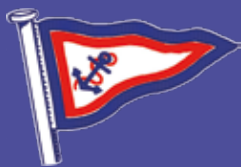


April 2022



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

Dinghy Regatta
23-27 September



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



South Coast Boat Show 2022

6 - 8 May 2022

Attendance is free

Book at: <https://bit.ly/SCBS-22>

Bart's Bash

10 - 11 September 2022

Bart's Bash takes place at 100's of venues,
with 1000's of sailors in 100's of different
classes of boat around the world.

Bart's Bash is open to all venues that
are inspired to take part and where it is
possible to host a race.

More details at: www.bartsbash.com

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

CSSC Community Lottery Fund

offers funding to projects that help
improve local communities' wellbeing and
bring communities together.

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

Old Sails Recycling

Donate old sails to Sails and Canvas and
for every usable sail you donate they
trade you a bag. For small sails, a bottle
bag, for larger sails, a shopper, beach bag
or flight bag and if you don't want a bag
they donate to RNLI on your behalf.

Take your sail in (Exeter) or collection
can be arranged

For details email:

crew@sailsandcanvas.co.uk
www.sailsandcanvas.co.uk

CSORC

intend to enter the following events,
interest permitting

Sunsail #3, 9/10 April, Sunsail 41.0

racing round the cans in the Solent, 2 days, £200

<https://www.sunsail.co.uk/events/sunsail-racing-series>

Weymouth JOG 14/15 May

"Merlin" First 40, race there, cruise back, 2 days £220

More information at: <https://myjog.jog.org.uk/programme>

Civil Service Inter-Departmental Regatta
(IDOR) 23 - 27 May

Oceanis 37, 5 days of inshore/coastal races, £325

www.idor.org.uk

IDOR

23 - 27 May 2022

Please remember that
competitor sourced yachts can be
entered into IDOR this year; we are
not limiting the fleet total number.

Details from:

idor@cs-sailing.org.uk

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Hello

After the last couple of years I suspect many are looking forward to an action-packed season, but I hope you will have time to spare to attend the CSSA AGM either in-person or via Zoom, all the details are on the next page. It is being held at Rutland CSSC and following the AGM there will be opportunities to sail on Rutland Water.

Thanks, as always, to our contributors.
Hope you enjoy reading this issue.

Eileen

Civil Service Sailing Association Annual General Meeting 23 April 2022

The 64th Annual General Meeting
of the CSSA is scheduled to be held face-to-face
from 1100 on Saturday 23 April 2022

in the Commodore and Training Rooms at
Rutland Sailing Club,

Gibbet Lane, Edith Weston, Oakham, Rutland, LE15 8HJ

A virtual component will go ahead via Zoom

No motions or nominations for Officers and Committee members
have been sent to the General Secretary.

The AGM will be followed by a mix of meetings for offshore and dinghy sailors
and a sailing event using the Rutland Civil Service SC keelboats.
CSSA will provide a buffet lunch

Registration

Your registration will give you access to the CSSA AGM either in person or via Zoom.
Please register either (please use only one method):

- via CSSC website - see details on page 6 following - or,
- in case of difficulty, by email to csgensec@yahoo.co.uk

Know someone who would like to attend but is unable to book online?

***You can book on their behalf as above and select multiple spaces or
ask them to contact the CSSC events team on 01494 888 444.***

Agenda

1. Commodore's Address for the period ended 31 December 2021
2. Presentation of Awards
3. Minutes of the 63rd AGM held on 10 April 2021
4. Adoption of the Annual Report for 2021
5. Treasurer's Report and Adoption of the 2021 Annual Accounts
6. Appointment of Moore Thompson Chartered Accountants as auditors
7. Motions – none received
8. Appointment of Officers and Committee members for the period 2022 - 2023

CSSA Annual General Meeting 2022

No nominations were received from the membership. Alison Hutton was proposed as Offshore Secretary by Paul Brereton and seconded by James Savage with the support of the General Committee. Andrew Selves nominated Mark Prue as Dinghy Secretary, seconded by Paul Brereton. Mark accepted his nomination after the deadline and will be co-opted as Dinghy Secretary for the coming season. Serving members of the General Committee willing to serve again have been reappointed by the General Committee. General Committee postholders for 2022 are:

Post	Holder	Term Start AGM	Term End AGM
Commodore	Graham Dalton	2022	2025
Vice-Commodore	Paul Brereton	2022	2025
Rear Commodore (Offshore)	James Savage	2021	2023
Rear Commodore (Dinghies)	Andrew Selves	2021	2023
General Secretary	Brian Stevenson	2022	2023
Treasurer	David Grundy	2022	2023
Offshore Secretary	Alison Hutton	2022	2023
Dinghy Secretary	Mark Prue	2022	2023
Membership Secretary	Ken Pavitt	2022	2023
Public Relations Officer	Eileen Kitts	2022	2023
Training Officer	Co-options invited		
Safety Officer	Co-options invited		
Members (maximum 9)			
Martin Hugo		2022	2023
Deborah Ward		2022	2023
Representatives of Divisions			
Each Division may appoint one representative to the General Committee			

Nominations for CSSA Trophies are invited

The CSSA holds many trophies both for recognition of sailing achievements and for recognition of service to the CSSA and service to a Division. Please make your nomination(s) to the named 'Officer Responsible' at:

<http://cs-sailing.org.uk/wp-content/uploads/2020/03/CSSA-Trophies.pdf>

CSSA Annual General Meeting 2022

The 64th Annual General Meeting of the CSSA is to be held on Saturday 23 April 2022 in the Commodore Room, Rutland Sailing Club
It will also be possible to join remotely via Zoom

What to expect

You will receive a warm welcome, find out what's going on across the CSSA and have the opportunity to chat with fellow sailors, old friends, from across the CSSA.

