

July 2023



CIVIL SERVICE SAILING

Civil Service Sailing Association

www.cs-sailing.org.uk



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Wanted CSSA Treasurer

If you're interested in taking on the role of CSSA Treasurer please make your interest known to the General Secretary via email to: csgensec@yahoo.co.uk

The Treasurer administers the funds of the CSSA under the direction of the General Committee.

The CSSA General Committee is obliged to meet at least 4 times per year.

Most meeting, business and filing is conducted electronically.

Wanted CSSA General Secretary

If you're interested in taking on the role of CSSA General Secretary please make your interest known to the General Secretary via email to: csgensec@yahoo.co.uk

The General Secretary manages CSSA business including organising of meetings and management of CSSA documents.

The CSSA General Committee is obliged to meet at least 4 times per year.

Most meeting, business and filing is conducted electronically.

Wanted Channel Sailing Division Treasurer

Our current treasurer has been taking care of CSD's finances and presenting our annual accounts for 20 years.

With the Division currently in a sound position financially, he feels it's a good time and will be standing down at this year's AGM (25th November).

If you feel this position could suit you please get in touch with the

CSD Secretary Colin Smith at:

csddaysails@gmail.com

www.channelsailing.org

see also page 16 for more details

Wanted East Coast Yacht Division Yacht Husband and more

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: captain@ecyd.org.uk

www.ecyd.org.uk

Many ECYC members have enjoyed sailing on Freyja and that has been possible through the dedication of the ECYC Committee.

For ECYC to remain viable, we need more volunteers.

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



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

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Hello and welcome to the Summer issue of CS Sailing!

There's lots of news about IDOR 2023, Freyja's first leg of her Baltic trip, a tale of Caribbean adventures and CSSC Lottery funded Taster Sails. We also have quite few Wanted ads - see page opposite for both CSSA management roles and individual club roles. CSSA exists primarily to help people get out and enjoy sailing but this only happens because of the all year round support from a lot of willing 'back office' volunteers. Please think about this and offer your help if you can. Thanks, as always, to our contributors.

*Happy reading
Sileen*

CSSA AGM & Spring Regatta 2023

The CSSA Spring Regatta & Annual General Meeting (AGM) was hosted by Rutland Civil Service Sailing Club (RCSSC) who are corporate members of Rutland Sailing Club (RSC).

As advertised in CS Sailing, as the Event Coordinator whilst I am no expert at organising racing, I have organised many events before. I do know someone who does know about racing though, namely Keith Kendall (who was Race Officer for Hooe Point Sailing Club [HPSC] which I attended in September 2022). Keith joined me in meetings with RSC and advised on racing sailing matters. He also wrote the Notice of Race and Sailing Instructions. Unfortunately, for health reasons, he was unable to attend the event. RSC Race Officer Richard Johnson stepped up and led us through the weekend by providing lots of options. I have really enjoyed working with them both and have learned a lot.

FRIDAY EVENING

We held a welcome buffet which was well attended by RCSSC and our guests Alison Hutton, Paul Brereton and his crew, CSSA member, David Hedley. Given the number of entries, we agreed that realistically it was no longer a Regatta, but we could still have a fun weekend sailing. Race Officer Richard came up with several options for the weekend and Pete Shuttleworth offered to run trips on the rib to explore Rutland Water if winds proved to be light. To be decided at the morning briefing 10:00 Saturday.

SATURDAY

We were greeted by warm sunshine and light winds F2-3 falling to F1 by mid-day. Paul and David H launched their GP 14 and sailed in good company with RCSSC's squibs Lift Off and Satyr. Alison joined Squib Lift Off - the blue boat. Richard took out the launch with Club Captain Chris Peck, RSC member Bill and me. Pete Shuttleworth and Mark Gadd (photographer) were in the rib getting some good photos of us all. We covered a lot of the south leg of Rutland Water (circa 2 miles to the boundary with the nature reserve) and up towards Normanton Church. In the afternoon, folks went out on the launch and a rib to explore the full length of Rutland Water North and South legs, Whitwell Creek and up towards the dam. Boats returned by 15:30 ready for the Cuppa & Cakes at 16:00 and RCSSC member Tony Garrick managing the Zoom meeting for those attending the AGM remotely. The meeting started promptly at 16:00 took just under 30 minutes, including awards.



CSSA AGM & Spring Regatta 2023

After the AGM we did the sensible thing and adjourned to RSC Clubhouse/veranda and enjoyed the good weather and the views across to Hambledon Peninsula. The BBQ was served at 18:00 and was excellent. This was followed by a good choice of desserts, all very well received by those who attended. A pleasant surprise was the gift to CSSA members, from recent past Commodore Graham Dalton who had popped in to see us on his way to Edinburgh – a case of red and white wine. Those attended did their best but there were a few bottles left over, which were fairly distributed by an impromptu raffle – where members drew names out of the box. The wine prizes were distributed, and Graham was duly toasted.

SUNDAY

We again saw warm sunshine and this time a decent breeze of F3-4. Those who wanted to race joined RSC Club racing and RCSSC members enjoyed getting back on board our Squibs which had been in deep restoration until just before this event. I joined Peter Shuttleworth and Marc Tebbutt on the rib and got to see the racing and our squibs cruising.

Photos were taken by RCSSC members Mark Gadd (Saturday) and Marc Tebbutt (Sunday) and some from myself on my iPhone. Also, RSC has provided two drone videos which I shall arrange to be posted on RCSSC website and social media, as well as CSSA Event page. This article contains a few of the highlights.

Having put the boats away, RCSSC members and guests gathered in RSC Clubhouse Bar. Finally, it was time for Sunday afternoon Cuppa, Cake and Ice Cream, bringing the formal event to a close. Pete Shuttleworth wrote made-up awards with names on the ice cream tub lids which was fun. I was honoured to present them – we all ended the weekend on a laugh and agreed, for those who had attended, we'd all had a good time.

Thanks to everyone who was involved in setting up and delivering this event and to our CSSA guests for joining us, at RSC and online.

David Grundy
Event Co-ordinator



The season is in full flow and the nights are already drawing in. I hope your sailing is going to plan.

