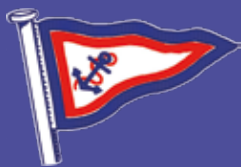


July 2021



CIVIL SERVICE SAILING

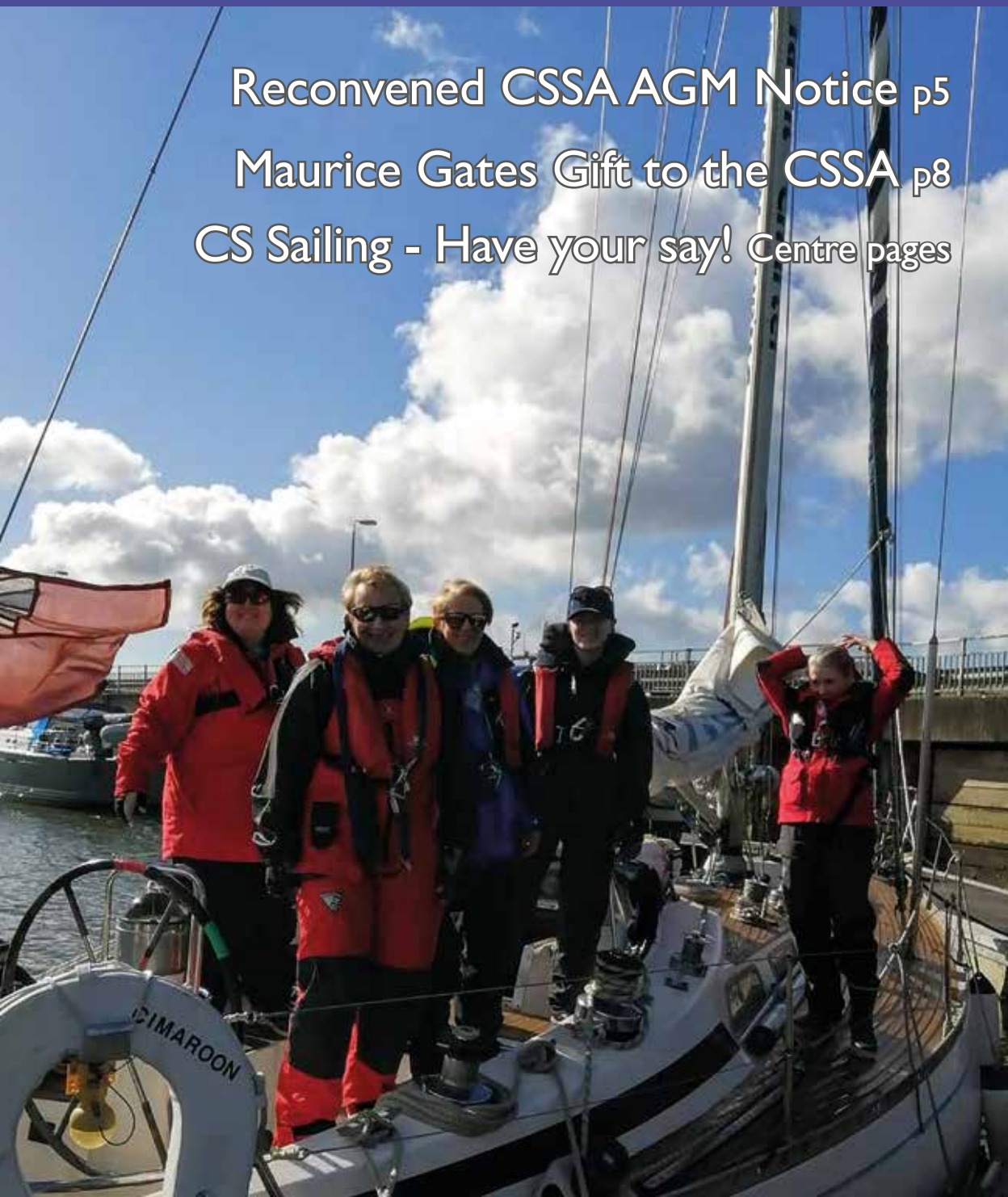
Civil Service Sailing Association

www.cs-sailing.org.uk

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Reconvened CSSA AGM Notice p5
Maurice Gates Gift to the CSSA p8
CS Sailing - Have your say! Centre pages



CSSA Policy

CSSA members and Clubs should help delay transmission of COVID-19 during permitted activities by following government guidance for the territory and adapting as guidance develops.

- Maintenance and private use of members' equipment is subject to compliance with government guidelines.
- Maintenance and use of Club equipment and premises is subject to compliance with government guidelines.
- Members required to self-isolate (because of symptoms of COVID-19 in their household or because of their own susceptibility) must stay away from Club facilities.
- CSSA events should be held and managed in accordance with government guidance. Club arrangements should manage risks and prevent transmission through use of Club buildings and equipment.

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



BREXIT

RYA provide advice and guidance on boating abroad including:

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

The pages will be updated on an ongoing basis as further information becomes available.

<https://www.rya.org.uk/knowledge/current-affairs/brexit>

Get Active Photo Competition

Throughout July CSSC is highlighting activities and ways to get involved with sports this summer; with prize draws, giveaways, competitions, funding and guidance.

For a chance to win one of five £50 Decathlon vouchers, post a photo or selfie of you getting active this summer.

<https://www.cssc.co.uk/ga-comp>

Welcome to the Summer issue of CS Sailing,
I hope this edition finds you well and finding life a little bit easier with the lifting of some of the restrictions. As I'm sure you have noticed, this issue is a slightly smaller size than previous issues. We'd love to hear what you think of it. To give you the chance to air your views we have included a questionnaire in the centre pages of this issue.

The centre pages can be removed

This can also be completed online at:

<https://forms.gle/GU3duqRAzEDoTBrx7>

As always thanks to our contributors, and please do get in touch with any ideas and suggestions for future editions.

Wishing you fair winds, calm waters and safe and successful sailing.

Eileen

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CSSC100 Get involved

Would you like to organise an event for the CSSC Centenary year that will go down in CSSC history?

CSSC want to encourage a whole range of different events, whether it's a tea party, a flower show, an inter-office sports event, re-enacting an activity from an association's past or a chance to try a sport for the first time.

Support will be available from head office, events and volunteer teams, so why not put your thinking caps on for something fun in 2022.

Funding support will be available (up to £250)

from a limited central funding pot, to help you organise the event. However, if you envisage costs to be higher, please provide details on the application form.

Winners will be announced on 4 November 2021.

Further details, application form, event ideas <https://www.cssc.co.uk/cssc100>

**Applications close on
3 September 2021**

CSSA Annual General Meeting via Zoom

10th April 2021

1. Seventeen members present

2. Apologies from David Richards; Andy Smith; Alison Hutton; John Ainsworth

3. Awards

Brian Grubb is retiring after 15 years as CSSA Treasurer. He has consistently secured funding from CSSC for a range of Club activities and has successfully achieved the difficult task of negotiating the receipt of the funds from the Maurice Gates bequest.

In order to mark this and his previous work for POG, the Club proposed to make him an Honorary Life Member.

Proposed General Committee

Agreed nem con

4. Commodore's address

Despite the challenges of operating during the pandemic, CSSA has delivered safe sailing. Members continue to join at a steady rate. Our finances are healthy and clubs have not had to draw on the financial safety net.

It is proposed that both IDOR and the Dinghy Championships will be held in June but both are challenged by the pandemic.

Owing to the lack of activity since the last AGM in November 2020, there is no Annual Report this year. Instead, the Commodore's address is attached to these minutes.

Proposed Brian Barnes

Seconded James Savage

Agreed nem con.

5. Report on Accounts

Brian Grubb gave his final report on the accounts, which have, as seen on screen, been signed by the Auditors and Treasurer.

There were no questions.

Adoption of the accounts

Proposed – Dave Grundy

Seconded Pete Shuttleworth

Agreed by all, without further discussion.

Maurice Gates bequest.

Brian reported that the Charities Commission have agreed the ex gratia payment to CSSA, with the proviso that, as we are not an incorporated organisation, the monies are held by our solicitors. We shall have to pay the charities' legal costs. We shall try to recover our costs of £16k from the estate. Brian hopes the final payment will be about £300k.

There were no questions.

The many congratulations to Brian were led by James Savage.

Handover arrangements

Dave Grundy has been shadowing Brian for several months. The suggestion is that Brian remains part of the Management Group until all the handovers are completed.

