

April 2023



CIVIL SERVICE SAILING

Civil Service Sailing Association

www.cs-sailing.org.uk



AGM & Spring Regatta: p4

ECYD Appeal: p2



East Coast Yacht Division Appeal

Many CSSC members have enjoyed sailing on Freyja: that has been possible through the dedication of the ECYD Committee.

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

For ECYD to remain viable, we need more volunteers.

A Yacht Husband, Committee Secretary, and 2 or 3 other people are needed to help reduce some of the load on our existing committee members.

For information about the roles please contact: ECYDCapt@hotmail.com

We are a club, not just a chartering organisation, if no volunteers come forward, then there is no future for ECYD and Freyja beyond 2023 and the ECYD will close.

Solent Sandbank

Lymington RNLI has issued a warning to sailors, after a 'new island' emerged in the Solent.

The shingle bank, which measures a few hundred metres in length, emerges at low tide to the east of Hurst Spit near Lymington.

RNLI is warning that after navigating eastwards around the shallow bar off Hurst Castle known as The Trap, sailors should be extra careful if they intend to head towards Keyhaven as the new shingle bar extends east of Hurst Spit in an area that many boaters would have previously used to turn northwards towards Keyhaven.

RNLI state: "Racing boats should also take extra care to the north of mark A which is close to where the shifting shingle bank has appeared."



RNLI/ Lifeboat Fund

In the last issue of CS Sailing it stated that people could support RNLI/The Lifeboat Fund through Amazon Smile.

Sadly, the Amazon Smile programme has recently been discontinued.

RNLI are registered with Give As You Live. <https://donate.giveasyoulive.com/charity/rnli>

Cows Instead of Water!

Thought you had problems with low water levels during last year's drought? Spare a thought for Denholme SC, their water disappeared altogether and cows took over the site for a little while.



Cirdan Sailing Trust Adult Voyage

The Cirdan Sailing Trust charity provides disadvantaged young people with the challenges and adventure of life at sea. Occasional adult voyages are scheduled to help fund this vital work. The next adult only voyage is sailing from Gosport and scheduled for Friday 14 July - Sunday 16 July.

The cost is £450 per person

The voyage will be on the 110-year-old Edwardian racing yacht, Duet, offering a unique experience for traditional sailing enthusiasts and non-sailors alike. The sailing area will depend upon the weather conditions. Prices includes onboard food, use of onboard waterproofs and safety equipment.

T: 01621 776684 email: info@cirdantrust.org www.cirdantrust.org

Inter Departmental Offshore Regatta 2023

IDOR 2023

5th to 9th June

hosted by the

Island Sailing Club, Cowes

Enter at: <https://events.cssc.co.uk/events/30875>

or scan QR code below



For crewing opportunities contact CSORC Crew Bureau at:
crewbureau@csorc.org.uk

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

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,

Welcome to the Spring issue of CS Sailing!
I hope it finds you well and enjoying some brighter
weather and lighter evenings and thoughts obviously
turn to sailing - what else is there to think about?
There are a variety of exciting CSSA events to
choose from, including the Spring Regatta, IDOR,
racing, overseas cruises, taster sails and training
opportunities and it's a Fastnet year.
ECYD still need a Yacht Husband, Committee
Secretary and more, please help if you can.
Thanks, as always, to our contributors

Happy reading
Eileen

CSSA AGM & Spring Regatta 2023

The 65th Annual General Meeting of the Civil Service Sailing Association is planned as a hybrid face-to-face/virtual (Zoom) meeting

Date & time:

16:30 on Saturday 27th May 2023

Venue:

John Merricks Room, Rutland Sailing Club,
Gibbet Lane, Edith Weston, Oakham, Rutland, LE15 8HJ

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 following the conclusion of the AGM.

Registration details and racing documents can be seen on the CSSA website:

<http://cs-sailing.org.uk/>

and CSSC Events page: <https://events.cssc.co.uk/events/31320>

Booking for sailing and the AGM is 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/>

Volunteers to coordinate CSSA Regattas at other venues for 2024 and beyond, please email Dave Grundy at: cssa.treasurer@cscsvolunteer.co.uk
Subject: CSSA Regattas 2023

CSSA AGM & Spring Regatta 2023

The 2023 Spring Regatta and AGM will be hosted by
Rutland Civil Service Sailing Club at Rutland Sailing Club.

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 2023

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 2023

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

A buffet will be provided by the CSSA following the conclusion of the AGM.

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

Sunday 28 May 2023

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

The main season is here. I hope that the CSSA is providing the sailing you wish for. If not, make sure your Club Committee and your CSSA General Committee hear what you seek.

We will have a hybrid face-to-face and Zoom AGM from 1630 on Saturday 27th May 2023 at Rutland Sailing Club courtesy of volunteers from Rutland Civil Service Sailing Club. Please book in via CSSC's NuTickets to ensure we have sufficient seats and food for you and your guest(s). You will find AGM details elsewhere in this issue and full papers are (or will be) posted on:

<http://cs-sailing.org.uk/cssa-business/>.

We have no Motions to debate and no committee nominations from the general membership or elections so we can expect a brief meeting with plenty of time for sailing, socialising and informal business.

You can nominate the big contributors to your Club's success for a CSSA award to be presented at the AGM, for more details see: <https://bit.ly/CSSA-trophies>

The CSSA Spring Regatta on Saturday 27th and Sunday 28th May will wrap around our CSSA AGM. Dinghy racing for all levels of ability will run thanks to Keith Kendal of Hooe Point SC. Rutland Civil Service Sailing Club will run Keelboat Taster Sails. Rutland Sailing Club has dinghies for hire for racing or cruising or you can trail your own.

Looking towards the late season, the CSSA Late Summer Regatta, encompassing the CSSC National Dinghy Championships, will run over the weekend of 22nd – 24th September with the support of Rutland Civil Service Sailing Club and Rutland Sailing Club.



The Inter-Departmental Offshore Regatta (IDOR) is open to current or former Civil Service Departments and CSSA Clubs and runs for 5 days from Monday 5th until

Friday 9th June. Racing will include a mix of round-the-cans and offshore racing run by the Island Sailing Club and this year will include a finish and start and overnight stop in Yarmouth.

The Civil Service Offshore Racing Club will once again be hosting the CSSC national representative yachting event with an entry in this year's Fastnet Race.

All the above CSSA Regattas qualify for CSSC subsidy of travel and subsistence.

Calling all dinghy sailors – your Rear Commodore (Dinghies) has served his maximum two terms and will stand down at the coming AGM. The CSSA General Committee will lack representation of dinghy interests. If you have a nominee for co-option, please inform your CSSA General Committee. An embryonic Lodger Clubs Division is designed to provide local access to CSSA dinghy sailing through lodger sections of CSSC/CSSA members within willing external Clubs across the home nations.

Apart from sailing events, your CSSA and Club Officers are busy working with the CSSC to seek support and value for money. Yachts are being bought and sold. Lake leases are being negotiated. Agreements between the CSSC and CSSA are being modernised. Details of Club and Association events will be posted in CSSA's monthly newsletters, quarterly magazine and on <http://cs-sailing.org.uk/>

I hope to see you at Rutland Water.