Our CSSA Spring Regatta was blessed with dry and sunny weather. Winds were light and fickle on the Saturday but good for cruising the 1,300 hectares of Rutland Water. Excellent winds on the Sunday provided good racing. Our hosts, Rutland Civil Service Sailing Club provided a most enjoyable weekend. Many thanks to CSSA/Rutland Sailing Club link man Dave Grundy.

Our Rutland Sailing Club Race Officer, Richard Johnson, provided an excellent range of opportunities to make the most of the weather ranging from racing to rallying, from free sailing to on-water race coaching to land-based sessions on rig adjustments by point of sail, rules and tactics. Thank you, Richard. All this can again be offered at the CSSA late summer regatta (22-24th September also at RSC) but early commitment is required to assure the event takes place.

Our AGM was routine. Our General Secretary and Treasurer are looking to relinquish their posts in the coming year and there are other committee vacancies. Please get in touch if you're willing to serve.

It was very good to have Graham Dalton, recently retired Commodore, drop in to receive a happy memento of his time in post.



This year's event around the AGM generated interest and discussion but there was a no greater on-site presence than in previous years. We're interested to hear why this might be the case – too far?

Timing? Bank holiday weekend? Too much emphasis on racing? Dinghies? The requirement to book using CSSC's NuTickets? Video meetings are now the norm?

The CSSC are restructuring and renaming events to encourage greater participation in sport and physical activity and linking funding to these changes. If you have ideas, please share them with the CSSA General Committee.

Enjoy your summer.

Paul

Commodore

2023 is proving to be an eventful year for CSORC. Already we have taken part in the Sunsail series, fielded two boats in the IDOR (see IDOR report), and competed in three qualifying races in our Fastnet campaign.

Still to come are the Rolex Fastnet race itself, the Weekend Warriors Cup in Cowes Week, and further Sunsail races in the autumn. All these events are in chartered boats.

The Club could compete in an even wider range of events if we had our own boat. Over the last 18 months we have bid three times, without success, to buy a racer/cruiser suitable for our membership. One lacked full documentation of VAT status, in another our insurers withdrew at the last minute, and most recently the survey showed that the cost of coding the boat to MCA standards was more than we could afford.

Our search for a Club boat will continue, but we are in no doubt about the time and effort needed from Club members to operate the boat successfully. We always welcome new members, with or without racing experience. Members willing to contribute time or expertise to managing a racing yacht are particularly welcome!

If you're interested in racing with us, get in touch with our Crew Bureau at: crewbureau@csorc.org.uk

Will Sutton at the helm, skipper for CSORC's 2023 Rolex Fastnet campaign



Inter-Departmental Offshore Regatta 2023

The Inter-departmental Offshore Regatta (IDOR) took place this year from the 5th to 9th of June and our crews were welcomed by the Solent at its best, with a week of sun and reasonable amount of wind. Once again making use of the Beneteau Oceanis 37s operated by Fairview Sailing, a fleet of 11 yachts participated in our week of racing. The Island Sailing Club, Cowes laid on a mix of inshore round the cans races and a couple of longer passage races, including a trip 'offshore' around the Isle of Wight. In a break from the format of the past few years the fleet also stayed the Tuesday night in Yarmouth, where we were welcomed by the Royal Solent Yacht Club for an excellent hog roast with equally excellent views out onto the Solent that evening. In some yacht club collaboration the following day our round the Island race was started from one of the Royal Solent Yacht Club's start lines by the Island Sailing Club team, who kindly got up very early to man the balcony and binoculars, getting us underway for 0700. This was essential to ensure the fleet cleared Hurst Castle before the tide turned, and allowed us to have a complete race.

In the racing, Griffin 1 skippered by Henry Scutt, the overall winners of IDOR 2022, immediately picked up from where they left off, winning both of the opening days races. Their competition for the rest of the week, Dstl skippered by Steve Tilley, had a slow start, learning the hard way about the Oceanis 37s (let the prop spin!) compared to more usual racing yachts. Both crews ending the week with three wins each and occupying the top 3 in all but two races. Overall that good first day made the difference, handing the IDOR win and Eric Seal Memorial Trophy to Griffin 1, with Dstl in second place overall but picking up the Most Improved trophy, the Elite Cup.

The midfield was quite nicely bunched with the 3rd to 7th placed yacht covered by 20 points, with those crews picking up a selection of 3rds, 4ths and 5ths across the week. The CSORC crews were relatively nip and tuck through the week, with CSORC 2, skippered by club Captain Nick Bowles coming through to with the CSORC Shield for Club entries to IDOR.

We were very pleased to welcome a couple of new Skippers this year, Karen Bosman bringing a crew from a new department for us, DASA, and Owen Gillard of the Griffin Sailing Club stepping in at the last minute for the familiar face of Chris Laiolo who'd picked up a (non-sailing) injury. Thanks to both of them for that, and too all our skippers for organising crews to take part, particularly those bringing new sailors to the event. Thanks to the Island Sailing Club for being excellent hosts, welcoming us to their club house, providing some excellent racing, and for working closely with us to add in the Yarmouth stop, which was appreciated by our competitors.

Planning is already beginning for IDOR 2024, with week commencing 3rd June 2024 provisionally secured. If you would like to bring a crew to IDOR 2024, please contact the committee at idor@cs-sailing.org.uk to register your interest. We hope to confirm the date in the next magazine.





