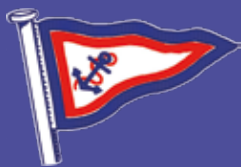


July 2022



# CIVIL SERVICE SAILING

*Civil Service Sailing Association*

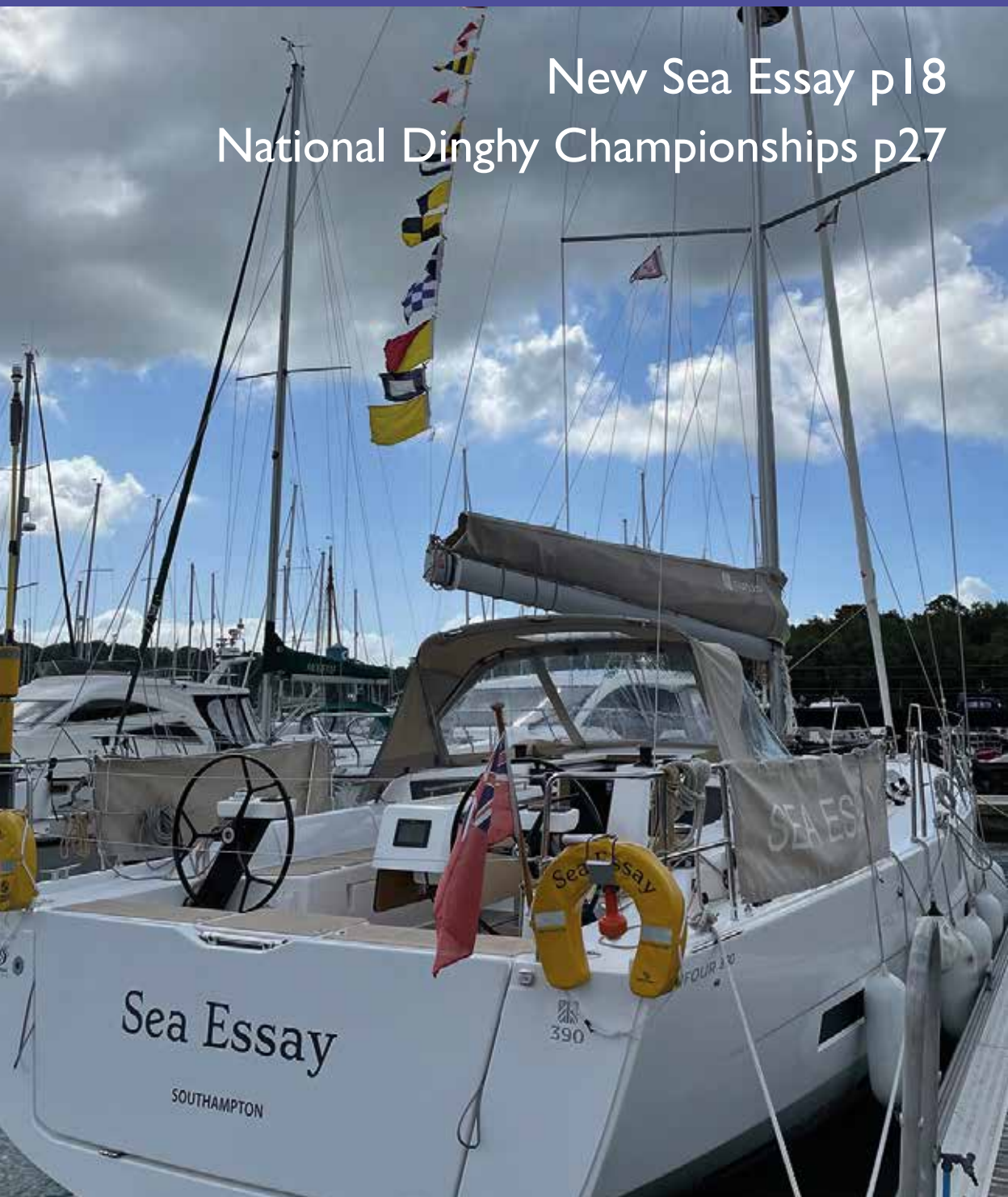
[www.cs-sailing.org.uk](http://www.cs-sailing.org.uk)

Find us on  @civilservicesailing



New Sea Essay p18

National Dinghy Championships p27



# 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 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



## North West CSSC

### Paddleboarding Offers

#### Introduction to Paddleboarding Chester

24 July 11am – 1pm

Members £22 Non-members £35

More information and to book:

[https://store.cssc.co.uk/catalogsearch/  
result/?q=paddle](https://store.cssc.co.uk/catalogsearch/result/?q=paddle)

Try dinghy sailing without getting cold  
and wet at the Classic Boat Museum

The Dinghy Simulator is a cockpit of a sailing dinghy connected to a computer. Choose the type of boat, cruise or race. It's a great way to learn and it has an adaptable seat for disabled sailors, while it can also be set for experienced dinghy sailors.

<https://bit.ly/dinghy-sim>

## Restart Sailing

Restart Sailing aims to help all clubs, classes and event organisers, by developing and sharing new procedures and providing resources for running events and activities in a safe and sustainable way.

There is also a Sailing Event Volunteer Database for help with finding volunteers to help run larger events. This could be a judge, race officer, mark layer, scorer, safety boat driver or any other role you may need help with.

[https://www.sailingcalendar.com/  
volunteer](https://www.sailingcalendar.com/volunteer)

More details at: [www.restartsailing.org](http://www.restartsailing.org)

## SailGP

30 - 31 July 2022

The world's most competitive racing on water, will return to Britain's Ocean City, Plymouth for the Great Britain Sail Grand Prix. The racing across the water will see 10 international teams compete.

There's several ways to see the action: Bring Your Own Boat Program (BYOB), Behind the Scenes Team Base Tours, On Water, Waterfront Access.

More information at: <https://sailgp.com>

## 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](http://www.bartsbash.com)

# Civil Service Offshore Racing Club Race Weekends

So far this season CSORC has taken part in the Sunsail Race Series in April, qualifying for the final next year; and also finished a respectable 5th out of 10 entries in the IDOR.

Following on from our success in the Sunsail Race Series earlier in the year, CSORC are planning to enter two more Sunsail Series Race weekends:

16th -17th July 2022 and 15th -16th October 2022

These will be on the new Sunsail 41.0 boats, with a crew of 8. The berth fee is £200 for a fairly full weekend of racing, with several races on both Saturday and Sunday.

Please let Peter ([crewbureau@csorc.org.uk](mailto:crewbureau@csorc.org.uk)) know ASAP if you'd like to join the crew, or would like more details.



The CSORC crew, winners of the CSORC trophy for highest placed non-departmental club entry in this year's IDOR.

What a good-looking bunch! I'm sure you'll agree

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Hello

Well it's been a busy season so far. We've had IDOR 22, CSD took delivery of the new Sea Essay, one 5KSC crew had an eventful trip on Ynot sailing in the Irish Sea and ECYD sailed Freyja up to Scotland via the east coast.

We're trying to promote CSSA, if you think you can help us promote CSSA within your organisation, through your Intranet, or even by just letting us know who is the best sports and leisure contact - please get in touch.