He should become "Assistant Treasurer" during this period; Dave Grundy should be Treasurer from today.

Agreed by all, nem con.

Audit Services

It was proposed we continue to appoint Azets Audit Services as our auditors who have served us well for many years.

Proposed Brian Grubb

Seconded Dave Grundy

Agreed by all, nem con.

6. Motions submitted

(i) Electronic membership

A request from the General Committee for clarification of this Motion remains unresolved.

Calling Notice of Reconvened CSSA AGM

Calling Notice Reconvening of our CSSA AGM 1900, Thursday 28th October 2021

Sadly, our AGM held by Zoom from 1100 on Saturday 10th April 2021 did not reach the required quorum of 20 members. The 17 members present conducted the AGM business in accordance with Clause 9(1)(a), (b), and (c) of our constitution: that is, they received and approved the statement of account to 31st December 2020, appointed auditors, and considered the business submitted.

The draft minutes and Commodore's Address (in lieu of an Annual Report) appear here. For all papers see - <http://cs-sailing.org.uk/cssa-business/>

We are obliged to reconvene a quorate AGM so that you can voice any concerns you may have over the outcome of an inquorate AGM. The reconvened AGM will meet by Zoom from 1900 on Thursday 28th October 2021 and the members present will be deemed a quorum.

The sole item of business is to consider and, if agreed, endorse the draft minutes of the April meeting as a satisfactory AGM. Adoption of the draft minutes of our 2021 AGM will take place at our 2022 AGM as is usual procedure.

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

CSSA Annual General Meeting Minutes (continued)

It was proposed to 'park' this proposal for now.

Agreed, nem con.

(ii) Statement on gender

The details are on the CSSA website had been fully endorsed by the General Committee

Agreed by all, nem con.

7. Note appointment of General Committee

Graham Dalton to continue as Commodore

Andrew Selves and James Savage are beginning their second term as Rear Commodores.

Welcome Dave Grundy, new Treasurer.

No other business; meeting closed at 1200 noon.

*Brian Stevenson
General Secretary*

Commodore's address

CSSA AGM 2021 to 31st December 2020

General

Needless to say, the coronavirus pandemic made 2020 a challenging year for most of us.

Despite the difficult backdrop, it is very good to be able to report that CSSA's member Clubs have delivered sailing within COVID restrictions. And there have been no COVID outbreaks within CSSA.

A financial safety net was put in place by CSSA. It is great news that no Club has had cause to call on it in 2020. The safety net remains in place for 2021 to help address any hardships that our Clubs may yet face.

You will recall that last year's AGM was postponed until November 2020 due to COVID restrictions. There has been precious little opportunity for sailing since last November. Club reports are posted on the CSSA web pages. Here are a few highlights to bring you up to date.

Membership

Ken Pavitt reports that despite the reduced sailing activity and travel restrictions, new members have been joining at a steady rate. Plans to streamline membership procedures with the CSSC have been stalled by COVID.

Finances

We'll discuss the finances further in a few minutes. In short, the CSSA's finances remain healthy and in a strong position to weather the COVID storm. Individual Clubs were in a position to survive 2020 but 2021 presents a continuing challenge.

Events

Sadly, our national yacht and dinghy competitions were cancelled in 2020.

Clubs

Clubs have found that online meetings have been an effective way to meet when we cannot do so in person.

Progress was made on a new land lease for **POG**. The CSSA and the CSSC have agreed to a lease directly between POG and CSSC. This replaces the former Head lease between CSSC and CSSA and sub-lease to POG. It simplifies the leasing arrangement and reduces legal costs and Stamp

Duty Land Tax. POG's introduction of electronic Newsletters has been successful and has already saved over £2,000 with about 37% of members having opted to have their copy by email.

Jumbles Sailing Club managed a few months of socially distanced sailing/racing and maintained social contact with safe walks and on-line quizzes during lockdown. Grant support from the local council eased the financial pressures from periods of club closure. Plans for 2021 include the possible development of a Canoe/Stand Up Paddleboard section.

5 Kingdoms Sailing Club started optimistically in 2020. YNOT was set to cruise the Orkneys, race on the Mersey and deliver RYA practical training on the Clyde through the 5KSC Sea School. The RYA were persuaded to agree delivery of basic RYA practical training on the highly tidal Mersey. After an abandoned season, development and scenario planning is expected to increase recruitment and sailing opportunities in 2021.

Sailing in 2020 at **Rutland CSSC** was a challenge. However, those who were happy to sail within the Covid guidelines did manage to get out on the water and enjoy some freedom and space aboard one of the two Squibs or the Soling keelboats. Boat Husband team was key to 2020's successes.

CSORC started the 2020 season optimistically with a trial sail in February on Volunteer, the First 40.7 run by the RNVRS. The next event, a Sunsail Race Series event, fell on the weekend immediately prior to the first lockdown and was cancelled, and that was that. The nature of CSORC sailing involving bigger crews and sharing cabins meant that further sailing was not practicable.

The future

The CSSA and its constituent Clubs are now well prepared to deliver sailing within the ongoing COVID restrictions in the coming 2021 season including national dinghy and yacht championships. Enjoy your sailing.

It's been great to hear from so many of you that you're getting out sailing.

I too am delighted to be back into a routine of weekly dinghy sailing and occasional yachting. My first cruise this season was to kick off Ynot's cruising season with a passage from Liverpool to the Clyde followed by the pleasure of introducing the youngest members of my family (and perhaps the CSSA) to favourite spots on the islands and mainland along the Firth.

I am very pleased to report, thanks primarily to the fortitude of Brian Grubb, that we now have access to the considerable sum bequeathed to the CSSA by Maurice Gates for the 'ownership or facilities directly relevant to the ownership of ocean-going yachts powered principally by sail'. This is of direct benefit to many and indirect benefit to all members.

Many thanks and congratulations to our organisers of our National Dinghy Regatta and Inter-Departmental Offshore Regatta who should be seeing the results of their dedication and hard work as we go to press.

Recent questions I've been asked suggest that many members are unaware of the content of CS-Sailing web pages. I urge

you to take a look at <http://cs-sailing.org.uk/> where national event organisers and Clubs can post news and information alongside a useful introduction to CSSA activities and management. The more we use it, the more valuable it is.



We're seeing a ramping up of modernisations in CSSC that are presenting opportunities for review and revision of long-established practices within CSSA and its member Divisions. As always, if you have any feedback on what CSSA is or is not doing, please let us know via your General Committee rep or direct to Brian Stevenson at csgensec@yahoo.co.uk

Our 2021 Zoom AGM saw the departure of Brian Grubb from the post of Treasurer. As those of you who have had dealings with Brian will know, he has been active well beyond his Treasurer role, much to the benefit of virtually all parts of CSSA. Brian was very pleased to become an Honorary Life Member and receive CSSA's gift of champagne to mark fellow members' appreciation of his many and varied contributions and accomplishments over the past 15 years and more.

Fair winds for the remainder of your 2021 season.

Paul
VC

Maurice Smith Gates - Gift to the CSSA

Maurice Gates, a long-term CSSA member kindly made provision in his seemingly simple will for what proved to be a substantial bequest,

some £312,300 net - to the CSSA, to be spent on the purchase of offshore yachts for the benefit of our members. It has been almost five years since he died, time which has been taken up by the resolution of several somewhat arcane legal issues, requiring a great deal of work by solicitors, counsel, and for the CSSA by Brian Grubb.

Maurice Gates became a member of the CSSA and of Littleton SC in their very early days, then sailing a GPI4. When offshore sailing opportunities became available, he transferred his interest to that, and some years later bought an old Folkboat (if I remember correctly), moored in the upper reaches of the River Hamble. My sailing interests also changed to offshore sailing, crewing for friends and, with other CSSA members, on boats chartered mostly for weekend

racing. After some years, I applied for a CSSA skipper's ticket, and received it, accompanied by the advice that for the first few trips I should take with me as Mate someone more experienced, and Maurice Gates was suggested. Maurice kindly agreed, and sailed with me for a week or two each of several years on a succession of yachts, mostly on 'Sea Essay', successively a Rival 32 and then two Rival 34s.

