

January 2023



CIVIL SERVICE SAILING

Civil Service Sailing Association

www.cs-sailing.org.uk



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Shows & Exhibitions 2023

Boatlife 16 – 19 February

RYA Dinghy & Watersports Show 25 - 26 February
(see below for free ticket offer for RYA members)

South Coast & Green Tech Boat Show 21- 23 April

Cowes Week 29 July - 4 August

Great Britain Sail Grand Prix 29 – 30 July

Southampton International Boat Show 14 – 23 September

Paris Olympics 2024

Fans can register until 31 January 2023 (6pm CET) for the draw at www.tickets.paris2024.org

To get the latest ticket news and to learn more about Team GB's journey to the Paris 2024

Olympic Games see:

<https://www.teamgb.com>

Free ticket for RYA members RYA Dinghy & Watersports Show Farnborough International 25 - 26 February 2023

The show will feature dinghy sailing, windsurfing; wingsurfing & foiling; and paddleboarding and promises opportunities for interactive family fun; watersports displays and demos; and live coaching sessions

RYA members can take advantage of a free two-day ticket worth £21

Each adult can bring up to four children (15yrs & under) for free

<https://ryadinghyshow.seetickets.com/event/rya-dinghy-show/farnborough/2443524>

The Lifeboat Fund

You can now support The Lifeboat Fund through Amazon Smile.

Every time you purchase an item on Amazon Smile, by choosing The Lifeboat Fund you help contribute to support the RNLI at no cost to you.

To apply, create an Amazon Smile account, or activate Amazon Smile in your current Amazon Account. On your first visit to Amazon Smile, you will be prompted to select a charitable organisation (in the search bar, type Communications and Public Service Lifeboat Fund).

RNLI are also registered with Give As You Live.



Positive mental health in winter

26 January 11am

[Register Now](#)

The Charity for Civil Servants

The Charity for Civil Servants first webinar of 2023 is on 26 January **Positive Mental Health in Winter**

Register at: <https://bit.ly/3NPiYa9>

See more information on The Charity for Civil Servants website:

<https://foryoubyyou.org.uk>



Photography Competition



Submit a photo of one of Trinity House's lighthouses, vessels, depots or buoys.

A full list of lighthouses can be found at www.trinityhouse.co.uk/lighthouses-and-lightvessels

12 winning photos will be published in the Trinity House Lighthouse Calendar 2024.

From the 12 winning photos an overall winner will be chosen by the public, the overall winning photographer will receive a selection of items from the Trinity House shop.

Closing Date: midnight 28 February 2023

www.trinityhouse.co.uk/photography-competition

Inter Departmental Offshore Regatta 2023

Inter-Departmental Offshore Regatta (IDOR)

05 - 10 June 2023

IDOR 2023 will offer a mix of inshore 'round the cans' and some longer day yacht racing between Civil Service departments and sailing clubs.

The regatta is hosted by the Island Sailing Club who organise the world famous Round the Island Race.

15 Beneteau Oceanis 37's have been reserved with Fairview Sailing for the event

A 'Notice of Race' will be issued in the coming weeks, but we would like to give early notice and particularly highlight this event to departments who haven't participated recently or before.

Entries will be sought by the end of April for crews of 8 with yacht charter costs of £1,899 for the week.

For any queries, or if you would like to be involved in the organisation or promotion of IDOR please contact the Co-Chairs, Stuart and Sam, at: idor@cs-sailing.org.uk

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*Hello, very happy New Year and may 2023 bring everything you wish for yourself
See above for IDOR 2023 details and pages 4 and 5 for news of the AGM and Spring Regatta.
ECYD need a Yacht Husband, a Committee Secretary and more, please help if you can.
There's also some very helpful information about passing your Yachtmaster Assessment and also about 5KSC's Inshore Skipper Scheme.
CSD have got a busy year ahead and some sailing yarns to learn from.*

*Thanks, as always, to our contributors
Happy reading
Eileen*

Call for nominations and motions for the 2023 CSSA AGM

The 65th Annual General Meeting of the CSSA is planned as a hybrid face to face/virtual (Zoom) meeting

Date & time: 1630 on Saturday 27th May 2023

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

Nominations for CSSA General Committee members should be sent to arrive at csgensec@yahoo.co.uk by 14th February 2023 as set out in Rules 7 & 8 of the Constitution.

Motions should be sent to arrive at csgensec@yahoo.co.uk by 14th February 2023 as set out in Rule 9 of the Constitution.

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

The AGM will be part of the CSSA Spring Regatta of keelboat tasters and dinghy cruising and racing on Rutland Water

Facilities for further meetings will be provided on request to:
csgensec@yahoo.co.uk.

A buffet will be provided by the CSSA

Keep a look out through January 2023 for registration details and racing documents, via CSSA website:
<http://cs-sailing.org.uk/> and CSSC Events

Booking for sailing and the AGM will be online via CSSC NUTICKETS making it quick and easy to reserve your place.

Rutland Sailing Club

Rutland Sailing Club facilities include:

Race Officials, plenty of free parking for cars and visiting boats, dinghies for hire 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>

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

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

2023 Spring Regatta & CSSA AGM

The 2023 Spring Regatta and AGM will be hosted by Rutland Civil Service Sailing Club (RCSSC) at Rutland Sailing Club (RSC)

“The best inland sailing in the UK”

This event is open to all CSSA members/clubs and CSSC members who are interested in sailing with the CSSA.

The aim of the event is to enjoy a weekend of sailing in good company.

There will be keelboat tasters, dinghy cruising and racing.

Meeting facilities for offshore and other groups can be provided on request.

Races are open to all levels of racing experience, from beginners to those who race regularly.

You are guaranteed a warm welcome

To find out more about Rutland Sailing Club and get an overview, check out this link and the video <https://www.rutlandsailingclub.co.uk/club/about-us>

Friday 26 May 23

14:00 - 16:30

Registration at RSC office on the ground floor.