Guest speaker Peter Ashworth, Commodore of Rutland Sailing Club (RSC), will be talking about "Rutland water construction - my personal views".

Buffet Lunch: A good reason, we need you to book-in and to let us know if you have special dietary needs.

AGM agenda and minutes can be seen at: <http://cs-sailing.org.uk/cssa-business/>

Timings

- 10:00 - Arrival and booking-in with Tea and Coffee
- 11:00 - 12:00 - AGM hybrid Face to Face and Zoom
- 12:00 - 13:00 - Plenary Speaker and Lunch.

After lunch there will be opportunity to sail dinghies and/or the RCSSC keelboats - see below - and/or to join a casual meeting of offshore skippers and sailors to discuss topical issues, (agenda to be published at <http://cs-sailing.org.uk/cssa-business/>).

Fancy a sail?

RCSSC (Rutland Civil Service Sailing Club) members are looking forward to welcoming fellow members of CSSA to Rutland Sailing Club – where we are corporate members and enjoy sailing our keelboats on beautiful Rutland Water.

We'll be launching our Soling and two Squibs on Saturday afternoon after the AGM and if there is enough interest 10:30 – 14:40 on Sunday 24 April 22.

If you prefer to bring your own dinghy, for day sail rates see <https://www.rutlandsailingclub.co.uk>
RSC Sailing School Boat Hire is available, for information. see <https://www.rutlandsailingclub.co.uk>

Things to Do and Where to Stay?

Visit the Rutland Sailing Club website for details on accommodation available at the sailing club and surrounding area: <https://bit.ly/RSC-where-to-stay>

How to book your space via CSSC website:

Please ensure you register for free online to enable us to plan and prepare catering accordingly.

- Please log in to the CSSC website and click 'book now' below
- Select your AGM space (In person or virtually) and let us know if you would like to sail RCSSC keelboats
- Complete the online form
- Confirmation of your booking will be sent to you via email

The AGM is free to attend for CSSA members
Keelboat sailing is free to those attending the AGM

Zoom log in details will be distributed via email to those who opted for remote access no later than a few days before the event.

Know someone who would like to attend but is unable to book online?
You can book on their behalf as above and select multiple spaces or ask them to contact the CSSC events team on 01494 888 444.

CSSA Treasurer's Report 2021

SECTION 1: SUMMARY OF ACCOUNTS

1. The following table summarises CSSA General Fund and the Bequest Fund to show the total income and expenditure and the total "financial worth" of CSSA. Further detail is in Sections 2 and 3 and the Financial Statements within this report.

CSSA Summary Net Income/ (Expenditure)			
Year ended 31 December 2021			
Year	General Fund	Bequest Fund	CSSA Total
	£	£	£
2020	2,217		2,217
2021	1,419	312,471	313,890

CSSA Summary Reserves			
at 31 December 2021			
Year	General Fund	Bequest Fund	CSSA Total
	£	£	£
2020	403,270		403,270
2021	404,689	312,471	717,160

SECTION 2 - CSSA GENERAL FUND

2. **2021 Results:** CSSA made a small surplus of £1,419 compared with £2,217 in the prior year (PY). CSSC annual membership grant £33,972, the primary source of income to CSSA, remained unchanged for a third year. CSSC Events grant £9,000 was resumed this year after a gap last year due to Covid 19. Together these represent over 99% of income.

Summary I&E for Year Ended 31 December 21		
	2021	2020
	£	£
Total Income	42,982	34,077
Total Expenditure	41,563	31,860
Net Surplus	1,419	2,217

3. The intentionally smaller surplus of £1,419 and underspends due to Covid 19 have enabled a greater distribution of excess reserves than planned at £11,000 (PY £12,500). This to support their working capital and projects. Clubs were asked how they envisage utilising their grant and the following is a summary of responses received:

Replacement yachts cost contribution e.g. pre-purchase survey of a club yacht; site and facility improvement e.g. including improving walkways for disabled members; improved security systems and lighting; replacing an ageing outboard (petrol) with an electric powered outboard as part of the RYA Green-Blue endeavour;

4. CS Sailing Magazine costs for 2021 were £10,723 (33% of General Expenditure [GE]). This year has seen a review of providers and format with a view to reducing

the cost of producing and distributing the magazine and delivered savings of £1,327 (11%) compared to 2020 £12,050 (38% of GE).

5. Further legal fees of £3,192 were incurred this year in pursuing the bequest from Maurice Gates, bringing the total spend invested to £18,480. Attempts to recoup this from the Maurice Gates estate, have concluded but have failed. However, Dutton Gregory have confirmed that no more fees are to be charged for their work, and none will be charged for holding and dealing with the ex-gratia funds. This cost has been borne across the Association as a whole, but to the sole benefit of offshore sailing – which the General Committee is aware of.

2021 Financial position and highlights

6. The Association's financial position remains strong, and it is a huge benefit to have substantial reserves in these uncertain times. Aside from being able to continue to make longer term provision for loans to our clubs for capital renewal and development, this has enabled CSSA to offer interest-free 5-year loans to clubs to help weather the financial effects of corona virus – whilst there hasn't been any uptake, the offer will remain in place as long as there is a potential need to support CSSA clubs – the frontline of sailing in the CSSC. In slower time, and depending on when we get back to some form of normality, any such loans might if necessary be converted partially or wholly to grants.

