

July 2024



CIVIL SERVICE SAILING

The magazine for members of the Civil Service Sailing Association

www.cs-sailing.org.uk



CSSC Dinghy Championships p 2

IDOR 2024 Results p10

RYA Awards Nominations Open



2024 CSSC Dinghy Championships



The 2024 Civil Service Sports Council
National Dinghy Championships
Saturday 20th July at Littleton Sailing Club



a delightful inland water in Surrey near to the famous Shepperton Film Studios

We invite all CSSC, CSSA Sailing Club, Armed Forces Sailing Association and Littleton Sailing Club members to join the event, open to all non-foiling, centreboard single and double-handed dinghies with a Portsmouth Number of 1000 (Phantom) or slower.

We welcome all levels of experience, from youth sailors and those new to competitive racing, through to the most competitive sailors.

- The event will have an adult fleet and a youth fleet (18 and under)
- Pizza and beer after racing included in entry fee for visiting boats
 - Youth, double handed and single handed awards with CSSA Trophies and awards (for CSSC members)
- Compete as a club or area group for the CSSA team trophy, the 'Littleton Bell'
 - Ample car parking available, hot showers and catering throughout the day

Schedule and format

- Adult fleet: 4 General Handicap races (3 to count) with a 10:30 briefing, followed by first race at 11:00
 - Youth fleet: 13:30 briefing, followed by first race at 14:00
- Prize-giving for both fleets at 16:45 or as soon as possible after the last race
 - Pizza & beer 17:00-19:00 (tickets required, see below)

Entry fees for visiting boats

- Adult fleet: £16 for a single handed boat and £26 for a double handed boat
 - Youth fleet: £12 single handed and £24 double handed
- Any visitors not sailing but wishing to participate in the after sailing refreshments may purchase a ticket for £10
- Entry fee includes pizza (vegetarian/vegan/gluten free options), salad and 1 drink (beer, cider or soft) after racing

How to enter

Tickets for visiting boats can be purchased on Eventbrite.
Entries will close at midnight on Wednesday 17th July 2024.
Entry info for Littleton SC members here.

BUY TICKETS on Eventbrite: <https://tinyurl.com/dinghy-champs>

Further information

- For rules, eligibility criteria and full event schedule please see the Notice of Race
 - Sailing Instructions including a map of the lake
 - Entry Form
 - Youth Fleet Guardian Consent Form



RYA Awards Nominations Now Open

Nominations are now open for the 2025 RYA Awards

The RYA Awards recognise the outstanding contributions made by volunteers and affiliated organisations throughout the UK to support our boating community.

This year's winners will be announced at a reception held at the RYA Dinghy and Watersports show on Saturday 22 February 2025.

Awarded across two key categories, the Affiliate Awards and Individual Awards, let's celebrate our network of RYA affiliated organisations, as well as the volunteers making a real difference.

Nominations

Nominations are now open and will close at midday on Monday 16 September 2024. Anyone can nominate, so why not recognise those making a real difference by nominating today.

<https://www.rya.org.uk/about-us/rya-awards>

CSSC Membership Numbers

Some time ago the CSSA was notified by the CSSC that quite a few CSSC memberships appeared to have been cancelled.

At that time as many people as possible were contacted by email to inform them of the issue. Many responded and each of those individual situations were resolved, but there are still quite a few that still have CSSC accounts deemed cancelled.

Unfortunately, quite a few of the emails were returned undelivered for various reasons but many were because people had left jobs and not updated their email addresses.

If you are unsure if your CSSC Membership has been affected please email:
membership@cs-sailing.org.uk

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Hello and welcome to our Summer issue

As always, I hope this finds you well and the weather will do us all afavour and improve a lot!

The Dinghy Championships are taking place at Littleton SC - see all the details opposite.

There's lots of news from all our clubs and divisions so dive in and enjoy!

Thanks, as always, to our contributors.

Eileen

It was great to see a healthy turn-out for the recent CSSA AGM in Cowes, Isle of Wight, including a large number of younger members competing in the Inter Departmental Offshore Regatta (IDOR) and a fitting number of Zoom participants. Our AGM is an obligation to give members an opportunity to raise concerns that they may have. As has been the case for recent AGMs, business was routine and it is assumed that there is tacit approval that your General Committee is doing a good job. If you have concerns or suggestions, please raise them with the General Committee and don't wait for a General Meeting.