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

Eileen

## 5 Kingdoms SC

This was a challenging year, with a slow start owing to Covid. It was particularly difficult because 5KSC sail to Wales and Scotland where the regulations were more restrictive. The trip to Scotland in June was a non-stop sail to Largs because none of the usual ports were willing to accommodate visitors. The number of participants during the year was less than usual because of single use of cabins.

Nonetheless, a cruise to the Hebrides was enjoyed and later in the year there was a winter programme of races at Liverpool SC.

The maintenance team are thanked for all their efforts, including several winter tasks.

A training programme of Competent Crew and Day Skipper courses, proved popular. There were also shore based courses.

Thanks to the Maurice Gates bequest, plans are well advanced to replace Ynot with a newer yacht.

As with many clubs, the AGM was courtesy of Zoom.



## Channel Sailing Division

Once the Covid restrictions were lifted, there was a successful summer cruise.

The big news from the club is the replacement of Sea Essay with a new Dufour 390. Again, the Maurice Gates bequest made this possible.



## East Coast Yacht Division

Covid restrictions led ECYD to restrict its cruises to this country.

This brought its own problems, with a lack of available moorings in the West Country. Nevertheless, good experiences from Portsmouth to ports west are reported.

Sad news – four stalwarts of ECYD died during the year.

Two long standing skippers – John Hall (a founding member) and Tom Kearney.

Jean Rehill, who was Club Captain and taught many to sail.

Peter Burry, Principal of the CSSA Sailing School and an inspiring cook.





# Summary of CSSA Club Annual Reports 2021

## Hooe Point SC

HPSC had a good start to 2021, but received a shock when the landlord would not renew their lease.

Much time was spent in clearing the site they had used for 50 years and in looking for an alternative. The good news is the dinghy fleet moved to Mountbatten Watersports Centre on the River Plym.



Twelve drying moorings were found for yachts, but the existing moorings had to be lifted and scrapped. They are trying to sell off whatever else they can.

Despite all this, three series of races were completed. 39 boats were registered to race and over 25 took part.

A winter series ran with 12-15 boats.

HPSC assures us they will survive this traumatic upheaval but will emerge a significantly different club.

## Jumbles SC

Despite everything, Jumbles ran a full racing programme.

Twelve dinghies, crews and families went to Ullswater in May for a camping and sailing weekend.

Some members joined Ynot for a week's sailing in Scotland.

Ashore, there were training courses, an Italian evening and a Pirate Day.

Fiona Jacks has retired after three years as Commodore; she is thanked for all the work she put in to this successful club.



## Littleton SC

The pandemic had an adverse effect on membership but great efforts were made to find new members.

Lease negotiations are nearly finalised.

After many years in decline, the club has encouraged members to get afloat in whatever two-handed boat they can find.

Solo and Laser sailors had success at open meetings around the country.

Training – RYA Level 1 & 2 courses.

The Junior Section reports 30 – 40 young people out sailing with supervision and guidance.

The youngest Optimist sailor was six years old.



## Portsmouth Offshore Group

As with all reports, the words Covid and challenge made an early entry. The club was closed for long periods but once it could open there was lifting and launching of boats, races and rallies and onshore events such as Friday evening talks.



An impressive amount of work was undertaken by the usual working parties. An especial effort was made in replacing two worn out pontoons. Onshore and behind the scenes, a new lease is being negotiated with CSSC and much work is going into making the club a Company Limited by Guarantee.

# Summary of CSSA Club Annual Reports 2021

## Rutland Civil Service SC

Despite Covid, there was sailing from April to October.  
Taster sessions encouraged prospective members.  
This small and friendly club continues to grow.



## Civil Service Offshore Racing Club (CSORC)

Once Covid restrictions were lifted CSORC managed a reasonable programme for the latter half of the season.

IDOR – finished 3rd and 7th out of 9. Several members of the crew gained experience as a racing skipper.

Fastnet – chartered a First 40 and despite “fiendish weather” achieved a very commendable 108th out of 259. The race finished this year in Cherbourg.



Other races – De Guinaud Bowl; St Malo; Channel Race.

## Inter-Departmental Offshore Regatta (IDOR)

The IDOR The Civil Service Inter-Departmental Offshore Regatta



Following the cancelled edition in 2020 we were resolved that IDOR should take place in 2021. It took place 21-25 June with races in the Solent, hosted once again by the Island Sailing Club of Cowes, Isle of Wight. We had 9 crews participating and 63 sailors in total. As you will recall the reduction of COVID restrictions round that time were postponed, so some last-minute adjustments were implemented including finding on-shore accommodation for sailors in crews over 6 people and cancelling the organised social events. The weather for the week was favourable for the in-shore racing but with an unfortunate lull in the wind coinciding with the longest race of the week seeing many crews battling a tide with minimal wind, with those who made the call to kedge battling for victory. The Offshore Rutherford Appleton series was won by a special club entry “Six Go Racing” skippered by first time skipper and Silver Jubilee Trophy (for new skippers) Cheryl Fish. The Inshore City of Plymouth series was won by David Burn and his Diamond Light Source crew who won 3 out of 4 of those races with their only placed finish of the inshore series being the first of the regatta! Competitive finishes in the Offshore Series, saw David and crew also win the overall regatta and the Eric Seal memorial trophy.

## 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 discover what’s going on.

- **CS Sailing Website:** [www.cs-sailing.org.uk](http://www.cs-sailing.org.uk) is a central point for information about CSSA and has links to all our clubs.
- **Newsletter** The monthly online CSSA newsletter has information updates, if you would like a copy emailed to you please contact [editor@cs-sailing.org.uk](mailto:editor@cs-sailing.org.uk).  
*If you have news you would like to be included, please send it to: [editor@cs-sailing.org.uk](mailto:editor@cs-sailing.org.uk)*  
*Video footage to be included 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](mailto:editor@cs-sailing.org.uk)

## It was good to have the opportunity to meet up with members at the CSSA AGM in late April

Those participating thought that the trial format worked well – a group of meetings and activities encompassing the CSSA AGM.

The AGM itself was a hybrid of a face-to-face meeting in rooms at Rutland Sailing Club and by Zoom for those who didn't want to travel. The associated hybrid meetings on offshore matters were productive.

Unfortunately, the planned sailing of our Rutland Division's keelboats had to be cancelled due to high winds but a bracing walk was enjoyed instead.

The consensus was that we should run a similar event around our 2023 CSSA AGM, perhaps under the banner – CSSA Spring Regatta (not to be confused with the CSSC sponsored national Offshore and Dinghy Regattas that are organised separately). This will again be an opportunity to meet and sail dinghies and keelboats with members of other CSSA Divisions.

Meeting at Rutland Water again in 2023 has been offered to deliver the sailing that was missed this year. Rutland Water offers

good facilities for cruising and racing (and offshore and other meetings) – all subject to volunteers coming forward to organise the various events. Looking further ahead it has been proposed that we should look to change the venue each year. We already have an offer to host from Jumbles Sailing Club.