16:30 - 18:30

Join us for socialising & supper and drink in the Club Bar

Saturday 27 May 23

Racing, Cruising, and plenty to explore around Rutland Water - there's lot to see and do.

Keep an eye open for the Ospreys

After racing there'll be tea and cake prior to the AGM

In the evening, time to relax and enjoy supper, a drink and good conversation with fellow CSSA members

Sunday 28 May 23

Racing, Cruising followed by tea and cake and the prize giving.

Please note this event is classified as a Category 2 - Open Championship

As per the terms of the CSSC National Travel Policy, entrants may be entitled to claim towards their travel and accommodation costs.

For further details please refer to the CSSC website <https://www.cssc.co.uk/national-travel-policy>

Headline Information

There is plenty of space for you to bring your own boat, or you can hire in advance by booking through Rutland Sailing Club

Single and double handed entries

Free car parking – a rarity around Rutland Water

Caravan park opposite RSC

Lots of hotels, camping and caravan, cottages in the area – they book quickly

RSC is next to Edith Weston which has a pub and local shop

Oakham and Stamford are 15 mins drive

Small prizes will be awarded

Top tips

It's May Spring Bank holiday – why not make a longer weekend of it?

There is lots to do on and around Rutland Water:

<https://www.discover-rutland.co.uk/listing/rutland-water/>

Oakham and Stamford are just 15 minutes' drive away from RSC
visit Burghley House grounds – free to wander

Volunteers to coordinate CSSA Regattas at other venues for 2024 and beyond, please email Dave Grundy at: treasurer@cs-sailing.org.uk
Subject: CSSA Regattas 2023

As the 2023 season gets underway, we should thank the numerous volunteers that have put in the work to make sure the season provides full programmes of dinghy sailing and yachting.

Dave Grundy has organised for Rutland Sailing Club to host two CSSA Regattas on Rutland Water during 2023 – a spring fling providing a mix of dinghy and keelboat tasters, cruising and racing on the weekend of our hybrid face-to-face and online AGM to be held on Saturday 27th May 2023; and a late summer Regatta over the weekend of 22nd – 24th September 2023 providing something for all levels of ability from novice to top racers and embracing the CSSC National Dinghy Championships.

Stuart Dawes and team have invited entries from Departments and Clubs in the Inter-Departmental Offshore Regatta 2023 (IDOR). The fleet will depart Hamble for 5 days of racing from Cowes in the Solent and around the Isle of Wight.

All Club and CSSA General Committee volunteers get a very large thank you from me and are worthy of the same from all members.

One person who stands out for a special big thank you this year is Ken Pavitt who has recently stood down after being Membership Secretary for longer than I can remember – I joined for IDOR 1998. A big thanks too to Eileen Kitts who, as one of the biggest users of the CSSA



membership register for magazine mailings, has become the welcoming contact for the Association and taken up the maintenance reins.

More details of Club and Association events will be posted in CSSA's monthly newsletters and quarterly magazines and on <http://cs-sailing.org.uk/cssa-business/> as details are finalised.

Here's wishing you fair winds and good sailing in 2023.

I hope to see you at the CSSA Spring Regatta and AGM at Rutland Water.

Fair winds

Paul

VC

PS Nominations for CSSA Trophies are invited - see pages 8 & 9 for more details

NCA Small Boats Appeal

The National Crime Agency has an ongoing appeal to beware of organised crime groups targeting small boats for people smugglers

Organised crime groups are known to target legitimate sellers of vessels and equipment such as outboard motors and life jackets, both in person and online. There are also incidents recorded of boats and equipment being stolen.

National Crime Agency officers have targeted members of a major criminal network suspected of involvement in the smuggling of up to 10,000 people into the UK. In total the operation saw 135 boats, 45 outboard engines and more than 1,200 life jackets seized.

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

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

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

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

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

The NCA alone has more than 60 ongoing investigations into networks or individuals in the top tier of organised immigration crime or human trafficking – the highest harm.

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

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

Changes to Flare Disposal Service

From 31 December 2022 HM Coastguard will stop disposing of expired or redundant flares handed in by private individuals. From then, you will need to use a third-party service to dispose of them safely and legally.

The Green Blue's Environmental facilities service from British Marine and the RYA will provide contact details of businesses offering disposal services.: <https://thegreeblue.org.uk/>

For more information see the M1N 687 Changes to how individuals can dispose of marine flares. or contact Maritime and Coastguard Agency at email: info@mcga.gov.uk

CSSA Trophies

The CSSA holds many trophies both for recognition of sailing achievements and for recognition of service to the CSSA and service to a Division.

Nominations for CSSA Trophies are invited Please make your nomination(s) to the officer responsible. These pages list brief details. The complete list and photos can be seen at:

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

Table 1: Trophies awarded by the CSSA Management Group: awarded by General Secretary

Trophy name	Awarded for
Golden Jubilee Plate	Contributing most to CSSA objectives in the previous year
Heathcoat-Amory Cup	Feats of seamanship or outstanding contribution to the CSSA
Barge Trophy	Principally for craftsmanship but also for other actions that contribute to the continued or increased success of CSSA

Table 2: Trophies awarded at the Inter-Departmental Offshore Regatta: awarded by IDOR Chair

Trophy name	Awarded to
Eric Seal Memorial Trophy	The overall winner of the combined IDOR Inshore and Offshore races
Rutherford Appleton One Design Trophy	The winner of the Offshore races in IDOR
City of Plymouth Cup	The winner of the "Inshore" races in IDOR
Cowes Rally Passage Trophy	The winner of Friday race back from Cowes to the yachts' home base
Round the Island Trophy	The winning yacht in the IDOR Round the Island race
CLASS A Plate	The skipper with the lower score of the highest placed pairs team
CSORC Shield	The CSSA Club achieving the lowest combined score for inshore and offshore races.
Jubilee Trophy (Silver)	The highest placed new skipper to the IDOR
CSSA Charity Cup	The crew that raises the most for charity during the IDOR
Cariad Cup	The skipper with the higher score of the highest placed pairs team
Amaranthe Salver	The winner of the combined inshore and offshore races in the IDOR, for departmental entries only.
Elite Cup	The team yacht showing the most improved performance
Nab Tower Trophy	Awarded to boat making the most spectacular error during the event.