Returning to racing, I hope that yacht racing members will soon see the fruits of the Civil Service Offshore Racing Club (CSORC) labours to once again provide affordable racing aboard a CSORC funded and operated yacht. CSORC have refined their shortlist of suitable racer/cruisers and have secured the additional money they need to proceed with purchase of the right boat.

On the business front, CSSA was recently invited to a meeting of SRBs (Sports and Recreational Bodies of which CSSA is one) to hear CSSC's review of its direction of travel and of changes needed to sustain CSSC's future. An early reform is likely to be a dramatic cut in CSSC support for travel and subsistence for a

handful of SRB events that have benefitted from huge subsidies. Sailing is not one of them and CSSA supports a fairer approach. CSSC's analysis supports the case made by CSSA for increased returns to CSSA of members' CSSC subscriptions. No doubt we'll be hearing of other CSSC proposed reforms in due course. Watch this space. Make the most of the summer season.

Fair winds

Paul



CSSA invites volunteers for co-option to coordinate national dinghy events

If you can spare some time to serve as either a Rear Commodore (Dinghies) or as Dinghy Secretary please get in touch with your Club's representative to the General Committee or with the General Committee directly



Littleton Sailing Club



CSSC National Dinghy Championships 2024

Saturday 20th July

We invite all CSSC, CSSA Sailing Club, and Armed Forces Sailing Association members to join us at:

Littleton Sailing Club

Littleton Lane, Shepperton, Surrey, TW17 0NF

what3words: ///water.good.cakes

The event is open to non-foiling, centreboard dinghies with a Portsmouth Number of 1000 (Phantom) or slower



For more info & to enter:

www.littletonsc.co.uk/2024-cssc-dinghy-championships/

The CSSA Annual Report includes the reports of member Clubs, an affiliated Club and other Clubs providing sailing for public servants.

The CSSA accounts have been published in CS Sailing.

Resolving of membership anomalies identified with CSSC during 2022 continued.

More than 570 members were reinstated or recruited during 2023 bringing active membership of CSSC and CSSA to 2,569 at year end.

The CSSA remains in a strong financial and operational position but faces challenges.



As the name says, the Civil Service Sailing Association is an association of Clubs that exist as Divisions of the CSSA or are affiliated to the CSSA. The world has changed since the CSSA was established back in 1957, 67 years ago, and even more so since our parent body, the CSSC, was set up over 100 years ago – sufficient for recent CSSC appointees to query the need for the CSSA General Committee now that technology could provide CSSC communication directly with Divisions. The CSSC continues with its implementation of its recently reformed business strategy. As you might expect, CSSC's priorities are to maximise income, minimise outgoings and minimise liabilities.

Changes seen as advantageous by CSSC can be detrimental to the CSSA and other CSSC affiliated bodies. A lot of CSSA volunteer time and effort can be needed to assess impact on, amongst other things, the liabilities of Clubs and volunteers and respond fully to CSSC proposals.

CSSA continues to work with the CSSC to maximise the benefits for sailors. Example CSSC reforms include proposals: to move from a combined 'per capita' and 'events' funding

model for CSSA – the only such model remaining in the CSSC – to an 'events' only model; requirement that CSSC affiliated bodies sign up to the CSSC data protection policy as a prerequisite for access to CSSC records – most commonly arising for CSSA through CSSC's demand that CSSC's NuTickets system is used for events (not least for access to CSSC insurances for organisers and participants); establishing CSSC affiliated bodies as Companies Limited by Guarantee (CLG) or similar; review and revision of agreements between CSSC and CSSA.

CSSA's Trustees – 3 x former Commodores appointed in 2013 – resigned during 2023.

At the end of 2022, our retiring Commodore, Graham Dalton, made it clear that the tradition of CSSA capturing a Cabinet Secretary or other well-connected grandee is now firmly in the history books. The General Committee appointed Paul Brereton as your Commodore in January 2023 and left his previous Vice-Commodore post vacant pending a review of Flag Officer structure.

Some CSSC/CSSA reforms feature in the following Club reports.

Portsmouth Offshore Group (POG)

The new land lease for our Weevil Lane site was finally signed off by CSSC in June last year. This should simplify our leasing as it does not require the intermediate sublease with CSSA.

POG became incorporated as an active company limited by guarantee on 1 January last year. This is very significant change to our organisation

The survey and small scale dredging that took place last autumn exposed a need to undertake large scale dredging as we now have few areas that meet our minimum depth requirements. The costs are likely to be very substantial.

We have simplified our IT system. Several club members have helped us develop this product to meet our requirements which are quite distinct from most other sailing clubs.