If you have concerns about continuing with this format, please share them with your CSSA representative or directly with our General Secretary, Bri Stevenson at:

[csgensec@yahoo.co.uk](mailto:csgensec@yahoo.co.uk)

Similarly, if you would like to volunteer to organise an event within the Regatta, let it be known.

Channel Sailing Division commissioned the Dufour 390 incarnation of Sea Essay at a ceremony on 11 June 2022. The purchase was supported by Maurice Gates'

bequest to CSSA. I had the good fortune of spending the past few days aboard her cruising the Channel Islands. She sailed well and the layout below decks worked well for my crew. Very nice. Well done CSD and CSSA volunteers and thanks to supporting staff at CSSC HQ.

I hope your season is going well.

Fair winds

*Paul*  
VC



# IDOR Results 2022

The Inter Departmental Offshore Regatta (IDOR) 2022 took place from 23 to 27 May 2022

Full results for the IDOR 2022 can be seen at [www.idor.org.uk/results](http://www.idor.org.uk/results)

Eric Seal Memorial Trophy: Awarded to the overall winner combined inshore and offshore.

Skipper	Team	Boat	Pts
Henry Scutt	NCA1	C'est Si Bon	16
John Snowden	NCA2	Protege	22
David Burn	DLS	Modernistic Lady	33
Mike Simmons	RCSL2	Mon Dilemme	36
Phil Armitage	CSORC	Apres le Vent	37
Robert Higgs	UKHO	Avant Garde	43
Nerys Legg	HASSRA	Par Excellence	52
Steven Tilley	DSTL	Carte Blanche	56
Cheryl Fish	RCSL1	Fleur de Lis	57
Ged Ashcroft	5KSC	Vis a Vis	64

The Rutherford Appleton Trophy

Awarded for the offshore races.

Skipper	Team	Boat	Pts
John Snowden	NCA2	Protege	6
Henry Scut	NCA1	C'est Si Bon	6
Steven Tilley	DSTL	Carte Blanche	18
Mike Simmons	RCSL2	Mon Dilemme	18
Phil Armitage	CSORC	Apres le Vent	18
David Burn	DLS	Modernistic Lady	22
Cheryl Fish	RCSL1	Fleur de Lis	26
Robert Higgs	UKHO	Avant Garde	36
Nerys Leggg	HASSRA	Par Excellence	36
Ged Ashcroft	5KSC	Vis a Vis	36

The City of Plymouth Trophy

Awarded for the inshore races.

Skipper	Team	Boat	Pts
Henry Scutt	NCA1	C'est Si Bon	10
John Snowden	NCA2	Protege	16
David Burn	DLS	Modernistic Lady	16
Robert Higgs	UKHO	Avant Garde	18
Mike Simmons	RCSL2	Mon Dilemme	18
Phil Armitage	CSORC	Apres le Vent	19
Nerys Legg	HASSRA	Par Excellence	23
Cheryl Fish	RCSL1	Fleur de Lis	32
Ged Ashcroft	5KSC	Vis a Vis	37
Steven Tilley	DSTL	Carte Blanche	38

The Amaranthe Salver for combined inshore and offshore, for departmental entries only.

Skipper	Team	Boat	Pts
Henry Scutt	NCA1	C'est Si Bon	16
John Snowden	NCA2	Protege	33
Mike Simmons	RCSL2	Mon Dilemme	36
David Burn	DLS	Modernistic Lady	46
Robert Higgs	UKHO	Avant Garde	54
Steven Tilley	DSTL	Carte Blanche	67
Cheryl Fish	RCSL1	Fleur de Lis	69
Nerys Legg	HASSRA	Par Excellence	70

The CSORC Shield for combined inshore and offshore CSSA clubs

Skipper	Team	Boat	Pts
Phil Armitage	CSORC	Apres le Vent	10
Ged Ashcroft	5KSC	Vis a Vis	20

The Elite Cup for the most improved boat.

Skipper	Team	Boat	Pts
Ged Ashcroft	5KSC	Vis a Vis	58
Cheryl Fish	RCSL1	Fleur de Lis	49
Steven Tilley	DSTL	Carte Blanche	52
John Snowden	NCA2	Protege	28
Mike Simmons	RCSL2	Mon Dilemme	33
Henry Scutt	NCA1	C'est Si Bon	23
Phil Armitage	CSORC	Apres le Vent	35
Robert Higgs	UKHO	Avant Garde	36
Nerys Legg	HASSRA	Par Excellence	43
David Burn	DLS	Modernistic Lady	35

Silver Jubilee Trophy

For the highest placed new skipper to the IDOR

Skipper	Team	Boat	Pts
Mike Simmons	RCSL2	Mon Dilemme	47
Steven Tilley	DSTL	Carte Blanche	67
Ged Ashcroft	5KSC	Vis a Vis	84

Class A Shield & Cariad Cup: highest placed pairs team

Skipper	Team	Boat	Pts
Mike Simmons (RCSL 2) & Henry Scutt (NCA1)			52
John Snowden (NCA2) & Phil Armitage (CSORC)			61
Steven Tilley (DSTL) & Robert Higgs (UKHO)			111
Ged Ashcroft (5KSC) & David Burn (DLS)			111
Nerys Legg (HASSRA) & Cheryl Fish (RCSL1)			117

City of Plymouth Series Race 1

Skipper	Team	Boat	
Henry Scutt	NCA1	C'est Si Bon	1
David Burn	DLS	Modernistic Lady	2
John Snowden	NCA2	Protege	3

City of Plymouth Series Race 2

Skipper	Team	Boat	
Robert Higgs	UKHO	Avant Garde	1
Mike Simmons	RCSL2	Mon Dilemme	2
David Burn	DLS	Modernistic Lady	3

City of Plymouth Race 3

Skipper	Team	Boat	
Henry Scutt	NCA1	C'est Si Bon	1
Phil Armitage	CSORC	Apres le Vent	2
Nerys Legg	HASSRA	Par Excellence	3

City of Plymouth Race 4

Skipper	Team	Boat	
John Snowden	NCA2	Protege	1
Henry Scutt	NCA1	C'est Si Bon	2
Mike Simmons	RCSL2	Mon Dilemme	3



# Inter-Departmental Offshore Regatta 2022

The IDOR is held every year between boats representing Civil Service departments agencies, other public bodies and CSSA clubs. It 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 in a matched fleet of chartered Oceanis 37s.

Here are some of the photos from IDOR 2022 kindly provided by Nick Bowles



# ECYD - its present and its future

The sailing season is now under way. Paul Dunn, the Yacht Husband, passed the boat over at the end of March. and April saw a number of training courses get under way. My thanks to John Miller, Mary Reed, Richard Maxwell and Steve McGarry for running courses on Boat Handling and Radar.

The plan for the Long Trip this year was to take the boat up the East Coast to Inverness and then down the Caledonian Canal and finish up at Oban where I had agreed with the marina staff on Kerrera that we would use their facilities for the handovers throughout the summer. At the end of the Summer Jeff Herschel will take the boat back through the Caledonian Canal and hand over to John Miller in Inverness who will then spend a couple of weeks bringing Freyja back to Ipswich where she will be given an inspection before some autumn training and charters begin.



