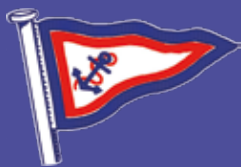


October 2022



# CIVIL SERVICE SAILING

*Civil Service Sailing Association*

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

Find us on  @civilservicesailing



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# Her Majesty Queen Elizabeth II

## 1926 - 2022

Members of the Civil Service Sailing Association were deeply saddened at the death of Her Majesty, Queen Elizabeth II.



© Royal Collection Trust

Queen Elizabeth II, the United Kingdom's longest-reigning monarch has often been described as the 'ultimate public servant'.

The Civil Service Sports Council enjoyed royal patronage from 1952-2002.



© Royal Collection Trust

Upon accession to the throne, The Queen had declared:

*"I desire to convey my warm thanks to all grades of the Civil Service for the able and devoted manner in which they have carried out their duties during the reign of my father. The high respect in which the Civil Service is held in the United Kingdom is the reward of centuries of faithful work for the community."*

On her marriage to Prince Philip in 1947, the Home Civil Service and the Foreign Office had collected a Wedding Fund; the unspent balance of this fund stood at £14,037 (today this would be equivalent to more than £500,000). Princess Elizabeth subsequently let it be known that the balance should be handed over to CSSC with the express intention of establishing a social facility for civil servants 'on condition that membership should be available to all grades and classes at a subscription in reach of all'.

Her Majesty The Queen was also Patron of the RYA. Her Majesty as Royal Patron, alongside the support of her husband HRH The Duke of Edinburgh as former RYA President and her daughter The Princess Royal as the current President, has undoubtedly helped raise awareness of increasing participation in boating, to promote safety afloat and to raise sailing standards.

HMV Britannia often hosted the RYA Council meetings during Cowes Week.

Her Majesty was also the longest-serving patron in the near 200-year history of the RNLI, giving 70 years of service as the RNLI's Patron

In 1948 a Dragon Class Keelboat, Bluebottle, was presented to Her Majesty The Queen (then HRH Princess Elizabeth) and HRH Prince Philip as a wedding present from the Island Sailing Club of Cowes.

Bluebottle is the only British Dragon to have won an Olympic medal, picking up a bronze at the 1956 Melbourne Olympic Games. The 74 year old classic Bluebottle has recently helped Ruairidh (Rory) Scott - sail to a fifth place at the 2022 Dragon Worlds in Germany.



© RNLI



© Royal Collection Trust



CSORC will be taking part in the final of the Sunsail Race Series on 29 - 30 October 2022 in the Solent

If you would like to join the crew contact:  
[crewbureau@csorc.org.uk](mailto:crewbureau@csorc.org.uk)



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Hello

I hope you have enjoyed your summer whatever you have been doing. This is quite a busy issue but please read the 'Delivering for CSSA members in 2023 and beyond' on the next two pages.

There's also news of the Dinghy Championship at Hooe Point, a couple of trips on the brand-new Sea Essay and ECYD have put forward proposals for their Baltic trip

Thanks, as always, to our contributors.

Happy reading  
Eileen



## 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
- **Twitter:** @sailing\_cs
- **Email:** if you have any specific enquiries please get in touch at: [editor@cs-sailing.org.uk](mailto:editor@cs-sailing.org.uk)

**Commodore** Graham Dalton

**General Secretary** Brian Stevenson: [csgensec@yahoo.co.uk](mailto:csgensec@yahoo.co.uk)

**Editor** Eileen Kitts: [editor@cs-sailing.org.uk](mailto:editor@cs-sailing.org.uk)

**Membership Secretary** Ken Pavitt: [kenwpavitt@aol.com](mailto:kenwpavitt@aol.com)

Cover photo courtesy of Andy Mawes HPSC Dinghy Championships 2022



# Delivering for CSSA members in 2023 and beyond

CSSA members seek occasional face-to-face events to help divisions to meet and mix and work together.

We would like your help to plan Regattas for 2023 that will be a great opportunity to catch up with old CSSA sailing friends and make new ones, current and potential members, young and old, novice to expert.

If you think you can help, or know someone who can, read on and email Dave Grundy at [treasurer@cs-sailing.org.uk](mailto:treasurer@cs-sailing.org.uk) Subject: CSSA Regattas 2023

The average age of our CSSA membership is increasing and we are not recruiting younger members as quickly as we would like.

COVID has moved committees 'online' and CSSA Committees continue to meet online saving time and travelling but losing some informal cross-divisional exchanges.

Members have asked for opportunities to meet face-to face from time to time.

Current face-to-face opportunities to exchange ideas and catch up include:

## **CSSA's AGM:**

In 2022 using the facilities of Rutland Sailing Club proved attractive and interesting with the AGM being one of several face-to-face sessions (hybrid with online access) available for both the Offshore and Dinghy groups plus sailing.

## **CSSC sponsored National Events such as:**

**The Inter-Departmental Offshore Regatta (IDOR)** yachting championships held for many years in the Spring from Cowes, Isle of Wight.

**The National Dinghy Sailing Championships** in late Summer hosted by a volunteer CSSA Club and recently hosted by Hooe Point SC and Littleton SC.

## **2023 Events at Rutland Water**

(dates to be confirmed by Rutland Sailing Club)

**May Spring Regatta:** Open to all CSSA Members and including the CSSA AGM

**September/October late Summer Regatta:** Open to all CSSC members and including the CSSC National Dinghy Championships

Dave Grundy has volunteered to deliver spring and late summer regattas on the 12 km2 of Rutland Water during 2023 and will coordinate between Rutland Sailing Club (RSC), Rutland Civil Service Sailing Club (RCSSC) and the wider CSSA and CSSC.

Volunteers to coordinate CSSA Regattas at other venues for 2024 and beyond, please make yourselves known.

For more information contact Dave Grundy at:

[treasurer@cs-sailing.org.uk](mailto:treasurer@cs-sailing.org.uk)

Subject: CSSA Regattas 2023

# Delivering for CSSA members in 2023 and beyond

## Regatta Format

Evening 1	Meet in the Clubhouse for registration, sailing, drinks and socialising
Day 2	Sailing (Racing, Cruising, hybrid Meetings), AGM prior to a meal and social
Day 3	Sailing (Racing, Cruising, hybrid Meetings), mid-afternoon Prize Giving

## Activities

Dinghy and Keelboat Sailing (including Taster Sessions)  
Dinghy and Offshore meetings

Dave and his fellow RCSSC members are fully aware they will need support from the wider CSSA to organise these two Regattas.

Members who attended the CSSA AGM in 2022 agreed RSC provided excellent facilities in central England. RCSSC are looking forward to again welcoming CSSA and CSSC members to Rutland Water.

Dave says ***“I could do with a hand from a small group of CSSA sailors with relevant experience of organising, competing in, or enjoying the social side of events. I already have very good support from Rutland Sailing Club who run Local, National and International Level sailing events throughout the season and, in 2023, will facilitate the CSSA Regattas but I need help to answer some of their questions. I very much welcome CSSA volunteers who are willing to share their knowledge and experience for the benefit of CSSA members.*”**

To register your support/find out more, please contact Dave by email: [treasurer@cs-sailing.org.uk](mailto:treasurer@cs-sailing.org.uk) Subject: CSSA Regattas 2023.

The planning and organisation team will be small and aim for fun events appealing to all sailors and prospective sailors in CSSC and CSSA.

*Volunteers to coordinate CSSA Regattas at other venues for 2024 and beyond, please make yourselves known.*

## Rutland Sailing Club

Rutland Sailing Club facilities include:

Race Officials, plenty of free parking for cars and visiting boats, dinghies for hire (hoping to negotiate a good rate) for cruising or racing, meeting rooms, caterers, Clubhouse Bar, Café/ Restaurant overlooking Rutland Water, wet bar, onsite bunkhouse.

For accommodation suggestions see About RSC: <https://www.rutlandsailingclub.co.uk>  
A UK Premier Sailing Club

The Clubhouse webcam with 180-degree view:  
<https://www.rutlandsailingclub.co.uk/weather/webcam>

Visitor Information including day sailing and accommodation:  
<https://www.rutlandsailingclub.co.uk/open-events/Visitor-Information>

We hope to be able to negotiate a rate for CSSA day sailor

Check out RSC news page: <https://www.rutlandsailingclub.co.uk/news>

Why not explore Rutland: <https://www.discover-rutland.co.uk/all/whats-on/>

## How well does CSSA deliver on your sailing wishes?

I hope, like me, you've had many opportunities to sail during the past summer.

Our volunteers are now looking at what might be offered in 2023. It's a good time for you to say what you'd like. And why not volunteer to help make it happen?

I'm pleased to see progress with CSORC's return to operating their own racing yacht. I hear plans are coming together for a full 2023 offshore racing campaign including the Fastnet.

POG has become a registered Company Limited by Guarantee (CLG) and is bringing that company into being with the advantages that brings.

Should CSSA do more for dinghy sailors?