We are replacing of our Weevil Lake bollards and yard outlets with metered units. This has been forced on us as the cost of electricity for the club – particularly in the winter period, has gone through the roof. For this reason, we will be installing metered bollards on the pontoons and metered outlets in the yard.

Our informal racing continued, with Around the Cans attended by 8 boats and the Nab N' Back with 21 starters. My thanks go to Mike Childs and to the others involved in setting these up and running with all the associated background work.

The rallies were very well attended in 2023, with the Marchwood SC rally, the Folly Jolly and Lymington Overnight Potter proving popular.

We had two very well attended work

parties in April, 152 attendees and in October 140 attendees.

The training, evening talks and social events continue to be well attended.

East Coast Yacht Division (ECYD)

Freyja, a Najad 380, purchased by ECYD in 2005 has more than exceeded every expectation, thanks to the maintenance regime planned and executed over the years by our excellent yacht husbands and the small band of committed members who have supported them.

This season, Freyja has covered about 2,500 miles and visited many ports, including a passage through the Kiel Canal and going to in the Baltic, Weather varied from flat calm, to storm bound in Force 9.

Our planned winter 2023/2024 programme to maintain and improve Freyja was completed.

The loss of our status as a RYA training centre, after the death of the exceptional Peter Burry, has impacted on our ability to attract members to our pre- and post-season programme, with candidates then joining ECYD as active members.

Happily, thanks to the efforts of many, in particular by our treasurer with advice from a retired HMRC club member and support from CSSC, the issue was finally resolved just before Freyja set off for Europe. HMRC had accepted that the VAT due on the purchase of Freyja had not only been accounted for satisfactorily at the time of purchase and that skippers could complete Form C1331 when returning to the UK without perjuring themselves and being open to prosecution.

A diminishing active membership and with few members being prepared to step forward to fill committee roles, particularly a yacht husband, led to a decision to consider an orderly dissolution of the club. Happily at the AGM in November a new committee was formed whose members committed to serving for two years, giving the club an opportunity to continue providing sailing opportunities for members of the civil service and associated bodies. Now we look forward to 2024 with a return to the Baltic and also opportunities to sail in more local waters.

Channel Sailing Division (CSD)

I am pleased to report another successful and well supported sailing programme during 2023. The Dufour 380 has now been in service for 2 years following its naming in April 2022. It has been well used and well liked, although the build quality has not been as good as we would expect. However, there have been no significant periods of unavailability and utilisation has remained strong.

2023 saw a summer cruise to France with 7 weeks based in Pornichet and in 2024 Sea Essay will be embarking on her 12 weeks cruise based around the Channel Islands and the south west of the UK. In 2023 saw the usual full programme of day sails, sea times, training and charters which continue for the 2024 season.

I wanted to record my thanks to the CSD committee for their ongoing hard work and particular thanks to

those stepping down from roles at the AGM and to those new members of the team.

Jumbles Sailing Club (JSC)

Sailing improved throughout the year as the water levels rose back to normal levels but at least the low levels earlier in the year enabled some much-needed work on the reservoir wall to be successfully completed!

In 2023 Jumbles Sailing Club started a new scheme to welcome Paddle Boarders into the club. The pilot scheme facilitates a Day membership allowing up to 6 visits a year to use their paddle board on the water.

Started mid-year we had a small number of participants late summer and hope to attract more in 2024.

The club also welcomed a new group membership from Wave Adventure who support vulnerable adults, young people and other underrepresented groups to experience outdoor activity helping them to socialise, reduce anxiety and isolation and learn new skills.

5 Kingdoms Sailing Club (5KSC)

It was a good year for 5KSC, our yacht YNOT was in use most of the time. There have been cruises in the Orkneys, several training courses and successful Yacht Master exams.

During the winter (22/23) the yard fitted a new anchor winch and reinforced the deck over it. We had a lift-out in Ardfern for a polish of the hull, gelcoat repairs, replacement of all seacocks and to sort out a missing bolt on the rigging. The engine behaved itself this year after fitting new water inlet hoses. The search continues for a suitable replacement yacht.

5KSC (cont'd)

Training: The 22/23 winter training included Radar, First Aid and Manoeuvring courses. In May we had a YM prep for women and three RYA practical courses running out of Largs: coastal practical, comp crew and day skipper. In the autumn there was another prep week followed by the MCA exam which produced four new YM coastal skippers for the CSSA, then another day skipper and a comp crew. It was great that only one course out of seven was not fully booked.