## Locks and Lochs

### Freyja Goes to Scotland May 2022

#### The story of the first leg by Nick Bowles

It started at the ECYD AGM in November last year: Freyja in the West of Scotland for the summer. Richard Maxwell offered to skipper the delivery and I volunteered for the crew. What could be better than a voyage in pastures new - five hundred miles of east coast then 60 miles of canal, of which 35 would be locks, including the most famous loch of all, Loch Ness. Talking of locks (this time with a 'k') there would be 29 of these, and 8 swing bridges.

A crew assembled and a timetable drawn up. Then a search for an online map revealed a glitch: the canal would be closed for sea-to-sea traffic until 20th May due to repairs to Cullochy lock. We were scheduled to hand over in Oban on 21st! A deal was struck with the follow-on crew: we would get as far as we could along the canal by 21st, and handover wherever we ended up.

The weather forecast was excellent for the whole trip with moderate winds predominantly from the south and west, giving us flat seas from aft until we rounded Rattray Head when winds would back to south-east. Too good to be true?



We left Ipswich marina at the first lock opening on Tuesday 10th May and after rounding Landguard Point set a course north. The wind direction was from the south west but a little light for Freyja downwind, however we managed a mix of sailing and motoring before the tide turned foul and we put into Lowestoft for the night. A pint in the (Royal!) yacht club and a meal on board then an early night ready for a seven o'clock departure. The wind continued favourably and we made good progress under sail as the land fell away to the west and we headed across the Wash. By afternoon we were truly among the wind farms – at one point there were three around us. A front came through with a wind shift into the north west and heavy rain. The wind and rain passed as we continued into the night. Grimsby and the Humber estuary brought navigational challenges as ships and fishing boats came and went but an error in planning the watch system meant that I missed the excitement while languishing in the arms of Morpheus.



Highlights of the following day were Flamborough Head, with its colony of gannets and guillemots, Robin Hood's Bay, and Whitby. Since leaving Lowestoft we hardly saw a sailing boat, or much else, and this was to continue.

We approached Hartlepool in a stiff breeze from the west. A call to the marina office confirmed there would be just enough water to get to the lock and after a brief wait we were inside and shortly tied up in the marina. The forecast was for strong winds all the next day and as it was Friday 13th we decided to have a lay day and enjoy the delights of Hartlepool. The marina here is excellent with very helpful staff and a number of bars and restaurants close by. It was in one of the latter that the crew was entertained by an exchange of mutual incomprehension between the young lady serving and our East Devon crew member concerning the day's special. Luckily she recognised that she was dealing with a Devonian struggling to make sense of a Durham accent and not a French spy and she gave up after repeating "mince and dumplings" three times.

We were out of the lock by five the next morning, once again heading north, in cold sunshine. The following days went by in a bit of a haze as the Farne Islands were passed (puffins! – a first for me) and the coast once again fell away. As before, we sailed when the wind encouraged it. When the wind dropped below 10 knots true we found that the apparent wind wasn't enough to maintain a decent speed. Sometimes a favourable wind direction isn't so favourable.

And so, the time passed until Peterhead was to hand the following afternoon. Traffic increased and the AIS woke up and started beeping regularly. We were just south of Rattray Head, one of those shipping forecast place names that used to mean nothing to me. There were fishing boats and various oil and wind



Canal View



# ECYD - its present and its future (cont'd)

farm service vessels and a few cargo ships. We had decided to keep going, so we left this concentration of activity and rounded Rattray Head, for our first major course change of the trip. We were now heading due west into the Moray Firth, next stop Inverness. Once again as the evening drew on we left civilization behind now sailing on a reach at well over 6 knots.

As the off-watch crew disappeared below we passed long sandy bays alternating with headlands and cliffs, and only the occasional white house or village. Overnight the land to the north closed in. The scenery on the approach to Inverness is surprisingly pretty, I say surprisingly because I imagined it to be flat, bleak even, but

not at all. The channel narrows dramatically as you dog-leg past a picturesque promontory with lighthouse, long before you approach the Kessock Bridge. Once under the bridge we had to wait in a strong wind and racing tide while the lock into the canal disgorged a trio of Sigma 38s.

Beyond the lock there is a pretty little marina, surrounded by carefully tended banks. The first night is included in the canal licence as are all overnights further along the canal. We were given one key which lets you into all facilities along the canal, and which also leads to a complex series of exchanges like a five-dimensional relay race. "Who's got the key", became an oft-repeated phrase.

Because of the ongoing works at Cullochy we were held at Inverness for a day, which we spent looking round Inverness and provisioning for the next days. Leaving Inverness there is a flight of locks from the start but we soon mastered these and were into the canal proper. The surrounding countryside here is lush with masses of gorse and bluebells in flower; the hills clothed in mixed woodland. Then we got into Loch Ness. We motored clear into the deep water and hoisted the main with two reefs. The wind was over 20 knots on the nose. By the time we had the sails up one of the Sigmas, which was already sailing, crossed just in front of us – race on! Try as we did we slowly lost ground until the wind began at about the same time as the skipper's patience and he called for the engine to give us the direct route to Fort Augustus. And so it was that we arrived at this pretty village for the night. We found a lovely little b'n'b doing a line in sourdough pizzas and craft beers - was this really Scotland?



Racing on Loch Ness



A full lock



Skipper with Big Bertha at the ready



Thursday was to be a special day: the works at Cullochy lock which had been limiting our time of arrival were pretty much complete and the canal operators were allowing boats through a day before planned, as a trial. Fingers crossed but as we arrived at the offending lock all was going to plan and we went through surrounded by workmen and heavy machinery just finishing up.

And so we progressed through Lochs Oich and Lochy and various bridges and locks to the grand-daddy of them all, Banavie Locks aka Neptune's Staircase. The canal falls through seven consecutive locks which involves two "walkers" walking the boats down each lock. It takes an hour and a half but after a bit you forget about the time and just enjoy the banter with the other boats that you've come to know from all the previous locks. There were the three Sigmas doing a commercial pay-per-leg circumnavigation; a Polish-flagged boat whose crew were filming from a drone; a Jeanneau with a live-aboard couple who had already circumnavigated the globe, and a Shrimper going to a rally on the West Coast.

Below us was the Corpach basin, a sea-lock and (taa-daa!) the sea. The next day was the 21st, the day when the next crew were to take over. We tied up in the basin, separated from the sea only by one final lock. Next day at seven o'clock we triumphantly walked the 100 metres to the nearby station and boarded the train for the 12-hour journey south. Mission accomplished.

All in all, a superb 11 days of some of the most varied "sailing" possible in these islands. Richard was right when he said we'd hardly see a sailing boat once north of Lowestoft – we saw more lighthouses. We were very lucky with the weather as a south-west wind means smooth seas on the east coast. Highlight for me was the seabirds and the canal, particularly the eastern half. Thanks to the skipper Richard and crew Andrew, Clive, and other Richard who made the whole trip the joy it was.