Maurice was a scientist at RAE Farnborough, and it became more difficult for him to book and take leave when I could charter a CSSA boat. In due course I bought my own boat, but it was not often that Maurice could join me until we had both retired, and he then came several times a year. Maurice was a fine navigator and mate, a man of precision who seemed to be impervious to bad weather. He did not talk a lot, but listened, and from time to time interjected a brief remark that either explained some technical issue, or more often had us in stitches. He was a good cook, specialising in the main course for dinner, which he always timed very carefully, using the alarm on his wristwatch.

A confirmed bachelor, he was a very private person with a wide range of interests and knowledge – jazz and classical music, for example, and he had read widely, but had no TV until he could no longer walk. In his younger years he had been an aero-modeller, climber, long distance walker and motor cyclist, - but he had never

learned to swim, which he may have regretted when required by his job to parachute into the sea. He explained this was a requirement for anyone flying on a Services aircraft. However, the potential need for this experience may have been in his mind when, as he told us, he was flown to the Falklands the day after the Argentinians surrendered, necessarily landing in bad weather on our aircraft carrier because the runway ashore had been bombed and was out of action!

Sadly, some ten or so years ago, Maurice's health began to fail, and he had increasing difficulty walking, later spending a short time in hospital. However, he still came sailing when he could, enjoying the company. It was a shock for his friends suddenly

to receive news that he was no more, and additionally for me as his Executor to learn that he had left a substantial sum to the CSSA. Sadly, however, his solicitor had made a simple but serious error in his will, the consequences of which have taken almost five years to resolve. It was Maurice's wish that funds for CSSA offshore sailing should have a substantial boost, and he devised a formula to ensure no tax would be payable on this element of his will. I am certain that many of our members will be able enjoy offshore sailing as a direct result of his generous gift, while others will benefit from the consequential release of CSSA funds for other purposes. I hope it will be possible to recognise his gift in some appropriate way.

Maurice Gates' Bequest A Successful Conclusion!

Although David Grundy has formally taken over from me as CSSA Treasurer I have been 'seeing through' the final stages of this saga. I'm delighted to report that at long last we have effectively received the bequest monies, albeit in the form of ex gratia payments from the other beneficiaries – all charities. The bequest was for £325,000 but after deducting the charities' legal expenses and other adjusting items the amount actually received is £312,306.05. The money is being held by CSSA's solicitors as 'client funds' (to meet a Charity Commission requirement) and sums will be released on demand as and when the Association confirms that money is required for the purposes set out in Maurice Gates' Will. David will have the much more rewarding task of distributing these monies, and I wish him well in that.

Brian Grubb

Hopes for the Summer and some sad news

As I reported in the last newsletter we were planning/hoping to repeat the 2020 programme for 2021, sailing to the Baltic, but 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”.

So, with the thought of Brexit and the prospect of filling in Custom forms and showing the Q-flag, the Committee agreed we should stay in Home waters.

So, the season has got under way and a plan has been produced. At the time of writing, starting in June we have some non-certificated training and sea time in East

Coast waters followed by a short stay in Portsmouth and then a stay in the West Country before a return to Shotley in October. The programme is on the ECYD website and there are spaces available for charter as well as sea time cruises for those wishing to widen their experience and add sea miles to their log book, there are Skippers who need crew, so please let James Allen - crewbureau@ecyd.org.uk know if you would like to experience sailing/training on Freyja with an experienced Skipper.

Alternatively, if you would prefer to charter out of Shotley, Portsmouth or the West Country please get in touch with: Andrew Lewis yachtsec@ecyd.org.uk

I am told that the following weeks are available for chartering.

Shotley to Shotley	28th May to 4th June
Shotley to Shotley -	7th to 11th June
Shotley to Shotley or Portsmouth	16th June to 3rd July (these dates are flexible)
Plymouth to Plymouth	1st to 7th August
Portsmouth to Portsmouth	4th to 11th September
Shotley to Shotley	27th September to 4th October

We also still have a vacancy in the club for someone to take over the editorship of the East Coast News.

Anyone interested please get in touch with me at captain@ecyd.org.uk

Now I have some sad news to report....

Two of our long-standing Skippers, John Hall and Tom Kearney, died in Spring 2021. Both had contributed greatly to the success of ECYD and played their part in its achievements.

John Hall, CSSA founder member and committee member of both CSSA and ECYD, has died aged 91.

John Hall was at the original 1957 meeting that Ann Kahn called at the Treasury and which led to the formation of the CSSA. A keen caver as well as a mountaineer, John's connection with the CSSA runs from that time as a founder member to much

involvement as Treasurer of the East Coast Yacht Division (ECYD) as well as serving on central CSSA committees. He has been an owner-skipper on the East Coast as well as sailing on many of the CSSA's yachts over the course of some 60 years.

By the late 50s there had already been some sailing on the south coast by members of the Building Research Station (DoE, at Garston, Herts). While John Hall's Civil Service career was spent in London at the DHSS, he met John Collins of BRS because both lived in St Albans. John Hall and John Collins, with Tom Loader and Bill Mack, chartered Bronzewing, a heavy 20 ton wooden sloop and sailed to the Channel Isles and Brittany. The next year they all sailed to Brittany on Melanie (on loan to CSSA) with Christine Howe. Shortly after John and Christine got engaged.

In those early days various rallies were organised from West Mersea or Brightlingsea with other BRS members including Arthur Penman, Till Meyrick, Johnny Johns, John Burland, Gillian Sills and Mike Bentley. Others joining including Brian Walsh Atkins in a teak Vertue kept at Maylandsea, Freddie Foister with the barge yacht Henry, Sannu a Northney 24 (about 36ft) owned by John Sant's brother and Frank Walker with his father's yacht, plus members of the Post Office (BT) sailing club from Chelmsford. These were indeed different days to now. Few boats would have had VHF, and leadlines might be used rather than echosounders. Both engines and sea toilets could have primitive and unreliable aspects. All navigation was by dead reckoning which posed its challenges in the flat landscape of the East Coast.

John and Christine's own boats over the years have been Cymba, a Seafly at Fisher's Green; Sinbad, a Westerly 22, still seen on the Blackwater; Kalevala, a Westerly Konsort; Karina of Heybridge, a Westerly 38 renamed Eileen of Dun Laoghaire on moving on to Northern Ireland, and lastly Karina (of Heybridge) a Hallberg Rassy 42 kept at Tollesbury. John always maintained his boats in

excellent condition and was a good craftsman; once he ingeniously adapted a Triumph 2000 car heater as a boat heating system before such items were commonplace.

At the time of owning Kalevala, which they moored at Blackwater Sailing Club, John and Christine began to also join in the ECYD Long Trips to the Dutch Islands and the Baltic, as well as the 1993 Round Britain Trip in Callisto (ECYD's Westerly Fulmar). They would later go back to the Wadden Islands and Kiel Canal many times in their own boats, often with ECYD guests on board and with their sons, Douglas, Peter and David. On purchase of their Hallberg Rassy 42 they



John Hall in the cockpit of Callisto as they were locking through the Gota canal in 1991

carried out the long delivery trip from near Gothenburg to her home port of Tollesbury. Many summer voyages to the Baltic, to Brittany and to the southern coast of Ireland followed.

As the ECYD moved on from Callisto to Triton, to Pegasus and to Freyja, John was one of the New Boat Committee that would compile the shortlist, organise test sails and advise which to purchase. He was also a contributor to Winter Maintenance despite having a boat of his own to care for. In their Konsort, Ocean Ranger and the Hallberg Rassy, John and Christine were regular supporters of the East Coast rallies out of the Blackwater and the Orwell.

ECYD News cont'd

Shortly after, I heard from Mike Kearney that his father Tom Kearney, who served as ECYD Captain and Yacht Husband, had also died.

Tom's career was with what became British Telecom for his whole working life. He started as a telegraphist and moved into sales, dealing with businesses in the East End of London and Docklands. This was bandit country in those days with the Krays influence still around. He moved into sales of bigger phone systems to bigger companies and then into training sales teams nationally. He even taught a young and probably not very keen newcomer called Martin Clunes, but he seemed to have ambitions elsewhere. Tom got heavily involved in steam railway preservation at the Stour Valley Railway, now the East Anglian Railway Museum. Never one to be just crew, he ended up secretary of the society, was signalman, guard, site supervisor and was involved in rescuing two steam locomotives from the scrapyards at Barry, bringing them back to Essex to run again.