ERIC SEAL MEMORIAL TROPHY (IDOR overall winner)		
08/06/2023	City of Plymouth	Series Race 5
08/06/2023	City of Plymouth	Series Race 4
08/06/2023	City of Plymouth	Series Race 3
08/06/2023	City of Plymouth	Series Race 2
05/06/2023	City of Plymouth	Series Race 1
05/06/2023	Rutherford Appleton	Series Race 2
05/06/2023	Rutherford Appleton	Series Race 1
06/06/2023	Rutherford Appleton	Series Race 1
		Discard

FINAL SCORE

Griffin 1 (Henry Scutt) - C'est Si Bon GBR2743L	4	2	1	1	3	2	6	6	13
Dstl (Steve Tilley) - D'Artagnan GBR2327L	2	4	8	6	1	1	2	8	16
Diamond Light Source (David Burn) - Modernistic Lady GBR2742L	10	8	5	5	2	3	3	10	26
HASSRA A (Nerys Legg) - Femme Fatale GBR1966L	12	12	4	7	4	4	1	12	32
UKHO (Bob Higgs) - Mon Dilemme GBR3321L	14	6	7	3	6	7	5	14	34
CSORC 2 (Nick Bowles) - Avant Garde GBR1963L	6	14	2	4	7	5	12	14	36
CSORC 1 (Crispin Allard) - Par Excellence GBR1960L	8	24	3	8	5	6	12	24	42
RCSA (Mike Simmons) - Faux Pas GBR2324L	16	10	9	9	11	10	4	16	53
HASSRA B (Keiron Kennedy) - Protégé GBR 2933L	20	18	6	2	8	8	12	20	54
Griffin 2 (Owen Gillard) - Tres Jolie GBR 2744L	18	16	11	10	9	9	12	18	67
DASA (Karen Bosman) - Fleur De Lis GBR2326L	22	20	10	11	10	11	12	22	74

C'est Si Bon and the spinnaker ...

C'est Si Bon and the spinnaker... Bet you didn't expect that

Once again I was on the foredeck of Henry Scutt's Oceanis 37 – this time it was 'C'est Si Bon', a boat we had sailed previously and had performed well in - I had drawn the short straw of providing my credit card details the the deposit – talk about faith in the skipper!



The foredeck as most of you will be aware is the pointy bit of the boat – usually wet if things are rough and alone from the rest of the boat – communication with the cockpit is defeated by wind and space...

We had a good start on leaving Yarmouth early on the Wednesday for the round the Island race - the spinnaker was out and we made good progress with Nick trimming it. The needles were to our Portside and we went for the mark - IH Bridge RP as the Island Sailing Club had kindly texted...

In rounding the mark, the idea was to raise the Foresail and take the pressure off the spinnaker leeward whilst lowering it in front of the foresail stay onto the windward side..... simple.....

Except that as we lowered it the halyard shackle failed...



What I failed to add here is that we were racing with D'Artagnan – they had won the first offshore race – with us second....And they were just behind us .. Had they noticed? The race would be won by the spinnaker on the run from the towers west to Cowes....without the spinnaker though ? We rounded St Catherines Point... the washing machine bouncing over the swell... then up towards Ryde... D'Artnagnan was always there...

As we approached the forts at the point where the spinnaker would make all the difference D'Artagnan was a couple of lengths behind...

We took the wind off the foresail released the clutch for the Foresail halyard and rapidly dropped the foresail, easing it down the forestay. Using a leatherman we released the very small screw on the shackle and the sail was off to be folded and sail-tied to the deck.

Now the spinnaker....Tied with a bowline at the head, and thanks to Steve's 6'4" reach up it went.... lets see if that can fail now !!

Dartagnan had passed us during the procedure – but close enough for me to shout 'bet you didn't expect that'.....

Thankfully down to the sheer brilliance of Henry and Nick we made the distance up and passing Osborne Bay we had retaken the lead..... passing in front of ISC jubilant.....

The moral of the story – Have a plan when things don't quite work out.....

Just a small part of a great weeks sailing with great people...



IDOR Novice's View

The start of my sea adventures began in Port Hamble in the heart of the South Coast's sailing scene. I boarded the Oceanis 37 with sleeping bag in hand and my things stuffed in bin liners to keep them dry for the trip. Conditions are cramped at best when bunking on a boat and there aren't luxuries like solo rooms or space to stretch your legs in the cabin. Or even space to keep your things to be honest. I'd be bunking with seven strangers joining a total of 88 of us making up 11 boats for the annual IDOR races. Visions of learning to sail, being out in open waters enjoying all the wondrous views the South Coast has to offer, attending Yacht Club parties and meeting fellow adventurers filled my mind as I stepped on that boat.

I work for the Department for Work and Pensions in the South London District managing a jobcentre in the (awesome) Mitcham area. I had very limited experience on boats prior to this (we don't see much water in Mitcham) mostly spent laying around on them sunbathing

cocktail in hand and jumping in for the occasional swim. I was sent an information pack to help me to prepare before the trip and I learnt jumping into the sea is something you want to avoid doing while on a boat! Who'd have thought?

You're told to pack wet weather gear, gloves, caps, cap catchers, sunglasses, knee pads, waterproof bags, towels and a lot of layers for warmth. I was grateful for this advice because my initial packing consisted of shorts, vests and bikinis. Sailing in June? Hot weather? Heavy duty wet weather gear? It just didn't seem to add up, but boy did I need it in the end!

Sunday I drove down to Port Hamble. All the boats were meeting with their crew that evening and our Skipper had booked us a table at the Port's restaurant.

It was a nice time to settle in and get to know the

team. We'd be living in close quarters for the rest of the week and trusting in one-another so it was important to get along. And we did.

Kieron: our skipper. Extremely knowledgeable and experienced. If there was a problem he was always very calm in handling anything and directed us well when on the boat.

Caroline: our first mate. Working towards her Yachtmasters – one of the highest qualifications you can have in sailing. She did an excellent job of navigating us throughout the races and giving us pointers.

Shellie: a bubbly personality who entertained us with stories and jokes throughout. She knew everyone and gave me a lot of information on how to get into sailing moving forward.



Andy – a great guy who was no stranger to adventure having completed so many triathlons in his life he couldn't keep all the t-shirts he'd gotten from them!
Jon – a very funny guy who was so easy to talk to and hang out with. I saw him as the glue of our group being able to gel so seamlessly with everyone.
Robert – from Scotland and one of the most incredible characters I've ever met in my life. His presence was like a rock. Very assured. He was funny, a great teacher and very considerate of others. Oh, and he's sailed around the world!

Simone – a fellow newbie to sailing, she was my home-girl on this trip and we got on like besties, often laughing and giggling away and having photo-shoots on the harbour.



Our first day we set sailed for Cowes. The sun was beating down on us but I found myself putting layer upon layer upon layer on, until you could only see the tip of my nose through my balaclava.

'Feeling cold?' Jon laughed.

'Just a little.'