Table 3: Trophies awarded by the club hosting the National Dinghy Regatta, awarded by RC Dinghies

Trophy name	Awarded to:
Dinghy Championship Bowl	The 1st CSSA boat at the National Dinghy Regatta (NDR)
Seal Cup	The 1st departmental or non-CSSA club boat at the NDR
Littleton Bell	The CSSA club securing the lowest number of points for the top 5 placed dinghies at the NDR
Portcullis Trophy	The department or non-CSSA club securing the lowest number of points for the top 5 placed dinghies at the NDR
Enterprise Class Championship Cup	The 1st helm aged under 25 years at the NDR
Dinghy Class Trophy	The 1st helm in the menagerie fleet of charter dinghies made available to travelling helms/crew at the NDR

CSSA Trophies

Table 4: Trophies awarded by the Rear Commodore (Dinghies)

Trophy name	Awarded
Victory Trophy	To the winner of the Victory Trophy Race Series
Armstrong Vase	For best all-round performance by a CSSA helm in outside dinghy competition

Table 5: Trophies awarded by the Rear Commodore (Offshore)

Trophy name	Awarded to
Small Cruiser of the Year Trophy	The private yacht showing the greatest achievement during the preceding year
Charter Trophy	CSSA skipper of a CSSA or charter yacht showing the greatest achievement during the preceding year
Eric Moody Trophy	CSSA Offshore skipper with the best performance in outside competition.

Table 6: Trophies awarded by member clubs: custodian Commodore of the member club

Trophy name	Awarded to
Stanley Swan Trophy	The member who produces the best cartoon or story of the year, as distinct from a log, be it humorous, exciting or enlightening
Cruising Log Cup	The member who has submitted the best log of one or more cruises undertaken in a sailing yacht in the preceding year
Photographic Prize	Awarded to the member who produces the best photograph of the year

Table 7: CSORC Trophies: awarded by CSORC Club Secretary

Trophy name	Awarded to
Mosika Alma Trophy	Any yacht owned or chartered by a CSSA member showing the best performance on points in JOG races.
Helen Clark Trophy	CSORC member who has made an exceptional contribution to the club. (usually not Committee)



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 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.
If you have news you would like to be included, please send it to: editor@cs-sailing.org.uk
- **LinkedIn:** There is a CSSA LinkedIn page: <https://bit.ly/CSSA-LinkedIn>
- **Facebook:** CSSA and most of our clubs have Facebook pages
- **Twitter:** @sailing_cs
- **Instagram:** @sailing_cs
- **email:** if you have any specific enquiries please get in touch at: editor@cs-sailing.org.uk

Commodore Graham Dalton
Editor editor@cs-sailing.org.uk

General Secretary Brian Stevenson: csgensec@yahoo.co.uk
Membership Secretary membership@cs-sailing.org.uk

Passing your RYA/MCA Yachtmaster Assessment

Many people are happy to achieve Day Skipper practical and leave it at that. This will allow you to charter from many charter companies in UK waters and abroad (if you order your ICC from the RYA). 5KSC run the Inshore Skipper Scheme (see p12) which is for Day Skippers to gain experience of being in charge and is a stepping-stone towards becoming a CSSA approved skipper. For CSSA approval there is a higher bar – Yacht Master Coastal with the MCA Certificate of Competence, if you have the experience then you can choose to do the Yacht Master offshore.

There is a long list of prior experience for the MCA CoC- VHF, First Aid, seetime, night hours and days skippering, with more required for offshore including qualifying passages. Details are in your logbook (G158) and on the RYA website.

The exam is a practical assessment which can be arranged via a recognised training centre or on your own boat. The usual steps towards the exam are gaining the Coastal Practical, completing the shore-based courses, then finally attending a 'prep' five days cruise when you can polish skills and become familiar with the yacht and your crew. The examiner comes on board for 8-18 hours depending on the number of candidates (the maximum is four) and whether the exam is for coastal or offshore.

However, it is not as simple as that! It is about knowing all the syllabus, particularly the collision regulations including radar (even if the yacht has not got it fitted) and weather (at least for us perhaps because the wind was force 5 on the exam weekend). The overriding need is to demonstrate that you are aware of all aspects of safety and not just able to parrot the safety briefing. I believe it was

a plus point that I just stood at the wheel with the sails flapping gently while a crew member shuffled back to the cockpit following an attempt to pick up a mooring buoy at dusk under sail.

Planning ahead to fill in the knowledge gaps helps. Knowing your 'prep' group allows you to support each other. We had a group on WhatsApp and scheduled Zoom meetings where we went over the subjects we had revised. If you do not know the group then finding a mentor is an alternative. Filling in the skills gaps for some included arranging a manoeuvring day and for others more sailing opportunities. We all ended up with a bookshelf of texts - my favourite is 'A Seaman's Guide to the Rules of the Road', recommended authors include Tom Cunliffe, Alison Noice and James Stephens.

The examiner will give you a passage plan to prepare, this can be brief or extended, we got a head start when the passages were given out during the 'prep' week. It is normally said that you should do your training and exams in the same area so that it is familiar. The main point is to have an overview of the trip, to spot the tidal gates and calculate the times to go through them, to look for the dangers, to think about the weather, time available and crew ability. Then get on to the fine detail. As always everyone wants access to the pilot books, charts, plotter, dividers etc at the same time so think ahead. I suggest doing some preparation at home such as reading the local pilot book, looking up port plans for points of departure, writing down tide times and marking up your tidal atlas for the week, also preparing copies of tidal curves. Then print off your favourite format for presenting the plan, remember to bring paper and your plotting equipment.