His love of sailing started as a young man from reading Swallows and Amazons, and he had a lad's holiday before he was married and later two family holidays sailing yachts on the Norfolk Broads. It is not certain how and when the offshore sailing started but it was through the CSSA and initially on some South Coast trips as crew. He did his evening classes

and became a Yachtmaster. He dearly loved his sailing, and not just the "après sail". He would obsessively plan trips, creating his own pilotage notes for any possible locations his boat might go. All this research was freely shared with the other Long Trip skippers.



Tom Kearney at the wheel on an ECYD Thames Barge weekend on the River Blackwater, 1993

Tom's first East Coast charter on Saoirse was for a week in Sept 1986 (Ramsgate – Dunkirk – Nieuwpoort – Ramsgate - West Mersea) and he skippered the first of many Introductory training cruises the next year. Tom was a trainer in BT, and he transferred his skills to sail training in ECYD; he enjoyed navigating which is where the rumour started that Tom didn't like to get his sailing gear wet, so if rain was likely, Tom would say it was time to do a bit of navigation and leave the helming to those who enjoyed the freshness of rain on their face!

Tom's strengths were his practicality. After experiencing maintenance problems with Callisto, he set up the properly organised and documented yacht-husband system which is still ongoing in the ECYD today.

Taking on the yacht husband role was all part of his desire to lead, but also to offer service to others. His endless work on getting boats ready, managing teams and especially the Byzantine safety regulations that had to be obeyed filled much of his time after retirement from BT.

Tom loved cruising in the Netherlands and the Essex and Suffolk coasts, and had a special liking too for the Isle of Skye. Scottish weather can be trying, though – in the Round Britain 1993 trip, cloud cover was down over the mountains for all of his one week circumnavigation of Skye. Tom was always driven to explore new territory, and the Long Trips gave him that opportunity in waters from Norway to La Rochelle. His friendships in the ECYD meant a lot to him and he would be proud to be remembered as a servant of the club. Many sailors have him to thank for their chance to sail at all, their qualifications, or just a share of his knowledge of sailing and the sea. Like John Hall, he was an enthusiastic supporter of our East Coast Rallies. Sadly, Tom's sailing activities were cut short by a serious stroke some years ago, since when both Tom and his wife Vera have lived in the southwest close to their son Michael.

Tom Tooley remembers one very memorable cruise to Guernsey and

back on Sea Essay. Coming back, they left Braye in thick fog that morning and as they crossed the Channel had the fright of their lives as Concord broke the sound barrier as it passed over, they initially thought it was gunfire!!

He also remembered that in those days the boats did not have radar and at one point they realised they must have been very close to a ship as they were hit by its wake - they heard its foghorn change from 1 blast a minute to 2, but never saw a sign of the ship itself. Finally, the fog cleared but as they approached the Needles, a fleet of racing boats came out of the Solent, they were running downwind and in trying to avoid the racing yachts they gybed; the mainsheet caught one of the crew, slamming him into the bulkhead grab handle and concussing him. With the sheet still around his neck, they were, needless to say, extremely worried and put out a Mayday call which resulted in a helicopter coming out and airlifting the crew member to Hasler hospital.

A cross-channel sail no one on board will forget.

If you want to raise a glass, it has to be a single malt and preferably something with lots of peat in it. Slainte.

I am grateful for the assistance in compiling these two obituaries from Christine Hall, Hilary Tyrrell, Tom Tooley and Mike Kearney, as my knowledge of both John and Tom's involvement in the early days of the ECYD is very sketchy. John was Treasurer of ECYD when I first joined the Committee and I first met Tom when he was Mate to Michael Swan in one of the South Coast boats, a Rival 34, in 1985. He took over the Captaincy of ECYD from Mike Bentley before passing it to me about 3 years later in 1992.

Brian Barnes

A final outing before lockdown

Every cloud has a silver lining so they say but it was hard to see amidst the restrictions of Covid 19. In October 2019 our Autumn cruise saw us sailing across the channel crossing to France. Just a short trip to clock up some sea miles, night hours and passage planning practice. In October 2020 it was quite different. Covid 19 meant we needed to restrict the numbers on board to maintain appropriate social distancing (sorry Garry and Rachel) and limit our horizons so we set our sights on Weymouth.

Having extolled the virtues of an early start to the crew we were up before dawn to catch the ebb tide down the Solent and out through the Needles Channel. The only thing spoiling the morning sail was the westerly F5 blowing against the tide which had us tacking all the way to Hurst Castle in a bit of a chop and a deep reefed main. By the time we arrived at the fairway buoy the wind had freshened and the seas had become larger and more confused. The sun was shining however and Sea Essay took it all in her stride. We were just

complimenting her when a breaking wave came over the bow, sending green water over the coach roof, down the side decks to the cockpit and into those annoying little openings in our waterproofs. We had already taken the precaution of closing the hatch and the cockpit soon drained but it did leave us a little wet and wondering whether the compliment had jinxed us.

We had planned to break our journey by anchoring overnight at Studland but the forecast didn't look bright and so we headed for the shelter of Poole Harbour. If the truth be told there was a general feeling of relief when we entered the calm waters of the harbour to take a berth at Poole Quay. The decision to seek shelter was a good one and after a wild night of wind and rain we spent the morning waiting for a break in the weather to get under way. We finally took advantage of a weather window around noon to explore the harbour. With an ever-watchful weather eye we managed to reduce sail just before a 30kn squall and torrential rain engulfed us and the poor passengers on Brownsea Island Ferry which had just passed us broadcasting its commentary to the few stalwarts on board who were determined to make the most of their half term holiday.

It had become apparent that Weymouth wasn't going to be a practical destination so we decided to go and explore the MDL marina at Cobbs Quay. Not an exciting destination but it did provide some interest in passing through the two swing bridges

and as if to reward our decision the rain passed and we saw an amazing rainbow. Sadly, the wind stayed on the top end of fresh which made berthing in the busy marina an interesting experience.

The following morning, while all our neighbours were keeping cosy below decks, we carried out the boat checks and set off to catch the 09:30 bridge swing and retrace our steps back to Poole. The wind was F6 gusting 7 in the harbour but the flat water gave us a good sail in the company of the RNLI who were taking advantage of the choppy conditions outside the harbour for a day's training. We reached south out of the Swash Channel and shortened sail to the proverbial pocket



Rainbow over Poole



Smiles after the squalls

Mike and Brian



A F7 smile in the Solent

handkerchief and turned east for a lively run back to the Solent. The seas had built up from the persistent wind of the previous few days and we had regular gale force gusts which challenged the helms' concentration. Our passage plan had been to arrive at the Needles Channel at slack water or later to catch the first of the flood and have the wind with the tide but Sea Essay was travelling like a steam train and being carried along by the rollers despite the small amount of sail we were in danger of arriving too early. We decided to take the North Channel around Hurst Castle to avoid the wind over the ebbing tide and a repetition of the confused seas we had experienced on our outbound passage. Our heavy weather tactic was to keep the seas on our starboard quarter and at the same time avoid edging towards the visibly foaming Shingles. After a roller coaster of a ride we rounded North Head buoy and reached south east along

the shingle Hurst Beach catching a favourable eddy that took us round Hurst Castle and back into the Solent just as the ebb faded. We made for Yarmouth to stretch our legs with a walk along the pier and an overnight stop anticipating another bracing down wind sail the following day.

Morning broke, grey wet and windy. No improvement in the weather had been forecast and none came as we ran down the Solent before reaching into Southampton Water. Weighing up the options we decided to experience locking into Hythe Marina for a sheltered berth and meal ashore.

On our final day the wind had dropped slightly but so had the visibility and everything was damp and murky so we took advantage of the shelter offered by Southampton Water to explore the docks and mothballed cruise liners and spotted a seal in the River Itchen.

After the dramatic start to the cruise it was a pleasant contrast to make our way back up the Hamble without any drama and it would have been a perfect end to an interesting cruise if we had been 15 minutes earlier, but

sadly we weren't and we suffered a final downpour of rain before mooring alongside at Mercury Yacht Harbour. It did mean however that the decks were nice and clean and we didn't have to wash the salt off our oilies!

So, there's the silver lining after all.

Skipper: Brian Skelley

Crew: Mike Gibson, Janine Morris and Amanda Miller



Concentration at the helm



A murky tour of Southampton Water
Janine, Mike and Brian



Heading for Cobbs Quay

US Marines Legacy

On 7 August 1942 the United States Marines landed on the islands of Guadalcanal, Tulagi, Gavutu and Tanambogo in the (British) Solomon Islands (Protectorate). Before the war Gavutu was the main trading base of the Lever Corporation and very close to the Colonial Administration Resident organisation on the island of Tulagi. In the Second World War the Japanese were busy building airfields and bases on these islands which if completed could threaten Australia.