I wasn't used to the windy weather on a boat so I was very appreciative for all my layers. Robert chose to wear a t-shirt and when I asked if he was cold, he said, 'This is a hot summers day in Scotland'. I did not strip down until the fourth day.

I spent the days running around the boat learning how loads of different things worked.

'This is the spinnaker line.' Shellie would say. 'And it goes over the rail, not through it.'

The spinnaker sail was a great big sail that was packed in a bag, attached to the side of the boat and attached to sheets (ropes) so it explodes outwards into a gloriously filled sail. Our spinnaker was old, and Caroline spotted a few holes in the top. I thought it was magnificent and one of the most glorious things I'd ever seen. I managed to avoid the unpleasant job of packing the spinnaker down in the cabin by being gloriously sea-sick.

I took sea-sickness tablets after feeling a little green the first day but by the third (probably mainly because of the tablets) I felt really good so chose to not have any. Big mistake. Huge. The third day was extremely choppy. I was portside laying across the foredeck with my legs dangling over the side to weigh down the boat (a vital job) when I began to feel ill. Andy tied a line on me and said we needed to move to the other side. I shuffled down the boat and all but fell into the cockpit, the crew scrambling to un-attach and attach my line to secure me to the boat. I started to scramble for the side of the boat again and pulled against my balaclava and coat to get a clear view. I could feel myself being securely attached back to the boat as I did.



Then I passed out for a couple of hours, and after coming to I felt heaps better. I even took some layers off and started to have a photoshoot on the boat. The crew were used to me by now and laughed that I must be feeling better. They commended me on getting better so quickly but I wasn't sure if they were just being nice about it. Jon assured me sea sickness was part of the package when it came to sailing and that I did indeed fair very well. I was very proud of myself after that.

'I knew a guy who was sea-sick for fifty days in a row,' Robert said.

'Why were you on a boat for fifty days in a row?' Kieron asked.

'Oh, that was just when I was sailing around the world.'

'I thought you said you'd just done 'a little bit of sailing!'' Jon said.

We forced Robert to tell us more about his round the world trip. It was all very impressive.

'The cure to sea sickness is to hug a tree,' Robert would tell me.

Kieron did ask me if the sea-sickness put me off sailing. But by this point I was sold and already picturing and planning how I could live the rest of my life on a boat in the ocean and make it work.

I had sails in my eyes for sure.

After a long day of sailing, we would moor at the harbour and have a drink on the boat before getting ready for the evening. The yacht club hosted us for a Hog Roast Dinner, and we had a harbour party meeting other boats and a prize giving dinner to end the week. As a social butterfly I felt in my element being around so many new faces – all while being fed and watered very generously! We had a lot of opportunities during the day to see the other boats up close and I got some amazing pictures and videos of everyone and the race.

Overall I really appreciated the opportunity to go on this trip. It was fantastic being around so many incredible people who all shared a passion for sailing and adventure. Robert even says he may upgrade from saying he's done 'a little bit' of sailing to a 'fair bit' after this! I can't thank the organisers enough for putting this event together and making it such a dream to be a part of. I got some great pictures, memories and a new passion. I'm already signed up for the next trip!



Westerly – DASA (Sung to the tune of “Yesterday” Beatles Edition: Yesterday)

All the IDOR fleet was so far away

Now it's happening again today

Oh, I believe in Westerly

Paula sailed so close to the wind today

They protested against us anyway

Oh, I believe in Westerly

Chloe left too soon

I don't know she wouldn't say

We are all bereft

How we long for Westerly

Noisily Paul goes again for a wee

Nick's trousers ripped so funnily

Oh, Westerlies went suddenly

Why Rita had to throw

I don't know, she wouldn't say

We cleaned half the deck

But there's more for us today

Yesterday, sailing seemed such an easy game to play

But we lost and lost and lost each day

Oh I believe in Westerly

We hit the 9 buoy

On the way to Yarmouth Bay

Took out horseshoe float

Now Nick's card has to pay and pay

Yesterday, was really such a sunny day

But we had no wind along the way

Oh I believe in Westerly

I believe in Westerly

Barbara Winsor RIP

Barbara Winsor, died on 9th April 2023, aged 108, peacefully at home.

Her late husband, Geoff Winsor, and Barbara were founder members of Littleton Sailing Club where their three children learnt to sail in their Enterprise No 1370.

Later on they bought Charlotte Amalie, an Elizabethan 29, which was kept in Portsmouth Harbour, and then at the Civil Service moorings at POG.



Barbara helming in Chichester harbour at the age of 97
with daughters Helen and Brenda

Freyja in London

Mary Reed, earlier this year, was the only female skipper to sail into St Katharine Docks for over 8 years



Channel Sailing Division News

As this is written Sea Essay is heading towards Pornichet close to the mouth of the River Loire where it will be based for 7 weeks up to the 12th August before returning to the Hamble where it is due to arrive on 8th September.

Treasurer Required

Many of the existing CSD Committee have been in post for a number of years and some would like to step back from their frontline involvement. None more so than our Treasurer Lindsay Cole who has been taking care of CSD's finances and presenting our annual accounts for 20 years. With the Division currently being between boats and in a sound position financially Lindsay feels this is a good time for someone else to take over the role and will be standing down at this year's AGM (25th November). If you feel this position could suit you please get in touch with the CSD Secretary Colin Smith (csddaysails@gmail.com) or any member of the Committee.

CSD Website

You are probably aware that the CSD Website has not been updated for a number of months. This is due the unfortunate serious illness of our webmaster and the lack of planning to have an identified backup for just such a situation. We have looked at contacting the hosting company to see if someone else can take it on but it appears nigh-on impossible without the extant webmaster's input. Knowing that he is recovering we continue to hope that the problem will be resolved soon. In the meantime that primarily leaves our Facebook page as our main channel of broadcasting timely CSD news to the 314 people who have joined the group. That though still does not reach all of you especially those who have an aversion to signing up to social media and I don't intend to spend any time trying to persuade you otherwise.

We shall also try and establish a routine of publishing the programme through the monthly CS Sailing Newsletters.