Hooe Point and Littleton have refreshed the CSSC Dinghy Championships and attracted entrants from CSSA's yacht and dinghy Clubs. Would an inter-Departmental competition attract CSSC dinghy sailors from non-CSSA Clubs across the home nations? Should regattas include dinghy cruising? Events for less experienced sailors?

Groups of CSSC dinghy sailors are based in non-CSSA Clubs. Would a CSSA Division for these groups – a Lodger Clubs Division – be mutually beneficial?



What should CSSA be doing to attract younger sailors?

COVID pushed CSSA

Committees to meet 'online'. Travel and time savings have been welcomed but the loss of informal cross-Divisional exchanges is missed. Volunteers have asked to meet face-to face from time to time and at least for the AGM.

For 2023 we're proposing to address some of the above points at early and late season CSSA regattas on Rutland Water with

opportunities for inland cruising and racing and CSSA business meetings. The early season regatta will include the CSSA AGM and the late season the CSSC Dinghy Championships. Look out for details.

The CSSC yacht championships – the Inter-Departmental Offshore Regatta (IDOR) – will again be held from Cowes, Isle of Wight in the early season.

I'm downhearted to report that our Commodore, Graham Dalton, will be standing down before year end. Graham will continue to fully support CSSA until his departure including input to CSSA's treatment of the Commodore's position now that the role will no longer be fulfilled by a very senior Civil Servant. Thank you, Graham, for being an excellent Commodore. We wish you well.

Fair winds

*Paul*

VC

On 26th August 2022 Portsmouth Offshore Group was formally registered at Companies House as a Company Limited by Guarantee (CLG) and the Certificate of Incorporation of a Private Limited Company was issued along with the company number: 14320735.

This marks the culmination of several months' work following the decision by the committee to pursue incorporation. The proposal was endorsed by a vote of the membership on 12th March, which was over 90% in favour of taking this route. Next came the requirement to gain the CSSA General Committee's endorsement, which seemed at first a difficult hurdle to jump but with the support and collaboration of CSSA's Management Group (MG) and particularly help from Paul Brereton, we were able to refine the appropriate documentation to the mutual acceptance of all parties and after our solicitor examined and approved it, presenting the final case to CSSC proved straight forward.

The key advantages for POG are that we are now a legal entity as a company and not reliant on the good nature of trustees and indeed individual committee members, who have until now, had to commit their personal signatures to contracts and other legal documents, as part of running the club. Whilst we remain a non-profit making organisation, with almost 250 moorings in total, together with our lift ashore boatyard facilities, the clubs' day to day business turns over almost £300K a year, so represents a substantial business with all the transactions that involves. Incorporation as a limited company, also provides us with the opportunity to select from a wider range of bank accounts only offered to limited companies. These often pay better interest rates and offer facilities such as Direct Debit.

Additionally, there has been an increasingly worrying trend for litigation of one kind or another.

Although POG has always carried professional liability insurance, the 'no

win no fee' lawyer's business model has proved attractive to those who wish to make a fast buck and insurance cannot always be relied upon to cover every eventuality and it would be committee members who could find themselves targeted. With liability being limited, as it is now under the CLG status, individual financial liability is limited to just one pound (£1) Sterling per person.

Portsmouth Offshore Group Ltd remains a division of the Civil Service Sailing Association, which in turn is affiliated to the CSSC and this status is secured in our Articles of Association which can be viewed on the Companies House Website, along with all the names of officers and directors.

Once we have completed the tax account, bank account and various other transfers of business to the new company, we can look forward to fully trading as Portsmouth Offshore Group Limited and start enjoying the fruits of our efforts.

*Chris Blackman*

Vice Commodore, Portsmouth Offshore Group Ltd.





# Notice of 24th AGM of 5 Kingdoms SC

## 24th Annual General Meeting of 5 Kingdoms Sailing Club Saturday 19th November 2022 at 13:00 Holiday Inn Express

Royal Albert Dock, Britannia Pavilion, Liverpool, L3 4AD

The 24th Annual General Meeting of the 5 Kingdoms Sailing Club will be held on Saturday 19th November 2022 at 13:00 at the Holiday Inn Express, Royal Albert Dock, Britannia Pavilion, Liverpool, L3 4AD

There will also be the facility for members to attend the meeting by Zoom, please email [captain@5ksc.org.uk](mailto:captain@5ksc.org.uk) (We may ask you to book by Nu-tickets)

### Parking

On the day parking is possible at the Albert Dock L3 4AF (£8 for 3 hours) or Liverpool Marina L3 4BP (£4.80 for 4 hours).

### Accommodation

The hotel can be booked for the night of 18/11/2022 at a discounted rate by using the following link:  
<https://bit.ly/5KSC-AGM> or by scanning the QR code:



It is also possible to book to sleep aboard YNOT in Liverpool Marina via <https://5ksc.org.uk/sail/sdhome/booking.php>

The program for the day is: 1200 -1300 lunch with the AGM from 1300

### Agenda

1. Opening
2. Apologies
3. Minutes of the AGM of 6th November 2021
4. Matters arising from the minutes
5. Captain's report
6. Treasurer's report
7. Election of an accounts examiner for 2023
8. Debate of any motions received
9. Appointment of Officers and Committee Members for 2023

Between 1330 -1430 there will be an opportunity to give feedback and have a discussion on Cruising, Inshore Skipper Scheme weeks, training weeks and racing plans for 2022.

### Motions

Anyone wishing to propose a motion should email: [captain@5ksc.org.uk](mailto:captain@5ksc.org.uk) by 18/10/22 including the proposal, proposer and name of the seconder.

### Nominations

Nominations for Captain, Vice-Captains, Secretary, Treasurer, Crew-Bureau, and five members should be emailed to [captain@5ksc.org.uk](mailto:captain@5ksc.org.uk) by 18/10/22 including the proposer, seconder and agreement of the nominee.



## If you want to be introduced to bigger boats then we have one final 2 day Start Yachting course in Liverpool 10 -11 December 2022.

We were given a dispensation by the RYA during the Covid pandemic to get some training going in the North West, but they do not see Liverpool as a place for yacht cruising training, so we this is the last one.

Over the autumn we hope to hold a taster day out of Liverpool, also to repeat our MOB recovery training session. In the winter there are opportunities to race our yacht on the Mersey and pick up some skills.

September 2022 on the Clyde has been busy with a Competent Crew course, Day Skipper course and Yachtmaster prep and MCA exam. Planning starts soon for 2023, there are 2 to 3 people interested in doing Coastal Skipper followed by the MCA exam early in the year so we need another person or even better 2 more so that dates can be firmed up.

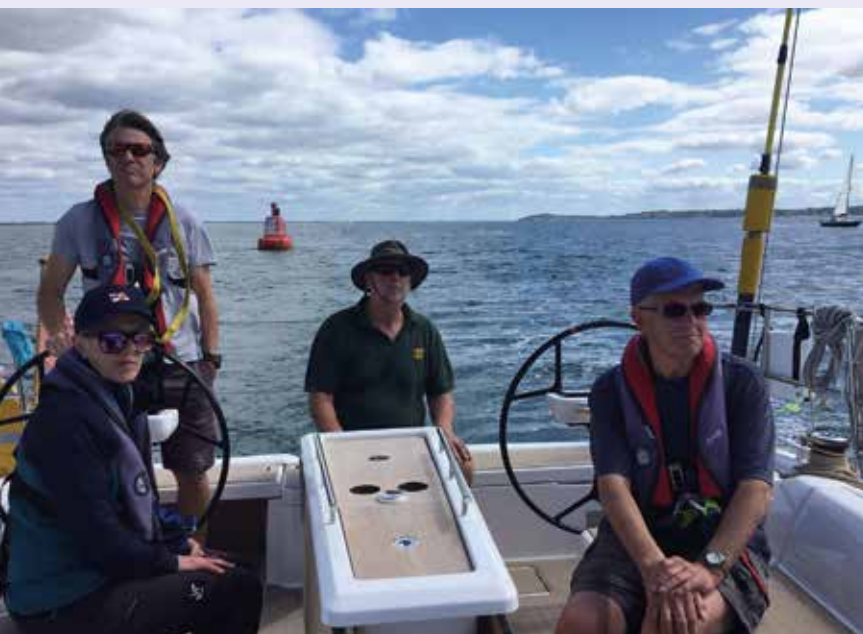
There will also be a Day Skipper practical- remember that with DS you can get an ICC from the RYA and sign up for a yacht charter in the Mediterranean.



Keep an eye on our sailing program at:  
<https://5ksc.org.uk/sail/sdhome/booking.php>  
and make enquiries to:  
[training@5ksc.org.uk](mailto:training@5ksc.org.uk)

# Sea Essay sails the Channel Isles

What a privilege to take the brand new Sea Essay on its first full cruise, practically still in its factory wrapping.



Just hours after the naming ceremony, our crew assembled at the Hamble for the official hand-over, ready to take the Dufour 390 out to the Channel Islands.

She'd been delivered late from the factory so the CSD team had spent the previous weeks tirelessly beavering away to make sure all extras were fitted, the documentation was in place and the boat was ready for her inaugural Channel crossing/voyage.