7. In 2021 one new loan for a capital project was approved, being for the replacement of Channel Sailing Division (CSD) yacht. The first tranche, £40,000, was advanced during the year to fund the deposit, and delivery is expected in the first few months of 2022. The Civil Service Offshore Racing Club is looking to return to yacht ownership after chartering for a number of years and is looking to proceed in 2022. Repayments on existing loans have been received on schedule, except for those due from CSD and 5 Kingdoms Sailing Club (5KSC), which it has been agreed will be met from the Bequest Fund. As indicated in last year's report, the Association is now free from external borrowing.

The Future

8. Uncertainties remain at this time. caused by the corona virus pandemic, and CSSA will continue to offer financial support to CSSA Clubs, should it be needed.

9. CSSC grants allocation for 2022 have been confirmed: Membership Grant £33,972 and CSSC Events £9,000. CSSA are most appreciate CSSC's continued level of support in these difficult times.

10. As reported in previous years and remains the case, the introduction of site rents and charges for the land-based clubs and increases in those amounts will have a continuing financial impact, inasmuch as the CSSC looks to the Association not only to collect such payments on its behalf but also to 'guarantee' them. Once all site agreements are in place the annual obligations - actual and contingent – are likely to approach £150,000. As the Income and Expenditure Account shows, this figure is already nearly £145,000 (PY £140,000). This is another reason why the Association needs to maintain substantial reserves which, fortunately, it appears able to do in the foreseeable future.

SECTION 3 - CSSA BEQUEST FUND ACCOUNT

Maurice Smith Gates Bequest

11. During the year the Charity Commission approved arrangements made by the charity beneficiaries of Maurice Gates' Will, to make ex-gratia payments to the Association in lieu of his bequest. £312,306.05 was duly received in June by Dutton Gregory LLP (Solicitors) [Dutton Gregory], to be held on the Association's behalf and drawn on when needed for capital projects satisfying the bequest terms. There were no drawdowns made during 2021.

12. Assurances were provided during negotiations that these funds would be separately accounted for to demonstrate their proper use, so the £312,306.05 is not included on the Association's main 'General Fund' balance sheet. Instead, it is reported through a new Bequest Fund account and with its own HSBC CSSA Bequest Fund bank account.

13. Arrangement for drawing down from the funds held by Dutton Gregory have been agreed to ensure compliance with Maurice Gates' Will and enable accounting and ongoing reconciliation.

14. The financial statements for CSSA Bequest Fund are at page 16 of this report.

Auditor

15. A motion to appoint Azets Audit Services as auditor for 2021 was proposed at the Annual General Meeting and carried.

16. For 2022 a motion to appoint Moore Thompson Accountants, Spalding, Lincolnshire, will be made at the AGM in April 22. This places the auditor local to David Grundy, the current Treasurer, who has prior experience of working with them and is practical, moving forward.

ABRIDGED FINANCIAL STATEMENTS

17. These abridged financial statements are drawn directly from the audited financial statements, comprising the Income and Expenditure Account and Balance Sheet for the year ended 31 December 2020 in respect of CSSA General Fund and CSSA Bequest Fund are attached.

18. A link to the full CSSA Treasurer's Report and Financial Statement for the year ended 31 December 2021 is being posted on CSSA's website to be available for the forthcoming Annual General Meeting. Copies may also be obtained by e mail request to treasurer@cs-sailing.org.uk giving name and CSSA membership number.

19. A limited number will be printed off and available at the AGM to be held at Rutland Sailing Club, Gibbet Lane, Edith Weston, Oakham, Rutland, LE15 8 HJ.

For and on behalf of the General Committee

David Grundy

Honorary Treasurer

24 February 2021

CIVIL SERVICE SAILING ASSOCIATION

Summary Accounts

Income & Expenditure Account for the year ended 31 December 2021

	General Fund 2021 £	Bequest Fund 2021 £	CSSA Total 2021 £
INCOME	42,982	312,471	355,453
EXPENDITURE	41,563	-	41,563
Net income/ (Expenditure)	1,419	312,471	313,890

Balance Sheet at 31 December 2021

	General Fund 2021 £	Bequest Fund 2021 £	CSSA Total 2021 £
CSSA - financed interest-free loans	88,500		88,500
Total Current Assets	429,091	312,471	741,562
Total Current Liabilities	112,902	-	112,902
Current Assets less Current Liabilities	316,189	312,471	628,660
Total assets less total liabilities	404,689	312,471	717,160
Bequest Fund Reserves			
Balance brought forward	403,270	-	403,270
Net Income/(Expenditure) for the year	1,419	312,471	313,890
Balance Carried Forward	404,689	312,471	717,160

Abridged CSSA Accounts 2021

CIVIL SERVICE SAILING ASSOCIATION General Fund

Income & Expenditure Account for the year ended 31 December 2021

	2021	2021	2020	2020
	£	£	£	£
INCOME				
CSSC Membership Grant	33,972		33,972	
CSSC Events Grant	9,000		-	
Interest on Bank Deposits	11		129	
Less Corporation Tax on Bank Deposits	(2)		(25)	
Other Income	1	42,982	1	34,077
EXPENDITURE				
<u>General Expenditure</u>				
Committee	1,480		965	
Other Administration	6,596		5,174	
CSSA Grants issued	11,000		12,500	
Training Expenditure	2,060		505	
Magazine	10,723		12,050	
RYA Subscription	655		655	
Trophies and citations	49	32,563	11	31,860
<u>Events Expenditure</u>				
CSSC Grant Events:				
Offshore Racing	1,600		-	
Dinghy Championships	2,300		-	
Interdepartmental Offshore Regatta (IDOR)	5,100	9,000	-	-
Gross Surplus		1,419		2,217
Loan Interest, CSSC Rents and Charges				
HSBC Loan interest and charges	-		286	
Less: amounts recharged to clubs	-	-	(286)	-
CSSC Rents and Charges	144,622		140,048	
Less: amounts recharged to clubs	(144,622)	-	(140,048)	-
Net Surplus to General Fund		1,419		2,217