A quality that you need to demonstrate is leadership, this will include delegation, it was made clear in several of the recommended books that the skipper is not the person at the helm or the person focussed on the navigation screen. The skipper needs to have an overview of where the yacht is and where she is going, is she sailing efficiently and are the crew content and have understood their tasks.

Something that came up in both my exams was sailing - did the examiner think that I knew where the wind was coming from and how to set the sails. At the coastal I sailed downwind into the Hamble and the examiner asked why I choose not to goosewing, I said to keep it simple (starboard tack and better visibility ahead) especially as an oncoming motor cruiser was shouting at us to keep out of the way! One hears that an unexpected gybe during the exam is an automatic fail, really this means an unsafe gybe is a fail because when this happened to another candidate at the start of a MOB manoeuvre with a pinned in, handkerchief sized sail (that the crew did not notice crossing the boat) the examiner was not concerned. As a long-term dinghy sailor, I would recommend time in a small boat to become familiar with the points of sail and for wind awareness to become second nature.

Examiners have different approaches but their job is to make sure that you can perform at the required level.

Volunteering to crew an exam can be valuable experience and really helpful for the candidates but your own examiner may construct the exam day differently.

Alison Hutton



Keep an eye on our sailing program at:
<https://5ksc.org.uk/sail/sdhome/booking.php>

Please email enquiries to:
training@5ksc.org.uk

Calling all Day Skippers!

The journey to becoming a CSSA Approved Skipper, or Yachtmaster, can seem long and arduous, and how do you build enough confidence to take charge of a yacht?



But did you know 5KSC offers a unique opportunity where Day Skippers can come together to sail our club yacht in the Clyde. Tides are minimal and the scenery is spectacular, with plentiful beautiful areas to explore.

It's often difficult for Day Skippers to get time onboard where you can develop and take your sailing skills to the next level.

The 5KSC Inshore Skipper Scheme (ISS) offers valuable time onboard to practise skippering and build sea miles, with support from fellow Day Skippers and experienced crew.



Lochranza

ISS weeks are made available each year during the summer season. The sailing area, although restricted, enables skippers and experienced crews to explore some of the finest sailing grounds in Scotland, ranging from the islands of Arran, Bute and Cumbrae to Loch Fyne and Loch Long. To keep things safe, sailing is confined to daylight hours and a forecast wind of force 4 or less, with fair weather.



East Loch Tarbert

At least two people aboard must be qualified to RYA Day Skipper or higher, and signed up to 5KSC ISS, and a further two (or more) deemed by 5KSC assessors to be competent crew (sorry no novices).

Interested?

Please visit our website: www.5KSC.org.uk which details how to join the Inshore Skipper scheme: <https://5ksc.org.uk/sail/members-area/skippers/> (you need to be logged in) or email: crew_bureau@5KSC.org.uk to find out more.

Caroline Todd

5KSC Inshore Skipper Scheme Co-ordinator

Kyles of Bute May 2022



Channel Sailing Division News

Annual General Meeting

The Channel Sailing Division (CSD) held its 2022 AGM on Saturday 26th November at the Hornet Services Sailing Club in Gosport attended by 27 members in person (including the Committee) plus another 17 members via Zoom.

Highlights:

- CSD Captain Andy Smith particularly wanted to record our thanks for the support received from CSSC and CSSA in making the purchase and delivery of our new Dufour 390 yacht a reality.
- Whilst the boat was delivered in the second half of April (4 months late) the efforts of the new-boat sub-committee led by the Yacht Husband, Jeff Lewellyn, in specifying, selecting, procuring and commissioning the new yacht had it ready to commence the Summer Cruise on the second weekend of June (immediately after the Naming Ceremony).
- Despite the late start to our sailing season a total of 21 different Skippers have taken out the boat with 98 (CSSC/CSSA) crew members. Of those sailors 37 were first timers (with us) and a further 11 were returning after their first experience. As of 15th November the boat had logged 3222 miles and 409 engine hours.
- Despite 3 years of disrupted sail programmes resulting in reduced income CSD remains solvent mainly because CSSA did not ask for boat loan repayments due to the Maurice Gates bequest.
- The majority of Committee re-elected but on Bill Taylor's resignation as CSD Secretary Colin Smith has stepped into that post (see table on next page)
- Andy also wanted to record our thanks to members, who so positively supported the club during the disruption of recent years and into the 2022 season on the new Sea Essay.
- We are always seeking fresh blood to help refresh the committee and bring new ideas and drive to the running of CSD. There are a number of committee members planning on stepping down in the coming year so do please make yourself known if you want to take an active part in the running of your club.
- We continue to operate CoVid safe practice, including relying on members to ensure proper cleaning at the end of your charters, so our thanks for co-operating with these important processes.



CSD Committee for 2022

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

Sea Essay Sailing Opportunities in 2023

The proposed 2023 Programme can be viewed on the Sailing Opportunities page at: www.channelsailing.org

Sea Times

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

2023 Sea Times (2, 3 & 4-Day events run from 18:00 Day 1 to 18:00 final day)

Date	Area	Berths	Contact
24 – 26 February	Solent	4+	seatimebureau@channelsailing.org
22 -26 March	Solent and beyond	4+	seatimebureau@channelsailing.org
21 - 23 April (CSSC)	Solent	4+	events@cssc.co.uk
18 – 21 May	Solent +	4+	seatimebureau@channelsailing.org
7 Days Summer Cruise TBC	Cross Channel/France	4+	seatimebureau@channelsailing.org
22nd – 24th Sept (CSSC)	Solent	4+	events@cssc.co.uk
5 – 8 October	Solent +	4+	seatimebureau@channelsailing.org
25 - 29 October	Solent and beyond	4+	seatimebureau@channelsailing.org
17 -19 November	Solent	4+	seatimebureau@channelsailing.org

Channel Sailing Division News (cont'd)

Crew Bureau

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

Day Sails and Group Day Sails

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

We can also organise similar days out for groups, say from the same organisation, or a party of friends or individual members. We provide a qualified and experienced skipper and mate. At this stage we have programmed 8 GDS in 2023 and more could be added if there is the demand.