She'd been out and about locally, but our 10-day trip was the first real test. None of us had ever stepped on to such a sparkingly clean and shiny vessel, entirely free from scuffs and scratches. We were more used to good old Ynot, an Oceanis 37 that 5KSC is hoping to replace before too long. Would a Dufour meet our aspirations, we were wondering?







Rather than heading straight off to Alderney, skipper Paul wisely opted to meander along the coast first, just in case of additional teething issues. Yarmouth on the Isle of Wight was our first stop, followed by Studland Bay, two attractive and popular haunts for yachts but new to some members of this northern crew. No issues at all, Sea Essay was lively and responsive, and we were all enjoying ourselves.

Heading out across the Channel, the wind was gentle and big container ships were easy to spot in the relatively light sea traffic. Arriving off the coast of Alderney, we strained to see the so-called prominent transit on the hillside but moored safely on a visitors' buoy inside the breakwater at port Braye. A water taxi made life easy, taking us to the harbour where we dropped off our customs declaration (no illicit booty) and went for a wander round the small town draping itself up the hill.



And there we eventually found the missing transit, hidden by trees and in need of a refurbishment. Not much use to newcomers!

# Sea Essay sails the Channel Isles (cont'd)



We spent a day biking round the island, admiring sea views and visiting the numerous WW2-era fortifications dotted around the coast. For islanders, the German occupation had been a very real, painful time and it lives on in the collective memory, although us

mainlanders tend to forget about it. Today, the islands are peaceful and affluent, with scores of businesses offering interesting financial services to those seeking tax-efficient options for their wealth. Sadly, I had no pressing need to call at any of their offices.



Next, we potted off to the tiny traffic-free island of Sark, where we picked up a mooring buoy in a small but picturesque rocky bay. From here, it was a trip via the dinghy to some stone steps and a long climb up hundreds more steps to reach a path that would take us to the sprinkling of shops and a pub. Tractors, bicycles or stout shoes are the main means of getting around in this place, so we joined the smallish throng of trudging tourists to see the sights before rowing back.



The weather was warm and sunny enough to tempt other crew members into the sea for a brief dip, but not myself. The sea looked inviting but actually, boys, it was far too cold!





Off to the main island of Jersey next, passing the commercial harbour to access the marina ... except there was a sign at the entrance announcing it was closed for refurbishment.

What??!! No mention of this anywhere, eg, notice

to mariners or website news. We were flummoxed and had to raft up next to several other yachts, most having similarly sailed in only to find the way barred. When the nice new marina does open, I'm sure it will be rather lovely.



Hampered by strong winds, we lingered a few days in Jersey, starting with a bus tour and visiting sites around the coast, hearing curious tales from our Liverpoolian driver about the local drugs trade and how sailing was now a complete doddle thanks to GPS - entertaining stuff!

Finally, we made it to St Peter Port in Guernsey, our final destination for the hand-over to the next crew. Sea Essay is

roomy, airy and comfortable, so a Dufour is definitely on the list of potentials for the 5KSC boat upgrade.

All the best

Deborah



# Rutland CSSC 2022 Sailing Season News

## Rutland Water Drought

Whilst the days are becoming longer and longer, the water levels at Rutland Water are becoming lower and lower due to the lack of rain in this part of the UK. By way of explanation a few pictures and background.



PICTURE 1- 22 July 2022

This image shows the team recovering Lift Off to a trailer, which is attached to a long extension, which in turn is attached to the tractor. This to get the boat to a position that it can be pulled by the stern line and bow line onto the trailer. The water is normally just about where the man on the slipway is standing. The recovery team are standing on the first level of the fixed pontoon.

PICTURES 2 and 3 - 15 August 2022: A view of the slipway and to the right the committee boats. These show the narrowing of the gap at the end of the pontoon,



16 September 2022 This was my latest sail and unfortunately, I don't have photos. By this time the exit/ entry gap between the pontoon and the Committee boats/ shoreline had narrowed by circa 50%. Wind was F4-5, Northerly (coming down the pontoon) and veering a lot. Sailing out and in was an 'interesting challenge'. The three hours sailing in open water though, was great fun and we returned to the pontoon with no problems.

To give readers some idea of the size of Rutland Water, a walk from RSC to the edge of the dam (near the 'V' marker can) is about 2.5 miles following the path around Rutland Water. Racing can take place up to the limit of sailing to the west of both 'legs of the reservoir.

Figure 3: The chart of Rutland Water and marker buoys





To enjoy view the from RSC Club house, why not use this link to Rutland Sailing Club Webcam <https://www.rutlandsailingclub.co.uk/weather/webcam> .

## **We Welcome New Members, especially fellow CSSA members**

New members bring fresh eyes and experiences and are very welcome in our small and friendly club. 2022 has seen a lot of interest in membership of RCSSC and so far, we have had seven new members. Below are a few pictures of four of our new members. As we sail our boats on a collaborative basis, we do require all new members to become an 'Approved Helm' process which includes launching and recovering (using the tractor) rigging and sailing to RYA Level 2 standard.

We've enjoyed sailing with all our new members and it's great to see them sailing regully and getting involved with the club e.g. support on taster sails, volunteering for the committee – thank you all and welcome aboard.



# Rutland CSSC News 2022 Sailing Season (cont'd)

## CSSC Sailing Tasters 2022

This season, based on taster guest feedback we changed from all day taster to morning and afternoon sessions, with a maximum of four guests. The budgeted figure for guests was set prudently at just 16. In the end we had to put on an additional taster in September and we have had 30 people join us for a CSSC taster sail. Our key performance indicator is the size of the smile at the end of the sail. We are pleased to report smiles all round and indeed new member Joanne Bright joined us following a taster sail.



Some  
of  
our  
happy  
sailors!





To be honest, we are not sure who enjoys the tasters more our guests or ourselves? Thanks to the following volunteers for making it happen: Eric Andrew, John Cranwell Ward, Jon Davies, Tony Garrick, Mark Grout, Dave Grundy, Charlotte Johnson, Mike Simmons, Mike Threadgill and Steve Glen\*

\*those highlighted are new members who joined in 21/ early 22 . The remainder are our stalwart members who turn out regularly year after year for our club and our taster guests. Thank you all.

CSSA AGM Saturday 23 April 2022

RCSSC was delighted to welcome fellow CSSA members to the CSSA AGM which was held at Rutland Sailing Club (RSC), home of RCSSC. The AGM took place in the morning and was followed by a buffet lunch before breaking up into groups to discuss offshore sailing and I led a small group on a 2.5 mile walk to the Dam via Normanton Church and back – giving folks the opportunity to take in the views including Hambleton Peninsula, Normanton Church , the view from the Dam looking down the North leg of Rutland Water and then returning to RSC which is on the South leg of Rutland Water. We had hoped to take folks out in our keelboats and volunteers were all ready to go – as we all know, the weather dictates and strong winds prevented sailing – until next time.

*Dave Grundy*

## Former CSORC Captain wins major event!

Congratulations to Richard Palmer and Rupert Holmes  
the overall winners of the 2022 Sevenstar Round Britain & Ireland Race  
for the best corrected time under IRC

Richard Palmer's JPK 1010 Jangada, racing Two-Handed with Rupert Holmes, was the overall winner of the 2022 Sevenstar Round Britain & Ireland Race.

Jangada won the Royal Ocean Racing Club's Sevenstar Round Britain & Ireland Race by just 0.03% in a race of 1,805 nautical miles!

In a dramatic final twist to an intense and highly complex race, the overall winner was decided by the thinnest of margins. After IRC time correction for 15 days of racing, Jangada won overall by seven minutes and nine seconds.



Photo courtesy RORC

# RCSSC 20th Anniversary of Founding

## A Celebration Sail with two of RCSSC Founding Members Pete and Tony

Pete has been around the CSSA for many years but as far as RCSSC is concerned he is our founding member. I got Pete to write up the history of the founding of RCSSC and it was first published in the July 2016 issue of CS Sailing and reproduced in April 2022 issue of CS Sailing. If you haven't read it, it is a fascinating story.

### Spot the Difference?

In the article Pete talks about funding and says "So, everything was in place and in the Spring of 2003, we set off to look for some Squibs. The two Squibs in the article are Brandy Snap and Satyr. Lift Off followed in due course. Brandy Snap has been resting for a couple of yards in its own spot, next to member Mike Threadgill's garage.

The more observant will notice that we are currently sailing Lift Off and Satyr – Brandy Snap is resting next to Boat Husband Deputy Mike Threadgill's garage (this to save paying fees.

