for new members over the summer in single handed dinghies as well as two powerboat courses.

Our Hansa Sailability

boat has been well used this year by a gentleman who used to race GPs. It has been good to see him competing in the Sunday races.



Our Commodore and Sailing Secretary joined the crew on YNOT to deliver the boat back to Liverpool from Scotland, with a stopover on the Isle of Man read for an overnight sail back to Liverpool.

At Non-Bonfire night we were entertained by jugglers and Fire stick dancing; this is what members do when they're not sailing!



After a busy fun packed sailing season, Jumbles finished 2021 with the Christmas Cracker Race

and a Jacob's supper.

The day was completed with a visit from Father Christmas. A lovely surprise on the day was a return visit from once young Jumbles members with their own children.



CSSA Youth Sailors are RYA London and South East Region Champions



Juniors Sailing Group at Littleton SC

Littleton Sailing club is a volunteer run family orientated club near Chertsey, East Surrey. It is part of the Civil Service Sailing Association (CSSA) of Dinghy and Yacht sailing centres, but welcomes all to membership for Dinghy, Sailboarding, Paddle Boarding and RYA training.

On 25th and 26th September, the Littleton Youth Squad competed in the RYA Regional British Youth Sailing Championships at Queen Mary SC, with an excellent 5th place for Lucia Evans and Isabelle Lemmon in the very competitive RS Feva Championship Class; plus 1st places for Khenza and Tazkiya Yazid, Lottie Phillips and Chloe Barwick in the Regatta Classes for Feva, Tera Sport and Topper respectively.

Littleton's Youth sailors have benefitted from use of the Youth Trust RS Teras for training young sailors from RYA Stage 2 all the way through to race coaching, and competing annually at RYA Regional Championships (September) and NSSA championships (July), in 2021 at Plymouth.

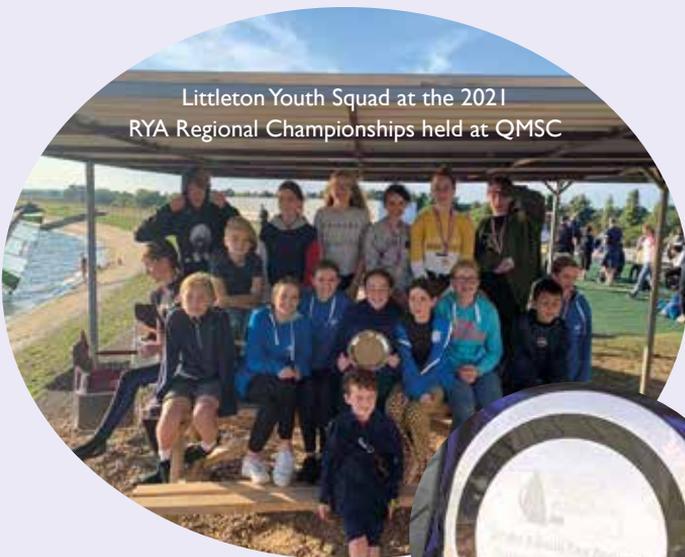
Alongside fantastic individual results at the 2021 Regional Championships and prizes for endeavour, the Littleton SC team won the 2021 RYA BYS Regional Junior Championships Club Development Trophy! Well done Team Littleton! Littleton SC are host for an RYA Trailer of 6 RS Teras with child size buoyancy aids and two trolleys available to rent through the RYA Youth Trust.

Andrew Selves

RYA Principal Littleton SC

Littleton Youth Sailing

Littleton Youth Squad at the 2021 RYA Regional Championships held at QMSC



CSSA Dinghy Sailing Championships 2022

Following the success of the championships in 2021 we are working with two potential venues to host a Championships in 2022. We cannot confirm a date, but likely to be September at either RCSSC Rutland or HPSC Plymouth.

We hope to get details out by the AGM

Tucked away beneath the companionway steps, there's usually a collection of pipes and metallic bits, thrumming away happily when the ignition is turned on. It's the engine, I believe, and a critical part of the yacht.

For me, however, the daily WOBBLE is carried out dutifully but without much real understanding of what to do if the signs aren't good.

A day of training later, thanks to Steve Barrowman from Glasson Dock Sea School, organised via 5KSC, and I'm infinitely less frightened about ferreting around with filters, belts, the impeller, fuel systems, seacocks and what not.

Opening the proceedings in Liverpool, Steve first demonstrated how pushing a valve down a tube can set alight (ie, ignite) some cotton wool, due to air pressure alone. Apparently, this is what Bear Grylls uses out in the wild rather than rubbing sticks together. It's basic knowledge for anyone with mechanical understanding, but for me it was an eye-opening revelation.

Steve was hugely experienced with boat engines of every kind, and after clear explanations about the beauty and simplicity of diesel engines, we went outside to work on his purpose-built model mounted on a trailer, helpfully without the surrounding boat structure

that makes access below deck rather awkward. No, it wasn't connected to a propellor but here was an engine you could walk around, touch, where you could make mistakes and it wouldn't really matter.

I learned to appreciate the critical importance of pure clean diesel fuel, the exhaust, filter replacement, why air and water can creep in, how to drain it off.

Solenoids and alternators it was a thrill to understand their role. All those steps for winterisation? Yes, it matters so much.



L-R: Mark Robins, Gerry McLoughlin and Mark Lloyd

Hiring a yacht in the Med usually comes with clear instructions not to meddle with the engine, which can help to build something of a phobia for non-technical sailors like me. It's compounded by the baffling language of mechanics when you take your car in for a service or repairs. So very many thanks to Steve for a truly enlightening day. I should really repeat the experience regularly to avoid losing the knowledge – and I'm most definitely not hoping for a break-down in order to put my new skills to the test.



**Visit Littleton Sailing Club on stand E2 at the
RYA Dinghy and Watersports Show
for a chance to win an annual membership***

Littleton members and guests can get a 10% discount on show tickets by using this code when booking

RYAEX2269

We look forward to seeing you there

*Applies to new memberships only

If you can't make it to the show and are interested in LSC membership we offer 15 months membership for the price of 12 (Membership valid 1st Jan 2021 to 31st Mar 2023)

For more info: membership.new@littletonsc.co.uk



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



**Commodore
Membership Secretary**

Graham Dalton
Ken Pavitt kenwpavitt@aol.com

General Secretary Brian Stevenson
Editor Eileen Kitts

csgensec@yahoo.co.uk
editor@cs-sailing.org.uk