For more information and to apply please email Colin Smith: csddaysails@gmail.com

Training

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

To conduct RYA sailing courses we need qualified instructors at the requisite level, an established RYA Recognised Training Centre to cover the issue of certificates and candidates having the required pre-requisites.

Channel Sailing Division:

- has Cruising Instructors and a Yachtmaster Instructor among our membership
- are reasonably confident that we can arrange the issue of certificates
- just need properly prepared candidates

So yet again we are programming a Competent Crew/Day Skipper course in April and a Yachtmaster Preparation and Exam in November. That just leaves you budding skippers to prepare yourselves to attend one or the other and to help you do that we are programming a few days at the end of March specifically for pre-requisites e.g. 60 mile passages, night hours and/or Navigation.

Note:

These days will be in addition to the Sea Times that are programmed and can also be used to gain the required experience.

For all training (and pre-requisite) opportunities please consult the table below and

email **Andy Rankine: training@channelsailing.org**

2023 Training Courses (From 18:00 Day 1 to 18:00 final day)

Date	Course	Berths	Contact
5th - 8th March	Boat Handling (S & P) 1	4	training@channelsailing.org
27th – 31st March	YM Pre-requisite Miles/ Night/Nav	4	training@channelsailing.org
2nd – 5th April	Boat Handling (S&P) 2	4	training@channelsailing.org
16th – 21st April	RYA CC/DS	4	training@channelsailing.org
28th Sept – 1st Oct	Boat Handling (S&P) 3	4	training@channelsailing.org
5th – 12th November	RYA YM Prep + Exam	4	training@channelsailing.org

Charter

Between all these programmed opportunities there are ample periods where any member can charter Sea Essay the only proviso being a CSSA Approved Skipper familiarised on the boat must be in charge.

To book contact Brian Skelley (charters@channelsailing.org).

2023 Summer Cruise

For the fourth year we've carried out a survey on the CSD website to determine interest in and the course of the 2023 Summer Cruise and from those results next year will be up to 15 weeks long with 7 of them based in Pornichet, France. Unsurprisingly (at the time of writing) 11 of the weeks in and to/from the French base have been booked. Berths will be available on Sea Times crossing the channel to/from St Malo which will be excellent opportunities to gain some of those Yachtmaster pre-requisites. A week at St Malo on the way back may still be available for charter (in the first instance contact Adrian Barnes at boscombe@lineone.net) or maybe additional Sea Time.

Mentoring

For a few years now CSD have operated a successful, light-touch mentoring scheme (CSD1-2-1), which seeks to pair members who would like advice, guidance and practical help to develop their sailing experience, with a CSSA Approved Skipper who is keen to share the benefit of their established skills, knowledge and experience. If you think you would like to take advantage of this then Colin Hurd (CSD121coord@outlook.com) is the person to contact.

Channel Sailing Division News (cont'd)

Rates Increase for 2023

Following the purchase of the new boat CSD has reviewed our present level of fees (set at the commencement of the 2020 season).

With now 3 years of reduced income (usually ~£45k) and a business plan that requires CSD to repay the purchase loan from CSSC/CSSA over the life of each manifestation of Sea Essay, we were very fortunate that the Maurice Gates bequest effectively funded the difference in cost between the Jeanneau (£195k in 2015) and the Dufour (£235k). This has meant that our repayments for the new loan remain roughly as they were for the previous loan.

However, continuing as we are would result in the benefit of the bequest being absorbed in the one boat with no remaining surplus available to offset the increased cost of the next boat in 5 or 6 years time.

Additionally, we are all experiencing the jump in inflation to levels that

are predicted to remain for some months yet, so realistically we can expect a general increase in the cost of everything associated with operating Sea Essay.

Hence it has been agreed to increase our charter and berth charges by 5%. The proposed charges for all sailing opportunities can be viewed on the CSD website.

For Latest News and Communication

We have a number of means to promulgate news and information about the Division; our website (channelsailing.org), Facebook page (Channel Sailing Division) and this magazine. We are also considering setting up Broadcast and Discussion WhatsApp groups details of which can be found on the website. Important, member specific information (e.g. AGM/SGM Calling Notices) will always be promulgated via email.

Adrian





At the recent AGM, with no one offering to take over as ECYD Captain,
I put my name forward to help keep the ship on course.

As I replace Brian Barnes, who retires as ECYD Captain after holding many posts within ECYD
over the last 20 years, I see that we need more volunteers
to help us operate as a division managing a fantastic sea-going yacht.

**In particular, we need
a Yacht Husband from mid-March,
a Committee Secretary,
and 2 or 3 other people to help reduce some of the load on
our existing committee members.**

**For information about the roles of Yacht Husband and Secretary
and other posts, please contact ECYDCapt@hotmail.com**

Many CSSC members have enjoyed time sailing Freyja: that has been possible only through the
dedication of your Committee.

We have all enjoyed sailing and we know that we have helped many people
discover and enjoy sailing off-shore.

The situation is simple: we are a club, not just a chartering organisation

If no volunteers come forward to help,
then there is no future for ECYD and Freyja beyond 2023
and the East Coast Yacht Division will close.

John Figures
ECYD Captain

ECYD 2022 Programme

Freyja spent the 2022 Long Trip based near Oban on the West Coast of Scotland. Those who sailed there enjoyed interesting sailing where tides and currents are every bit as demanding as those around the Channel Islands. Unfortunately, for almost half the period, Freyja sat tied to a pontoon as no members chartered her.

In July's CS-Sailing, there was an article from Steve Strange about their trip.