Paul

CSSA Treasurer's Report 2022

SECTION 1 - CSSA SUMMARY OF ACCOUNTS

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

CSSA Summary Net Income & Expenditure Year ended 31 December 2022

| Year | General Fund | Bequest Fund | CSSA Total |
|------|--------------|--------------|------------|
| | £ | £ | £ |
| 2021 | 1,419 | 312,471 | 313,890 |
| 2022 | 5,489 | (131,842) | (126,353) |

Note: Figures in brackets are negative

CSSA Summary Reserves at 31 December 2022

| Year | General Fund | Bequest Fund | CSSA Total |
|------|--------------|--------------|------------|
| | £ | £ | £ |
| 2021 | 404,689 | 312,471 | 717,160 |
| 2022 | 410,178 | 180,629 | 590,178 |

SECTION 2 - CSSA GENERAL FUND

2. **2022 Results** CSSA made a surplus of £5,489 compared with £1,419 in the prior year (PY). CSSC annual membership grant £33,972, the primary source of income to CSSA, remained unchanged for a fourth year. Coupled with CSSC Events grant £9,000, together these represent over 99% of income.

Summary I&E for Year Ended 31 December 22

| | 2022 | 2021 |
|-------------------|--------|--------|
| | £ | £ |
| Total Income | 43,109 | 42,982 |
| Total Expenditure | 37,620 | 41,563 |
| Net Surplus | 5,489 | 1,419 |

3. The surplus of £5,489 is higher than in the prior year, reflecting the need to respond to the significant increase in inflation (up to 10.1 at the year-end). This will contribute to maintaining the purchasing power of the reserves to fund clubs e.g. funding interest-free loans to Sailing Divisions. Nevertheless, the distribution of the excess year-end surplus was up on last year £12,000 (PY £11,000). This to support clubs working capital and projects. Clubs were asked how they envisage utilising their grant and the following is a brief summary of responses received:

Site improvement works, contribution to key maintenance task, offsetting pre-purchase survey costs and offsetting the cost of refurbishment of keelboats.

4. Cost Control and value for money are an important management control for CSSA. CS Sailing Magazine continues to keep our members informed and in touch on a regular basis. The cost of the magazine for the year was £9,830. This works out at 29% of CSSC Grant, whilst 2021 at £10,723 was 32%. Other Administration in 2022 was £3,378 (Prior Year £6,596). However, the 2021 figure includes £3,182 for legal fees which ceased after 2021. Without legal fees the 2021 total would reduce to £3,414, which is broadly in line with the 2022 figure.

CSSA Treasurer's Report 2022

5. The total spend invested in legal fees to secure the Maurice Gates bequest was £18,480. It is worth repeating the comment reported in 2021 report. "This cost has been borne across the Association as a whole, but to the sole benefit of offshore sailing – which the General Committee is aware of."

2022 Financial position and highlights

6. The Association remains financially healthy and with reserves at £410.2K. This level of reserves remains a significant benefit in these continuing uncertain times. Key benefits include: the ability to make long term loans available to clubs for capital projects, 5-year loans to support CSSA clubs facing the financial effects of Covid 19.

From last year's report "Aside from being able to continue to make longer term provision for loans to our clubs for capital renewal and development, this has enabled CSSA to offer interest-free 5-year loans to clubs to help weather the financial effects of coronavirus – whilst there hasn't been any uptake, the offer will remain in place as long as there is a potential need to support CSSA clubs – the frontline of sailing in the CSSC. In slower time and depending on when we get back to some form of normality, any such loans might, if necessary, be converted partially or wholly to grants."

With the ongoing economic crisis, this support remained in place throughout 2022 and into 2023.

7. In 2021 one new loan for a capital project was approved, being for the replacement of Channel Sailing Division (CSD) yacht. The first tranche, £40,000, was advanced during 2021, to fund the deposit. The final tranche of £40,000 was forwarded early in 2022. The purchase went ahead in 2022 and a loan agreement for £80,000, was signed off by CSD Treasurer and CSSA Treasurer, with the first repayment scheduled to be made in 2022. For completeness, £50,000 grant was also provided from the Bequest Fund.

8. In 2022 Civil Service Offshore Racing Club (CSORC) business case for an interest-free loan of £30,000 from CSSA General Funds and £50,000 from the Bequest Fund, was approved. £80,000, funded from CSSA General Fund initially, has been forwarded to CSSC Ltd to ensure funds are in place for a purchase. Once the contract has been signed and delivery taken, the draw down from the Bequest Fund will take place and the Loan Agreement issued for signing by CSORC and CSSA.

The Future

9. Uncertainties remain ongoing and the financial crisis, in the UK and wider, continues. As indicated above, with reserves of £410.2K, CSSA is in a healthy financial position to offer financial support to CSSA Clubs, should it be needed and provide interest free loans for yacht/equipment purchases by Clubs.

10. CSSC grant allocations for 2023 have been confirmed at £33,972 for CSSA Membership Grant and £9,900 for Events Grant. CSSA remains appreciative of CSSC's continued level of support in these difficult times.

11. Following discussion with HPSC, POG, CSSA and CSSC, it was agreed to simplify the process for managing Rents & Charges received by CSSA and paid to CSSC, by allowing payment of Rents & Charges in the year they were applicable to. For example, historically, 2021 rents and charges were accrued in debtors and creditors in 2021 and payment was actually made the following year, in this case earlier than usual, May 2022 – total amount due £144,622. HPSC transferred £15,800 and POG transferred £128,822. Also, in May 2022 HPSC paid a further £5,200 for their final quarter for 2022, their lease having come to an end. In May, POG transferred £128,822 for 2021 and in December they transferred £129,072, the latter including an increase. The total from POG and HPSC receipts for 2022, £134,272 was forwarded by CSSA to CSSC in December 2022. General Fund Income & Expenditure reflects 2022 rent

CSSA Treasurer's Report 2022

and charges inflow and outflow. Finally, if you turn to the Cashflow, it reflects the cash flow for rents and charges for both 2021 and 2022.

12. The financial statements for CSSA General Fund and CSSA Bequest fund are at pages 10 - 14 of this extract from the full accounts.

SECTION 3 - CSSA BEQUEST FUND ACCOUNT

Maurice Smith Gates Bequest

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

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

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

16. 2022 saw the first drawdown, £137,000, from Dutton & Gregory's Solicitors and credited to HSBC Bequest Fund in respect of CSD's purchase of the new Sea Essay. As per the approved business case, this comprised of £112,000 bridging loan from the bequest fund (to be repaid within a year) and a grant of £25,000 toward the cost of their new 'Sea Essay'. In the event, the sale of their previous yacht went through smoothly and the bridging loan was not required. This left funds in the HSBC Bequest Account and £107,000 was used to clear outstanding loans that were ear marked for funding CSD £25,000, 5KSC £32,000 and also POG £50,000.