This is the second year I've sailed on Freyja and the more I get to know her the more impressed I am, particularly by her sailing ability. At the time of writing this there are several opportunities to charter her in the Oban area but check the ECYD website first <https://ecyd.org.uk/2022-sailing-programme/>



Loch Lochy



Freyja with Ben Nevis

*Nick Bowles*

# ECYD - its present and its future (cont'd)

*We have also been lucky enough to have a brief report from the follow-on skibber.*

## Freyja Summer 2022

### A report by Stephen Strange

We took Freyja on at Corpach Basin, below the Neptune Steps at the end of the Caledonian Canal after its long east coast transit. Exiting the last lock we headed down Loch Linnhe and the gateway to the Western Isles. Our first night was in the shelter of Loch Shuna, a peaceful anchorage with plenty of moorings and a few berths on a recently installed pontoon. The following morning was bright and breezy, some long tacks under a reef to the Sound of Mull and



Muirtown Locks

a great run towards Tobermory. In Tobermory we met Hilary & Philip, former ECYD members of long standing and Western Isle veterans. The following day was forecast as very breezy later, the options were a short hop to Loch Aline or a more sporting long haul around Mull, we chose Mull.

The day was bright and blustery from the WNW, we made Staffa in the early afternoon and took photo opportunities of Fingal's Cave. Our plan was to anchor at Bolt Hole opposite Iona overnight, but a check on the weather suggested a short period of 30kt winds from the South in the early hours, not good for Bolt Hole. We pushed on around Mull and the more favourable anchorage at the Puilladobhran (Seil Island) recommended by Hilary and Phillip. We arrived under good light at

22:00, a long but exciting day under sail and motor sail. We remained at anchor all day and the crew took the opportunity to visit Appin village and the famous Bridge over the Atlantic. The dinghy and the new electric outboard got its first outing outside of home port, easy to use, light and relatively quick and of course "green".

The following day was a beat up Kerrera Sound towards Oban, before the expected strong winds of the afternoon. Safely at our destination we fuelled up, minor maintenance and in the afternoon took the opportunity to collect cars left in Corpach and sight-seeing in Oban.



Our last day was Friday, collectively we decided to go for a last sail from Kerrera out into Lismore Sound under reefs.

It was great week of sailing, using the breezy weather to our advantage and changing plans as necessary to the changing conditions. Freyja is an ideal West Coast of Scotland cruiser, solid and comfortable with a good heater when needed! Kerrera is an ideal base, friendly family run, quirky marina with extremely helpful staff. The new Axiom instrumentation is easy and intuitive to use and the electric outboard a real bonus in Scottish anchorages.

*Stephen Strange*

## Looking forward

So that is one part of ECYD's programme underway and we are now preparing for 2023 when we are proposing the Long Trip will be a long awaited visit to the Baltic.

The details of which will be explained at the club's AGM in November. In principle a crew will take Freyja from her base in Ipswich through to somewhere like Copenhagen and then leave her in Denmark for the summer. We hope we can find a crew to do the return trip back to Ipswich or possibly through Germany and Holland and a short North Sea crossing. It is at the AGM where skippers and crew can let us know their hopes for 2023.

The club depends on every member supporting the running of the club in one way or another.

Winter sees a team led by our yacht husband undertake some of the tasks that we would otherwise have to pay contractors to undertake. It's an ideal opportunity to learn what makes a yacht like Freyja tick behind the polished panels and under the cabin sole. Simple tasks, but very important to us.

But the committee also needs new blood if only helping and shadowing some of the existing committee, some of whom will, it is hoped, continue in place next year. It is time to step forward.

We have job descriptions for each post so if you do feel tempted to help just give me a call.

*Brian Barnes*

Club Captain



**The committee needs new blood if only helping and shadowing some of the existing committee, some of whom will, it is hoped, continue in place next year. It is time to step forward**





# Channel Sailing Division News

The only news that really matters is that the new Sea Essay (no more 'of Hamble') in the shape of a Dufour 390 is now in CSD service and presently on the Summer Cruise.

As this is written the boat is berthed in St Helier marina Jersey and it will spend the next four weeks in and around the Channel Islands before heading to the Devon and Cornwall coast for a further five weeks returning to Hamble at the beginning of September.



CSD's new Sea Essay

## The New Sea Essay

CSD's new Dufour 390 eventually arrived from the factory on 14th April, four months late. Apparently one of the major delays was in the supply of a keel, that caused Dufour to take the boat out of the production line and store it outside for some time (judging by the amount of Saharan dust lurking in its many crevices). It is probable that once the keel turned up they then had delays in moving the hull back into the production line.

On the day of delivery the boat was externally surveyed and launched that Thursday lunchtime prior to the Easter holiday weekend. Universal Yachting and their contractors worked some of that weekend and the following week fitting the Radar, VHF Antenna, wiring and Radar Reflector to the mast prior to stepping it, rigging the boat and completing the myriad of other commissioning tasks they had to do before handing the boat over to Jeff Llewellyn (Yacht Husband) on 22nd April.

Then the Yacht Husband's and Yacht Secretary's headaches began with just six weeks to complete the sixty odd items on Jeff's list to fit out and prepare the boat for our truncated sailing season which didn't include contractors to install and integrate all the electronic (radio, multi-function displays, instruments, auto-pilot) and the heater systems.

Not least was equipping Sea Essay to the standard required by the Small Commercial Vessel Code of Practice (as defined in Marine Guidance Note 280). In retrospect with a 23-page

compliance document containing over a hundred items to be satisfied it was inevitable that there would be a few aspects outstanding after the survey. For instance, whilst you cannot buy domestic upholstery cushions, mattresses and covers without fire resistant certification it is not overtly required for those fitted to boats (they may well be fire resistant but no certificates are provided). Hence two days were taken up with stripping all the covers from the soft furnishings and spraying them with a fire retardant. Two additional blanking plates for the forward hatches had to be made and a larger fire extinguisher was needed - there's now eight on board!

Handover time with Jeff Llewellyn (Yacht Husband), Steve (from Universal) Dave Haward and Colin Smith





In parallel to the physical work required familiarisation notes had to be compiled and Approved Skippers familiarised, the Operating and Maintenance manual had to be re-written and Chart Table folders updated.

All this added even more pressure in the last three weeks of May to complete the compliance items, get all the required paperwork updated and signed and the compliance and registration certificates on board. The very last piece of paperwork needed to make our use of the boat legal was the Charter Agreement between the CSSC Ltd (the boat owners) and the CSSA and that received its final signature on the day of the first charter.

Oh! And we squeezed in a Naming Ceremony (see pages 18 & 19)

## CSD 2022 Programme

The full 2022 Sailing Programme can be viewed on the Sailing Opportunities website page at: [www.channelsailing.org](http://www.channelsailing.org). As is always the case with a new boat it is popular and the programme is showing good utilisation of Sea Essay through to October and November when for you more intrepid sailors there are still a number of days available.