On the 15 July we had a very special sail, which included two of our founding members:



2003



2022



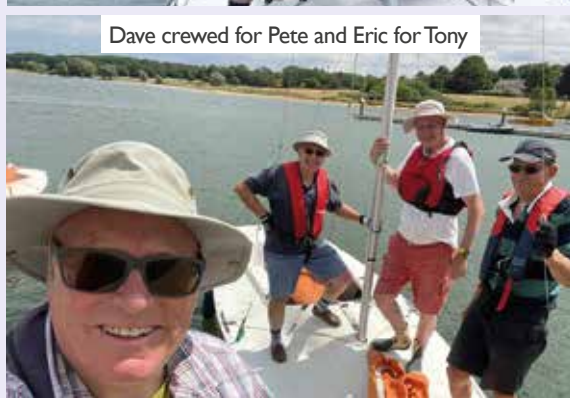
Pete Shuttleworth



Tony Garrick



Pete looking dapper on the helm Dave crewing/photographer



Dave crewed for Pete and Eric for Tony



Pete now lives in Yorkshire and visits RCSSC a 2-3 times each year for a sail and a catchup. Tony lives south of Cambridge and still sails regularly and helps out with the Sailing Tasters.

Tony relaxing on the helm and Eric acting as pointer



Lunchtime so, naturally, Pete cuts the grass, as he does



Afternoon sail Mike and Pete enjoy time on Lift Off



Sailing in Good Company



Mike helm and Pete on the job putting Lift Off through her paces



Give us a wave Tony!



The Crazy Gang - Tony, Pete, Mike, John, Eric and Dave reflecting on a good days sailing

# Sea Essay sails the Scillies

It was with a high level of excitement that we arrived at Mylor for a week of sailing on the newly commissioned 'Sea Essay'

This was to be a milestone event for me. Not only was it just my third sailing trip but the first time I would be brave enough to take the plunge and swim in these chilly British waters since I first visited the UK in 1980.

On Sunday we left Mylor and went up the River Fal where we anchored at a bend in the river for lunch. We later sailed down the estuary and anchored in the Helford River overnight.



Janine, Hilary, Rachel, Garry, Amanda and Brian



We had an early start on Monday morning to get Sea Essay back to Mylor by 08:30 for its first service. With time on our hands, we made the most of our CSSC membership to access English Heritage properties and spent the morning exploring Pendennis Castle, the Tudor fortress hugging the headland overlooking the Fal estuary. From the top, there were magnificent views of the harbour which was buzzing with activity. of Scilly,.

When the engineers had finished their work we resumed our plans to make for the Isles of Scilly, some 28 miles West of Land's End.

We were all excited to make the voyage to the fringes of British territory and the perfect conditions seem to have encouraged sailors to bring out their classic vessels.

The sail to our overnight anchorage at Coverack felt like a trip through a working maritime museum.

On arrival at Coverack Cove it was decision time! Get in the water or stand shivering while others swam. Brian led the way putting down the swimming platform and diving in. Gallant Garry confirmed that there was a hot shower available and that it seemed to

be working. With our excuses evaporating one by one we tumbled in - some taking the jump while others opted for the slow torture method. Finally, we were all in and as the cold water hit, we gasped for breath – but, as Brian assured us, so long as you survived the first 15 seconds, the cold shock was manageable.

Thrilled, smug and hungry, Amanda led the cooks in

preparing a fine meal. Garry, our resident astronomer, pointed out the constellations and to look out for the Perseid meteor shower which was active that week. We obediently stared in the direction he pointed and were rewarded with startling flashes of light, over so quickly it was hard to believe they had happened.

*It was a perfect start to a remarkable week.*



Bathing Belles

# Sea Essay sails the Scillies (cont'd)



Sunrise start!  
Janine, Rachel  
and Brian

On Tuesday, the 'real' sailors rose before sunrise to get to The Lizard in slack water for our passage to the Isles of Scilly.

We crept down to Land's End and then across the gap dividing the islands from the mainland.

Passing Wolf Rock, we were thrilled to encounter groups of dolphins who played around us and seemed to take delight in evading our cameras.

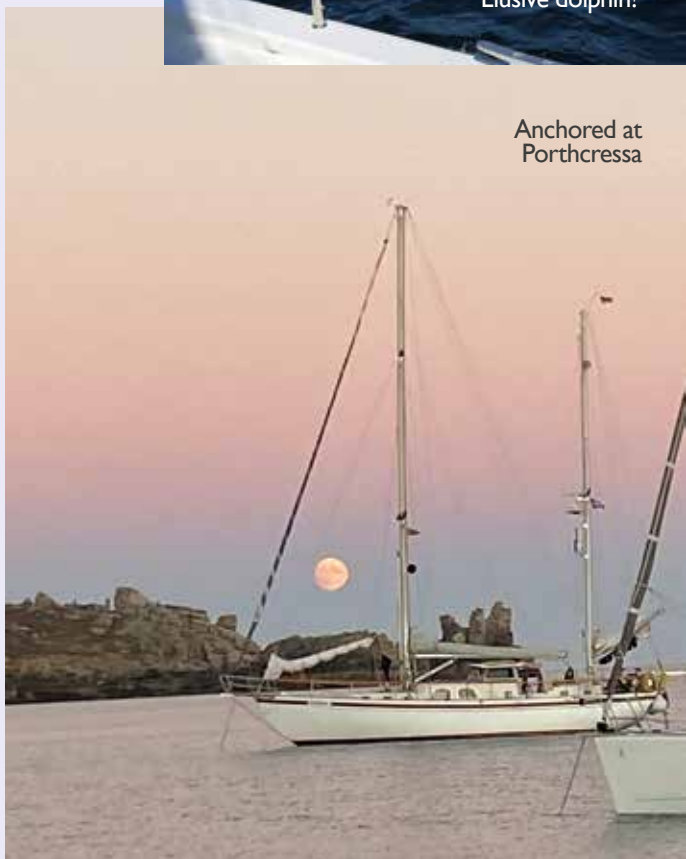
By late afternoon we had arrived and as we took in the array of islands stretching across the horizon, I dimly realised that the Scillies were not two or three fat islands, as I had imagined, but over 100 islets, of which just five were inhabited and all of which were threatened by rising sea levels.

We anchored at Porthcressa on St Mary's and had another swim as we contemplated where we would go for dinner. We inflated the dinghy and wrestled with the logistics of transforming six hearty adults in a very small boat. It was complicated, but we managed it and enjoyed pizza and plonk in a welcoming pub ate before heading back to Sea Essay.

The tangled seaways around the Scilly's presented a tempting prospect to the ship's navigators. On Wednesday, the weather being fine



Elusive dolphin!



Anchored at  
Porthcressa



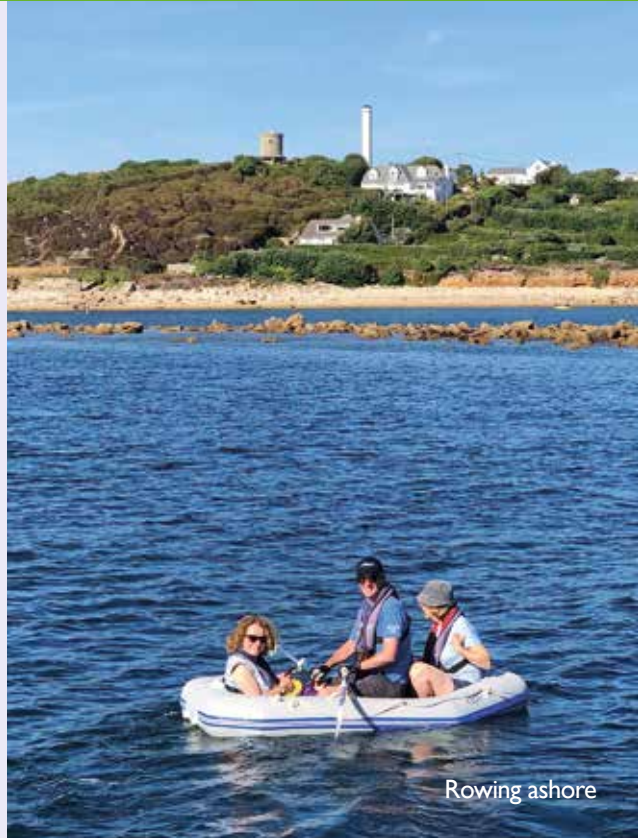
and clear, we sailed around St Agnes in the morning, anchoring for lunch. Then we managed to catch the rising tide and sailed past St Martins, Tresco, Bryher and Samson, trying our best to identify some of the islands' celebrated entrance graves, standing stones and other features from the distinctive profile we could clearly see on higher ground.

The next day we split the expedition, with three of us going ashore for a walk around the island fortifications and another swim (we were fearless now). The others took Sea Essay through her paces around the island and we met up again at the harbour wall of St Mary's to take on water and get ready for the return overnight passage.

Brian and Garry split the overnight watches supported at intervals by Amanda, Rachel and Janine while I took what had been a lingering cold to my bed.

After a smooth passage we arrived at St Mawes around 8:00 am. It was hotter than ever as we took the water taxi ashore to explore. We used our CSSC membership again to visit St Mawes Castle, the sister fortification to Pendennis and pondered the inscriptions in praise of Henry VIII (*Semper vivet animam regi Henrici octavi!* – May the soul of Henry VIII... live for ever, or simply put, long live Henry VIII!), which may come in handy for our new king.

Finally, it was time to head back to Mylor and prepare Sea Essay for her next crew. We had a last meal ashore before gathering on deck in the dark to watch as fireworks blazed out from nearby Falmouth. I never did work out what they were for, but it felt like a celebration to me for a perfect voyage and that first British swim!