17. A reminder that CSSA General Committee (GC) agreed that initially £300,000 be ear-marked for the six offshore clubs: Five Kingdoms Sailing Club (5KSC), Channel Sailing Division (CSD), Civil Service Offshore Racing Club (CSORC), East Coast Yacht Division (ECYD) Hooe Point Sailing Club (HPSC) and Portsmouth Offshore, £50,000 each. The balance remaining to be addressed in due course by GC. There is no time limit on the distribution as clubs will change their yachts/capital equipment when it is best for them to do so.

Auditor

18. A motion to appoint Moore Thompson Chartered Accountants as auditor for 2022 was proposed at the Annual General Meeting on 23 April 2022 at Rutland Sailing Club and carried.

ABRIDGED FINANCIAL STATEMENTS

19. These abridged financial statements are drawn directly from the audited financial statements, comprising the Income and Expenditure Account, Balance Sheet for the year ended 31 December 2022 in respect of CSSA General Fund and CSSA Bequest Fund.

For and on behalf of the General Committee

CIVIL SERVICE SAILING ASSOCIATION Summary Accounts

Income & Expenditure Account for the year ended 31 December 2022

| | General Fund | Bequest Fund | CSSA Total |
|----------------------------------|--------------|--------------|------------|
| | 2022 £ | 2022 £ | 2022 £ |
| INCOME | 43,109 | 158 | 43,267 |
| EXPENDITURE | 37,620 | 132,000 | 169,620 |
| Net Income/ (Expenditure) | 5,489 | (131,842) | (126,353) |

Balance Sheet at 31 December 2022

| | General Fund | Bequest Fund | CSSA Total |
|--|--------------|--------------|------------|
| | 2022 £ | 2022 £ | 2022 £ |
| CSSA - financed interest-free loans | 57,000 | | 57,000 |
| Total Current Assets | 355,055 | 180,666 | 535,721 |
| Total Current Liabilities | 1,877 | 37 | 1,914 |
| Current Assets less Current Liabilities | 353,178 | 180,629 | 533,807 |
| Total assets less total liabilities | 410,178 | 180,629 | 590,807 |
| Bequest Fund Reserves | | | |
| Balance brought forward | 404,689 | 312,471 | 717,160 |
| Net Income/(Expenditure) for the year | 5,489 | (131,842) | (126,353) |
| Balance Carried Forward | 410,178 | 180,629 | 590,807 |

The notes in the Treasurer's Report 2022 form part of these financial statements

Abridged CSSA Accounts 2022

CIVIL SERVICE SAILING ASSOCIATION General Fund

Income & Expenditure Account for the year ended 31 December 2022

| | Notes | 2022 £ | 2022 £ | 2021 £ | 2021 £ |
|--|-------|-----------|--------------|-----------|--------------|
| INCOME | | | | | |
| CSSC Membership Grant | | 33,972 | | 33,972 | |
| CSSC Events Grant | | 9,000 | | 9,000 | |
| Interest on Bank Deposits | | 107 | | 11 | |
| Less Corporation Tax on Bank Deposits | | (20) | | (2) | |
| Chandlery Profit | 3 | 1 | | | |
| Other Income | 3 | 49 | 43,109 | 1 | 42,982 |
| EXPENDITURE | | | | | |
| <u>General Expenditure</u> | | | | | |
| Committee | | 1,417 | | 1,480 | |
| Other Administration | 4 | 3,378 | | 6,596 | |
| CSSA Grants issued | | 12,000 | | 11,000 | |
| Training Expenditure | | 1,300 | | 2,060 | |
| Magazine | | 9,830 | | 10,723 | |
| RYA Subscription | | 695 | | 655 | |
| Trophies and citations | | - | 28,620 | 49 | 32,563 |
| <u>Events Expenditure</u> | | | | | |
| CSSC Grant Events: | | | | | |
| Offshore Racing | | - | | 1,600 | |
| Dinghy Championships | | 2,300 | | 2,300 | |
| Interdepartmental Offshore Regatta (IDOR) | | 6,700 | 9,000 | 5,100 | 9,000 |
| Gross Surplus | | | 5,489 | | 1,419 |
| Loan Interest, CSSC Rents and Charges | | | | | |
| HSBC Loan interest and charges | | - | | - | |
| Less: amounts recharged to clubs | | - | - | - | - |
| CSSC Rents and Charges | 13 | 134,272 | | 144,622 | |
| Less: amounts recharged to clubs | 13 | (134,272) | - | (144,622) | - |
| Net Surplus to General Fund | | | 5,489 | | 1,419 |

The notes in the Treasurer's Report 2022 form part of these financial statements

CIVIL SERVICE SAILING ASSOCIATION General Fund

Balance Sheet at 31 December 2022

| | Note | 2022 £ | 2022 £ | 2021 £ | 2,021 £ |
|---|------|-----------|----------------|-----------|----------------|
| Loans to Divisions - due after one year | | | | | |
| CSSA - financed interest-free loans | 5,6 | 57,000 | 57,000 | 88,500 | 88,500 |
| Current Assets | | | | | |
| Loans to Divisions - due within one year | | | | | |
| CSSA - financed interest-free loans | 5,6 | 33,000 | | 80,500 | |
| Chandlery stock | | 1,085 | | 1,097 | |
| Sundry debtors | 7 | 118,907 | | 144,772 | |
| Bank Current and Deposit Accounts | 8 | 202,063 | 355,055 | 202,722 | 429,091 |
| Current Liabilities | | | | | |
| Sundry creditors | 9 | 1,857 | | 112,900 | |
| Corporation tax | 10 | 20 | 1,877 | 2 | 112,902 |
| Current assets less current liabilities | | | 353,178 | | 316,189 |
| Total assets less total liabilities | | | 410,178 | | 404,689 |
| General Fund | | | | | |
| Balance brought forward | | 404,689 | | 403,270 | |
| Current year Surplus/ (Deficit) | | 5,489 | | 1,419 | |
| Balance carried forward | | | 410,178 | | 404,689 |

The notes in the Treasurer's Report 2022 form part of these financial statements

CIVIL SERVICE SAILING ASSOCIATION Bequest Fund

Income & Expenditure Account for the year ended 31 December 2022

| | 2022 | 2022 | 2021 | 2021 |
|-------------------------------------|-------------|------------------|---------|----------------|
| | £ | £ | £ | £ |
| INCOME | | | | |
| Bequest Ex Gratia Funds | - | | 312,306 | |
| Dutton Gregory accrued interest | 195 | | 165 | |
| Less Corporation Tax | <u>(37)</u> | 158 | <u></u> | 312,471 |
| EXPENDITURE | | | | |
| Bequest Grants | 132,000 | | | |
| Bank Charges | <u></u> | 132,000 | <u></u> | - |
| Net Income & Expenditure | | (131,842) | | 312,471 |