## Booking Contacts

Whilst most of the presently programmed opportunities are well subscribed there are often cancellations and if there is enough interest we may be able to put on extra ones so if you would like to take a berth on a Day Sail, Sea Time or a Training course or indeed charter the whole boat then these are the people to contact:

CSSC Taster Day Sails	Jenny Yarrow	<a href="mailto:jennifer.yarrow@cssc.co.uk">jennifer.yarrow@cssc.co.uk</a>
Group Day Sails	Colin Smith	<a href="mailto:csddaysails@gmail.com">csddaysails@gmail.com</a>
Sea Times	Susie Welch	<a href="mailto:seatetimebureau@channelsailing.org">seatetimebureau@channelsailing.org</a>
Charters	Brian Skelley	<a href="mailto:charters@channelsailing.org">charters@channelsailing.org</a>
Training	Andy Rankine	<a href="mailto:training@channelsailing.org">training@channelsailing.org</a>

## Mentoring

A reminder that the CSD mentoring scheme (CSD1-2-1) is available to members who would like advice, guidance and practical help to develop their sailing experience from Approved Skippers who like to share the benefit of their established skills, knowledge and experience. If as an Approved Skipper you would like to contribute to this or as a beginner you would like to take advantage of it please contact Colin Hurd at [csd121coord@outlook.com](mailto:csd121coord@outlook.com).

## Consider assisting the management and operation of Sea Essay

If you have thought you would like to help with the maintenance, operation or management of our new yacht, especially if you live within half an hour of the Mercury Yacht Harbour, please get in touch with the CSD Secretary Bill Taylor at: [wrbtaylor@tiscali.co.uk](mailto:wrbtaylor@tiscali.co.uk), or any member of the Committee.



CSD's new Sea Essay

For all the latest CSD news and information follow us on Facebook and our website



CSD's new Sea Essay

# Sea Essay Naming Ceremony

On Saturday 11th June there was a select gathering at Mercury Yacht Harbour on the River Hamble for the naming of the latest incarnation of the Channel Sailing Division's boat Sea Essay.

CSD's Captain Andy Smith welcomed everybody (Fig 3) thanking them for travelling to this event, some travelling long distances. Andy reminded everyone of the roles CSSC, CSSA and CSD play in delivering sailing events for members.

He went on to outline the steps taken over the last two and a half years to arrive at this point with a new cruising yacht. Starting with the formation of a new boat sub-committee in 2019 and initial work producing a set of requirements and short-listing suitable vessels, there followed several delays due to CoVid restrictions. On restarting, the team took on the serious and enjoyable activity of viewing and test sailing six boats before deciding that the Dufour 390 best met the needs of CSD/CSSA members.

CSSA endorsed CSD's business case approving the provision of a loan. CSSC, as formal owners of the yacht, then approved the sale of the Jeanneau 409 through the brokers Michael Schmitt and Partners and to the purchase of the Dufour 390 through Universal Yachting. Andy recorded the clubs thanks to the sub-committee for their work in selecting the new yacht and highlighted the vital role played by individuals in CSSA and CSSC.

Andy reminded members how CSD yachts are funded. The two main components are income from the sale of the old yacht and a loan from CSSA. That loan is repaid over the life of the yacht through fees paid by members. CoVid has significantly affected CSD revenues so the club had limited cash reserves. CSD is most grateful to the kind legacy left to CSSA, part of which has helped fund the purchase of this yacht and without which CSD might not be commissioning this new boat for the benefit of CSSA members.

Originally delivery was expected in December 2021 but delays arising from CoVid restrictions meant manufacturing was delayed and the yacht eventually delivered by road to the UK in mid-April 2022.



Figure 1: CSD's Dufour 390 waiting to be named



Figure 2: The select gathering



Figure 3: Jenny Yarrow looks after the Champagne while Andy Smith says a few words





Figure 4: Jenny names and blesses Sea Essay



Figure 5: Peter Chapman talking about Maurice Gates and his bequest to CSSA



Figure 6: The Maurice Gates plaque mounted by the Chart Table



Figure 7: Enjoying the remains of the champagne

Andy highlighted the yacht husband team especially Jeff Llewellyn (Yacht Husband) and Colin Smith (the local representative of yacht husband team) for their tireless effort throughout the selection, specification and commissioning process and in particular in the fitting-out and ensuring the new yacht is sea-worthy ahead of the summer cruise. Andy also highlighted Adrian Barnes (Yacht Secretary) for his significant effort in a very short space of time to obtain coding and ship registration and to produce revised ships manuals.

This Dufour 390 is the 13th CSSC boat that the CSD has operated. The first 7 were named "Sea Essay" which is a lovely pun on CSSA. This was followed by five called 'Sea Essay of Hamble'. We are very pleased to have regained the original "Sea Essay" name for this latest yacht.

Andy then invited Jenny Yarrow (CSSC's National Events Development Coordinator) to name and bless the boat (Figure 4). This was carried out with liberal doses of champagne (not all intentional as the cork made a premature escape!).

Marking the contribution to the provision of this new boat by the Maurice Gates bequest (reported in last summer's edition of CS Sailing) Peter Chapman paid tribute to his long-time friend and CSSA member (Figure 5) Maurice worked as a scientist at the Royal Aircraft Establishment at Farnborough, some of which was concerned with guidance systems, probably contributing to his excellence as a navigator. He also made some shrewd investments which led to a substantial legacy to CSSA for use in the support of offshore yachting. A plaque has been mounted by the chart table in commemoration of Maurice (Figure 6).

With the ceremony complete Sea Essay was rapidly returned to CSD's normal berth to avert the any embarrassment caused by the ebbing tide. Members viewed the new yacht and the party then retired to enjoy the hospitality of the Gaff Rigger and quaff the remains of the champagne (plus some) (Figure 7).

*CSD looks forward to  
welcoming you aboard the new  
Sea Essay*

# CSSA Sailing Yarns - more ramblings from the past

Ken Pavitt's tales of his misadventures out of Chichester (#1 to #3) prompted me to recall a few of my own escapades. When I was elected, quite unexpectedly, as Rear-Commodore (Offshore) of the CSSA in 2008 (until in fact 2013 I believe) I observed to the gathered learned throng that the next candidate on the form, a Mr Blank, might have been a more suitable choice. Perhaps I was more prescient than I realised.

1. When my children were young we often used to sail to Bembridge from Portchester for the weekend. On this occasion we sailed on a Saturday. Once inside the harbour my wife suggested that I change into a nice clean t-shirt etc. so we could get ashore quickly to ensure getting a lunchtime sandwich at Brading Haven Sailing Club while the galley was still taking orders. I duly changed. As we approached a sharp curve in the channel - the sun was in just the wrong direction - I mistook a rusty old round buoy (the same size as the channel markers) for a red port hand buoy. Accordingly, instead of turning left (sorry - to port) at the port hand marker I continued straight on, intending to manoeuvre around the rogue pretend marker.

We ran aground. Needless to say, I jumped in the dinghy and kedged off. It was a bit of a struggle but all ended OK and in any event the tide was on the flood.

Nonetheless, my nice clean t-shirt et al were covered in mud, sea water and general goo by this time. But we still made our sandwich (and a beer).

The following day I went into the local chandlers and perchance remarked that I had run aground the previous day coming up the channel. "Do you come from Chichester, Sir?" was the chandler's immediate riposte. Notwithstanding that I had two young children with me I replied somewhat frostily that "No, I don't \*\*\*\*\* come from Chichester, have been sailing into Bembridge for years and you ought to sort that \*\*\*\*\* buoy out".