Leaving UK for the Channel Isles: Philip Piper, Amanda Johnson, Guy Bennett, Frederik Emich, Janet Fearn & Robin Potter



Skipper Guy Bennett taking a back seat whilst Frederik takes the helm, with Jersey in the distance



A bit bumpy leaving St Cast le Guildo



Yacht Husband team Phil Taylor, Jeff Llewellyn, Colin Smith and Andy Rankine (behind the camera) inspect the freshly cleaned hull of Sea Essay prior to the Summer Cruise

2023 Programme

The full 2023 Sailing Programme is showing good utilisation of Sea Essay through to October and November when for you more intrepid sailors there are still a number of days available.

Training Opportunities

After many years of trying to set up training opportunities with established RYA Recognised Training Centres we are pleased to announce our colleagues at the Army Sailing Association (ASA) have offered CSD members the opportunity to attend their RYA shore-based courses (subject to capacity). Discussions are continuing over the summer into conducting the practical RYA courses under the ASA umbrella. Please get in touch with Andy Rankine (Training Organiser – see contacts below) for more information.

For latest CSD news and information follow us on Facebook

Mentoring

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

Booking Contacts

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

CSSC Taster Day Sails & 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
latest CSD
news and
information
ollow us on
Facebook

Brunch in Guernsey rather than Alderney due to 35kt north easterly

CSSC community lottery funding sailing taster days

Catriona was delighted to receive funding from the CSSC community lottery to help more members enjoy the thrill and excitement of a day's sailing at the CSSC Edinburgh Sailing Club. We spoke with Catriona to find out what it's like out on the water.

How many CSSC members do you hope can join you on your taster days?

Up to 12 people - over the course of an afternoon or morning can join in with a sailing taster day." – Sailing is very weather dependent, not just in terms of how much wind is around, but it's much more fun in the spring and summer on a nice day. Even the very best sailors still go in the water, sometimes on purpose, so warmer water really helps, especially for those who may not have sailed before.

What types of boats do the Edinburgh Sailing Association have?

The dinghies (small boats, not rubber dinghies) we usually use are called Quests. They belong to the Sea Cadets and are designed as training boats. We also have access to single-handed dinghies called Picos and occasionally have the opportunity to use RS Zests and 2000s.

What can non-sailors expect from one of your taster days?

We're keen to use these funds to help both sailors and non-sailors find their sea legs so to speak and help as many people get out on the water as possible. "You'll be paired with one of our ECSSC members and will spend about an hour on the water learning some basic sailing terms and techniques. You'll get a safety briefing and personal instruction from one of our members. Weather and sea state permitting you'll hopefully get the opportunity to sail the boat yourself. You'll be watched over by a safety boat with qualified crew and you'll have all the safety gear you'll need to feel comfortable, such as buoyancy aid, wetsuits, waterproofs and helmets.

Be honest – how cold is it?

Conditions on the water usually amplify those ashore! So, it may be a bit breezier and colder - we'll advise you on what to bring along (especially to keep warm). But the aim is not to go in, so if it's a nice gentle day you'll have a great time seeing nature from a whole new perspective.

Who can benefit from a sailing taster day?

Sailing is suitable for people of all ages. Our club has members who work in Scottish Public services, or who have retired. The Sea Cadets and other organisations cater for children and young people." Some sailing clubs can even help wheelchair-bound and disabled people enjoy the thrills of the water while learning the ropes.



What do you hope participants get from taking part in sailing?

Part of the joy is being out in the fresh air and being away from whatever stresses you have in life. Sailing is an activity you can grow into and settle into a level that suits you. Some members are happy to crew (help balance the boat) while others take the helm (steer the boat and set its course). Some people get into racing although we are very much about just getting out and enjoying.

Is it easy to take up sailing?

It is with the ECSSC and our association with the Sea Cadets. All the equipment you need is provided. Experienced and qualified members of the Sea Cadets and the ECSSC oversee all activity. It's just taking that first step... it can be daunting at first, but you soon get used to it.

Do you sail on a lake or the sea?

We sail on the Firth of Forth out of Port Edgar Marina at South Queensferry. We normally sail on Thursday evenings from April-September, and if you let us know in advance, we're happy for a few people to join us as a taster on one of those regular evenings. We also arrange sailing at the weekends depending on members' availability and any commitments the Sea Cadets have.

What do you get from sailing?

Fresh air, exercise, challenge, achievement,

confidence, teamwork, friendship and of course a beer afterwards!

How did we partner with the Sea Cadets?

The Edinburgh Civil Service Sailing Club (ECSSC) started in the 1970s. At that time the Civil Service included the Post Office and many of our original members, and some of the club's initial funding came from the Post Office/BT. The ECSSC began an association with the Royal Navy Sailing Association (RNSA) based at South Queensferry. The RNSA's day job was to train forces personnel to sail. The ECSSC borrowed the RNSA boats on a Thursday evening for Club sailing. That association with the RNSA was maintained for 50 years and through a recent re-organisation and development that delivered a new purpose-built Sailing Centre at Port Edgar managed by the Sea Cadets.

Can people bring their family?

Yes, we're a very welcoming community. They can watch your preparation and there are areas in Port Edgar from which they can get a good view of the boats out on the Forth. You might be on the water for an hour or so – there's a café, a restaurant, shop and other interesting things to see while you're off enjoying yourself! Or they could go for a walk and explore the Forth Bridges Trail. There may also be an opportunity for them to join in.



CSSC community lottery funding sailing taster days (cont'd)

What's the sailing community like?

Very friendly. If you're in a 2 or 3-person boat you each play a part in sailing the boat, the helm, in particular, will be advising you on what you need to do and checking with you on your readiness before they change the direction of the boat, what you can expect to happen and what you need to do once the manoeuvre is complete. In between times, you'll have a good old chat – if you're really lucky you'll get paired up and serenaded by one of our members who has a penchant for musicals and nursery rhymes!



Everybody wins with the CSSC community lottery

Having limited finances or a disability should never be a barrier to keeping active.

Which is why, 100% of all proceeds from the CSSC community lottery now fund their new and improved disability and financial support funds.

You can play the CSSC community lottery for just £1 a week, where you could win cash prizes up to £25,000, while giving your fellow members opportunities to enjoy sport.