Balance Sheet at 31 December 2022

| | 2022 | 2022 | 2021 | 2021 |
|--|-----------|----------------|----------|----------------|
| | £ | £ | £ | £ |
| Assets | | | | |
| Dutton Gregory client funds | 175,667 | | 312,471 | |
| HSBC Bequest Fund account | 4,999 | | - | |
| Bequest Fund Loans | <u>-</u> | 180,666 | <u>-</u> | 312,471 |
| Liabilities | | | | |
| Sundry Creditors | | | | |
| Corporation Tax | <u>37</u> | 37 | <u>-</u> | - |
| Total assets less total liabilities | | 180,629 | | 312,471 |
| Bequest Fund Reserves | | | | |
| Balance brought forward | | 312,471 | | - |
| Net Income/(Expenditure) for the year | | (131,842) | | |
| Balance Carried Forward | | 180,629 | | 312,471 |

The notes in the Treasurer's Report 2022 form part of these financial statements

CIVIL SERVICE SAILING ASSOCIATION Bequest Fund

Income & Expenditure Account for the year ended 31 December 2022

| | 2022 | 2022 | 2021 | 2021 |
|-------------------------------------|---------|------------------|---------|----------------|
| | £ | £ | £ | £ |
| INCOME | | | | |
| Bequest Ex Gratia Funds | - | | 312,306 | |
| Dutton Gregory accrued interest | 195 | | 165 | |
| Less Corporation Tax | (37) | 158 | | 312,471 |
| EXPENDITURE | | | | |
| Bequest Grants | 132,000 | | | |
| Bank Charges | | 132,000 | | - |
| Net Income & Expenditure | | (131,842) | | 312,471 |

Balance Sheet at 31 December 2022

| | 2022 | 2022 | 2021 | 2021 |
|--|---------|----------------|---------|----------------|
| | £ | £ | £ | £ |
| Assets | | | | |
| Dutton Gregory client funds | 175,667 | | 312,471 | |
| HSBC Bequest Fund account | 4,999 | | - | |
| Bequest Fund Loans | - | | - | |
| | | 180,666 | | 312,471 |
| Liabilities | | | | |
| Sundry Creditors | | | | |
| Corporation Tax | 37 | 37 | - | - |
| Total assets less total liabilities | | 180,629 | | 312,471 |
| Bequest Fund Reserves | | | | |
| Balance brought forward | | 312,471 | | - |
| Net Income/(Expenditure) for the year | | (131,842) | | |
| Balance Carried Forward | | 180,629 | | 312,471 |

The notes in the Treasurer's Report 2022 form part of these financial statements

The Civil Service Offshore Racing Club races principally on the South Coast and is open to all CSSA members

Racing Events in 2023

CSORC will be entering a number of Sunsail Race Series events. These take place over a weekend in the Solent on Sunsail's fleet of matched boats.



CSORC will also be entering the IDOR (www.idor.org.uk) as a club entry.

f you don't have a departmental boat to join and you would like to take part in this brilliant, fun regatta then consider joining the CSORC crew.

If you would like to take part in any of these events then have a look at the programme on www.csorc.org.uk and get in touch with Peter at crewbureau@csorc.org.uk.

Rolex Fastnet Race

It's that time again – the biennial Rolex Fastnet Race takes place in odd-numbered years and of course 2023 is one of those. However the race, starting on 22nd of July is also the 50th, so a bit special. CSORC will once again be entering a crew on the First 40, Merlin, chartered from Sailing Logic/Brittannia.

However, taking part in the Fastnet isn't just a question of paying your entry fee and turning up at the start line. First you must get past the entry process - like Eurovision or Glastonbury there are more people wanting to take part than there are places and entry is online, so you need to get logged on and ready to click that button at midday on the day. Secondly the boat and at least half the crew need to complete 300 miles of offshore racing. Finally 30% of the crew need to have completed offshore safety training, although in our case the whole CSORC crew will have completed the training, before the Fastnet itself in July.

For qualifying CSORC is planning to enter:

29th April - Cervantes Trophy Race - Cowes to Le Havre

16th June - Morgan Cup - Cowes to Dartmouth

7th July - Cowes-Dinard-St Malo Race - Cowes to St Malo

You can see the details of the individual races at:

<http://www.rorc.org/racing/race-programme>

At the time of going to press there is one place left on the Fastnet campaign. Contact the crew bureau (see below).

There will be a race tracker for the Fastnet (and the qualifiers) so you can follow the fleet as they head along the south coast, across the Celtic Sea to the Fastnet rock, and then back across to Cherbourg where the race ends. There is a Fastnet minisite at <https://www.rolexfastnetrace.com/en/>

Mailing List

CSORC maintains a mailing list of those interested in racing – if you would like to be added, please e-mail the Crew Bureau at: crewbureau@csorc.org.uk. If you are already on the mailing list, or think you should be, there have been two messages sent out this year, one at the end of January and one at the end of February. If you didn't receive these, please get in touch so we can work out why not.



Looking Ahead
Here at POG,
the finance
committee is
busy working
on our business
priorities for
the next 15
years.



Our 'Strategic Plan' will identify all of our significant financial commitments over the course of the period, from pontoon replacement and dredging requirements, to potentially providing electric vehicle charging points for the car park. The plan will lay out the no choice, 'have to do's', alongside the, 'really ought to do's' and the 'nice to do's'. This then informs the wider committee on what fee structure change options may be prudent to adopt. Currently, there is more work to do and like any good strategic plan, it will be reviewed at regular intervals to check progress and to input new priorities as inevitably there will be. Nobody predicted the Covid 19 pandemic, or indeed the energy price hikes resulting from the Ukrainian war, so it is important to be able to factor in events such as these to keep on track. Whilst as a club, it has always been important to keep our finances in order, now that we are a limited company and we have to comply with company law, it is even more important that we ensure solvency is never in question.

The plan is not all about money. It also

sets out our key objectives as a club, along with long term goals in terms of improved membership involvement, management succession, enhancing working relationships with our partner organisations such as RNSA and Hornet Joint Services Sailing club and maximising social opportunities for all members. Importantly, maintaining co-operative and mutually beneficial relations with the Civil Service Sports Council and the Civil Service Sailing Association is inevitably key.

Once the plan has been finalised and all the numbers are in the spreadsheet, it will of course be published to the membership, so all can see the current direction of travel for the club and of course can submit their own proposals for consideration at the subsequent reviews.

Chris Blackman

Vice Commodore
Portsmouth Offshore Group Ltd

5KSC has made an excellent start to the year, the Brass Monkey yacht race series on the Mersey has been well attended and we are very near the top of the venture fleet class list.

Maintenance is in full swing and the yacht is about to have a spell in the yard. Please check the sailing program on the 5KSC web site and book in for a maintenance session. Not only is useful to get a look at the inner workings, you can also meet some of the team and have a chat and a coffee.