CIVIL SERVICE SAILING ASSOCIATION
General Fund
Balance Sheet at 31 December 2021

	2021 £	2021 £	2020 £	2020 £
Loans to Divisions - due after one year				
CSSA - financed interest-free loans	88,500	88,500	111,000	111,000
Current Assets				
Loans to Divisions - due within one year				
CSSA - financed interest-free loans	80,500		30,000	
Chandlery stock	1,097		1,112	
Sundry debtors	144,772		140,799	
Bank Current and Deposit Accounts	202,722	429,091	228,277	400,188
Current Liabilities				
Sundry creditors	112,900		107,893	
Corporation tax	2		25	
		112,902		107,918
Current assets less current liabilities		316,189		292,270
Total assets less total liabilities		404,689		403,270
General Fund				
Balance brought forward	403,270		401,053	
Current year Surplus/ (Deficit)	1,419		2,217	
Balance carried forward		404,689		403,270

The notes on Pages 16 -20 form part of these financial statements

These financial statement were approved by members of the CSSA General Committee and authorised for issue on 24 February 2022 and are signed on their behalf by David Grundy Honorary Treasurer.

CIVIL SERVICE SAILING ASSOCIATION
Bequest Fund
Income & Expenditure Account for the year ended 31 December 2021

	2021	2021	2020	2020
	£	£	£	£
INCOME				
Bequest Ex Gratia Funds	312,306			
Dutton Gregory accrued interest	165	312,471		-
EXPENDITURE				
Bequest Grants				
Bank Charges		-		-
Net Income & Expenditure		312,471		-

Balance Sheet at 31 December 2021

	2021	2021	2020	2020
	£	£	£	£
Assets				
Dutton Gregory client funds	312,471		-	
HSBC Bequest Fund account	-		-	
Bequest Fund Loans	-		-	
		312,471		-
Liabilities				
Sundry Creditors	-	-	-	-
Total assets less total liabilities		312,471		-
Bequest Fund Reserves				
Balance brought forward		-		-
Net Income/(Expenditure) for the year		312,471		-
Balance Carried Forward		312,471		-

Now is an unusually busy time for our small band of volunteers looking after the interests of our Association of Divisions.

Amongst other things, Maurice Gates' bequest is contributing to the purchase of two yachts with other purchases in the pipeline; two of our Divisions are transitioning from unincorporated bodies to incorporated bodies (Companies Limited by Guarantee) with advantages for leases, ownership and trustees; the CSSC has proposed to change the agreement we have between CSSC and CSSA for ownership and operation of our yachts. I've heard it said that the CSSA is too slow. But we are all CSSA? Perhaps what is meant is that the General Committee is too slow, or the Management Group, or I am too slow? Or that we don't have enough volunteers? Or that we don't take sufficient account of others' commitments?

It is the nature of the Association that we all work to consistent rules to mutual benefit. Association-wide review of a

proposal inevitably takes time. It is true that with projects in most of our Divisions requiring General Committee decisions and endorsement by our parent body, the CSSC, the Management Group and General Committee can become bottle necks.

The CSSA General Committee is the sailors' conduit to the CSSC, and comprises officers of the Association and representatives of each Division. The

Flag officers of the Association comprise a Management Group which assures

progress of Association business without absorbing volunteer time unnecessarily.

The CSSC is always appreciative of the CSSA providing well

thought out proposals requiring a minimum of CSSC officer processing time.

I look forward to meeting you and hearing your views and ambitions between our Association AGM and other events at Rutland Sailing Club, LE15 8HJ, on Saturday 23rd (and, for some, Sunday 24th) April 2022.

We are all here to help each other go sailing. Fair winds for an enjoyable coming season,
Paul
VC



Spring is here and thoughts are turning to getting out on the water!

First though we need to get YNOT on the hard and do annual maintenance tasks.

The team take on almost all the jobs but we also need the help of the yard for more technical issues. You can book onto work parties via our booking page if you want to join in the fun!

Along with Liverpool Yacht Club we have run some RYA shore-based courses this winter: First Aid, Diesel Engine and Radar were popular.

The instructor can also provide VHF and Sea Survival so please get in touch if you want to do these courses by emailing: training@5ksc.org.uk

RYA Practical courses on the Clyde start in May – there are places on the Day Skipper 13 - 17 May 2022 if there are no more candidates for DS then we can take Competent Crew candidates.

There are a few places on the three-day conversion from Start Yachting to Competent Crew in August. On offer from 20th June is a week's sailing out of Largs designed to allow Day Skippers to get a feel for being in charge of the yacht.

We have a four-day dash from Largs

to Mallaig which is an opportunity to gain miles and night hours. Please book on <https://www.5ksc.org.uk/booking.php>

A group of women members have got together to sail their qualifying passages this year and gain their Coastal Skipper or YM Offshore exams in September. If they pass then they can become CSSA approved skippers and then able to charter CSSA yachts. If this is something that you would like to help organise for your group of friends then start planning!

There is a gap in the program for early September so we are looking for people to charter or let us know if they available to join a club cruise, contact: crew_bureau@5ksc.org.uk



ECYD has a wonderful offer for all CSSA Skippers and crews

How would you like to spend some time this coming Summer on a beautiful Scottish marina with a good restaurant, pleasant walks, good views, even a distillery close by and for your enjoyment a 38ft sailing boat for your own individual use?