Cruising: the years main event was a trip to the Orkneys, Paul Brereton skippered this over 6 weeks, making two trips around Cape Wrath and offering skippered sea time as well as his private charters. Our regular Clyde skippers sailed the boat to and from Oban which was very helpful. There was also an Inshore Skipper week and a couple of private charters on the Clyde. For the second year on the run YNOT had to stay in Troon until the end of November as bad weather prevented a safe trip back to Liverpool.

Racing: The winter program of races on the Mersey with Liverpool Yacht Club is in full swing and attracting CSSA members who wish to join in the 2024 program.

Rutland Civil Service Sailing Club

Sailing activity in 2023 was severely curtailed by weather conditions being predominately cold, wet and windy.

We did however in collaboration with CSSA Commodore Paul Brereton organise the CSSA National Dinghy Championship in April designed to coincide with the CSSA AGM also held at RSC.

We continue to offer in conjunction with CSSC National & Regional Events Team our successful series of Taster Days for CSSC members, their families and friends

Our members continue to help organize and participate in CSSA offshore events with numerous CSSA Clubs

Our boats celebrated their 50th birthday in 2022 so we decided it was time to celebrate by renovating three of our boats. The project took 12 months due to the poor weather conditions.

We remain in a solid financial position. This is only possible because of the huge effort put in by club committee members. Our membership fee includes use of boats, maintenance, insurance & corporate membership of RSC. We were grateful once again to receive our part of the CSSC / CSSA Distribution Grant of £926.

Chris Peck Club Captain stood down; John Cranwell-Ward was elected Club Captain. Dave Grundy stood down after many years as Club Treasurer and new member Mark Davies took on the Treasurer role. Pete Shuttleworth agreed to take on the role as Committee Chair.

RCSSC wish to become a CSSA Division. RCSSC will present a proposal prior to that discussion.

Griffin SC

Griffin has organised a Brittany trip and the annual Griffin regatta in September. Griffin became an Associate Member of Cotswold Sailing Club. Griffin's reliance on CSSC funding has increased to maintain affordable event prices as costs spiralled.

Inter Departmental Offshore Regatta 2024

IDOR Overall Winner

Matt Bird

Skipper: C'est si Bon

The roots of IDOR can be traced back to 1968 with a challenge between two boats to race across the Channel from the Solent to Cherbourg. Over the years the event grew in numbers but remained a handicap fleet of boats owned, borrowed or chartered by their skippers and crews. The event grew through the seventies into the early 80s and included a number of inshore races in addition to the offshore cross-Channel race (weather permitting). In 1982 the date was brought forward from October to July. Thereafter it has been held in early to mid-summer, usually based in the Solent but always with a scheduled offshore race.



Over time the event has developed into a fine opportunity for crews of all abilities and experience to come together under an experienced skipper and represent their department in what must be one of the best means of team building and bonding. The move to a one-design fleet means that no crew is disadvantaged through lack of access to a competitive boat. Most crews are a mixture of novices, dinghy sailors, cruisers and racers of various experience. This year IDOR was held during the 80th anniversary celebrations of D Day and the crews got to enjoy close up views of the RAF flypasts. Many thanks to Sarah Sturgeon and Richard Lycett for the photos.



The Eric Seal Memorial Trophy is awarded to the overall winner of combined “Inshore” and “Offshore” races

Eric Seal Memorial Trophy (IDOR Overall Winner)									Discard	Final Total
		RAT Race 1	RAT Race 2	CoPT Race 1	CoPT Race 2	CoPT Race 3	CoPT Race 4	CoPT Race 5		
Matt Bird (Dstl 1)	C'est si Bon	4	4	1	11	3	1	1	4	21
John Snowden (Griffin 2)	Vis a Vis	2	2	2	11	5	5	4	5	26
Henry Scutt (Griffin 1)	Femme Fatale	8	6	6	11	1	2	2	8	28
Mike Cardew (CCSSC)	Tres Jolie	6	14	5	11	2	3	7	14	34
Andy Criddle	Mon Dilemme	12	8	4	11	7	4	3	12	37
David Burn	Avant Garde	14	12	3	11	4	6	9	14	45
Jason Newell	Fleur de Lis	10	16	7	11	6	9	8	16	51
Perry Stowell	Faux Pas	16	10	10	11	10	7	6	16	54
Rich Calver	D'Artagnan	22	22	8	11	8	8	5	22	62
Phil Armitage	Apres le Vent	18	22	9	11	9	10	10	22	67