This winter we arranged a RYA Radar course and there is a FirstAid course coming up. The RYA practical training program starts in Largs at the end of April please check it out at:

<https://5ksc.org.uk/sail/sdhome/booking.php>

There are two Day Skipper courses this year in May and September - we can take Competent Crew candidates on these. If you have done Start Yachting then you can join the three day conversion to get your Competent Crew. We are having a prep course and a Coastal practical both followed by the Yacht Master exam in May and hoping that these will lead to more CSSA approved skippers. If you want to do courses this year or next then please get in touch at: training@5ksc.org.uk

Club members are cruising to and from the Orkneys this year, a place we have been planning to visit for several years. The crew places are already oversubscribed but we may be back there in 2024 if it goes well. Many thanks to Paul Brereton for skippering. For those that want to potter about the Clyde the club has the Inshore Skipper scheme where Day Skippers can charter. For the details please see the 5ksc website (members section) or previous articles in the CSSA Magazine or contact: captain@5ksc.org.uk

There are some spots available in September.

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



Jumbles Sailing Club

Open Day 2023

Saturday, 22nd April, 11am-3pm

- Free sessions in club boats
- Experienced instructors
- Refreshments
- All ages welcome
- Bring a change of clothes
- Call in any time - it's **FREE**



Jumbles SC Open Day 2023

Sunday sailing

The club is open on Sundays throughout the year. If you can't make the Open Day, feel free to call in one weekend for a chat.

Training

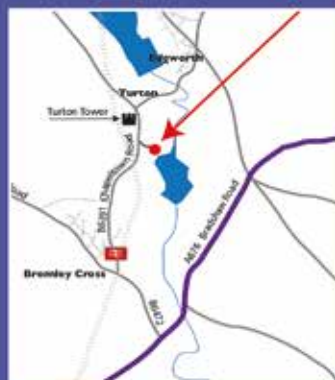
The club is an RYA training centre, with friendly instructors who can help you learn to sail quickly. We hold races on a weekly basis, but sailors are also free to potter round the reservoir. Club boats can be hired for around £5.00 a day.

Membership

One annual membership covers the whole family, including parents and children. Individuals are, of course, equally welcome.

How to find us

From Bolton, take the A676 towards Burnley and then the B6391 towards Bromley Cross. Under the railway bridge, turn right into Chapeltown Road and past the railway station. Continue up the hill, past the King William pub on the left. Pass under the bridge and take the first right onto a cobbled road, Horrobin Lane. At the fork, keep left and take the first right over a concrete bridge into the car park.



Jumbles Sailing Club
Horrobin Lane
Edgworth
Bolton
BL7 0HJ

Further information

Website: www.jumblesail.co.uk Email: info@jumblesail.co.uk
Tel: 01204 853611 (Sundays)



In case you weren't able to get to Jumbles Open Day, the club is open every Sunday, so if you would like to have a look around and find out more about Jumbles SC by all means get in touch by emailing: info@jumblesail.co.uk

Channel Sailing Division News

Following the winter maintenance Sea Essay has already been in action with some very hardy souls on a weekend Sea Time (see photo opposite page), a Boat Handling Course and a charter with a further 4-day Sea Time and a YM Pre-requisite Mileage/ Night Hours booked before the end of March.



Anti-fouling in progress



Colin, Jeff and Andy celebrate completion of anti-fouling

Thanks once more to Jeff Llewellyn and the Yacht Husband Team (Colin Smith, Andy Rankine, Bob Meir, David Haward, Phil Taylor, Ian Thomas and Lindsay Cole) who effectively completed an extensive list of tasks to prepare Sea Essay for 2023.

2023 Programme

The full 2023 Sailing Programme can be viewed on

the Sailing Opportunities page at: www.channelsailing.org. It is showing extremely good utilisation of Sea Essay including a 15 week Summer Cruise to France but there are still some gaps and there are often late cancellations so do make yourselves known to our sail organisers.
(details on the next page)



Well wrapped crew approaching Buckler's Hard

Booking Contacts

If you would like to take a berth on a Day Sail, Sea Time or a Training course or indeed charter the whole boat then these are the people to contact:

| | | |
|---------------------------------|---------------|----------------------------------|
| CSSC Taster Day Sails/Sea Times | Amy | tasterday@cssc.co.uk |
| Group Day Sails | Colin Smith | csddaysails@gmail.com |
| Sea Times | Susie Welch | seatimebureau@channelsailing.org |
| Charters | Brian Skelley | charters@channelsailing.org |
| Training | Andy Rankine | training@channelsailing.org |

For all the latest CSD news and information follow us through our Facebook page.

Mentoring

The CSD mentoring scheme (CSD1-2-1) continues into 2023 pairing members who would like advice, guidance and practical help to develop their sailing experience, with Approved Skippers who like to share the benefit of their established skills, knowledge and experience. If as an Approved Skipper you would like to contribute to this or as a beginner you would like to take advantage of it please contact Colin Hurd at csd121coord@outlook.com.

Adrian

2023 CSD
Sailing Opportunities
can be viewed at
www.channelsailing.org

Sea Essay at Buckler's Hard - one comment was
'it almost captures the ice!'



Freyja has had lots of attention from the Yacht Husband and a few volunteers, and from various boat builders and associated trades over the winter.

Although some 17 years old, Freyja is looking good and continues to attract admiring comments.

There are some vacancies for Charter before the Long Trip which departs Ipswich on 15 May, as well as opportunities to charter while Freyja is in the Baltic. Some of the charters are advertised as Sea-Time, and several skippers will welcome more crew. If you are interested in any opportunities, please contact James Allen at: crewbureau@ecyd.org.uk or Mary Reed at: yachtsec@ecyd.org.uk.

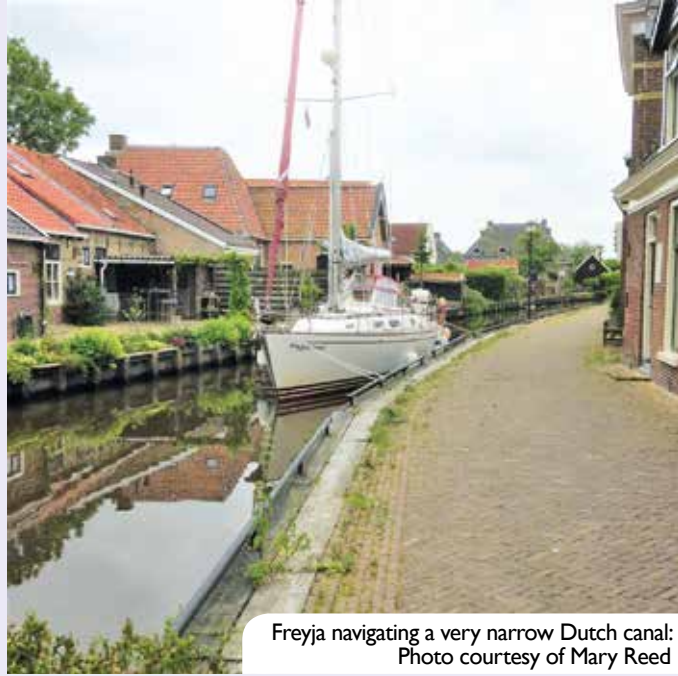
When Freyja returns from the Baltic in early September, we will offer charters and some Taster Sails. For East Coast Yacht Division to remain viable, we need more volunteers to help us. At present, we are not sure that ECYD remains financially viable in the long term and we are considering various options.