Freyja's return from Inverness was delayed by severe weather in the Moray Firth. The crew bringing her back to Ipswich had to leave Freyja in Sunderland. Four experienced sailors joined Freyja in late September to bring Freyja back to Ipswich on a non-stop trip. With a following wind, Freyja set off from Sunderland; observing wind farms, oil fields, gas fields all well lit. At about 0230 on our first night, motoring in windless conditions, we bumped an unlit fishing buoy – probably masking a Lobster pot. It took about 5 minutes to realise that we had stopped moving and that we could hardly move the rudder. After some time discussing options (we did not want to do anything too adventurous in the dark) we radioed an "All-ships" to warn them of our position and that we were involuntarily attached to the sea-bottom (some 42m below us!). We repeated this radio call several time and, having not received any acknowledgement from the Coast Guard, we were delighted to be called up by a cargo vessel. While investigating the problem, one of our crew had slipped in the cockpit and had bruised his back - as well as being in a 'Distress' situation, we also had a potential injured crew member. They relayed our situation to the Humber Coast Guard. Eventually, the Humber Lifeboat was launched as was the Coast Guard helicopter.



Decent sail up Loch Ness



Alongside Fort Augustus



The crew arrive at Inverness

At about 0430, we were relieved to hear the helicopter and communicate the details of our predicament to them. There was discussion about lifting our casualty off Freyja or transferring him to the Lifeboat. Around 0530, the Humber lifeboat arrived and agreed to give us a tow astern on our reciprocal course.

After some 30 minutes of slow astern tow, we still could not move the rudder; we discussed this with the lifeboat and we agreed to cast off the tow to find out if we were now free of the bottom. Almost immediately, the rudder was able to move freely, so we checked Freyja's steering by doing circles under power both to port and to starboard, and also proceeding at about 5 knots through water.

The Coast Guard helicopter had decided that a casualty airlift would be difficult as Freyja was rolling; the lifeboat also felt that a transfer to the lifeboat would also be an unnecessary risk. It was suggested that we should proceed to Grimsby where our casualty could be transferred to hospital. Had we gone to Grimsby, we would have had to wait until early evening before we could enter the dock and disembarked the casualty; our injured crewman felt that he would deal with the pain using analgesics. As everything appeared to be OK with Freyja and our crewman was reasonably comfortable, we set a course for Lowestoft. The lifeboat decided to remain with us for about an hour to make sure that we were all right. (We had considered) The rest of the journey home was uneventful and we docked in Ipswich at 1630 after some 54 hours of sailing and motoring. We ate and drank well that night.

Our thanks to the RNLI and Humber Lifeboat station for all their help. (Donations have been made to RNLI and we have contacted Humber Lifeboat station to thank them.)

(PS. When Freyja was lifted some weeks later, there was a significant amount of rough rope around the prop shaft – the rope cutter had done its job. There was no damage to the rudder, although the leading edge had had quite a lot of antifoul worn off. The VHF antenna may have had some corrosion which may have affected the range of our transmission; it is being replaced.)



Hartlepool Lifeboat



Leaving Hartlepool at sunrise



Fouled prop

East Coast Yacht Division 2023

The 2023 Programme

For 2023, Freyja's Long Trip will take her to the Baltic, starting from Ipswich on 15 May. The Long Trip programme includes several periods when Freyja will have berths available for Sea-time sailors. For those members who are not members of a regular crew, sea-time provides opportunities to sail with different Skippers, and see different ways of working the yacht. For the early part of the season, from 1 April to 12 May, Freyja will offer Taster sails, Boat Handling courses, some sea-time specifically for RYA YM (Offshore or Coastal) who aspire to become CSSA Approved Skippers, and for Day Skippers and comp crew to gain experience at the same time. There are also periods available for Charter.

CS-Sailing (October 2022) had pictures of previous Baltic trips. Full details of the early season and the Baltic Trip are on the ECYD web-page.

Many of the Baltic charter skippers may have opportunity for additional crew – please contact James Allen at crewbureau@ecyd.org.uk

John Figgures



Arriving Moray Firth at sunset



Racing a Sigma 38 on Loch Ness



The sea at Moray Firth

Falmouth Gale Racing

Falmouth Week was blowing all week so races were short in harbour or cancelled. On the last day they announced an optional triangle yacht race just outside the harbour in a Force 7. We tied everything down tight and set off. I heard a crack when tightening the vang (kicking strap) but could see nothing wrong. We beat to the first mark, rounded, let out the mainsheet and the boom fell off the mast. We lowered the mainsail and boom to the deck and got out the trysail. We got it up and headed back to harbour. It went well and we realised too late we should have continued racing in that mode! The gooseneck casting had cracked right across.

Dinghy tips

Sailing a dinghy alone on part of the upper Thames I capsized and was swept under a low bridge. To get back to my start at the club slipway I had to keep it capsized by ballasting and attach a very long painter/ tow rope then tow it back under the bridge from the shore towpath.

I was sailing a cartop dismantle-able catamaran in Christchurch Harbour with my Dad when it decided to dismantle itself and the mast leaned over as it started to do the splits. We happened to be on leg 2 (reaching) of a Mudeford SC race in progress and a Fireball went close astern and shouted "can't you see we're racing" so I immediately shouted back "can't you see we're sinking. We held together long enough to drift/sail downwind to a back garden by the shore. We asked the house owner's permission, went by bus to collect car and trailer, and recovered the drunken remains.

Dinner at Roche Anglais

Off Cherbourg in a big low draught trimaran we decided tides were right for a rare visit to Barfleur, so I looked at

the charts and we sailed round. As we approached dinner was ready so we went below except for a helmsman. I warned him to cross to the red side of the channel before the entrance to avoid a rock in the channel. Suddenly a shout from the cockpit and engine into full reverse. There directly in front was a rock awash.