2 On an earlier occasion, before the children were around to supervise us, we were heading into Bembridge and got to just off the old beach bar on the west side of the inner entrance (long since closed, unfortunately). Two of our friends were enjoying a beer there and called to us, so I motored over in our micro yacht (Foxcub 18 - damn good boat if you were of

short stature) to say hello. Just as we were getting close in, the outboard cut out. My wife's contribution to the proceedings was to state rather frostily, and of course so that everyone could hear, "I told you to get that motor serviced". Very helpful. However, I lifted the outboard up, cleared a plastic bag that had become entwined with the propeller, and all was once again well.

3. On another occasion, by which time I had graduated to a slightly less micro yacht, Fantasie 19, and at a time when my pal Alan and I both had young families and so used



Holly II at Gosport Boatyard



to try and get a weekend's sailing in every Wednesday evening, with me being picked up by Alan from work at 16:30 prompt (and getting home at about 03:00 hours). On one occasion we sailed to Seaview and enjoyed our standard meal of chicken and chips with garlic mayonnaise. In fact, the back bar of the Seaview Hotel was to all intents and purposes our local for years (they had a nice fire burning as and when) and the barman got to know us well. It was quite a windy night and it got quite a bit worse whilst we were there, and meanwhile torrential rain started lashing down. When we got up to leave (at closing time) we remarked to the barman that "we're going back now". He just said \*~\*~\*~\*.

On that same trip, on the return we got adjacent to the fort about a mile off Seaview and I said to Alan "I think we'll put the boards in". His response was "Are you telepathic, or am I?"

On a different occasion there was no wind and I recall doing a 360-degree rotation just off the same fort. Later, under motor, we carried a Spring Flood Tide up Portsmouth Harbour and seemed to be progressing over the ground at about 20 knots in the pitch darkness which I must confess caused me to get the giggles – a bit like that scene in that Ealing Comedy where Alex Guinness and Stanley Holloway are running down the stairwell of the Eiffel Tower endeavouring to retrieve from a party of English schoolgirls a model of the Eiffel Tower made of gold.

A more serious incident occurred when we were half way back across the Solent in pitch darkness when we heard powerful motors coming straight for us. I shone the torch on the sails (of course we did not have any navigation lights) but to no avail. I then as a last resort, shone the torch directly in the direction from which the noise from the engines was coming. Within micro-seconds (or so it seemed) a pilot launch came off the plane and came more or less alongside. I think they were visibly shaken. "Why aren't you showing lights?" they demanded. "We're only a 19-footer" I replied. "Why didn't you shine a light on the sails?" "We did".....

Anyway, no harm done, they warned us that there was a lot of traffic about that (early) morning and off they roared again. Alan remarked that he thought that they had thought that we were a much bigger boat than we were. Within a week, though, I had fitted enough lights to rival a Christmas Tree.



Shamrock of Halton Quay with CSSA Rear-Commodore (Offshore) "swallowtail" burgee

Holly II dressed overall for sailpast for HM Queen Mother's 90th birthday



# Ramblings from the past (cont'd)

4. During one of the IDOR's there was little wind and we were racing around the Isle of Wight the "wrong way". We were second to last due to (a) mismanagement of sailing the boat and (b) mismanagement of the preceding evening's activities in "The Anchor". Anyway, the last boat started to slowly overtake us, coming more or less alongside. In honour of Lord Nelson, we gave her a broadside of Party Poppers – but she still got past, much to Pete Shuttleworth's delight on the other boat.



Shamrock of  
Halton Quay

beer kitty was somewhat depleted. We got chatting to the German skipper and he informed us that "tomorrow ve go to ze U-Boat Museum in Gosport". He realised what he had said and actually smiled – admittedly a somewhat Germanic smile. However, the following morning at Silly O'clock there was a thumping on our cabin roof with him shouting "English – ve haf looked at ze veazer and today ve sail direct to Holland and so ve set off now".

Happy days.

5. We had a weekend away from the children, who stayed with their grandparents. By this time we had graduated to a Leisure 23 – wonderful for eating your breakfast boiled eggs in at the cabin table when drifting down to Lymington from Cowes – but other than that dreadful windage and a pretty useless sailing boat. We sailed into West Cowes and in doing so managed to get a rope stuck around the propeller. We tied up alongside a German yacht and called a diver – the rope was cleared; no damage had been done and all was well albeit the



Shamrock of  
Halton Quay



Holly II being lifted  
at Porchester

6. Alan could no longer come sailing on a Wednesday evening (let's just say he married for the second time a couple of years later) but a chap called Tony from work volunteered to come along for a sail. We were soon according to Tony going to sail across the Channel (in my Fantasie 19). He had just passed his Day Skipper ticket and was forever using technical phrases which gradually drove me nuts, especially as with Alan he and I had developed a telepathy and so grunted at each other about three times between Portchester and Seaview (or Wootton Creek).

Anyway, one Saturday Tony and I sailed over to Seaview and had lunch at the sailing club – a very nice establishment. Alan and I often had a preliminary drink there before transferring to the Seaview Hotel to eat and on one memorable occasion I left the rowlocks by the signing in register in the hurry to get to the bar. Much later we were both rushing around trying to find them before the establishments locked their doors for the night. I found them and proceeded to the dinghy. It was low water Springs. Anxious to make up for lost time I decided to launch the dinghy, which I did but unfortunately also launched myself as well, as the slipway was covered in seaweed, especially at the currently exposed lower end, which turned out to be extremely slippery as it was still damp. I had the presence of mind to hang onto the painter but got soaked through. I recall Alan finding the incident somewhat amusing as did I initially but soon felt very cold and miserable rowing back to the mother ship and then sailing back to Portchester. Anyway, back to Tony. We sailed back to Portsmouth Harbour and got as far as the diversion of Portchester and Fareham Lakes. Bear in mind that this was the first time that I had sailed inbound in daylight for about three or four years. I was troubled that something was wrong – the familiar shadowy black and grey shapes were now glistening red and green piles in the sunshine. I blurted out that “the channel markers are the wrong way round”. Tony never came sailing with me again.

7. I skippered “Artful Dodger” from time to time and on one occasion we (i.e. the crew) somehow ended up in a pub (the “Argyle”?) on, I believe, Rothesay. Paul Brereton was the Mate. For some reason I had thought that it would be a Super Wheeze to take some old pre-decimal money that I had come across, on the trip with me. Accordingly, when it was my round, after receipt of the drinks to the bar counter, I duly produced all these pennies, threepenny bits, sixpences, shillings and half-crowns and plonked them onto the bar to pay.

Quick as a flash, and this was the only time I ever tried to pull this stunt, Paul just said “He doesn’t get out much”.

Ouch and Out.

*Chris Malone* YM Ocean



Artful Dodger ‘dressed overall’

Lord Andrew Turnbull and Lady Diana pouring (a little) champagne onto Artful Dodger





# YNOT delivery trip

Long passages – 60NM-plus – and overnight sailing were part of the planning for our 5KSC all-women crew delivering Ynot from Liverpool to Largs for the summer cruising season. In preparation for Yachtmaster exams later in the year, we most definitely wanted to challenge ourselves.