In particular, we need a Yacht Husband, 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, Committee Secretary and other posts, please contact: ECYDCapt@hotmail.com

John Figgures

ECYD Captain



Freyja navigating a very narrow Dutch canal:
Photo courtesy of Mary Reed



Freyja in Germany
Photo courtesy of Vic Crawshaw

Sailing superstar Sir Ben Ainslie will be mounting another America's Cup challenge next year, skippering INEOS Britannia in the waters of Barcelona and aiming to claim the trophy for Great Britain.

If successful, it would mark the first-ever win for a British team since the competition was launched around the Isle of Wight in 1851. His race boat is being designed specifically for the event, bristling with unique, mind-boggling technology and capable of reaching speeds that ordinary sailors can only dream about.

5KSC is considering whether to spend the 2024 summer season sailing out to join the excitement, leaving Liverpool for the Mediterranean on a long-distance trip of around three weeks that could take in southern Ireland, Portugal and Gibraltar. Plus, a return trip once the October race is over and the festivities have ended.

The plan, currently in its infancy, is the brainchild of 5KSC member and Yachtmaster Instructor John Hulme whose enthusiasm for the best-known international yacht race is infectious.

"This could be a fabulous opportunity if anyone needs long passages to qualify for

the Yachtmaster Offshore or Ocean exams, or simply wants the experience of sailing the open seas," John said. "And then there's the fun of sailing in the Med, the thrill of supporting our top sailor while watching some of the fastest boats in the world – these boats can reach incredible speeds."

But before fleshing out further details and putting together a more detailed programme, there's the challenge of signing up enough qualified skippers and crew to take 5KSC's Oceanis 37, Ynot, across the four planned legs, which total almost 2,000 nautical miles just for the outward journey.

John stresses that his outline passage plan is very much first thoughts, and CSSA members are invited to contribute to the discussion but, equally important, to flag up any interest they may have in joining as crew or skipper. No commitment is required at this stage but if the numbers look workable, preparations can begin in earnest.

So, if you're interested, in the first instance email: crew_bureau@5ksc.org.uk and look forward to further developments! Watch the action 'Some days are harder than others' on YouTube at: <https://bit.ly/5KSC-AC>



© Stefano Gattini



© Chris Weissenborn

America's Cup

The first race was organised by the Royal Yacht Squadron of Great Britain and was won by a 30-metre schooner called the America, which subsequently lent its name to the event, which is held every three or four years. In 1983, after US yachts had successfully defended the cup without a loss for more than a century, an Australian yacht finally won the cup.

The trophy is currently held by the Royal New Zealand Yacht Squadron, who successfully defended the 36th America's Cup against an Italian challenger in 2021. Historically, the venue has tended to be in the US, Australia or New Zealand and has only been in Europe twice previously.

A series of selection races are held before a single challenger emerges to face the trophy-holder, or defender, over a number of individual races. The prestigious race attracts the world's top sailors, yacht designers, wealthy entrepreneurs and sponsors.

Backed by INEOS founder Sir Jim Ratcliffe, Ben Ainslie will lead INEOS Britannia to challenge for the 37th America's Cup in Barcelona.

Rutland CSSC Merit Awards

CSSC Merit Awards have been presented to
John Cranwell Ward and Dave Grundy

by Lucy Vizer CSSC Volunteer Team Leader Eastern

At the Rutland Civil Service Sailing Club (RCSSC) AGM held on the 18th February 2023, attending members in person and via Zoom, were delighted and proud to witness Lucy Vizer *present on behalf of CSSC Merit Awards to John Cranwell Ward and Dave Grundy as evidenced by the photos.

*Presentation of these awards were held over following Covid, but also because they both opted to receive their awards at the AGM with sailing buddies present.

CSSC's Merit Award Scheme recognises those volunteers who have shown meritorious service over a sustained period and made a significant impact in one or more areas.

It is the highest form of volunteer recognition within CSSC with a maximum of ten annual awards by the Chairman. All nominations are subject to a stringent criteria which determine those individuals eligible to receive this prestigious award.

The Merit Award recognises the considerable achievement of individual volunteer's, Dave Grundy and John Cranwell Ward, who have shown outstanding loyalty and commitment through their hard work, time and enthusiasm over the years.

Below is an overview of the submissions made on their behalf to qualify for this award:

Dave Grundy – Merit Award 2019

Background – Voluntary Duties and Events

Joined RCSSC in 2009. Past RCSSC Club Commodore, Treasurer 3 times; Introduced and continues to organise

annual CSSC Taster events, lead and creator of the RCSSC Website, Facebook and YouTube, Public Relations Officer and GDPR. Organiser of events for the CSSC Peterborough Region.

Currently holds the position of CSSA Treasurer.

All of the above demonstrate what a great ambassador Dave is for CSSC and RCSSC. He has and continues to dedicate many hours of his time, money and effort with exceptional drive, commitment and enthusiasm.



Dave Grundy receives his Merit Award from Lucy Vizer

Balki's season starts

Clive had a venerable Moody 33 in Haslar Marina and when ready to go he reversed out into the alley, turned the wheel and motored ahead. The yacht promptly turned right back into its berth! Lifting floors in the cockpit and turning the wheel found the problem. The steering linkage was by a tube and rod joined concentrically by a cross bolt which had rusted and dropped out on rotation. A large split pin from the chandlers quickly fixed the problem. Keep spare split pins of all sizes.

Balki's season ends

Balki now had a berth near the top of Portsmouth harbour at Wicor Marine, so as we entered harbour under motor for layup Clive said take off the mainsail and pack it. I said "no, we're not there yet, safety first". I went below to sort, clean and file the charts, then stood up in 9 inches of water. I shouted to Clive stop the engine and opened the engine cover. A cooling water connection had broken and seawater was being pumped into the bilge by the engine. We hoisted sail and got into a berth at Wicor under sail

at the third attempt. We were due to be hoisted out the next day for the winter and found that again rusted corroded bolts were the problem. If that failure had occurred mid channel with us both in the cockpit when would we have noticed?

An old yacht with good luck charms.

Dolphins

I have seen dolphins in Portsmouth Harbour, Southampton Water, Spithead and Plymouth Harbour. They are always more than magic. A big pod playing with the yacht squealing and leaping in Biscay, Then in South Brittany for 2 summers there was a tame dolphin that visited yachts in various marinas, we saw it twice. We came into Les Sables and the harbour office was crowded and busy. We asked for a berth and someone said B6. We went there and found out that it was the dolphin's berth. It moved out into the alley for us and kids got in swimming with it astern of us. Next year there were signs up in all the marinas "Do not play with the dolphin, he is no longer a wild animal". Needless to say, people ignored it.