Fancy that. Roche Anglais named after all those foreigners who had met it before. When we got in the harbourmaster was interested in his large visitor and drank nearly half a bottle of our whisky while telling his tales. Make sure your crew have clearly understood your instructions.

Let's go rafting

Rafts alongside can be from two to twenty deep, and when someone wants to leave it can be fun. If on the outer section it's best to start your engine and maybe use it to control the swing. In France I have had a whole outer batch of four yachts cast free and had to motor it around and back in place. Another time we were outside a big fishing boat with a crew of two and they said they would leave quietly in the night with no help. Incredibly we all slept till breakfast and they were not there. Rafted between piles at Bucklers Hard we were outside a big wooden boat connected by old natural ropes as thick as a drainpipe to the pile rings. We decided to play safe and joined some spare warps together to feed forward ourselves. In the early hours I was woken by Charles, new to sailing, sleeping in the forepeak who could hear banging. That's nothing I said, go back to bed. He said no, please go and check. I went on deck and the whole raft was hanging at a skew angle from our lines only. We woke the other 3 boats and there was much leaping into dinghies in pyjamas. The thick natural ropes had worn completely through in a few hours.

Jumbles goes to France

With the water level being so low at Jumbles, it was an easy decision to take our boat, Jubilee, to France. Jubilee is a composite Wayfarer from 1977 and has been lovingly restored over the last few years. For the first week of September we joined the International Wayfarer Association Rally on the Golfe Du Morbihan. This is a sheltered sea dotted with many islands on the southern coast of Brittany. With fellow sailors from France, Ireland, UK, USA and the Netherlands we explored the islands and inlets of the Golfe, picnicking on sandy beaches and exploring the neolithic monuments which are scattered throughout the area. The waters are tidal and navigation required some skill as the water flowed in unexpected directions around the islands. At the inlet to the sea there is a tidal race of 9 knots! Luckily our French host, Giles, had extensive knowledge of the Golfe and planned interesting destinations each day. We circled the Isle de Arz, and the Isle de Moins as well as sailing up the river to Vannes. This was a busy and narrow waterway which made sailing interesting, dodging ferries and commercial traffic.

Each day's adventure was introduced with a briefing, and we set off around 11am depending on the tide times. We sailed as a fleet with a lead and tail boat in radio contact. Anchoring for lunch in a sandy cove was interesting for us as first time cruisers (we were not used to this anchoring lark). But by the end of the week we became almost proficient and Jubilee now sports an anchor drum, ready for next year's cruises.



The Golfe Du Morbihan
We were based at the harbour in Arradon



Setting Off



Our boat: a 1977 Wayfarer



Wendy sailing

One day the winds were very strong and sailing was not possible so we, not wanting to keep off the water, took a ferry from Lamoignon-Baden to the island of Gavrinis to explore the neolithic cairn. This is a remarkable monument with a 14m tunnel of carved stones leading to a chamber in the centre of the tumulus. We joined together for a final meal at a local restaurant, with speeches and promises of meeting up again next year at Strangford Loch in June.

After saying farewell to all our new, (and some old) wayfarer friends we headed south down the coast to the Vendée. We based ourselves in La Tranche sur Mer and launched off the beach from a public slipway. We sailed in the bay between the Ile de Re and the Mainland. Winds were light, it was flat calm, but the gentle sail in the sun was lovely. Recovery was more difficult up a steep beach, which seemed fine when launching. On return, waves were breaking, but friendly locals helped us haul the boat up. We then moved onto the Ile de Re and explored the mediaeval town for a couple of days. The irony is, the fortified town of Saint Martin was built to keep the English out of La Rochelle. There is a beautiful and protected harbour there with berths for visitors. Well worth a visit.

Finally, we travelled inland to the lakes of Limoges. The regional natural park has many lakes, the largest of which is Lac Vassivière. My brother lives in the area and we wanted to introduce him to sailing.



Inside Gavrinis



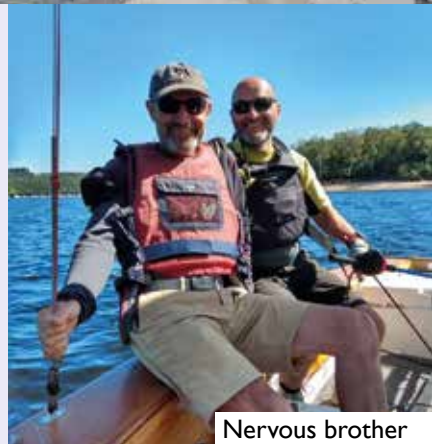
Ready for the off



Jumbles goes to France (cont'd)

The lake, just like at home, was very low, however being so large was still sailable. The free slipways were well maintained and we camped for free in one of the many areas provided. The lake has inlets, islands and is surrounded by hills and woodlands. It was a pleasure to explore. We had moderate winds on one day sailing, but quite lively conditions gusting 4 to 5 with white horses the next day. So we did the French thing, had cheese bread and coffee for lunch and waited for it to moderate a little as forecast. I didn't want to put my brother off! We had to be super alert as there were shallow areas and weird metal objects emerging from the water which was at least 5m down on usual levels.