Play Today: <https://store.cssc.co.uk/cssc-community-lottery.html>

CSSC financial support funds

CSSC have updated all their financial support packages, making it even easier to seek funding to train for recognised qualifications, compete internationally, fund workplace activities or attend local and national race days.

Why not explore CSSC's funding options and see how far you could go?

Apply for funding: <https://store.cssc.co.uk/sports-leisure#support>

The 5KSC RYA practical training program continues in September with a Day Skipper course and a 3 day weekend course for people wishing to qualify as Competent Crew (if they have the 2 day Start Yachting certificate) also suitable for complete beginners, please check the calendar at <https://5ksc.org.uk/sail/sdhome/booking.php> there are still places available. We are planning to fit in a Yacht Master prep course and exam in September. If you are aspiring to be a CSSA approved skipper and are working towards the YM exam you might want to join a prep WhatsApp group if so please get in touch training@5ksc.org.uk

Club members are looking forward to cruising in and from the Orkneys this year. There may be late cancellations of crew places so please check the program or contact the 5ksc crew bureau if you are available crew_bureau@5ksc.org.uk.

Our yacht YNOT is going into a yard in Scotland during a few unoccupied weeks in July for some work, which should save the maintenance team a lot of winter work. Meanwhile we continue to look for a replacement yacht which is not proving easy as the Oceanis 37 is ideal for club use but no longer available.

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

RNLI @ 200

2024 will mark the RNLI's 200th birthday

If you're a sailor or sailing club, you're invited to get out on the water in 2024 to celebrate 200 years of the RNLI and help secure the future of their lifesaving work.

Organise a yacht or dinghy race, link up with other clubs, or enjoy a family sailing day, it's entirely up to you.

All RNLI ask is that you show your support for the lifeboat crews by raising vital lifesaving funds.

Sign up and be the first to hear about RNLI 200 sailing events..

RNLI will also send you a fundraising pack closer to the date of the event

<https://rnli.org/about-us/our-history/2024>

Freyja goes to the Baltic - the first leg

In mid-March Freyja kicked off the summer cruise in modest style with a run under headsail from Ipswich Yacht Haven to Shotley marina. Despite many years of sailing with the CSSA this was the first time I'd been to Shotley and it was a handy shakedown for the crew of four.

Shotley to Lowestoft 43nm

The next day we set off early for the upwind sail to Lowestoft. Winds were moderate if stubbornly on the nose, something we were to see much more of. We were just able to fetch the Stanford Channel entrance and overnighted in the Royal Norfolk and Suffolk YC – all looking much more welcoming than when I was last here on the delivery to Scotland at this time last year. We ate at the club, which I can recommend. After dinner the crew paid a visit Asda to fill some holes in our stores - living the dream.



Den Helder Marina

Lowestoft to Den Helder 168nm

Next day we set off mid-morning to cross the North Sea in sunshine and light winds from the E and NE. Freyja sails much better in light-ish winds than you'd think and we made steady progress until we reached the Y-shaped DWR. Here we were slowly headed as the wind veered to E and the tide set to the S. We persevered on port tack: in retrospect we should have motored at this point to stay on our direct route. Either way the traffic was something else as we stood our overnight watches. There was lots of radio activity as ships checked intentions with each other. We had AIS, but receiving only.



West Terschelling Marina

By lunchtime we were picking our way between shipping lanes and a large wind farm under construction. The engine had been on since 9:30 to avoid endless tacking and an arrival at Den Helder in the dark. This continued until mid-afternoon when we had a couple of hours sailing before entering the Schulpengat late afternoon. This was our first glimpse of the low sandy coastline of the northern Netherlands. The wind was rising and

sea was all wind-against-tide white caps. We rounded the corner ("Hells Gate" according to locals) into the Naval Yacht Club in Den Helder - quite a crossing, particularly for Clint whose night-time sailing experience had been on his Day Skipper course up to now. Apart from wind direction we had been blessed with easy sailing conditions. In time-honoured fashion we toasted our trip with a beer in the yacht club bar.

The Friesian Islands 200nm

Next day we set off along the coast between the shipping lanes and the low-lying Friesian Islands. There were few yachts or even signs of mankind around. The sea was blue and the land a streak of white sand with a cap of green. The wind was NE 4 becoming 5 later so we had a bit of tacking to keep us off the shallows. We put a reef in mid-afternoon.

Our first stop was West Terschelling via a long and sometimes very shallow approach channel. I was expecting a small quiet harbour but the place was full with traditional sailing boats and rowing gigs, which had taken part in racing to the island.



West Terschelling Festival

The whole place was in festive mood and rocking. We took the next day off and toured the small and very tidy town. All the Friesian Islands seem to be rather affluent and with an older clientele – not that we did much to change the latter.

Setting off at 4:30 with the first inkling of light we repeated the pattern of the previous leg – out via the seegat (gut or channel) then turn east into a NE 3/4 with occasional tacking. We reached Borkum at 7:30 that evening and tied up alongside a French couple in the near-empty and rather industrial harbour.

Once again out via the seegat and along the coast to Norderney. We attempted the short approach from the west but with the depth sounder showing less than a metre under the keel we made a tactical retreat round the long way. Even that turned out to be shallow but the wind was light. The channel takes you along the sea front to give you a view of the town, which has been a rather genteel resort since the 19th Century. We had a day off the next day as winds were forecast in the 20s, so we walked round the town, sampling the beer (this is now Germany) and eating matjes (herring). Here we first encountered the German reluctance to accept bank cards - Vorsprung durch Technik?



Traditional bottas

Freyja goes to the Baltic - the first leg (cont'd)

Back in the marina we met a couple of young German boat-builders who had restored a Colin Archer yacht from the 1930s, and were living on board. One of them was apprenticed in the traditional way and one of the conditions of this position is that he has to wear traditional costume for three years and a day.

Norderney to Kiel 147nm

And so we set off for the most challenging part yet: the Elbe. First we had to get out through the shallow Norderney channel. The wind was still strong in the morning so we left on the early afternoon high tide by which time the wind was back to F3/4 from a much more helpful NW. The problem was the residual swell jacking up on the sandbanks and playing merry hell with sea in the shallow channel.

We squeaked through and once well clear had an easy broad reach along the coast. We had to slow the boat down as we were in danger of reaching the Elbe before the ebb went slack.