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
- **Facebook:** CSSA and most of our clubs have Facebook pages
- **Twitter:** [@sailing_cs](https://twitter.com/sailing_cs)
- **Instagram:** [@sailing_cs](https://www.instagram.com/sailing_cs)
- **email:** if you have any specific enquiries please get in touch at: editor@cs-sailing.org.uk

Commodore Paul Brereton
Editor editor@cs-sailing.org.uk

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

Radar has been around since the early days of last century and, to be honest, I always associate it with old war films. It's the sinister pinging that means enemy aircraft are approaching

Tech has obviously moved on since then, what with AIS and electronic chart plotters, so I was semi-surprised to learn that radar remains hugely important for sailors in the 21st century, for large commercial vessels in particular but also for small sailing yachts. When it's foggy, dark, drizzly or visibility is otherwise limited, radar provides an additional means of safe navigation and hazard avoidance. It can spot other vessels (eg, those without AIS or not transmitting), land, uncharted objects, even incoming squally weather and sandbanks.

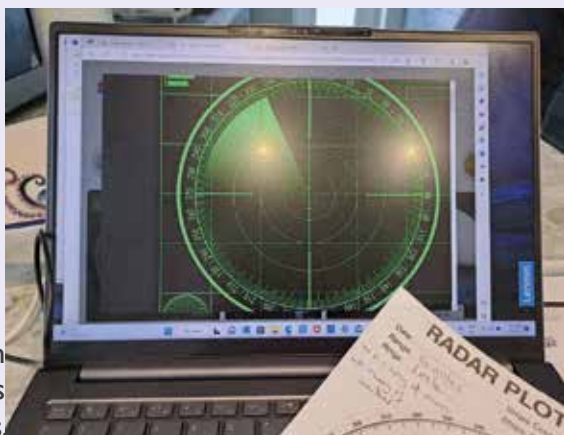
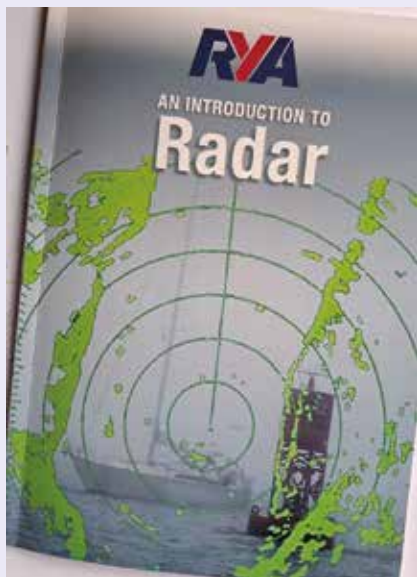
Today's radar is smarter, faster and easier to use than the old versions, with better visuals, while consuming far less power. The display can also be overlaid onto the electronic chart. There's also a function that means no more need for paper plotting or calculations.

The RYA one-day radar course provides a good understanding of the basics and getting to know the system on your boat, or helping to decide what to buy. But it does take practice to develop the skills and understanding to make the most of what you see on the display, so the course should be viewed as a starting point. Best to twiddle in fine weather first!

Instructor Steve Barrowman from the Glasson Dock Sea School arrived at the venue, Jumbles Sailing club in Bolton (thanks Jumbles!), equipped with all we'd need for the day, including the computer simulator that allowed us to try our hand at a series of exercises.

First, there was a valuable background presentation explaining how radar works, the numerous acronyms (help!) and different systems for large and small vessels. Then we moved on to trying it for ourselves using the RYA-recommended LightMaster software radar simulator (£59.95 from Nautical Software. com, Nautical Software » Radar Simulator » PC Software Specifications & Pictures) that shows realistic displays and allows students to learn all the controls, adjust the settings and attempt a series of exercise without crashing into anything. Best of all, use the Mini-Automatic Radar Plotting Aid function (MARPA in radar-speak) to automatically track targets (more radar-speak, meaning an object you're tracking) and feedback on their course, speed and closest point of approach.

Could I be considered knowledgeable after a day-long course that slightly boggled my mind? Absolutely not, but I do now have a glimmer of knowledge that will allow me to get going once I find a real radar set to practise on!



A Year in the Life of Caribbean Charter Yacht Pa

It was always a steamy tropical afternoon in October when Sailing Yacht Pacific Wave (PW) was relaunched in Trinidad after hurricane season storage ashore, the start of her busy annual work cycle.

As usual, much had been done while on the hard – most of it for licensing reasons. As a Part I registered UK Small Commercial Vessel she had been re-surveyed by the Maritime & Coastguard Agency for the start of a new five-year inspection cycle and certified for eight persons onboard overnight or twelve for day charters. For operation anywhere in the eastern Caribbean, Category Two certification for sixty miles offshore was enough, although PW was equipped to Cat Zero (global use) standard. For the

next five years, easy in-the-water inspections of safety equipment would keep her 'in code'. It would have been foolish while out of the water not to take the opportunity to apply new bottom paint, fresh anodes, and service her twenty inch three bladed reversible propellor – a beautiful bronze Italian work of art in itself.

On the morning of launch we always cleared out with customs for the following day, then spent the first night away from the hustle of Chaguaramas port in the quiet solitude of Scotland Bay – just a mile away but in a different world with Howler Monkeys chattering in the turpentine trees.

Trinidad to Grenada was always a fantastic test sail. It was eighty miles from the Boca to a Grenadian south coast anchorage, and with a beautifully clean bottom PW sprinted out of the brown Orinoco river coloured ocean into blue Grenadine water, making Clarkes Court Bay in a nine-to-five standard office day.

With all systems up and running, PW humming and back in charter mode, she was prepared for the first charter of the season – always picking up in Port Louis Marina for an October half-term jolly to the Grenadines with a farming family of four from Oxfordshire. Although principally a British Virgin Islands charter boat it wasn't unusual to pick up work in the Grenadines in the shoulder periods of late July and end of October when we were transiting to and from hurricane season storage in Trinidad. It was a lovely way to end a busy Virgin Islands season, and a great shake-down at the start of the season

after the summer rest. A typical charter of seven nights, after a mid-day boarding and detailed safety brief, would take us to Tyrrel Bay on Carriacou for the first night. The anchorage was usually busy and the holding scratchy in corally rubble, but a walk down the beach and a sundowner at Slipway Bar made for a perfect start to a real Caribbean adventure. Early morning swims were mandatory, so a leisurely breakfast lasted until nearly ten o'clock as guests really started to unwind.



Pacific Wave at anchor North Sound BVI



Pacific Wave sailing in BVI

Clifton on Union Island was our port of entry to clear customs into St Vincent and the Grenadines, and from there it was a quick hop into the magnificent Tobago Cays. The ocean swell had come unimpeded from Africa but protected by a horseshoe reef Pacific Wave sat at anchor unruffled, a cooling trade wind blowing over the boat as our guests ate dinner under the stars. Our itinerary had to take into consideration our deep draft of 3.9m (nearly 13'), and our weight of approaching sixty tons, the reason we always anchored and seldom used untested mooring buoys. We anchored over two hundred nights a year while on and off charter, but with a heavy 105lb CQR and 120m of chain (over half a ton) we sat safe and sound.