The Americans shelled and bombed the islands for several days in preparation for their landings. On 7 August boats landed the U.S. Marines Corps (USMC) 1st Paratrooper Battalion on Gavutu. The Marines were immediately pinned down by gunfire for some time. The defending Japanese were entrenched in caves and bunkers and fought fanatically until eliminated. During the Battle of Gavutu, the Marines were accidentally shelled and bombed by friendly forces. On August 8 1942,

reinforcements landed in the area about a third of the way down the eastern side of the island and Gavutu and Tanambogo were secured.

The Battle for Gavutu

In 1976 I was working in the Solomon Islands and owned a 22 foot fin keeled Pandora yacht called "Kavenga" She was a Van de Stadt design with 4 berths and sailed like a dream. She was shipped out from England as deck cargo in her purpose build cradle onboard a Bank Line ship that made monthly passages from the UK with general cargo outward

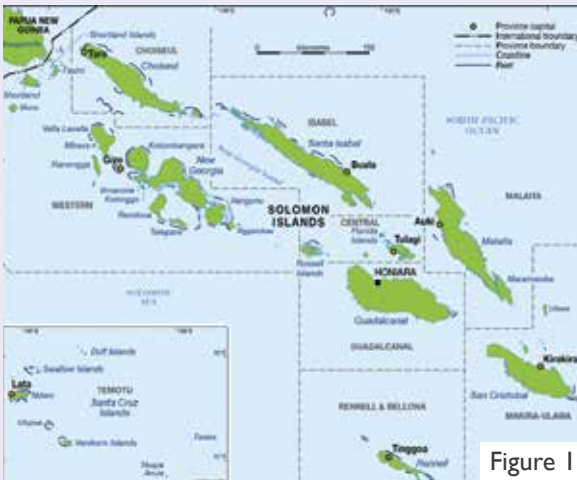


Figure 1

and copra (coconut) and palm oil return. My sailing was restricted to weekends and bank holidays taking advantage of the trade winds which would generally start to build about 10.00 hours reaching up to Force 6 by about 13.00 and then starting to die off 16.00-17.00. I would sail from Honiara on Guadalcanal for some 25-30 miles to various anchorages in the Florida Islands for a weekend away. This

weekend we sailed in company with a 40 foot ferrocement Ketch called "Arwen" owned by our Australian friends Adrian and Ann Hickey from Sydney.

We anchored by the old wharf at Gavutu with stern lines back to the wharf. A very secure spot sheltered from the trade winds. However, the concrete wharf had a number of holes blasted in its surface as a result of the shelling etc. described above.

We all met up in the evening on the old wharf for a BBQ and a few coldies. Various nautical stories were swapped and it was necessary to replenish supplies from the stocks kept in



Figure 2: The Battle for Gavutu

esbies (cold boxes) kept on board Kavenga. I stood up to get in our inflatable dinghy to get more beer but being dark I stepped into one of the holes and fell into the water. Somewhat surprised by the sudden drop and immersion with my face under water, the top of my head hit part of the wharf. The various crustaceans that had grown on the structure over the years inflicted a number of very painful wounds to my head and limbs. Adrian grabbed my outstretched hands and pulled me back onto the wharf. He then started to go to “Arwen” to get first aid dressings and equipment for Anne and my wife Susan, both qualified nurses, to clean and dress my painful wounds. The shout went out, “Mind the hole!!!” but too late. Luckily, Adrian having witnessed



The Wharf>>>

Gavutu Harbour
Courtesy Google Earth

my fall, dived deeper clear of the wharf missing the waiting barnacles. I was escorted back to my bunk onboard Kavenga and with a couple of Paracetamol to dull the pain I slept well. Perhaps with the assistance of the beer.

Anchor and sails up and on course, I had a somewhat uncomfortable sail back to Honiara the following day.



Figure 3: The Crustaceans waiting for the next victim

Fortunately, due to the ministrations of Anne and Susan my wounds did not become infected, as is often the case in the tropics, and I healed well ready for the next weekend away.

Credits:

US Marine Corps Badge: © US Government Public Domain, <https://commons.wikimedia.org>

Figures 1: Solomon Islands

Figures 2: The Battle for Gavutu

Source: CartoGIS Services, College of Asia and the Pacific, The Australian National University

Figure 3: Side view of the wharf

Courtesy of: Battle or Australia Association



Kavenga (Off Honiara)

CSSC Dinghy Championships 2021

The 2021 National Dinghy Championships was hosted by Littleton Sailing Club, a Division of the Civil Service Sailing Association.

The Championship was open to all CSSA members across the UK, Armed Forces Sailing Associations and Littleton members and financially supported by the Civil Service Sports Council (CSSC). Unfortunately a late change in National Covid restrictions discouraged a number of CSSA teams who were considering travel and overnight accommodation for the championship.

Twenty dinghies competed for the minimum of six races over two days. This year the two-day event included a Rookie Fleet for novice racers along side the Championship fleet, but with a five minute delayed start. The Championship meal on Saturday, was held outside under Covid compliant cover accompanied by live music, a quiz and an extensive range of desserts! On Sunday, three more races and Wendy Eley, CSSC Operations Director presented Awards, Trophies and certificates.



Nicholas and Rebecca, RS200, after six races tie with two others for 3rd place overall



Cameron Curry with 2nd place CSSA Trophy



First place, RS200 Dan and Debbie

After six races with one discard we had a tie for third place with three teams on 27 points. With Trophy Tea, well earned congratulations to Mika Colombi ultimately winning third place and retaining the CSSA Youth Trophy. DWP Civil Servant Cameron Curry secured the CSSA Trophy with a solid second

place performance, and Dan and Debbie sailing an RS200 retained the overall first place Trophy.

Rookie trophies went to those in their first Championship, with RS Feva team Lucia and Isabelle pipping the RS200 team Nicholas and Rebecca in the third-place tie break count of best places. Congratulations also to the three generations of the Barwick family competing in their first Championship, and to Tommy Wells our youngest rookie.

Our events are only possible through volunteer support, Simon Johnson managing real-time results, Kat Wells, Mike Egan and Carolyn Selves on catering. Our Race Officers Tim Hore and Simon



Littleton SC re-won the Littleton Bell from Hooe Point SC Received by Stephen Lemmon for Littleton SC, with Wendy Eley (CSSC Director Operations) Andrew Selves (Rear Commodore Civil Service Sailing)



3rd place & 1st Youth, Optimist Mika Colombi

Derham, and safety boat cox, with Stephen Lemmon and others coaching the Rookie fleet.

Hosting the CSSC National Championships is a great way to bring CSSC sailors from across your region to your club, and compete with other CSSA dinghy clubs. The National event attracts financial support, and if you would like to consider hosting in 2022, with no obligation, contact Andrew at rcd.cssa@gmail.com.

See the CSSC Championship Results at <https://www.halsail.com/Result/Public/53983>

Andrew Selves, CSSA Rear Commodore (Dinghies)



Hooe Point Sailing Club in Plymouth have recently been advised that their landlord, Turnchapel Wharf Ltd, will not be renewing their lease in April 2022 as they intend to develop the site.

This has naturally caused much concern with the membership who are worried for the future of the club.

The committee immediately called an emergency meeting to discuss the situation before announcing the news to the membership, and have subsequently formulated two sub committees, one to look at alternative options such as collaboration with other clubs, other locations within the area that have the potential for developing into a suitable boat storage and/or club site, and also engaging with councillors, local government and MP's to try and gain any support that we can.

The second sub committee has the unenviable task of establishing what needs to happen should we be unable to continue and be forced to close down in April 2022 when the lease expires.

CSSC are also actively involved in lodging an appeal to the board of Turnchapel Wharf Ltd with the full support of the committee.

Ironically all this comes at a time when the club is at its most successful with recent growth in membership and the largest dinghy sailing fleet in the whole of the Port of Plymouth with between 20 and 28 boats regularly out racing on Monday evenings.

Should the efforts to save the club be unsuccessful it will mean the loss of one of the last affordable boat clubs in the local area and will undoubtedly lead to some members being forced to leave boating due to the increased costs of keeping their vessels in commercial facilities.