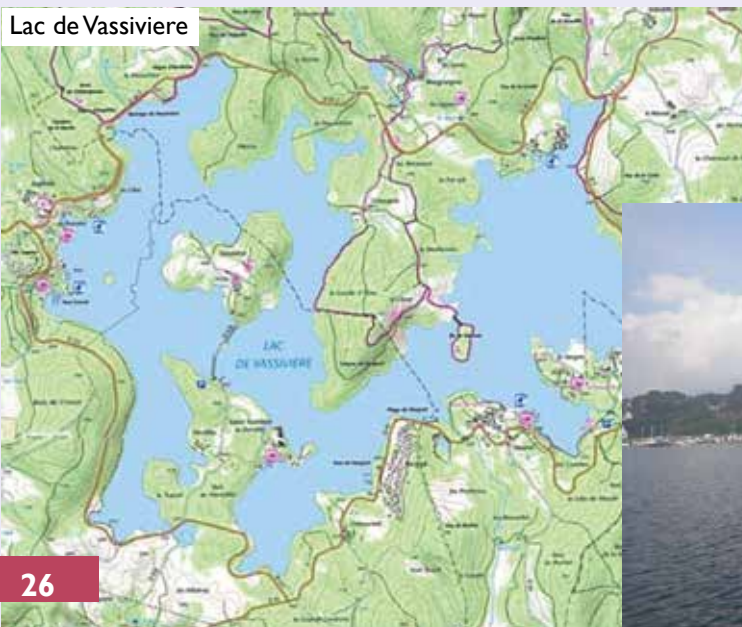
We took a leisurely drive back to the coast, exploring villages on the way and 4 weeks after we had arrived we returned on the St Malo ferry to the UK. This was our first trip abroad trailer sailing, our anxieties about taking a boat abroad were unfounded. Customs were only interested in what was in it and where we were going with it. We were never asked to show any documentation relating to the boat, although we did have it all with us just in case. Towing was effortless although parking took a little more forethought. We returned Jubilee to her berth at Jumbles and found it with even less water than when we set off.



Nervous brother



Lac de Vassivière



Setting off from Arradon

Super Hero Seagrass!

You may have read in CS Sailing July 2022 (page 28) about the Voluntary No-Anchor Zones (NAZ) such as the Studland Bay NAZ, that are in place around protected areas such as seagrass meadows.

So, why is seagrass so important?

Seagrass meadows are among the most productive and important ecosystems in the world. Just like plants on land, they flower, produce pollen, and yield fruits and seeds. They belong to the larger set of blue carbon ecosystems. Blue carbon refers to carbon captured from the atmosphere by marine and coastal ecosystems. The tidal marshes and seagrasses lining our coasts are a powerhouse for storing carbon. The protection of blue carbon ecosystems could prevent the equivalent of over 300 billion Kg of carbon dioxide from being released each year.

Seagrasses have true roots, and a transport system enabling them to move nutrients and sugars between their roots, rhizomes and leaves. The bright green leaves they form create the structure that develops into dense meadows under the sea. The fact they develop roots and rhizomes is important because they create a dense mat that helps hold sediments together.

Sometimes referred to as the “lungs of the sea”, seagrasses photosynthesise creating energy, absorbing carbon from the water, and generating oxygen.

In addition to storing carbon in their leaves and roots, seagrasses trap decaying organic matter and silt, creating carbon rich sediments, making them very effective carbon sinks. It's estimated that one acre of seagrass sequesters 33.5 Kg carbon per year, the same amount emitted by a car travelling 3,860 miles. Their role in mitigating the effects of human-induced climate change, therefore, is significant.

Rising sea water temperatures also influence seagrass growth, although research shows they are more resilient to warming waters

than other marine ecosystems.

Seagrass is a biodiversity hotspot accounting for 10% of the ocean's capacity to store blue carbon despite occupying only 0.2% of the sea floor; and it can capture carbon from the atmosphere up to 35 times faster than tropical rainforests.

However, over the last 40 years, 35% of seagrasses have been lost or damaged. In the UK and it's estimated we've lost 92% of our seagrass in the past century.

Invasive alien species are one of the biggest drivers of biodiversity loss, and their management especially in marine environments is incredibly challenging.

Recreational vessels can start to collect biofouling on their hulls within hours of being in the water. As well as hulls, bilges, lockers or cooling systems are key areas to consider for biosecurity.

The killer shrimp, native to the Black Sea and Caspian Sea regions, has been introduced to waters in Norfolk. Larger than the UK shrimp and an aggressive hunter, it feeds on native freshwater shrimp, damselflies, water boatmen as well as small fish and eggs.

The quagga mussel, *Dreissena rostriformis bugensis*, originating in Ukraine was identified as the top invasive species threat to the UK.

The report '*Recreational Craft and Invasive Species: How to manage biofouling to stop the spread*' was published recently and includes guidance for best practices to prevent the spread of invasive species.

The report includes guidance for yachts, motorboats, local coastal/estuary cruising and boats stored afloat for the season. It also offers advice for longer distance cruising, trips between countries, organised rallies, marinas, sailing clubs, boat wash down and slipways.

Advice for trailer boats, equipment, personal kit, fishing boats, dinghies, canoes, kayaks, windsurfers and SUPs is also included.

Win a Safety Boat Competition



Win



a Suzuki-powered Rigiflex safety boat with an Extreme trailer for your sailing club

The RYA Dinghy & Watersports Show and Suzuki Marine are offering RYA Affiliated Clubs the chance to win a brand new Suzuki-powered Rigiflex safety boat with Extreme trailer, worth £6,400 (RRP).

The competition to win a Rigiflex Newmatic 360, powered by a Suzuki DF9.9B outboard motor with an Extreme trailer, runs until Friday, 10 February 2023 and the winning club will be contacted by Friday, 17 February.

Representatives of the club will be invited to the Show to collect this fantastic prize.

How to take part

State in less than 250 words why your club needs a new safety boat and the impact this would have on getting your members and new participants on the water.

Only one entry per club will be accepted.

The winner will be selected from the entries submitted, based on the positive impact the new club boat would have on activity and local communities.*

Please submit your entry by completing the online form by

11.59pm on Friday, 10 February 2023

<https://www.rya.org.uk/events/dinghy-show/win>

*An assessment panel will be formed from members of the RYA Dinghy & Watersports Show team and key stakeholders. The decision of the panel will not be subject to appeal.

Dates for your Diary

CSSA AGM	27 May 2023
CSSA Spring Regatta	25 - 28 May 2023
CSSC Inter Departmental Regatta	5 - 9 June 2023
RORC Rolex Fastnet Race	22 July 2023
CSSA Late Summer Regatta	22 - 24 Sept 2023

CIVIL SERVICE SAILING



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