Our next stop may have been Mustique for the opportunity to go to the Cotton House beach restaurant and feed meat balls to Mick Jagger's dog, Guinness. There were other things to do here but Guinness the dog was the prime attraction. Bequia was then two hours downwind, a great place for a hike on Princess Margaret Beach in Admiralty Bay and fascinating snorkelling, best appreciated as a drift dive in current around the headlands north by the cardinal buoy, and south of the bay below Moonhole. From

Bequia with its gingerbread houses and turtle sanctuary it was time for the best sail of the week – to Chatham on Union Island four hours away. Gusty wind could barrel down the hills here around the deserted bay, but with enough cocktails at the beach-shack bar, and dancing in the sand to impromptu reggae, no one seemed to notice the breeze.

The final sail south to Grenada gave us time to stop and dive on the statues in the marine park off Molinere, before the last night back on the dock in Port Louis for a celebratory dinner ashore.

Things started to get busy now and the pressure was on to get back to St Thomas in time for Thanksgiving. We usually hopped back up to Marigot on St Lucia, our favoured spot out of the Virgins as it was a fantastic and secure refuge with friendly locals. We often topped-up with fuel here, although we didn't need the full tanks range of over a thousand miles under engine.



Pacific Wave in full sail

Pacific Wave at anchor off Watermelon Cay, St John USVI



It was 350 miles from Marigot St Lucia to Charlotte Amalie USVI, keeping west of Saba Bank and east of St Croix, and we planned on a 48-hour passage. We loved this offshore time with just two crew and an autopilot, the hydraulic system taken from a company supplying Pacific US coast fishing trawlers and managed by B&G was reassuringly industrial and 'non-yachty'.

A Year in the Life of Caribbean Charter Yacht Pa

The magnificent Yacht Haven Grande marina on St Thomas was our preferred pick up and drop off location for USVI/BVI charters. It was faultlessly efficient, which was just what we needed when getting ready for a charter, and convenient for the airport on St Thomas. US based guests made up 80% of our BVI charters, and for them St Thomas is an internal flight from Continental US airports. Provisioning was excellent – much better than BVI! – and technical support services were on hand. It was busier than Tortola BVI, with five times the population, but when we were working we needed the facilities of a bigger island.

Guests usually boarded on a Saturday after 2pm. This gave us enough time to give a safety brief and get off the dock, usually motoring into wind along the south side of St Thomas, sneaking through Current Hole by Great St James, and setting sail for a dash past Caneel Bay on St John to Francis Bay in the US National Park, a beautiful anchorage whatever the weather. This was the only place we used a mooring ball, principally to protect the turtle grass on the sea bed. The park had put in a few super strength pick-ups for boats up to a hundred feet in length, so we felt confident about their holding. The beaches here have been voted some of the best in the world – by Americans – and Maho Beach can hold its head high

among tropical paradise locations anywhere on the planet.

It was a short trip the next morning to West End for the infamously slow and nasty BVI customs. PW was UK flagged and our home port London but Pacific Wave is a local boat in British Virgin Island terms and as crew we operated on BVI work permits. This was an annual administrative process that we had to grin and bear because the consequence was we are a known operator and had speedy clearance back into BVI. In and out clearance on arrival while on charter was available to us, so we didn't need to repeat the process when



Pacific Wave at anchor off Peter Island BVI

departing. This made for happy guests, who by now were just desperate to get to the Willy T! This floating bar, a little lawless but in a friendly non-threatening way, like Harper bar on a Wednesday, had moved back home to its pre-Hurricane Irma mooring in The Bight on Norman Island. It wasn't the only attraction here; snorkelling the Caves or the Indians was high on the list, as was a toe in the sea cocktail at Pirates Bight. The crew meanwhile were working flat out, dinghying guests around and prepping for dinner.

Day three took us around the corner to Peter Island, after a big tack almost into Road Harbour, for more snorkelling, kayaking, scuba diving, beach combing, cocktail drinking, and vacation fun. It was awful. An important point we soon realised was that in a party of six guests not all were hard-core sailors. A perfectly timed tack or a faultless spinnaker peel wasn't important to them, but a working ice maker and cocktail blender was. There was nothing wrong with this. We were a performance sail boat but also a service provider. Some guests wanted to sail hard and not rest, some rest hard and not sail. Every charter was different and getting a quick feel for the guests expectations was something that only came from years of chartering – in our own case with Pacific Wave in BVI about 150 weeks of chartering over eleven years.

Day four was a big sailing day up to North Sound, anchoring off Bitter End. We would have the whole day to explore here and spend the following night in North Sound somewhere as well, possibly behind the reef off Mosquito waving to Richard Branson's rib from Necker Island. Oil Nut Bay for lunch was the current preferred day trip, after the sad closure of YCCS with its infinity pool, charming Italian waitresses and the best pizza outside Napoli. They were always exceedingly kind to us as the original owner of PW was a one-time Commodore of the club in Sardinia.

We were heading downhill now, planning to go the top (north) side of Tortola if the northerly swell wasn't too bad, stopping for lunch at Guana Island then continuing to a party island called Jost Van Dyke. Our choices here were numerous but sadly, due to draft, we couldn't get into White Bay for the Soggy Dollar bar. We anchored behind the mooring field in Great Harbour instead, dinghying around the corner to get your money wet and drink painkillers, before coming back to Foxy's – the local owner of which famously received his MBE at Buck House while barefoot.

The final night was off Caneel Resort on beautiful St John. US customs were here in Cruz Bay, a serious affair we didn't ever mess about with. Our CI/D crew visas allowed us to enter for thirty days, so after returning to Yacht Haven Grande to drop guests off we'd anchor out or go back to Francis Bay to await the next guests, or if the next pick up wasn't within the thirty-day period we would go back to BVI where our work permits give us indefinite leave to remain in the territory. We never played games with US authorities or tried and cheat the system. A \$10,000 fine and banishment from anywhere in the US for seven years could be the outcome. That was if you are lucky and they didn't confiscate the vessel or shoot you.

In a typical season we would expect to repeat this itinerary – with slight variation due to weather or guest preferences – at least ten or twelve-times in-between Thanksgiving in November and Independence week in July.

Official hurricane season starts June 1st, but a storm in June or July is unusual. Nevertheless, by the beginning of July we were starting to get twitchy and the iPad was constantly

refreshing NOAA's National Hurricane Centre site. As soon as Independence week was over we'd catch a weather window to go east to St Martin or Saba, and then south-east via St Kitts aiming for Deshaies in Guadeloupe – another milestone on our summer migration and a great refuge for us over the years.

The final charter of the season was often a mid-July pick up in St Martin for a week, (Bastille day fireworks in St Barts are especially cool), or a one way pick up in Marigot St Lucia to drop off in Port Louis Grenada, taking us well on the way to a pirate-dodging passage back to Trinidad for haul out by August 1st.

Trinidad was great for working on the boat. Thanks to Harper's Mech lectures I can do everything electrical and mechanical myself but know my limitations – which are mostly anything to do with paint, varnish, or carpentry. With these jobs in hand by contractors we would usually leave PW in Peakes Shipyard's tender care on the hard in Chaguaramas and spend a few months on other projects – writing spy-thrillers in my case (see www.mpmiles.com) or managing property and marketing next season's charters in my partner Lynn's case.



Pacific Wave at anchor off Virgin Gorda BVI

And then we do it all again....



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