HPSC was formed on its current site in 1969, and it has evolved from an MoD rubbish dump to one of the most vibrant and successful sailing clubs in the whole of the Plymouth Area, almost entirely on the back of the efforts of its own membership in the form of volunteered labour, hard-work and effort. This same ethos of self-help and determination to keep the Club going forward will now be required across the three major strands of work the Committee has now launched to try to secure its future.

Thanks to Paul Gibbins photography for allowing the use of his photograph taken on a recent Monday evenings racing.



Problems never come singly. So on top of Covid restrictions we were confined to the Liverpool Marina for longer than expected when the lock gate was recommissioned two months after the proposed date in March 2021 this led us to abandon racing activity in the spring. There are still uncertainties about our plans for the summer but we try to remain optimistic about the autumn. The maintenance team have been the stars of the show, keeping an eye on Ynot and performing numerous tasks to make sure she is fit for the season. They have taken to motoring around the marina checking the equipment, filling up the diesel and updating the compass deviation chart. Following the thorough external SVC (coding) inspection last year we have had a successful 'in the water' inspection lead by David Smeatham. The club appreciates all the hard work the team do to keep us safe when sailing on Ynot. In case someone falls ill with Covid-19 while on board we have prepared a pack with basic equipment and instructions which we hope will never be needed! Following Brexit and the confusion about new rules in Northern Ireland we have prepared a pack with documentation and the forms skippers will need to use. Fortunately, the change-over to white diesel for NI has been put off until the 2021/22 winter.

The exciting news is that the new navigation equipment has been installed, this is the latest Axiom multifunction display, with a touch screen (plus a 'uni-controller' switch for those without that special fingertip in their gloves) along with a 2nd screen above the nav station in the saloon. There are guides and demonstrations on-line (try Raymarine -Axiom Pro lighthouse MFD manual and choose Basic or Advanced), we are preparing a basic instruction pack to keep on the yacht.

Following discussions with the RYA we were given a dispensation to run basic practical sailing courses in Liverpool, we have now held two Start Yachting two-day courses. The structure is a day in the marina going over safety and the basics, then a second day on manoeuvring in the marina and out on the Mersey. The candidates can gain a competent crew qualification by joining us for a three- day course in Largs. The strong tides on the River Mersey and the length of time to get out onto the open sea are thought by the RYA to be too difficult and so will not give Competent Crew, Day Skippers (and above) the proper experience.

Our other RYA approved training courses from Largs have been put back to September; please see the program at <https://www.5ksc.org.uk/booking.php> and contact training@5ksc.org.uk to express an interest in a particular course, then we can pencil you in. Booking will open when we can be sure that a group of trainees can be allowed to live aboard. We will be applying to run some shore-based courses eg Radar, Diesel, First Aid, so keep an eye open for these.

She's all at sea...and her crew too!

Deborah Ward reflects on an all-women trip along Cornwall's southern coastline, following a partial easing of lockdown rules in England.

We had hoped to revisit our 2019 sailing trip to North Wales but Covid restrictions weren't lifted in time, so we opted instead to take Ynot up to her Scottish summer cruising grounds – and were thwarted again. This time, there were questions about re-opening of the repaired lock gates in Liverpool, going ashore in the Isle of Man and whether households would be able to mix north of the border.

Eventually, we decided to stick with England and hired a yacht from Falmouth, setting out on the very first day out of lockdown. The boat of choice was a classic Nautor Swan 38, Cimeroon, an ageing but sleek and neatly laid-out cruiser. The last of its kind was built in 1979.

The forecast looked mixed, offering no shortage of wind and a rather ominous F9-10 towards the end of the week, but we're all familiar with UK weather reliability so it bothered us only slightly. Cimeroon was definitely different to the modern kind of boats we'd sailed before, even skipper Ruth Ingram. Not a single line fed back into the cockpit, winches were dotted all over the deck, but only two were self-tailing, while useful cleats were also scattered generously around, no topping lift. No cockpit locker either, so the forecabin was the repository for



mooring lines, fenders, stern ladder, water hose and electric cable.

This meant scurrying to the mast for hoisting the sail or reefing, and plenty of brawn required for the job. The genoa was a generous size and also needed muscle to unfurl. But after a year spent sitting at home for both work and leisure time, chatting occasionally to masked supermarket staff, the on-deck efforts were great fun. Being outside on the open sea was, well, wonderful.

Cimeroon was fast, stable and responsive, quite a joy to sail with a spacious feel below deck. We flew along downwind, effortlessly reaching 9 knots and eventually tying up alongside the RNLI lifeboat at Fowey just before the skies opened on everyone wandering through the quaint Cornish town. The handful of local yacht clubs – and their warm showers – were still closed, observing Covid caution, but we enjoyed an outdoor drink at one of the pubs while carefully avoiding close contact.



We spotted very few yachts or cruisers out and about although the cold damp weather – the wettest since 1862, apparently - may have been a factor. The pandemic was very much a background presence and Cornwall seemed quieter than might be expected even though shops and pubs had officially opened up. We'd all taken Covid tests before travelling to confirm we were healthy and had stocks of sanitiser with us, but decided meals out would be problematic to book in advance. So, we brought our own home-cooked meals along in cool boxes and feasted well.

Our next stop was Plymouth, but heavy evening rain took away our appetite for city sight-seeing as well as any thoughts of pub drinks or dining out (again). The on/off storm was by now firmly heading towards us from the Atlantic, due soon, so we sensibly decided to head back to Falmouth. A long day of sailing brought us safely back and when we woke to howling winds and heavy rain the next morning, we knew it had been a good decision.

Next year? We're wondering about the Channel Islands ...



Crew: Skipper Ruth Ingram
Crewmates: Anne Bromley, Violetta Davis, Alexandra McLoughlin, Deborah Ward and Sandra Young



If anyone wonders why an all-women crew, it's worth taking a look at *Steering The Course*, a global festival which is aiming to encourage more of us into a sport that's generally dominated by our male counterparts. We have nothing against you guys, it's just that somehow, we can feel more relaxed in a girlie environment, it's somehow less edgy or competitive. We feel ok to ask stupid questions and more supported to just have a go and excel - or get it wrong and try again. It can be easier working things out together – oh and better food! Difficult to explain without appearing to criticise the menfolk but we just know it works – and we all enjoyed the experience.

Jumbles Rejuvenated

A cracking start to the sailing season with 15 boats on average out every Sunday

Membership up from pre Covid days. Loads of members joined in a well-needed working party to clear the car park of weeds, paint the gate by the slipway and carry on strimming the over grown boat park.

Training on single handers is under way for our new members; an enthusiastic group who have been making good use of the club QBAs during normal club sailing days. Huge thanks to our instructors who give up their time to provide training and those who put on safety cover

One of our new members is an experienced sailor who is enjoying racing after a period off the water. Ian joined us when he discovered that we had an access boat, having had to give up racing because of health issues. It is really

satisfying to see a good sailor able to enjoy his sport again and as the pictures show he is testing the Hansa to the limits when it gets a bit blowy. Some of our members are keeping a close eye on the Hansa's provisional handicap!

Ladies who Launch on alternate Wednesdays in the summer has already increased the number of women on the water, although blokes in boats also welcome. Our bosun Richard Morgan shares a bloke's perspective overleaf.



First Singlehanded training session
Chief instructor: Chris Lee, instructors Paul Burroughs, Kieron Freer and 2 new members

Fiona Jack & Richard Morgan

There could have been wailing and gnashing of teeth over 'Ladies who Launch' and moans of unfairness and discrimination but not so with Jumbles where the Wednesday afternoon to evening sessions are proving a success for all members. Being informal, it gives a great opportunity for everyone to share boats (while being Covid aware), sail with extra crew and have a relaxed sail without the constant bellowing of 'starboard' and 'water at the mark', together with a fleet of dinghies bearing down on you.

A recent Wednesday was no exception



Bosun Richard, son Tom and granddaughter Margo



Sailability boat; sailed by Ian Binns

and although the wind was challenging at times we had five boats on the water including my Wayfarer which was commandeered by a number of 'ladies who launch'. I have to confess that it was annoying seeing a boat which is ofte thought of as a 'big blokes Laser' being sailed better that I can.

Not only do they launch, they also provided skilful safety boat cover which gave me the confidence to take my son and the youngest lady Margo, who is pushing three for an exciting sail round our pond.