The Committee have been working their socks off to come up with the holiday of a lifetime and the thought of having the use of a good sturdy sailing boat for you to stay on for the whole of your holiday. All mooring charges in this place are paid for but you will have to pay charges if you sail off to other exotic ports.

The schedule below shows the current bookings, and you can see that currently all are for a ten-day period except the first and last charters.

The committee has had a rethink about the length of these charters and if any Skipper with the current bookings wish to shorten or lengthen their time then please let me or Mary know so that we can try to arrange for a happy Skipper.

Similarly, if anyone who has not booked, maybe because of the length of each charter let me or Mary know please, and we can discuss alternatives.

With best wishes for a good sailing Summer.

Brian Barnes – 01494 882613 – brianbarnes346@gmail.com.

Mary Reed - +44 7714 001619 maryreed49@hotmail.com

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

Out of Chichester #1

Jim had bought a Sigma 38 as a business asset and used to let Roger and me run the ship while he entertained his contacts on board. Coming out of Chichester there is a long sequence of red buoys in a curve to port round the sandbank before the deep exit. Roger on the helm said I know this bit, you can navigate below. Soon we shuddered to a halt as he was missing one buoy in the sequence, and guess what it was on top of a spring high tide. I went forward and threw one end of a line to a passing sports boat who set off at speed without a word. I tried to quickly secure my end and it went tight around my ankle. I was trying to tow the yacht with my ankle. When we slacked off I went below and dragged off my yellow welly before it swelled up. The safety boat from Hayling island SC came over and asked for the spinnaker halliard. They motored off directly abeam, tilted the yacht over and dragged it off sideways. A neat trick. I still suffer sometimes with that ankle.

Out of Chichester #2

Channel Sailing Division bought a new Bavaria from Opal Marine in Chichester and we went to collect. On being lowered into the water the saloon table would no longer fit between berths due to a slight change in the hull shape, so the yard carpenter shaved an edge off. The wind had risen to a blowy Southerly so we were doubtful about leaving, but the marina said you will be fine, just head well out (South) before turning West. We motored into it and hoisted sails, then turned onto course, all sat in the cockpit. The others on port saw a horrified expression on my face sitting on starboard as a huge wave leapt into the cockpit from seaward and a good lump went through the open companionway. All our instruments went dead leaving only the magnetic compass working. Water had gone down behind the switch panel above the chart table and blown fuses etc. We got

to Hamble by eyeball only. When in danger close the hatch!

Out of Chichester #3

I used to race a 25ft yacht 2 handed outside Chichester harbour with the owner. This time he invited another friend and his wife as passengers for the day. When the cttee boat put up the course flags I went below and did the nav preps. I then heard the crew in the cockpit discussing their pet dogs. AS I thought A BAD IDEA there was a load bang, the yacht stopped and tilted bow up. We had rammed another yacht on starboard. Not any yacht, a brand new first outing of the Club Commodore's new yacht. We hit its starboard shroud plates and dismasted it. After exchanging pleasantries we looked to ourselves. There was water aboard so I emptied the forward sail locker and found a hole just below the waterline with water flowing in. I reported and we moved everything of any weight to the rear deck which reduced the flow. The next idea was to stuff the hole so we got the wife who was lightest and smallest to squeeze into the sail locker with a bunch of rags and spare clothing. We then had to motor back against a full ebb tide into harbour and decided to go right back to the home marina at the top of the harbour. On arrival there was a queue waiting for the lock, so we jumped the queue shouting "SORRY WE'RE SINKING" to everyone. Back on berth we found some cement blocks nearby and piled them on the stern deck. When we asked the wife to come out she could not, she was cramped and jammed into the sail locker and had to be prised out and carefully straightened out. We then found an old rubber tyre and some plywood, got a bolt from the chandlery and made a sandwich patch over the hole now above the waterline. It lasted a week OK with no water getting in.

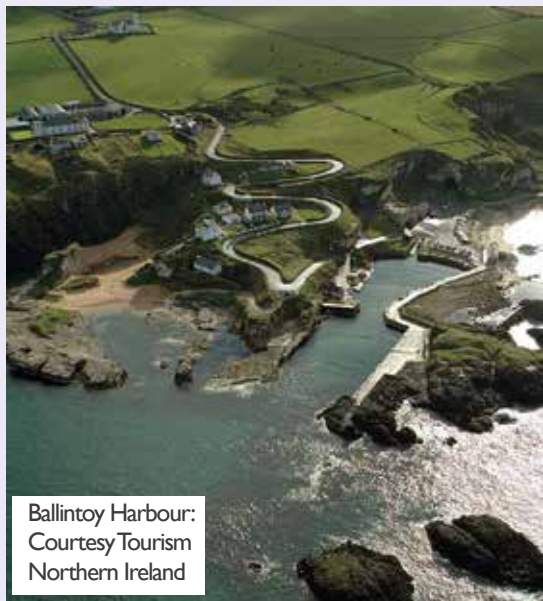
Moral, no dog owners aboard if racing.

TV and film locations to sail to

The spectacular coastlines of the UK have long attracted film and TV film directors. Here are a few of the more popular filming locations you can see from the sea and maybe moor up for a while.

Northern Ireland: Game of Thrones

Ballintoy Harbour was the setting for a number of scenes in Game of Thrones located in the Iron Islands. It is on the coast of Co Antrim with the harbour located at the end of a narrow, steep road down Knocksaughey Hill which passes by the entrance to Larrybane and Carrick-a-Rede Rope Bridge.



Ballintoy Harbour:
Courtesy Tourism
Northern Ireland

Downhill Beach in the very north of Northern Ireland, served as the location for Dragonstone. Above the beach is the prominent Mussenden Temple, one of the most photographed buildings in Northern Ireland.