The light was fading as we started following the starboard marks into the Elbe with shallows and sandbanks close to starboard and large ships passing on our port. The trip up the Elbe demanded absolute concentration. With two on watch, one simultaneously watched the plotter and looked ahead for green cans and corresponding posts on the mud, while the other made fine adjustments to

the helm to slip between the marks. Occasional port facilities with attendant lighting complicated the job. We were moving fast as the flood was now well under way and we were running downwind in winds of F2-4. After 40 miles we reached the entrance to the Kiel canal locks at Brunsbüttel. It was just getting light and the tide was going slack – perfect timing. We dropped the sails at 4:10.

After a long wait while a tanker sorted a pilot out we were into the canal and away at 05:30. Yachts can't travel in the canal in the dark so our timing was essential to avoid having to stop in the marina. As it was we just kept going. The sun was now up and it was time to relax and just chug along, catch up on sleep and of course have a hearty breakfast of porridge cooked by our porridge chef. This was the easy life.

A traditional apprentice boat-builder



Matjes mit Bratkartoffeln



Sindbad – a 1930s Colin Archer

White water breaking across the channel into Norderney



We got to the Kiel end at Holtenau around 17:00 (12 hours had gone by so easily) and stopped on a pontoon to pay the canal transit fee at the machine. The cost for a boat under 40 feet is 18 euros. The Caledonian Canal is ten times the price, although you do get to cross Loch Ness. Once through the second and final lock of the canal we headed to the delightfully named Stickenhorn marina, and tied up at the first “steg” that had a “frei” tag. After a relaxing G and T and

checking in with the Hafenmeister we headed into town for dinner at an Italian restaurant.

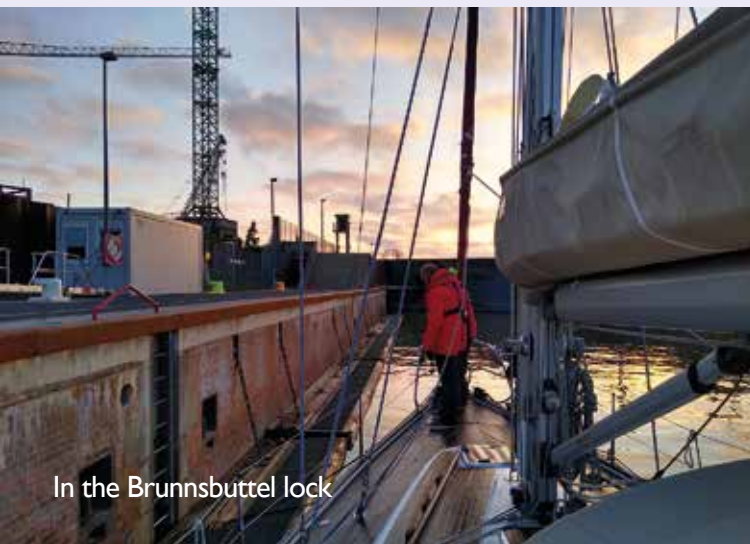
Off to Denmark 32nm

When planning this trip I'd thought we might have quite a bit of time in the Danish islands, but as so often with sailing it had all taken so much longer than anticipated. We live and learn. Even so we had just about enough time to change the courtesy flag and visit Denmark. A perusal of the Germany and Denmark pilot suggested that Bagenkop in Denmark was both a nice little town and harbour



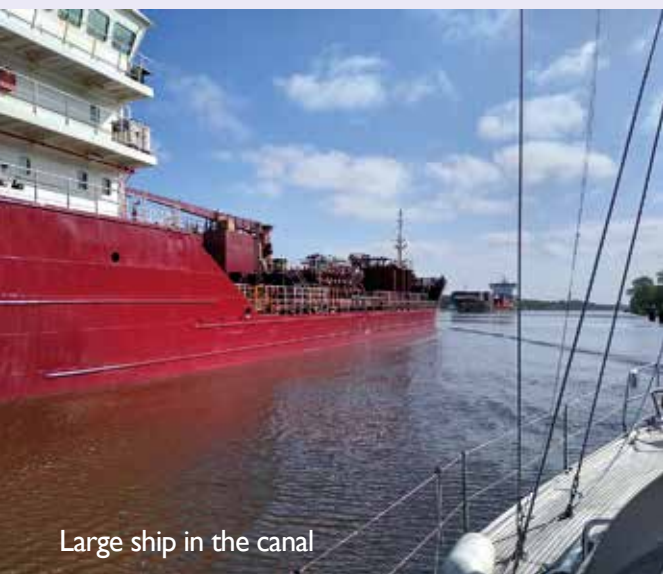
The Kiel canal early morning

and also an easy days sail from the Kiel fjord. Once out of the marina we hoisted the sails and off we went on a reach over blue seas. A perfect sail saw us on the transit into the harbour and our first experience of a box berth. These involve going in bows-to or stern-to and tying up to two piles at the opposite end of the boat. This is a bit tricky the first time a crew attempts it but we did o.k. thanks to some help from friendly neighbours.



In the Brunnsbittel lock

Freyja goes to the Baltic - the first leg (cont'd)



Large ship in the canal

We walked around town and out to the low cliffs to view the way we came in. Definitely one for a return visit.

Back to Germany and Finish 70nm

The last two days were an anti-climax as the wind persisted light from the NW and we were going SE. We did try the spinnaker for a while on the leg from Bagenkop to Fehmarn but mostly we were motoring. We went under the Fehmarn bridge (height 22m vs our air draft of 18.5m) and found a marina on the island at Burgtiefe. This was a convenient stop but a tourist development with one restaurant and a lot of apartments. It is best remembered for its Rundsteg – a circular jetty which makes finding your way back to the boat extra difficult - and a pizza vending machine which had a queue.



View from the cliffs at Bagenkop



View back to the town



Freyja in the box-berth in the marina at Bagenkop

The final day was a repeat as we motored downwind in 7 knots, and up the river to our final berth in Marina Baltica. In the approaches there were yachts everywhere, all sailing in the very light winds. One of the advantages for the Baltic sailor is that there are few currents and the locals love to hoist their sails in even the lightest winds - regrettably we had a timetable to follow. Once into the river proper the traffic was busy. Large ferries come in and out on the route to Sweden and Finland, while smaller ferries cross the river from one side to the other.