Civil Service Sailing Association - A very brief history

The Civil Service Sailing Association began to exist in May 1957

at a meeting of over 100 interested CSSC members convened to discuss the formation of such an organisation,

following publication in the CSSC Journal of a letter headed “Wot, no sailing?” submitted by a young Miss Ann Kahn.



Ann Kahn

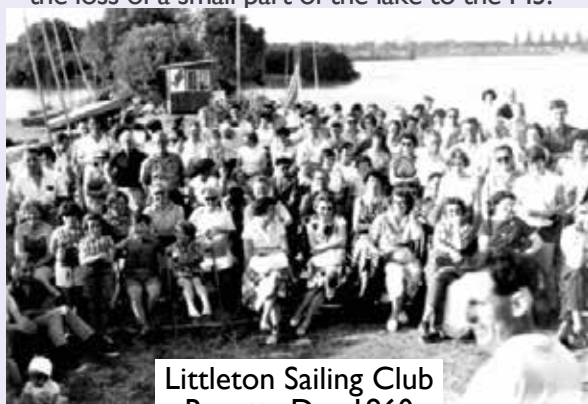
First Honorary Secretary of the CSSA

In July, the inaugural meeting, attended by some 250 people, approved a draft Constitution together with draft programmes for cruising, dinghy sailing, and shore activities. A CSSC loan of £10

was gratefully accepted towards the cost of stationery and postage. By 30th September, there were already 482 members signed up. Two one-week cruises for beginners took place in September and a programme of talks and lectures was arranged for the winter.

An immediate task was to find water near London suitable – and available - for dinghy sailing. This was achieved by the end 1957, and agreement reached with the owners of a gravel pit near Chertsey for use of the water for sailing at weekends, and for some land on which to store some boats.

So, Littleton Sailing Club, CSSA, came into existence early in 1958. When all the ballast had been extracted, the CSSC purchased the lake for use by the sailing club (and for fishing from the shoreline by the CS Angling Association) - and essentially recovered the cost from compensation for the loss of a small part of the lake to the M3.



Littleton Sailing Club
Regatta Day 1960

The club built several clubhouses over the years but for many years now has had a fine, well equipped, two storey clubhouse built by members, overlooking the lake.

On the east side of Southampton Water was a small sailing club run by and for local Post Office staff. Its members were persuaded of the benefits of joining the CSSA, growing their membership by admitting anyone

eligible for CSSA membership.

A site for the club was leased by the CSSC from MOD and the club, **Netley Cliff SC**, grew, later providing moorings and space ashore in summer months for sailing dinghies, and in winter for small offshore vessels. Later, the site was purchased by the CSSC, which also later paid for the installation of steel piling to prevent sea erosion.

A search for dinghy sailing water to the north-east of London located a flooded gravel pit near Waltham Abbey which, when leased by the CSSC, became known as **Fishers Green SC**. The size of the lake and membership of the club grew well, together with very good facilities built by members. However, after some 50+ years, when the ballast extraction ceased, the lake and the surrounding land became part of the Lee Valley Regional Park, and the rent was increased to a figure that could not be met by CSSA members there alone or by the CSSC. Very sadly, the club's membership of the CSSA and CSSC was severed last year.

Hooe Point SC was initially a fairly small club in Plymouth, originally occupying a small part of an MOD site in Plymouth Harbour, with space ashore for some dinghies and a few moorings, which grew as much as space allowed. It got support from both Plymouth Area Association and from the CSSA. In recent years the MOD sold its site, and the club was in danger of losing all its facilities. However, successful CSSC negotiations with the MOD have provided the club with a new site with more moorings and space ashore for more dinghies.

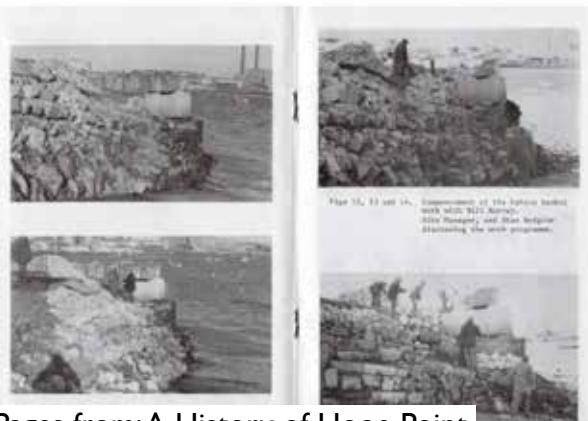
News came from a CSSA member that water suitable for sailing near Bolton was available, but the CSSA (and CSSC) would need to move quickly if it wished to proceed

because other clubs were also looking. A meeting held in a crowded Bolton hotel restaurant one evening indicated ample demand, so negotiations with the water works were opened by the CSSA and a lease (taken over by the CSSC) signed. The club - **Jumbles SC** - thrived and is still well established.

From the outset, a considerable number of CSSA members were interested in offshore sailing – some exclusively, and others as a possible step up from dinghy sailing from time to time. The starting requirement was for a yacht with a GRP hull, with berths aboard for six people, suitable for training, for chartering to members wishing to cruise, and also for racing; inevitably a compromise.

The first vessel chosen for the **Channel Sailing Club**, initially funded by a CSSC loan, was used for all those requirements and was sailed mainly from the Solent, frequently to France and the Channel Isles.

A few years later a yacht was chartered (and its replacement purchased) for East Coast sailors (the **East Coast Yacht Division**) who sailed from the River Orwell in Sussex. Her normal cruising area was local offshore waters and cross-Channel to France, Belgium, Holland, and the Baltic.



Pages from: A History of Hooe Point Sailing Club 1967-2017

In due course, other CSSA members wanted to sail waters North and West, and a new CSSA club - **Five Kingdoms SC** – chartered a yacht from Liverpool, spending much of its time further north in the waters off the west of Scotland. Demand grew, and in due course was sufficiently large to justify purchasing a yacht for the purpose, funded by a loan from the CSSC. (Some CSSA members who crew our yachts often spend more of their time dinghy sailing elsewhere.)

Because these offshore yachts are far more heavily used than any privately owned yacht, they are replaced more frequently. Offshore racing, initially often in yachts chartered from RN and Army Establishments around Portsmouth, but subsequently in a yacht owned or chartered by the **Civil Service Offshore Racing Club** takes place in events which often terminated on the Brittany coast in France, but the CSSA also sometimes chartered a yacht most years for some longer distance (e.g. the Fastnet) races. The newest CSSA club, with three keelboats, is the **Rutland Water CSSC**, where they sail regularly.

A number of CSSA members who owned their own boats looked for moorings in the Portsmouth area. Members found a site with harbour frontage on the Gosport side of the harbour, on rough wasteland owned by the MOD. This was leased, and subsequently purchased by the CSSC, which in turn leased it to the CSSA for use by the **Portsmouth Offshore Group**. Dredging, piling, construction of a concrete quay and (to meet a vendor-imposed timescale) clubhouse, had to be undertaken professionally, but to club designs. This facility proved very popular, and was developed further by club members

with the aid of loans from the CSSC.

At considerable cost, the water for the moorings had to be dredged and piled to accommodate new pontoon moorings, the number of which steadily increased.

As in all CSSA clubs, as much as possible of the work is undertaken by members, professionally trained and certified to operate the heavy plant used to launch and land the vessels. Immediately in front of the clubhouse, the club has 175 pontoon moorings for vessels up to 34 ft in length, and a further 71 moorings elsewhere in the harbour, catering for some larger craft.

It is important, for obvious reasons, and in their own interests, to ensure that members sailing inland waters or offshore are competent, so practical RYA courses to a National standard are offered in all clubs. A qualification at the appropriate level is required in order to charter a CSSA yacht. Training is also provided for first aid and VHF radio operation, for each of which a number of members are qualified as instructors, with certification provided by external examiners.

Whereas most members' sailing is in home waters, some choose to go further afield, and not merely just across the Channel.

The yacht chartered by members on the South Coast frequently goes further south, sometimes to Spain, for example, whereas the 'East Coast' yacht goes further north, sometimes into the Baltic. Several members have sailed the Atlantic, and two of our yachts have sailed around the world.

None – or certainly very little - of this creation of sailing opportunities and facilities would have been possible without the welcome and willing financial support of the CSSC. It has also taken a great deal of time and skill by many individual members with a wide range of skills.