Mussenden Temple:
Courtesy Tourism
Northern Ireland

Scotland: Isle of Harris

The Vanishing (2018) was set in the remote Flannan Isles off the far north-west coast of Harris. These distant islands are best known for the real-life mysterious disappearance of three lighthouse keepers there in 1900, whose fate has never been fully understood. 2001: A Space Odyssey (1968) The Isle of Harris played a minor role in this masterpiece of sixties sci-fi. The rocky, barren landscapes stand in for the planet Jupiter, Whisky Galore (1949) Based on the true story of the SS Politician which sunk off the coast of Eriskay in 1941. Filmed on Barra, this classic reimagines the good ship 'Cabinet Minister' running aground carrying 50,000 cases of whisky on board. Barra was used for some of the 2016 version but Portsoy was used for most of the 2016 filming.



Isle of Harris: Courtesy Visit Scotland

Cornwall: Park Head between Newquay and Padstow has dramatic sheer cliffs and the iconic sea stacks of Bedruthan Steps have been used as a backdrop for some of the best cliff-top views in Cornwall. In Series 2 of Poldark there are scenes of Ross on horseback galloping across the clifftop. There is also a scene with Demelza walking the cliffs with the Steps in the background.



Park Head:
Courtesy Visit
Cornwall

Charlestown

In Poldark, the harbour was used in the scene where Alice sailed away.

Dr Who filmed an episode where Matt Smith battled space pirates.

The Three Musketeers (1993)

Alice in Wonderland (2010) harbour was used for the scene where Alice sailed away.



Charlestown Courtesy: Visit Cornwall

Whitby has been used in several films.

Captain Jack stars Bob Hoskins as captain of a Whitby boat determined to flout petty maritime bureaucracy, based on a true-life story.

Possession, based on the 1990 novel, starring Gwyneth Paltrow.

Shackleton (2002) starring Kenneth Branagh as Sir Ernest Shackleton and his 1914

Antarctic expedition on the ship Endurance.

Count Dracula starring Louis Jordan and Frank Finlay. Some scenes were filmed in St Mary's graveyard and the famous 199 steps.

The Runaways (2018) stars Mark Addy playing a Whitby man giving donkey rides on the beach.



Whitby: Courtesy Visit Yorkshire

Wales: Freshwater West in

Pembrokeshire was the location for Bill Weasley and Fleur Delacour's Shell Cottage

in Harry Potter and the Deathly Hallows. the cottage was taken down after filming, but you can still follow in the footsteps of Harry.



Freshwater West
Courtesy Visit
Pembrokeshire

Penbryn Beach in Ceredigion serves as a stand-in for North Korea in Die Another Day.

It took eight people three days to build a shack on the hill for the final scene between Halle Berry and Pierce Brosnan.



Penbryn: Courtesy
Visit Wales

Ireland: Skellig Michael is just outside the UK, not in a distant galaxy far far away but a small island off the coast of County Kerry. It was used as Luke Skywalker's hideaway, Ahch-To. It is a UNESCO world heritage site. It's also home to lots of wildlife, including puffins, which were the inspiration for the Star Wars creatures known as Porgs.



Skellig Michael
Courtesy Tourism
Ireland

Rutland CSSC History

Drive and enthusiasm brought life and boats to a new club

by Pete Shuttleworth
The Yorkshire sailor

A number of times now I've been asked to write a history of the founding of Rutland Civil Service Sailing Club and as I have some free time lately, I thought I'd give it a bash!

During the 1990s, members at the Milton Keynes Civil Service Sailing Club would have an annual offshore excursion, but as the more experienced members left, then this morphed into sailing small keelboats offshore. These different experiences sowed the seeds for an idea of expanding our sailing horizons by having different boats to sail nearer to Milton Keynes. We hoped to convince the Civil Service Sailing Association (CSSA) that it was a good idea and hence achieve their support and funding. To achieve this we thought the club had to cater for the beginner.

We knew from our experience with the MK section that most members joined having no previous sailing knowledge, so we wanted a keelboat that provided the hands-on experience needed for sailing but without the technical knowledge required of an offshore yacht. Our aims were:

- Location between Milton Keynes and Jumbles Sailing Club (Lancashire), filling a gap in CSSA coverage in the Midlands.
- Be within travelling distance of Milton Keynes.

This article about the origins of RSCSC was first published in the July 2016 issue of CS Sailing. It's reproduced here as a reminder in what is their 20th anniversary year.



Pete Shuttleworth founder member of RSCSC

- Invite other Civil Service sports organisations partly to spread financial risk but also for a wider recruitment base.
- Located inland so that the potential catchment area was 360' to the club. If it was based, say on the East Coast then the catchment area was restricted by the sea.
- The eventual aim was to acquire a fleet of similar boats so that they could be a national sailing asset for the Civil Service.

Only two lakes fulfilled these criteria (Rutland and Grafham Water) but after inspecting Grafham, their largest boat was a Flying Fifteen - too small for what we had in mind. A visit to Rutland established that they would accept a Civil Service Club under their corporate membership and on hearing our requirements, we were pointed in the direction of the Squib and Kinsman fleets.



Rutland Civil Service Sailing Club: enthusiasts keeps the club afloat



After a chat with a couple of owners, we were offered a sail in a Squib (Steve Wittome's - Yes M'Lady), and this seemed the right type of craft. We did look at the Kinsman and also a Devon Yawl but limited numbers and high prices ruled these out.