Day tripper boats and yachts are everywhere, including tall ships and classics. Unfortunately I didn't have time to explore Lubeck which is apparently very beautiful and it was soon time to catch the train to Hamburg and the flight back to Blighty and home.

Thanks to my shipmates Nigel, Andrew and Clint. I'm sure you won't forget our escapades in a hurry!



Vehicle ferry in Travemunde

Shipmates Nigel, Andrew and Clint



Clare and Andrew Sail the Caribbean

Clare and Andrew Glasspool are both members of CSSA. In November 2016 they bought Tintamarre, a 2010 ex-charter Jeanneau SO 44i, in St Maarten in the Caribbean.

They fitted her out for ocean cruising and after many adventures, have reached their journey's end in Australia.

They have very kindly shared their trials and tribulations of their voyage from Raiatea to Fiji.



Andrew and Clare with Tintamarre



Heading for the pass.
Journeys start Raiatea, French Polynesia

Tintamarre, our 45 foot Jeanneau SO44i, had been in the Raiatea (Society Islands, French Polynesia) boat yard for 6 months whilst we travelled home to see friends and family during cyclone season. We were behind schedule – delayed by a bout of Covid back in the UK. We worked super hard to make her voyage ready: running rigging and sails needed to be reinstalled, all systems from standing rigging to electronics to be thoroughly checked, engine serviced, and new antifouling applied. Provisioning all had to be done by bicycle at the small supermarket several miles away. Supplies there were limited and expensive. Eggs, for example, were simply not available. On arrival in Fiji foodstuffs would likely be confiscated, but fresh food there would be abundant and cheap.

When all was ready, and the weather forecast was set fair we checked out at the police station. We were bound for Fiji – 2500 miles across the Pacific Ocean. We headed out beyond the protective island reefs, setting our sails for a downwind sail, with the genoa poled out and a well reefed mainsail, to cope with squally winds.



Fixing Tintamarre on Maupihaa

Towards evening the seas became confused with swells coming from two directions, Tintamarre was pitching uncomfortably and fixing dinner was tricky. Overnight the sound of what we thought was a squeaking bulkhead became louder and we had to investigate. We discovered that the structure holding the steering quadrant had broken free from the bulkhead and was moving from side to side with every wave and roll of the boat. It wasn't affecting the steering – yet, but it seemed likely that it wasn't going to hold out for another two weeks, either. We looked at the charts. We could divert to Maupihaa, the last inhabited atoll of French Polynesia, with a population of five.

Navigating into the lagoon of the atoll through a long pass through the reef was nerve wracking. The way was narrow, and there was strong outflowing current of at least 4 knots. There was no possibility of a second chance at this manoeuvre. A little later, as we motored carefully across the lagoon, scanning the sea for coral heads we were delighted to see two cruiser catamarans at anchor.

That evening we partied with the crews of Amaryllis and Lifeaholic and the islanders, a happy end to an anxious day.

Over the next several days we were immensely grateful for the expertise, time and materials that our new cruising friends generously shared with us. After removing our steering system the old epoxy had to be removed, surfaces prepared and then finally the bulkhead had to be fibreglassed into place, with time given to allow for the epoxy to set. And finally, the steering systems re-assembled. The repair effected was as good as any that might have been carried out in a yard.

Meanwhile we learned that the islanders subsist on stores which might be delivered by passing sailing vessels, and the fish and lobster which live in abundance in the lagoon.

They cut copra which is collected once every two years by supply ship. There is only a satellite phone to communicate with the outside world. There are no shops, no roads, no services.



BBQ Maupihaa



BBQ Maupihaa



BBQ Maupihaa

Clare and Andrew Sail the Caribbean (cont'd)

Maupihaa is a true desert island, 130 miles from the nearest inhabited island. On our last afternoon we enjoyed a celebratory beach barbeque with the islanders and our new cruising friends. For us the treat was the lobster and coconut crab, for the islanders the sausages!

After this unexpected adventure we hoped that the remainder of the voyage would be uneventful. It turned out to be a fair mixture.



Village house Maupihaa



BBQ Feast

The no wind situation reversed to full on winds of over 30 knots within the space of just a few minutes, as we met the weather front. Fortunately our cautious habit of always reducing sail at dusk meant that this was not too big a problem and it was good to be moving again.

Another memorable moment from the sail was when a huge pod of dolphins swam alongside us for half an hour one day, dipping and diving beside us. These ocean animals give excitement and joy every time we see them!



Clare with islander Hio Maupihaa



Giving less pleasure was the moment that a halyard wrapped around the first spreader and could not be teased back in line from the deck. Reluctantly we pulled out the bosun's chair and Andy made a quick but uncomfortable rescue of the line as Tintamarre rolled uncomfortably. Towards journeys ends we reached the 180th degree of longitude. The date line. Whilst it was strange to leapfrog a day in the calendar, one thing we had not anticipated was the discontinuity within some of our boat systems. Our weather forecasting system simply could not cope with the missing day.

As we approached Fiji we had to become more mindful of passing boat traffic and the appearance of islands and reef systems. More accurate navigation became necessary. On our last night at sea as we neared our destination port of Savusavu we sailed on bare poles as strong currents carried us along at 3 knots – bringing us with perfect timing into port soon after dawn. A wonderful welcome from the people of Fiji awaited us





If undelivered, please return to:
Membership Secretary
24 Harrison Hey
Liverpool
L36 5YR

Flags & Burgees

Rectangular CSSA House Flags & Triangular Burgees

Large (30cm x 45cm approx) £16.00

Small (20cm x 30cm approx) £13.00

CSSA ties (polyester) £10.00

P&P included



Please send your requests and cheques
(payable to Civil Service Sailing Association) to:

Brian Grubb

64 St Cross Road, Winchester, SO23 9RJ

Wanted CSSA General Secretary

details on page 2

Wanted CSSA Treasurer

details on page 2

Wanted East Coast Yacht Division Yacht Husband & more

details page 2

Wanted Channel Sailing Division Treasurer

details on pages 2 and 16

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