Rowing ashore



Garry rowing back

# Head Bangers' Outing 2006

My son, Tim, and I purchased a 20' 8" Corribee in June 2006 (20'8" is apparently the equivalent of 6.33 metres, however I remain better informed but none the wiser regarding the latter measurement).

Strategically, this was a very good move as we had been looking for a Corribee for at least two years.

Our first inspection, at Brighton Marina, in the early summer of 2004, had been described as a 'rather super, if not stunning', example that we were assured by Del Sailorboy would, if not sold by then, "be sailed back to Cowes at the weekend (as it reportedly was every weekend) by this incredibly wealthy mother and her daughter who had bought the boat just to see if they liked sailing and were now looking for something really very much bigger) for yet more prestigious yacht racing and, of course, associated socialising at the highest imaginable level".

Del Sailorboy added that he was acting for the owner and doing her a favour by showing us the boat as she was often called away at short notice to conclude important business deals.

Suitably unimpressed, and notwithstanding our immediate joint telepathic decision that this was not to be The One, in order to more thoroughly familiarise ourselves with the type we undertook a comprehensive check of the boat. Tim noticed something immediately that I, in my painstaking check, did not come to until last.

My lasting regret is that I did not have the



presence of mind to seize a wonderful opportunity for a moment of delightful fun. If only I had asked for the furling genoa to be unfurled. It would have been quite magical. But I missed the opportunity and, as soon as I focussed on the genoa, blurted out, aghast, "It's completely shredded!"

Del Sailorboy admitted that it might need a few bits of tape here and there, but fairly quickly realised that we were not overly desperate to close the deal and so gave a rueful grin before admitting that the price might be a tad overstated. With this we agreed before making a rapid departure for the nearest junk food outlet (where else on such an evening) prior to returning home to Gosport.

We looked at several other Corribees but nothing suitable came along. Other options included doing nothing (often my favourite real world option), undertaking a comprehensive comparison of local ales at local hostelries (continuing a lifetime's devoted dedication and considering building a model tramway (including maybe a working canal lock to add interest and possibly thus qualify for EU or National Lottery Funding). Meanwhile Tim had other fish to fry, including completing his B.Eng. (Hons) in Aerospace Engineering.



EU funding for the proposed model tramway not having come through (the comprehensive Health & Safety Assessment was not as helpful as it could have been, even though the proposal was not for the potentially more dangerous model railway option), we renewed our search for a Corribee in the spring of this year, having decided that we definitely wanted to acquire a Mark II, fin (long) keel version, if a decent one could be found.

Tactically, this is where things started to go off at a bit of a tangent.

We identified two Corribees, one on the River Dart and the other at Halton Quay on the Cornish bank of the River Tamar, about ten miles upstream from Plymouth. We drove to Kingswear and were suitably impressed by the steam trains of the Paignton and Dartmouth Railway, also the amazing operating practises of the Lower Ferry – what might happen to all those cars and innocent trusting people on the barge if one of the bits of string from the motor launch were to break?

We were also somewhat in awe of the local representative of the Devon and Cornwall Constabulary, whose beat on this occasion included travelling on the Water Taxi (in full uniform) halfway up the Dart and back notwithstanding that his immediate mission was (apparently) to visit British Steel on urgent important official business – and which vessel we passed close to on our way to inspect our first Corribee of the weekend with him still contentedly aboard – I wonder if the very pretty young lady with a delightful foreign accent who was operating the Water Taxi had anything to do with his possible loss of concentration – or perhaps it was just the warm sunny day and the gentle splash of the wash? Finally, we were again suitably unimpressed with the Corribee in question.

An incredibly expensive but splendid overnight stay in Dartmouth included, after we had (as



much as we ever shall) started to get over our shock at the cost of the last remaining hotel or any other type of room for 50 miles, discovering, courtesy of the CAMRA Guide, the “Cherub” – overflowing with real ale and devoted real-ale-ised characters, including a splendid sharp witted and humorously caustic landlord. Highly recommended (but don’t tell anyone).

This splendid evening was followed the next day by our inspection of Shamrock of Halton Quay. We were in a somewhat disillusioned and hard to please frame of mind as we were rowed out to Shamrock to inspect her. After about twenty minutes of fault finding, it started to dawn on me just what a little beauty she was (as it did Tim). No she wasn’t (and isn’t) perfect but had had a huge amount of professional restoration work undertaken. We decided that if we did not buy Shamrock then we might as well forget it – this was our best chance by a mile. Accordingly we negotiated a fair price including free use of the mooring until such time as we could return to collect her and sail her back to Gosport.

With the “Do Nothing” option having been kicked into touch, and even the ongoing

# Head Bangers Outing 2006 (cont'd)

search for the Holy Ale put (sort of) firmly on the back burner, we engaged in a frenetic round of planning, purchasing and preparing. A few weeks later, on Tuesday 4th July, we were up at 05:00 to pack an enormous hired estate car to the roof with the proverbial Useful and Necessary Equipment, including two outboard motors – one of which was brand new – and left Gosport at 07:00 to drive down to Halton Quay, where we arrived in the early afternoon. We unloaded, blew up the rubber duck and started to transfer everything to Shamrock.

I continued with this task (on a rapidly falling tide with vast areas of mud appearing seemingly everywhere) while Tim took the hire car to Plymouth to hand it back, with the assistance of the delightful people we had bought the boat from. It soon became evident that the storage capacity of the small cabin was rather less than that of the enormous estate car.

By the time that I negotiated the mud to collect Tim from the riverbank upon his return, I had succeeded in achieving total chaos, with the cabin full to overflowing and three large holdalls tied

onto the coach roof. In doing all this, I had banged my head many times on the cabin roof, which was to continue until I acquired a creaking stoop that played havoc with my knees and spine but eased the other pain a bit. But better to bang your head when alongside if the boat performs better at sea than it might otherwise do. Yes.

Meanwhile, the old outboard was left on the drive of the previous owners – creating an oil stain in the process.

Local knowledge is a prerequisite for the Tamar and we were relying upon a very helpful telephone conversation with a complete stranger together with a rudimentary echo-sounder (with the transducer taped to a broom handle) hurriedly lashed amidships to the side of Shamrock to enable us to negotiate the tricky ten miles or so down to the Tamar Bridge. We set off at 20:45 at low water, with a few locals together with our new friends waving us goodbye from the quay – and did I hear prayers being said for us or was it my imagination? (After all, the previous owner had been the local vicar). We succeeded in our endeavours and came alongside Mayflower Marina in Plymouth well after midnight. We literally dug out two pits of quarter berths for our sleeping bags before enquiring at the office, more in hope than expectation, if there was anywhere we could eat.

Shortly afterwards, we were in a taxi heading for the red light area, aka Union Street. This was a revelation, with numerous pubs and takeaway food outlets open – we partook of several pints of ale, declined a number of dubious offers and returned by taxi once more to the marina where we ate pizza on the pontoon.

Later that Wednesday we prised ourselves out of our bunks and out into the daylight to commence a comprehensive unloading and reloading of the boat – throwing away quite a number of items in the process.

A dozen or so Royal Marine Commandos, armed to the teeth with diving gear as they were exercising around the marina, admired Shamrock and observed that she was the same type of boat that a (very) young Ellen McArthur had sailed round Britain in – however they did not seem to



agree with my comment that getting her down from Halton Quay was also actually quite an achievement. I decided not to argue the point.

By the afternoon we had established a semblance of order and so headed off to Sutton Harbour Marina, adjacent to the Barbican – highly recommended. We had decided that the outboard bracket needed replacing before our shiny new four stroke outboard took it down to the seabed off Start Point and accordingly were please to arrange for this to be done at short notice. We did countless other jobs including fixing on and wiring up navigation lights, meanwhile finding time for the odd pint.

The local daily weather forecast printout that the marina office provided included a swell forecast and when we set off on the Saturday morning we were very pleased that we had, largely by good fortune, chosen to sail at a time of low swell, as even then the seas off Plymouth proved to be far higher than those in Portsmouth Harbour.

We had telephoned Dartmouth Marina before setting off and had secured a berth for the night – Jilly at the marina office waxed lyrical over the telephone and said that our “darling little Corribee” could moor up at the pontoon adjacent to the office as the work boat was out of the water for repair. Certainly the Corribee does seem to attract a great deal of affection from people and we were mighty glad that we had made the reservation – we learnt the next day that over a dozen boats had later tried, unsuccessfully, to berth at that marina for the night. Some dolphins accompanied us for a while, and once inside Start Point the seas levelled off considerably. We entered Dartmouth Harbour in good visibility, mooring alongside at 18:23. Jilly, having closed the office at 18:00, missed our arrival, however next day she said she was ‘so relieved and pleased to see our little mast’ as she walked from the car park. She and her colleague Les became good friends over the next few days.