At this time, Squib owners used their own vehicles to launch (which tended to be large 4 x4s) and although we offered the use of an old Land Rover, it was on its last legs. As most civil servants do not have 4 x4s, there were doubts that this class would be suitable, but Rutland Sailing Club (RSC) offered the free use of their club tractor. Well, this sealed the deal so we had both the boats and lake – all we now needed were money and members.

These events unfolded during the summer of 2001 and as the autumn came in, then it was time to start pitching our idea for a new sailing club! Our next task was to check the demand for this type of sailing and we “floated” the idea to both East

and Midland regions of the CSSC, who in turn advertised it.

There was a reasonable response and an initial meeting was held in the summer of 2002 at RSC in the Commodore's room with about 15 people attending.

After hearing the plan and likely costs, 8-9 people expressed interest in joining. The objective was to ask the CSSC and each departmental sports organisation to raise £4,000 (split between boat and cash to fund the following year). A fleet of matched boats would be built up. All we needed now was funding, which turned out to be difficult to achieve and took about a year.

The obvious point to start was the CSSA and we were invited to their national committee meetings to put our case and there then followed an onsite visit. Unfortunately they were unable, at that time, to commit to a brand new club (but there is a happy ending and we all get together later in the story).

Rutland CSSC History (cont'd)

Being Yorkshire, I have a determined (some might say obstinate) streak and we had approached the two CSSC regional associations who advertising the club and then agreed to grant us £1,000 each! The MK Area Association provided an interest-free loan of £2,000 based on the recommendations of the MK Sailing Section – so as you can imagine we were really chuffed to have the £4,000 for our CSSC boat!



A number of departmental sports groups were contacted using information acquired by the CSSC regional representatives. But most thought sailing was too expensive and only the Inland Revenue came into the scheme (with a £2,000 grant and a £2,000 loan – of which we still owe them £1,000). So, everything was in place and in the spring of 2003, we set off to look for some Squibs.

The first to be inspected was in Birmingham but the owner would not move on price and so we kept looking. The second viewing took us to Whitby, to a rather tired looking Lift Off. The owner initially asked for £2,000, we got her for £1,000. Back at RSC we found she had been in a collision and it cost a further £1,000 (including a new mast), before we could get her on the water.

We needed at least two boats to meet RSC's criteria for being a corporate member and so the third boat inspected was Brandy Snap at Aldeburgh, Norfolk. But the owners would not budge on price. Some weeks later, I was contacted again by the owners, who were

willing to negotiate so we met them halfway at £2,550. Everyone had a smile on their face because the joint owners were fairly rich (each being millionaires) and the boat was going to the Inland Revenue, ironic really. That's how we started.



As individuals we had never sailed a Squib before and it was a steep learning curve. But the club expanded rapidly due to the enthusiasm of those early members.

Who were these people? Initially two members helped enormously. Terry Austin belonged to the Milton Keynes section and had just retired from BT, so was looking forward to sailing something larger than a dinghy and the Squib suited him perfectly. He accompanied me in all the CSSA visits and provided valuable support during the long planning period. He was also the main reason why the MK area association was willing to give us a £2,000 loan. Sadly he became unwell in 2003 and never got to sail at Rutland.

Tony Venn worked in the Capital Gains section for HMRC in London and had just moved to Rutland when their office transferred to Nottingham. Again he was due to retire but provided the encouraging words with the Inland Revenue Sports Association and helped us to get the funding. Unfortunately Tony became unwell in 2004 and could not continue beyond the first season.

Then we had our founding members (present at the inaugural meeting), Clive Douglas, Grahame Hudson, Tony Garrick and myself. Finally, there was David Bailey from the MK section who would spend all weekend training people. Not forgetting the MK sailing section as a whole, who helped provide support and valuable experience in those early years. These were the members who cemented the club and got

it on its feet.

Over the next few years the club grew until we had five boats - four Squibs and a Soling on loan from Ron Morris. John Cranwell Ward joined us and with Dave Bailey, the three of us were sailing almost every weekend. In fact it was too much and for different reasons we all had to cut back, with membership reducing accordingly. One Squib was sold, another (Lift Off) put into storage, the Soling was returned to Ron and for a number of years we ran with just two boats and about 10 members.

'We'd never sailed a Squib before
- it was a steep learning curve'

The two sailing clubs (Civil Service and Inland Revenue) co-operated closely and we became

known as Rutland Civil Service Sailing Club. East region CSSC initially looked after us as the CSCC governing body but a change in the organisation transferred us to the CSSA (told you we'd get back together) and they have been responsible for us since about 2008. By 2015 things had picked up again and we have the Soling back, with talk of repairing Lift Off to sailing again. With approximately 22-plus members, things are looking up again.



**Hooe Point
Sailing Club**



CSSC National Dinghy Championship 2022

Plymouth - 24/25th September

More information at cssc-nationals.co.uk

We have at last received a date for the delivery of our new Dufour 390 with the broker passing on to us that they (Dufour Yachts in France) are working on it being ready to leave the factory on the 5th April. As is the norm these days there are still some missing parts causing delays along with staffing issues caused by Covid absences. With transport to the UK, ferry space permitting, the boat is due at Swanwick Marina on the 8th April when the broker will commence the programme of work they are required to complete before handover to CSD on the 21st April.

Thereafter the Yacht Husband team will start on their list of 60+ items whilst allowing the electronic systems to be installed, set up, tested and calibrated. Further work includes compass swings, surveyors' examinations, modifying the operating manuals, completing and submitting documentation for entry onto the UK Ships Register, preparing notes for and conducting short Axiom Multi-Function Display courses and the familiarisation of Approved Skippers. Unfortunately to allow sufficient time to complete all these (and more) necessary tasks it will not be feasible to release the new Sea Essay to the sailing programme until the 16th May.