PJ Chapman

The Civil Service
Interdepartmental Regatta
The IDOR 2021 took place
between 21st and 25th Jun
2021, and was hosted by the
Island Sailing Club.

The Inter-Departmental Offshore
Regatta (IDOR) is held every year
between boats representing Civil Service
departments, agencies, other public
bodies and CSSA clubs. The IDOR has
been held annually since the late 1960s,
starting as a race to Cherbourg in
members' own boats. Over the years it
has evolved into a mixture of inshore

and offshore races held over five days,
mainly in the Solent but including a race
round the Isle of Wight, in a matched
fleet of Oceanis 37s.

The IDOR has developed into a fine
opportunity for crews of all abilities and
experience to come together under
an experienced skipper and represent
their department in what must be one
of the best means of team building and
bonding. The move to a one-design fleet
means that no crew is disadvantaged
through lack of access to a competitive
boat and of course your position on the
water is your position in the race. Most
crews are a mixture of novices, dinghy
sailors, cruisers and racers of various
experience.

Skipper	Yacht	22/06/2021 Rutherford Appleton Series Race 1	23/06/2021 Rutherford Appleton Series Race 2	21/06/2021 City of Plymouth Series Race 1	24/06/2021 City of Plymouth Series Race 2	24/06/2021 City of Plymouth Series Race 3	24/06/2021 City of Plymouth Series Race 4	Discard	FINAL TOTAL
David Burn (Diamond)	C'est Si Bon	4.0	6.0	5.0	1.0	1.0	1.0	6.0	12.0
Cheryl Fish (Six Go Racing)	Fleur de Lis	2.0	4.0	2.0	5.0	3.0	2.0	5.0	13.0
Crispin Allard (CSORC 2)	Modernistic Lady	12.0	2.0	4.0	2.0	6.0	6.0	12.0	20.0
Henry Scutt (NCA 1)	Mon Ami	6.0	18.0	1.0	3.0	7.0	4.0	18.0	21.0
Nerys Legg (HASSRA A)	D'Artagnan	8.0	10.0	7.0	6.0	2.0	3.0	10.0	26.0
Keiron Kennedy (HASSRA B)	Mon Dilemme	16.0	12.0	3.0	4.0	4.0	5.0	16.0	28.0
Nick Bowles (CSORC 1)	Tres Jolie	10.0	8.0	6.0	7.0	5.0	7.0	10.0	33.0
Stuart Dawes (DSTL)	Protege	14.0	14.0	9.0	8.0	8.0	9.0	14.0	48.0
Chris Lalolo (NCA 2)	Avant Garde	18.0	16.0	8.0	9.0	9.0	8.0	18.0	50.0



Rutland Civil Service Sailing Club - We

Rutland Civil Service Sailing Club are pleased to say that we are now back on the water.

Thanks to the hard work of Boat Husband John Cranwell Ward and his deputy Mike Threadgill along with volunteers Dave Grundy (Club Captain) and Eric Andrew who attended the club on its first day of re-opening after lock down.

John reports; "We were amongst the first members to arrive at 0930 on March 29th, the first day of the long lockdown easing. A little apprehensive re the condition of the boats as haven't been on the site since November 2020.

We removed the winter covers from all three boats, Lift Off (one of our Squibs) had a couple of gal-lons of rainwater in her rear tank, otherwise both Squibs bone dry in their cockpits and bilges, the winter tarpaulins once again have done a really excellent job.

The Soling however had several gallons of rainwater inside the front and centre

tanks, but the cockpit floor was bone dry. The whale pump and hose on the centre tank was used to remove most of the water but the front tank had to be bailed out by hand half sponge full at a time, what a job!"

The boats were all rigged ready for sailing and tested the following day.

You Tube

What's it like to sail our keel boats? Check out our club videos on Rutland Civil Service Sailing Club YouTube Channel by using this link <https://bit.ly/3wMCTgp>

We regularly update the channel with clips of our members sailing, be sure to hit the subscribe but-ton to be the first to see our new content.

The Great British Weather!

Due to the disappointing weather conditions, April and May proved not to be the best for sailing.

Nevertheless, there were a few occasions a some of us managed to get out on the water and we loved it. Thankfully, the weather has

taken a turn for the better for us sailors and we've been out a couple of times over the last May Bank Holiday – Force 2 - 3, giving us Mediterranean sailing conditions.

We have now had 70% of our membership sail so far this season, Tony Garrick reflects on his experience of being back on the water.



Dave, Mike & Eric ready to test the Squibs



Dave & Mike collecting the masts

RCSSC - The best antidote to lockdown fever - Member Tony Garrick.

Finally, after 18 months of not sailing I was able to take a squib onto Rutland Water and revel in the freedom and joy of sailing in good company.

The days were cool but bright and gentle force 1-2 light airs played around with us as we moved 'covidally' around the boat to sit out and fly at last.

The boats are in great shape. Would I remember all the procedures to get the boats on the water safely?

I re-read the advice on the website and did some revision for take offs and landings on pontoons. Checked the weather carefully, repacked my kit bag, made sure the life jacket was in good order, made my sandwiches and coffee and set off in good time.

Great to meet with old friends and some new faces too. Fortuitously I met Malcolm who approved my use of the new tractor. I confirmed the bungs were screwed in the hull, air bags full and bilges empty.

Two boats on the water gave us company, safety cover and a dash of confidence as we ventured not too far from the pontoons in light airs. But Rutland is rarely windless and with some F3 gusts from passing clouds and increasing confidence we ventured further afield and practiced some approaches to buoys and man overboard routines. It's amazing how it all comes back!

A real tonic after so long sailing a settee.

Happy sailing all.

Tony G

RCSSC Sailing Matters Read all about it!

We'll be publishing our new e-newsletter four times a year: Spring, Summer, Autumn and Winter and it's aimed at current and prospective members who enjoy sailing in good company on our three keel boats, in the beautiful setting of Rutland Water.

Our first issue has just been published and has something for everyone - they

do say a picture tells a thousand stories. It's already published on our Facebook page (search Rutland Civil Service Sailing Club) and will shortly be available on our website too.

How to Sign Up for RCSSC Sailing Matters.

There's an email Signup at the top of our Facebook page or simply email us at: sail-ing@rutlandcssc.org.uk and include the following information:

First Name, Surname, Email address, Marketing permission - please confirm you are happy to subscribe.

It just leaves me to say a big THANK YOU to all our members who have contributed to this article, I hope you have enjoyed reading it!

Marc Tebbutt (RCSSC PRO)



Tony Garrick on the water



Eric moving Lift Off

Civil Service Sailing Association Clubs

The Civil Service Sailing Association is the sailing community of the Civil Service Sports Council and offers opportunities to participate in CSSA sailing, whether beginner or experienced. For more information have a look at

CSSA website: www.cs-sailing.org.uk
Very brief information about the regional CSSA clubs is given below. See each club's website for more information.

Like us on  @civilservicesailing



Civil Service Sailing Association

The sailing community of the Civil Service Sports Council



CSSA Clubs	Yacht/Dinghies	Website
North West		
5 Kingdoms Sailing Club, Liverpool	Yacht: Ynot	www.5ksc.org.uk
Jumbles Sailing Club, Bolton	Dinghies	www.jumblesail.co.uk
Midlands		
Rutland Civil Service Sailing Club	Keelboats	http://rutlandcssc.org.uk
Eastern England		
East Coast Yacht Division, Ipswich	Yacht: Freyja	www.ecyd.org.uk
Southern England		
Littleton Sailing Club, Shepperton	Dinghies	http://www.littletonsc.co.uk
Channel Sailing Division, Hamble	Yacht: Sea Essay	www.channelsailing.org
Civil Service Offshore Racing Club (CSORC)		www.csorc.org.uk
Hooe Point Sailing Club, Plymouth	Yachts & Dinghies	www.hooepointsailingclub.co.uk
Netley Cliff Sailing Club, Southampton	Yachts & Dinghies	www.ncsc.co.uk
Portsmouth Offshore Group, Gosport		www.pog-cssa.co.uk
Associated Clubs		
Cheltenham CS Sailing Club		www.cacssa.co.uk/sailing
BT Offshore Sailing Club		www.btsoc.co.uk/wordpress
CSSC Perth Sailing Section, Scotland		
Milton Keynes CS Sailing Club		* www.havershamsc.org
		* Milton Keynes SC use the facilities at Haversham SC



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



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