Our thoughts of an early shower followed by an enthusiastically anticipated renewal of our acquaintance with “The Cherub” were dashed by

discovering what turned out to be 11 buckets of water in the stern locker, with the water almost up to the upper ledge that housed the petrol tank. Accordingly we emptied everything out of the stern locker onto the pontoon, to the slight bemusement of some of the occupants of the nearby motor boats, one of whom nearly spilt his gin, whilst another, distracted from cleaning his patio doors, came perilously close to knocking over a pot plant. We then baled out the locker, chucked another trolley load of stuff away and returned the remainder to the locker. We managed to establish that the water ingress had been due to two ventilation vents that had been recently fitted by the previous owners – above the water line on the River Tamar, but not off Plymouth. We therefore eventually made it to “The Cherub” in a once again up spirits mood.

Sunday was spent recovering from a somewhat dubious (very) late night curry of leather and various unidentified ingredients (anyone interested in acquiring the Curried Leather Breakfast Bar franchise please don’t ask my advice, professional or otherwise) whilst buying yet more items, including a bright new ensign to enable my very ancient one to be returned, on our hoped for return to Gosport, to honourable retirement in my sitting room before complete disintegration. Tim sealed up the vents and to celebrate we inflated the dinghy and motored up the beautiful River Dart to the “Ferry Boat Inn” at Dittesham (Dittsam to the locals) for a meal, a glass of ale and an impromptu viewing of the second half of the World Cup Final, which a dozen or so of us watched on an ancient television perched on top of a bar stool which itself was placed on a table, with various wires cobbled together across the floor area – where are Health & Safety when you need them?

Actually just as well they weren’t there as it was all great fun, with the locals changing allegiance between France and Italy every three minutes or so, for reasons of dubious logic that now completely escapes me but could possibly have had something to do with the country of origin of



# Head Bangers Outing 2006 (cont'd)

whatever they were drinking at the time (or alternatively based on optimistic empathy with the lovely girl operator of the Water Taxi in Dartmouth, on which basis we could possibly have sworn lifelong solidarity with and support for any country on a line between West and East Cowes, taking the long way round. The French supporters, who appeared to include the landlord, tended to drink French wine during the game (as neutrals we stuck to real ale) however this did not stop them from celebrating Italy's victory with (French) champagne. All in all, far more fun than watching England v Germany.

Monday we were fog bound and so pottered in the dinghy, including a close inspection of British Steel, followed, after stowing away the dinghy and generally preparing for sea, by another visit to "The Cherub" to confirm all was well – which it was.

We left Dart Marina at 06:58 on the Tuesday, Poole-bound, and headed out to sea. There was very little wind and so we motored for a period of time, being able to start sailing only once Portland Bill had come distantly into view. We decided that it would be prudent to refill the main tank from our auxiliary cans in daylight and in good time. Needless to say the process included, in the heavy swell, our spilling petrol all over the stern locker, which then filled with fumes – now who sealed up those vents?

I had had an earlier doze off duty and Tim now went below for a couple of hours, with Portland Bill still 10 nm away, however by now we were slightly to the east of it. The tide turned and we started to edge our way in to claw our way nearer the coast, avoiding the firing range by a good margin and two extremely large commercial ships off the Jurassic Coast

(heading for Weymouth seemingly at 45 knots)

by a much lesser one. A cup of coffee and some ham and tomato rolls went down a treat, and we were off Swanage by dusk. Our passage plan had been to Poole Bar, and we were pleased as we saw the lights flashing their welcome. A cross-channel ferry was just entering the Swash Channel and we started to follow her in. Job done! Or so we thought...the last part of the passage, once inside Poole Harbour, turned into a near nightmare, with a plethora of lights from various channels compounded by a multitude of land lights and not, in my view, helped by numerous cardinals equipped with very bright LED lights.

We were tired and also found our night vision to be frequently badly impaired, however we managed by instinct to re-locate the main channel after following a line of moorings to get us back on track. Yet another cardinal not far from the Town Quay, where there had once been an easily comprehended green light, caused more confusion especially as it was a southerly cardinal winking its LED aggressively at us in our fatigued state. We managed to work out from inspection of the chart that we needed to leave it to starboard, but it didn't seem terribly obvious at the time as my instincts were that south would in fact have meant leaving it to port. Why didn't they just leave (greens)? And maybe the main channel should have significantly taller lights. Finally we came alongside Poole Quay Haven shortly after midnight – 17 hours and about 85 nm from Dart Marina. All the other yachts were at least 35 footers and the security man laughed when he saw Shamrock and said "is THAT your boat?" My good man, let me tell you.....

The pubs were shut as it was early on Wednesday morning, so we had a tinny before crawling into our sleeping bags, thinking “good day sail”.

The next morning a forty foot yacht came in and picked up a berth across the pontoon from us. The crew, a couple of Scotsmen, who had also sailed from Dartmouth the previous day (15 hours) had found the lights in Poole Harbour such a nightmare that they had picked up a mooring for the night.

Given that locals tend to know their way round by observing which way the fish jump according to the state of the Moon, and that therefore lights should be designed for those relatively unfamiliar with the waters, it does seem that a re-think by the Poole Harbour authorities could be in order. I had not sailed into Poole for over twenty years and all previous entries had been in daylight except for one in 1982 – I personally have no qualms now about returning at night having updated my local knowledge but certainly a lesson well re-learned is that passage plans must include that final mile or so – in particular if you haven’t been there for a while (and especially if you have not entered at night before).

Later on Wednesday, following a stroll into Poole Town Centre, we set off for Cowes. Our thoughts that this should be a comparative amble were rudely awakened as we approached the North Channel approach to the Hurst Narrows – we found ourselves surfing for prolonged periods of time before creeping up to and right across the Narrows, gybing around to head into the Solent. Shamrock took it all very well, her sea-kindly handling akin to a miniature Rival 41. At last we were in the Solent sailing gently past Yarmouth

towards Cowes – in fact this was quite enjoyable stuff.

Alongside Shepard’s Wharf by 20:00, we were soon showered and on our way to “The Anchor”, followed by marvellous hot fish and chips eaten sat on the Parade – but be warned – the chip shop may not close until 22:00, but if all the fish has gone by say 21:40 they don’t cook any more... in fact Tim remarked as we walked along the High Street towards the Parade that we could well have been mugged for our fish and chips.

Thursday 13th, with my ancient and tatty ensign restored to pride of place (a) in anticipation of the final leg and (b) in honour of a very large Dutch yacht that had berthed in front of us flying an almost (but not quite) as ancient and tatty Dutch ensign, we left Cowes at 10:00 and motored back to Gosport, arriving at POG at 11:20 hours.

Job finally done. Except we still need to replace the plastic pad on the new outboard bracket with a more substantial one, sort out the woodwork, buy a sail cover, install a dishwasher – so perhaps time to chase up that EU or National Lottery funding.



Do you remember the excitement of your first cruise on a sailing yacht?

What better time to enjoy your first cruise with the family during a summer holidays? Here is the tale of Alexander, age 7 and Lucas, age 6. For years they have heard oupa tell them about the three CSSA cruising yachts, in particular ECYD's Freyja of Orwell, a beautiful Najad 380.

"When" they asked last year "will we sail on her?" "Next year, perhaps" wouldn't cut it.

So here, in August 2022, they are on board Freyja starting her voyage home to Ipswich through the Caledonian Canal, a marvel of engineering. Overnight on the sleeper to Fort William and a taxi to Oban to board at Kerrera Marina.

Now the joy really begins as they board and seek out their den in the forepeak for the next week. It's all new but like all children they want to explore and learn. So the safety briefing and orientation for them and their parents Siân and Frank takes a little bit longer. As does the passage plan briefing the next morning before we cast off and head up Loch Linnhe towards the sea-locks at Corpach that give access to the Caledonian Canal.

The boys are soon experimenting with the chart plotter and explaining how it works to the bemused adult crew. They have even twigged the need to go through the Corran Narrows at slack water and that the helm needs to keep clear of the shoals and Corran ferry.

After waiting for the tide to rise sufficiently for the lock to open the boys face their first trial: sitting still in the cockpit as Freyja enters the lock, watching the cheerful help from the lock-keepers. Neptune's Staircase waits for us the next morning. A flight of eight locks where we are expected to 'walk' Freyja from basin to basin with just a touch of help from the engine. It takes us an hour and a half. Being the only boat going up, we have plenty of help and advice from the lock-keepers. By the time we get to the final lock, the boys have got it sussed and are venturing out onto the towpath to lend a hand.

Lunch in the excellent café beside the lock 30 which is doing good trade as walkers and others watch Freyja working its way up the locks, and watch the "Harry Potter" steam train pass by.

Freyja settles into a routine, five and six knots along the canal and the string of lochs which make up 37 miles of the 60-mile route. The boys take their 20 minutes and more slots on the helm with alacrity and entering up progress times in the logbook, though after the first day they have delegated writing up notes to the adults.

In planning the cruise we had settled on the leg from Oban to Inverness in anticipation that the prevailing wind would provide some real sailing. However, the wet weather and strong winds of the past month or so have died away. The skies are blue, the sun warm and the wind no more than a tickle. But the boys are happy. Helming, putting the fenders out, helping walk Freyja through the locks, all 29 of them. Practice makes perfect and the lock-keepers now just stand back and chat. Loch Ness is a four-hour motor and once Alexander has worked out that the fish-finder on the chart plotter is not connected to a transducer they lose interest in Nessie. Together they retreat to the cabin and spend the time reading the illustrated Scottish history books ouma brought for them.