So you could say it was an added bonus in covering the exam syllabus when the engine misbehaved and we were obliged to rely on the amazing services of the RNLI, not once but twice. That was after two of our own crew had pinpointed the problem and applied a fix that worked on a temporary basis.

We'd each spent weeks poring over charts, tide tables and weather forecasts, drawing up detailed passage plans and discussing the trip via Zoom calls. For this crew member, it was a head-hurting revision exercise (remember tidal curves??!) but one I welcomed and am now determined to practise more often.

We decided to head for the Clyde estuary in Scotland via Conwy, the Isle of Man and Northern Ireland, encompassing four of the five countries that make up 5KSC. This would offer opportunities for the required long passages and overnights needed for the Yachtmaster Offshore exams. The weather looked OK, not too windy nor too wind-less.

From Liverpool, we headed north west to skirt round the massive wind farms in the Dee estuary – there's a huge increase of these installations in the pipeline so that'll be fun for sea-going vessels of all kinds. We arrived in Conwy around midnight and settled down to await the high lunchtime tide that would give enough depth to leave through the meandering channel out of the bay.

All was fine with the engine checks, so we motored briefly up the river to take a peek at the glorious mediaeval castle before turning towards the open sea, destination Peel. But wait,

smoke was visible from the exhaust, so we dropped the anchor outside the channel to take a look. We soon realised the problem was the water cooling system but a check on the impeller and the filter didn't give us any answers. Handily, Llandudno RNLI happened to be passing so offered us a tow back to the marina, where Ruth and Amy successfully used a





hose to pump water through the cooling system and clear any air blocks. A friendly marine engineer confirmed the tactic. As thanks, we gave them some of our home-baked goodies.

Unfortunately, this didn't last and, having decided against the Isle Man stop-over, the engine packed up again during our 'moderate – rough' overnight crossing to Northern Ireland. Being more than half way there, with a lively following wind to speed us along, we kept going under sail and alerted the coastguard to our predicament as we approached Belfast Loch. This time, it was Bangor RNLI who came out and shadowed us until just outside the breakwater when the tow line was attached. One of the volunteer crew was especially interested in the source of our troubles as he was co-owner of another Oceanis 37, while yet another crew member was a former Olympic sailor. Awesome. Safely moored, more home-bakes were gratefully dispensed.

We later spotted ourselves on the RNLI's news page and next morning, their photographer even called to take an official photo .... could we even make it to TV's Saving Lives at Sea??

This time, Mike the mechanic identified our water pump as the problem and expertly fitted the refurbished one we had on board, one of many vital spares the maintenance crew have stowed on Ynot.

After that, it was plain sailing and we eventually arrived in Largs on the day we'd planned, exhausted but exhilarated. There were lots of firsts for crew members – including planning and skippering long passages, victualing a yacht, lassoing mooring bouys and working a watch system. What an adventure and what an opportunity to learn first-hand about potential engine problems. As for the RNLI, it's possible we'll be buying their T-shirts and Christmas cards for evermore.

Multiple thanks also go to skipper Ruth who's inspiring our crew of women sailors to tackle the Yachtmaster exam and who organised all the prep for our memorable trip.

*Crew: Ruth Ingram, Amy Barlow, Nerys Legg, Caroline Todd, Caroline Moscrop and Deborah Ward*



# Ynot is now in Scotland and ready for the season. This year there are a series of private cruises in the Clyde and out to the Hebrides.

We may add a club cruise in September. After a series of training events there will be the long sail home, generally non-stop which is great for miles and night hours.

The 5KSC RTC held a successful 3-day conversion course for people who have done Start Yachting with us who are now Competent Crew. There are 2 more courses later in the summer at Largs, there are still some places available on these - please see <https://5ksc.org.uk/sail/sdhome/booking.php>

These courses would be suitable for a complete beginner who could get a Start Yachting certificate or for a brush up for people who have not sailed for a long time. Alternatively, someone could take both courses and qualify for Competent

Crew. The courses are held over a long weekend so will not use up too much holiday.

Later in September, 19th - 23rd we have a Day Skipper Practical course, if this books up there is the option of another course from 14th September which we could turn into a Coastal Skipper course if there is interest, so please email [training@5ksc.org.uk](mailto:training@5ksc.org.uk) with your training needs. For these courses candidates need to have completed the theory prior to the course, the syllabus is wide ranging and so the practical background knowledge is assumed.



**Hooe Point  
Sailing Club**



**CSSC National Dinghy Championship  
2022**

**Plymouth - 24/25th September**

More information at [cssc-nationals.co.uk](https://cssc-nationals.co.uk)



# RYA - Sport England :The Together Fund

Sport England and RYA are using boating to narrow the gap for communities that need support and start looking at recovery and the long term impacts of Covid-19.

Applications for this round of funding must be submitted before 31st July 2022.

Non-profit organisations and OnBoard and Sailability venues in England are invited to apply for small grants for projects which connect with local communities.

The Together Fund will be used for projects which engage with:

- Lower socio-economic groups
- Black, Asian and Minority Ethnic Communities
- Disabled People
- People with long term health conditions.

Find more information about the Together Fund, eligibility and how to apply can be found at: <https://www.rya.org.uk/club-centre-support/together-fund> or scan the QR code.

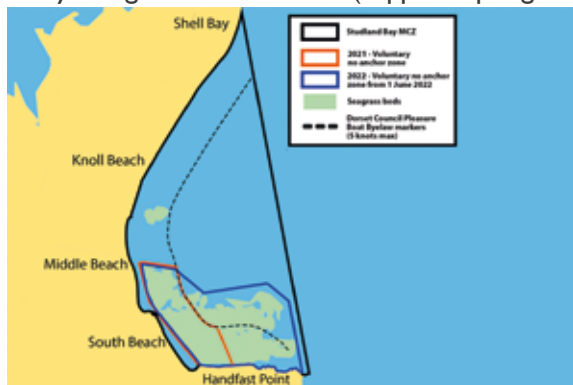


## Studland Bay No Anchor Zone

Studland Bay No Anchor Zone is to become permanent and encompass a larger area from June 2022.

The voluntary no anchor zone was introduced on 17 December 2021 in Studland Bay to help reduce damage caused by boats dropping and weighing anchors. The zone will become a permanent larger area in June 2022.

The voluntary no anchor zone was introduced to provide protection for Studland Bay's long-snouted seahorse (*Hippocampus guttulatus*) and seagrass beds.



Studland Bay Marine Conservation Zone (MCZ) lies within the 6 nautical mile limit in English waters, on the Dorset coast. Studland Bay MCZ was formally designated on 31 May 2019.

The site has four designated features: intertidal coarse sediment, long-snouted seahorse also known as spiny seahorses (*Hippocampus guttulatus*), subtidal sand and seagrass beds.

For more information on the voluntary no anchor zone, please see website at [www.gov.uk/mmo](http://www.gov.uk/mmo) or scan the QR code.



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and the **Royal Yachting Association**



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