Please refer to the CS Sailing Newsletter, The CSD Facebook page and Website for the latest information.



CSSA ways to keep in touch



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 is a central point for information about CSSA and has links to all our clubs: www.cs-sailing.org.uk

Newsletter The monthly online CSSA newsletter has information updates, March's newsletter can be seen at: <https://bit.ly/CS-Sailing-March2022>

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

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

Facebook: CSSA and most of our clubs have Facebook pages

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



NCA renews appeal over criminal targeting

The National Crime Agency has renewed an appeal to beware of organised crime groups targeting them to obtain small boats for people smugglers.

Some of the signs sellers are being told by the NCA to look out for include:

- Buyers looking to pay in cash;
- Repeat or bulk purchases of boats or equipment;
- A lack of concern about the condition of the boat or equipment being purchased;
- Buyers wanting to complete transactions quickly, cheaply, or without a delivery address.

Additionally, the NCA are asking vendors to report unusual purchases of untreated plywood boards, PVC tarpaulin sheets and duct tape. These materials are often used by people smugglers to reinforce or modify inflatables used in attempted crossings.

Boat owners are also being asked to take extra security measures to protect their vessels and equipment and report suspicious behaviour, following cases of theft or attempted thefts of boats and equipment.

“We continue to work with partners to target the supply of vessels but we need the help of those in the UK maritime industry and coastal communities to do that, and I’d ask them to report any suspicions they may have.”

Minister for Justice and Tackling Illegal Migration, Tom Pursglove MP said: “There are safe and legal routes available for people who need to come to the UK. Criminal gangs should not be risking people’s lives by attempting to cross the Channel by small boat and we are doing everything that we can to disrupt their dangerous operations.

If you have concerns about suspicious activity report it to the independent charity Crimestoppers, either by freephone on 0800 555 111 at any time or via [Crimestoppers-uk.org](https://www.crimestoppers-uk.org). You will remain 100% anonymous.

Anyone who lives or works around our coastline, marinas, ports or waterways and witnesses something they believe to be suspicious can always call the police on 101, quoting Project KRAKEN, or visit gov.uk/report-border-crime.



BOAT SELLERS BEWARE

Cash, bulk and rushed purchases could be signs of criminals sourcing boats for dangerous Channel crossings

If you spot something suspicious, report it anonymously to the charity Crimestoppers on 0800 555 111. In an emergency, call 999.



CRIMINALS STOP AT NOTHING

They use people to buy boats on their behalf.

If you spot something suspicious, report it anonymously to the charity Crimestoppers on 0800 555 111. In an emergency, call 999.

World Sailing is aiming to break records this year with Steering the Course after taking the world by storm in 2021

Steering the Course 2022 is scheduled for Friday 20 May to Sunday 29 May 2022

With events staged in 27 countries, Steering the Course - aimed at providing opportunities for women and girls to get into sailing and encourage pathways into coaching and race management - reached major milestones.

Steering the Course was launched in 2021 with support from the IOC Development Fund.

In 2022, World Sailing will be self-funding this initiative as part of its global strategy to increase the participation of women and girls in sailing and related activities.

World Sailing is again encouraging sailing clubs and volunteers to sign up to support the event.

World Sailing is providing extensive support to organisations running Steering the Course 2022 events with

resources ranging from session plans, to banner and T-shirt designs and social media promotion.

2021 saw Taster Sessions, Race Days, Inspiration Talks and Seminars to social media campaigns and eSailing events.

No event or initiative is too small and by taking part in the festival, you will be joining a global movement.

If you can't complete an activity within the chosen dates, don't be put off, the most important part is increasing awareness and participation. To get involved sign up on the World Sailing page Sign up here. The guide shows a range of activities you can host or organise to engage new female participants in the sport.

For more information go to:
<https://bit.ly/StC22>



**Steering
the Course** 
Women's Sailing
Festival





Discover Sailing is the RYA Demand Creation Campaign which supports clubs by providing both physical and online resources, regional communicator support as well as allowing clubs to benefit from being part of the national promotions.

Each year venues across the UK run events to encourage new participants to have a go. Whether they are new to the sport, returning to the sport or existing members, Discover Sailing is the perfect opportunity to be part of a national campaign and help people get out of the water. RYA provide resources to help you promote your event along with advice and guidance to make your event a success.

Discover Sailing will run from the 1st May until the 30th September and it is a tool to help affiliated organisations open their venues to visitors, it is not an instruction that venues are expected to run this event.

RYA has created a flexible system which allows for dates to change or decided upon at short notice. To this end no dates will be printed on any dates on the resources this year, which has the added advantage of being reusable. There is also a new sign up and shop which will allow venues to amend/update their own events.

RYA has created an event sign up where event visitors can sign up to the event prior to attending, giving the venue the advantage of limiting numbers and being able to

ask more information about relevant experience.

This is available to all venues who would like this service and can be accessed from the Discover Sailing sign up page. The sign up will be embedded on their Discover Sailing Page and venues can also embed the link onto their own website. Equally if a club has their own sign up page, they can embed the link into their page on the Discover Sailing Events Map. An added benefit is that our research shows that running smaller events has the added advantage of a higher retention rate.

Last year's campaign saw more clubs and centres offering bookable sessions rather than 'all-comers' open days, with visitors signed up in advance more likely to be genuinely interested in the sport, resulting in higher conversion rates into training courses or memberships.

The RYA Discover Sailing booklet includes information on planning, safety, promotion, legal, checklist, sample sign up and risk assessment forms and more.

All details available at:
https://bit.ly/RYA_DS



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