The locks at Dochgarroch are a joy. The ideal site for the first FOG restaurant in the UK, complementing the other Freyja on the Green restaurants scattered at various attractive marinas in Europe.

From Fort Augustus the canal begun its drop towards Seaport Marina, our final destination in the very attractive city of Inverness.

Alexander and Lucas clearly loved every minute. They are confident on board, know their knots, what needs to be done before casting off and later mooring up, to water and refuel.

Now they want to know where in the Baltic Freyja will be next year and whether they can sail her again.

Their parent's answer: "Perhaps".

Will that cut it for them?



# Channel Sailing Division 2022 Annual General Meeting

The 2022 Channel Sailing Division AGM will take place on

Saturday 26 November commencing at 12:00

The venue is expected to be the Hornet Services Sailing Club

Gosport, Hampshire (TBC)

It is intended to be a combined physical and Zoom meeting

If you wish to attend in person or via Zoom could you please let the

CSD Secretary Bill Taylor know by e-mail at wrbtaylor@tiscali.co.uk

The AGM will include elections of the following CSD Committee Officers:

- Secretary
- Treasurer
- Yacht Secretary
- Yacht Husband
- Crew Bureau Secretary

(CSD Captain serves for a two-year period and was voted in last year)

There are a further five committee posts, which include:

- Training Organiser
- Day Sail Organiser
- Charter Organisers

If you would like to serve on the committee could you please let the

CSD Secretary Bill Taylor know by e-mail ASAP at wrbtaylor@tiscali.co.uk

Refer to our Facebook page and website ([www.channelsailing.org](http://www.channelsailing.org))

for updates and further details.

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

## Buses and trains are quicker

Ken Pavitt

Chris Malone (RC Offshore) and I both lived in flats overlooking the moorings at Hardway in Gosport. I had met the owner of a fast slim 30ft trimaran moored there and I got a call from him saying I need to return the yacht from Poole at the weekend, do you want a ride. I said yes please and can I bring another crewman. I rang Chris and he also said yes please, but I must be back by teatime Saturday for somebody's birthday. We all agreed and went to the yacht on Friday evening on a mooring off Brownsea. However, on Saturday morning it was blowing F7 and the owner wanted to wait. At lunchtime Chris said I must go, so we ferried him ashore for a taxi and train. As we returned to the vessel the wind was already dropping and we soon decided to go. We had a fast-broad reach back (mainly 10-11 knots). I discovered that at that speed the heading is very sensitive, a few degrees off and speed drops. The owner was watching me, and whenever it was not completely optimum he lost his smile and started to fidget, so I began steering just by watching his expression instead of the instruments it was quicker and more accurate! In the Solent he took over and showed he knew his yacht well. When we arrived back at the mooring Chris came out on his balcony and waved at us, he had only just got home.

# ECYD 2023 Long Trip to the Baltic

## The ECYD Committee have this year decided that the summer cruise for 2023 will definitely be to the Baltic

(visiting hopefully Denmark, Sweden and Germany, with Holland and Belgium on the way). For those of you who have not sailed in this area, it provides excellent sailing and scenery with Fjords if you are sailing around Frederica or a visit to the islands of Bornholm and Christianso if sailing out of Ystad and a trip to the North Baltic if sailing from Malmo or visiting fishing ports and scenic harbours from Travemunde and Warnemunde and the island of Rugen.

I understand the initial charters from Ipswich through Holland, Germany and the Kiel Canal are hopefully agreed as has the return from Rendsberg in September. Two Skippers have agreed but some volunteer crew members would be a bonus. These trips can be beneficial to members who want to expand their experience on longer passages, night sailing and watches. Below you will see I have proposed some handover ports where there are adequate facilities including rail links to airports etc.

There will be a Skippers and crew meeting after lunch after the AGM rather than a separate meeting and this will provide a facility where skippers can confirm their charter requirements, and for crew who are looking for a berth it will

provide a networking facility where potential crew can meet and get to know skippers

### **Baltic Tides and Weather**

There are no significant tides although prolonged winds in one direction can produce changes in sea depth. The datum of charts is generally at mean sea level.

The sailing season is typically from May/June through to September with July and August being the warmest, typically 24°C with weather similar to that of East Anglia with moderate winds and minimal rain.

### **The Proposal**

Detailed opposite I have shown possible handover ports with a number of days for the charter shown, but these can be amended to meet individual requirements providing that either side of the charter can be agreed.

There is also shown rail links to the handover ports to make it easier for planning and a chart to give an idea of surrounding locations.

At the end of the section the chart of the area will give an idea of the different ports and harbours. It would be useful if we could have some thoughts about where you would want to go and when, although it may well be that we will have to juggle some of the plan to make it fit and be workable.

I welcome some thoughts and any provisional interest, and I would try to honour any bid but confirmation of the charter can really only be made on payment of a deposit taken after the AGM.



### Proposed dates for the summer cruise with possible handover ports

Start Date	Finish Date	Departing port	Handover port	No. days
Monday 01 May	Thursday 11 May	Delivery from Ipswich Haven	Rendsburg	10
Thursday 11 May	Saturday 20 May	Rendsburg	Travemunde	9
Saturday 20 May	Monday 29 May	Travemunde	Travemunde	9
Monday 29 May	Wednesday 7 June	Travemunde	Warnemunde	9
Wednesday 7 June	Friday 16 June	Warnemunde	Stralsund	9
Friday 16 June	Sunday 25 June	Stralsund	Ystad	9
Sunday 25 June	Tuesday 4 July	Ystad	Ystad	9
Tuesday 4 July	Thursday 13 July	Ystad	Malmo	9
Thursday 13 July	Saturday 22 July	Malmo	Korsor	9
Saturday 22 July	Monday 31 July	Korsor	Frederica	9
Monday 31 July	Wed 9 August	Frederica	Frederica	9
Wed. 9 August	Friday 18 August	Frederica	Sonderburg	9
Friday 18 August	Sunday 27 August	Sonderburg	Sonderburg	9
Sunday 27 August	Tuesday 5 Sept	Sonderburg	Rendsburg	9
Tuesday 5 Sept	Friday 15 Sept	Rendsburg	Delivery back to Ipswich Haven	10

### Rail Links to Handover Ports

Destination	Train Station	Departing Station	Approx travel time	Airport
Enkhuizen	Enkhuizen	Amsterdam	1 hr	Amsterdam
Delfzijl	Delfzijl	Groningen	37 mins	Groningen
Delfzijl	Delfzijl	Amsterdam	3hr	Amsterdam
Rendsburg	Rendsburg	Hamburg	1hr 15mins	Hamburg
Frederica	Frederica	Copenhagen	1 hr 46 mins	Copenhagen
Malmo	Malmo	Copenhagen	1 hr	Copenhagen
Ystad	Ystad	Copenhagen	1hr 29 mins	Copenhagen
Travemunde	Travemunde	Hamburg	1hr 20min	Hamburg

Below is a selection of local harbours and ports that are worth a visit – but there are many more

Handover Port	Adjacent Ports
Federica	Middlefart
	Haderslev
	Assens
	Kolding Fjord
	Bogense
	Vejle
	Juelsminde

Handover Port	Adjacent Ports
Malmo	Brondby
	Dragden
	Kastrup
	Flakforten
	Stubbekobing
	Copenhagen
	Helsingborg
	Helsingor

Handover Ports	Adjacent Ports
Ystad	Bornholm and Christianso Islands
	Bodden and Grabow lakes
	Stralsund
Travemunde	Wismar
	Lubeck
	Warnemunde



# ECYD 2023 Long Trip to the Baltic (cont'd)

## Note

I believe that Kiel Week is in the region of 17th to 25th June 2023 and is a very busy period.

Change overs will be at midday unless previously agreed with the outgoing or incoming skipper. This will help for victualling etc.

There are plenty of alternatives possible, I have shown a feasible trip starting in the south of the Baltic across the German coastline and then travelling North to cover Sweden and Denmark and then back to Rendsburg for the homeward trip. However, I am sure that at the Skipper's meeting after the AGM there will be as many suggestions for alternatives as there are Skippers!

Whilst talking about the AGM this is to remind members that the AGM of the ECYD will take place at Littleton Sailing Club on Saturday 19th November 2022, in person and probably Zoom. Watch this space! I will remind everyone of our plans for 2023 before the AGM and during the morning of the

19th November before the formal AGM.

Thus, the day will start with tea and coffee at 10.00am for 10.30am start, then a quick review of the current situation followed by a reminder of the proposals for next year. This is followed by the AGM and then lunch. After lunch we will concentrate on the plans for next year.

Motions to be considered at the meeting



and Nominations for officers and members of the 2022/23 committee must be submitted by Friday 21st October 2022 to the Secretary Chris Robbins, 29 Grangewood, Little Heath, Potters Bar, Herts, EN6 1SJ. [chrisrobbs@gmail.com](mailto:chrisrobbs@gmail.com)

I must emphasize that we do need members for the committee – These posts include Yacht Husband, Yacht Secretary, Crewing Secretary and the Membership Secretary, drop me an email [brianbarnes346@gmail.com](mailto:brianbarnes346@gmail.com) if you want to discuss one of these positions and equally important is the need for members to volunteer to help the Yacht Husband over the winter. The ECYD is run by its members for the benefit of the whole CSSC and CSSA community; without volunteers, we are no more than a charter organisation rather than a Club. If you want to enjoy the benefits of the club I think it is fair if you are prepared to give up some of your time and to learn about the workings of the boat at the same time.

To whet your appetite I will finish by showing some photos of the Baltic.

With best wishes

*Brian Barnes*

Captain ECYD

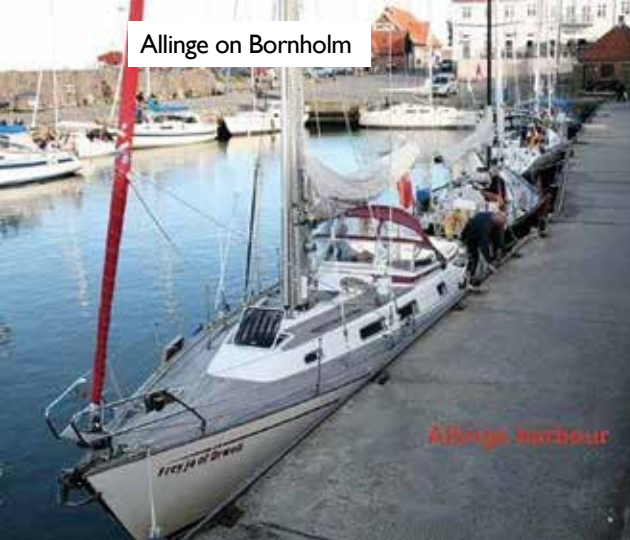
Aeroskobing



Christianso



Allinge on Bornholm



Lohme on Rugen



The Bridge - as seen on TV!



Entrance to Gudhjem





# Jumbles Sailing Club News

Although the North of England is by no means as scorched as the South appears to be, it has still been pretty dry here and the water level at Jumbles Reservoir reflects this.

We are still just about able to sail on part of it, with caution due to emerging reefs and other obstacles, but it can feel a bit like sailing in the bottom of a well and there has been no racing for the last week or so. Any day now we'll run out of concrete slip to launch from, then that will be it until the water comes back.

So, what have Jumbles members been doing while sailing has been difficult at our club? Two of us have been off to France to a Wayfarer jolly in the Golfe du Morbihan and enjoyed some excellent sailing.

Three of us enjoyed some exhilarating sailing on Ynot in the Clyde.

Two others are cruising their yacht on the inland seas of the Netherlands.

Also, there has been site maintenance done: advantage taken of the low water to repair a collapsed 'sea wall'; flowers have been planted in our 420-dinghy planter.



April 2022



September 2022



September 2022



While recovering some racing marks that had become stranded on the beach, it was interesting to note that one of them was actually sat on a cobbled road. Nearby was a beautifully preserved stone arched bridge and many rather less well-preserved foundations, indications of the history of 'our pond'.

Jumbles Reservoir lies in Jumbles Country Park and was officially opened by Her Majesty Queen Elizabeth II on 11th March 1971.

It was formed by the damming of Bradshaw Brook. Like most northern river valleys, it was once a hive of activity, harnessing the power of the water for early industries.

The 6" Ordnance Survey map published in 1850 shows what is now the reservoir bed to be occupied by Horrobin Mills (Bleach and Dye).

This enterprise comprised several buildings, several weirs, an aqueduct, a couple of footbridges, seven ponds and reservoirs and a gasometer! The 1950 map shows substantially more buildings although the gasometer is gone.

They must all have been demolished at some point before the valley was flooded, although when the water recedes a bit further another of the footbridges will emerge.

We came across quite a bit of industrial archaeology while digging foundations for our clubhouse extension.

So, if you can't sail you can at least explore the history of your water!



Roger Marks  
Jumbles SC

# CSSC National Dinghy Championship 2022

The weekend of the 24th and 25th September saw the return of the CSSA National Dinghy Championship to Hooe Point Sailing Club in Plymouth.

It was a good opportunity to showcase our excellent facilities now we have settled into our new home at the Mountbatten Centre.

Friday night was registration evening, and combined with a Welcome Buffet it made for a relaxed start to the weekend.

In total 29 boats were registered although only 26 actually took part.

Saturday morning dawned bright & sunny in Plymouth Sound with a moderate north to north easterly wind that freshened as the day proceeded with gusts up to 20 knots later in the afternoon. Despite the strengthening wind four back to back races were completed on the Saturday with some close racing amongst the fleet.

There was a wide variety of boats amongst the fleet ranging from a Topper to an RS800, and a range of experience amongst the crews with an excellent level of youth involvement having 9 boats with crews aged under 18.

There were some tired sailors at the barbeque on Saturday evening, but a good time was had by all with a pub quiz and live music to keep everyone entertained. Hooe Point SC Members who were not dinghy sailors also attended the social evening which added to the fun and participation of the evening.

On Sunday morning we were again blessed with excellent weather with bright sunshine, although with less wind making for a more relaxed experience compared to Saturday. Three back to back races were completed on the Sunday although the wind started to die towards the end of race three.

Overall it was an excellent weekend with boats visiting from Littleton Sailing Club who brought four youth teams



and three senior teams. We also hosted Dave Grundy the CSSA treasurer who visited to observe the event as his club, Rutland, is planning on running the event next year. We also hosted amongst the competitors James Savage, CSSA Rear Commodore Offshore.

The event was well supported by Hooe Point members as well as other clubs within the port of Plymouth who supplied both safety boats and expertise to cover the event. Thanks must go to Mark Prue of HPSC for taking on most of the organisation of the event, Keith Kendal who was race officer, Dee Razey and Sarah Evans for recording and generating results and Malcolm Wood who acted as Principal Safety Officer.



Thanks must also go to the Mountbatten Watersports Centre for their assistance.

**Results:** The results of the individual races can be seen at <https://sites.google.com/view/cssc-national-dinghy-champions/results>

Rank	Type	Hcap	Helm	Net Pts
1	Merlin-Roc	980	Jennie King	5.750
2	Phantom	1004	Jon Rickard	16.750
3	RSVision	1137	Mark Prue	22
4	RS200	1046	Charlotte Scott	30
5	Fireball	952	Steve Long	39
6	RS Aero 9	1014	Martin Kimber	44
7	Wanderer	1193	Kathleen Refson	44.750
8	RS Venture	1112	Richard Curtis	45
9	Enterprise	1122	Martin Bevan	53
10	Laser Radi	1147	Dan Bevan	55
11	Laser	1100	Felix	57
12	ILCA 6	1147	Ann Whitfield	60
13	Topper	1365	Max Harris	65
14	Topper Ome	1100	Steph Webber	74
15	Blaze	1033	Matt Crudgington	78
16	Wayfarer	1102	Dave Burrell	87
17	RS Feva XL	1244	Lottie Phillips , Caitlin Chadwick	92
18	RS200	1046	Daniel Boyns	96
19	RS Feva	1244	Mika Colombi	107
20	RS Feva	1244	Daniel Moulding	109
21	Laser	1147	Tim Phillips	120
22	RS Feva XL	1244	Elsie Phillips / Lucia Evans	121
23	Laser Bahi	1074	Luca Colombi	140
24	Laser Bahi	1074	James Savage	143
25	RS 800	799	Peter Crudgington	151
26	Scorpion	1041	Steve Mitchell	



If undelivered, please return to:

Membership Secretary  
Ken Pavitt  
55 Maes Gerddi  
Porthmadog  
Gwynedd  
LL49 9LE

*You will have noticed that your magazine has been delivered without the usual polywrap. This is obviously to cut down on plastic and help reduce the cost.*

*There is, however, a much easier way save us money, and that is to opt to receive the magazine by email. If you would like to do this then simply send an email to membership secretary Ken Pavitt as follows:*

*To: kenwpavitt@aol.com*

*Subject: "CS Sailing by email"*

*Body: Your name (and CSSA number if possible)*

*Not everybody wants to read a newsletter on-line, or print it out themselves, so if you want to continue to receive a paper copy then you need do nothing and you will get your copy through the post as normal.*

## Dates for your Diary

CSORC	Final Sunsail Race Series 29 - 30 October 2022 in the Solent. If you would like to join the crew contact <a href="mailto:crewbureau@csorc.org.uk">crewbureau@csorc.org.uk</a>
5KSC	AGM 19 November 2022 - details on page 8
5KSC	Final 2 day Start Yachting course in Liverpool 10 - 11 December 2022 details on page 9
CSD	AGM 26 November 2022 - details page 31
ECYD	Long trip to the Baltic 2023 - details page 32
HPSC	CSSC National Dinghy Championship report & results - page 38

# CIVIL SERVICE SAILING



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