Matt Bird, the overall winner of the IDOR, had this to say about his IDOR experience: *“After coming a close second to the ever perennially competitive Griffin sailing team at last year’s IDOR, the majority of the Dstl team decided they fancied another crack at the event. With high demand for IDOR crew places at Dstl we also decided to enter a second team for the 2024 edition, with a good spread of experience levels across the two boats. 2024 was also my first year stepping up as skipper, so the pressure was on to improve on last year’s result. Fortunately the week delivered fine sailing conditions almost all of the time, as well as high quality racing. The two coastal races were particular highlights with under a minute separating us and Griffin 2 after several hours of racing. The scoreboard was extremely tight all week, and the result was only decided on the final race of the regatta. The close racing is testament to how closely matched the Fairview boats are, the quality of sailing, and particularly of the race committee setting great courses all week. I was pleased to come away with the overall win, especially on my first try as skipper. Dstl 2 also delivered a good showing coming fourth in the first time skipper’s trophy. It was a very rewarding and enjoyable week of competitive yet friendly racing and good social activities off the water, I would thoroughly recommend IDOR to any level of sailor (or complete novice).*

I would like to thank the CCSSC, IDOR Committee and the Island Sailing Club for laying on a fantastic week sailing and socialising with people from across the civil service. I look forward to seeing everyone on the start line again next year.”



Inter Departmental Offshore Regatta 2024

The City of Plymouth Cup is awarded to the winner of the “Inshore” races

City of Plymouth Trophy (Inshore Winner)		TOTAL	Race 1	Race 2	Race 3	Race 4	Race 5
Matt Bird (Dstl 1)	C'est si Bon	17	1	11	3	1	1
Henry Scutt (Griffin 1)	Femme Fatale	22	6	11	1	2	2
John Snowden (Griffin 2)	Vis a Vis	27	2	11	5	5	4
Mike Cardew (CCSSC)	Tres Jolie	28	5	11	2	3	7
Andy Criddle (UKHO)	Mon Dilemme	29	4	11	7	4	3
David Burn (DLS)	Avant Garde	33	3	11	4	6	9
Rich Calver (FCDO)	D'Artagnan	40	8	11	8	8	5
Jason Newell (RCSL)	Fleur de Lis	41	7	11	6	9	8
Perry Stowell (Dstl 2)	Faux Pas	44	10	11	10	7	6
Phil Armitage (CSORC)	Après le Vent	49	9	11	9	10	10

The Rutherford Appleton Trophy is awarded to the winner of the “Offshore” races

Rutherford Appleton Trophy(Offshore Winner)		Total	Race 1	Race 2
John Snowden (Griffin 2)	Vis a Vis	2	2	2
Matt Bird (Dstl 1)	C'est si Bon	4	4	4
Henry Scutt (Griffin 1)	Femme Fatale	8	6	6
Mike Cardew (CCSSC)	Tres Jolie	6	14	14
Andy Criddle (UKHO)	Mon Dilemme	12	8	8
David Burn (DLS)	Avant Garde	14	12	12
Perry Stowell (Dstl 2)	Faux Pas	16	10	10
Jason Newell (RCSL)	Fleur de Lis	10	16	16
Phil Armitage (CSORC)	Après le Vent	18	22	22
Rich Calver (FCDO)	D'Artagnan	22	22	22



The CS Offshore Racing Club Shield is awarded to the CSSA Club Winner

CSORC Shield		RAT	RAT	CoPT	CoPT	CoPT	CoPT	CoPT	Final Total
(CSSA Club Winner)		Race 1	Race 2	Race 1	Race 2	Race 3	Race 4	Race 5	
John Snowden (Griffin 2)	Vis a Vis	2	2	2	11	5	5	4	31
Henry Scutt (Griffin 1)	Femme Fatale	8	6	6	11	1	2	2	36
Mike Cardew (CCSSC)	Tres Jolie	6	14	5	11	2	3	7	48
Phil Armitage (CSORC)	Après le Vent	18	22	9	11	9	10	10	89

The Elite Cup is awarded to the team yachtshowing the most improved performance during the IDOR

The Elite Cup		CoP	CoP	RAT	RAT	CoPT	CoPT	CoPT	Total	Slope	Rank
(Most Improved)		Race 1	Race 2	Race 1	Race 2	Race 3	Race 4	Race 5			
Henry Scutt (Griffin 1)	Femme Fatale	6	11	4	3	1	2	2	29	-1.18	1
Matt Bird (Dstl 1)	C'est si Bon	1	11	2	2	3	1	1	21	-0.68	2
Perry Stowell (Dstl 2)	Faux Pas	10	11	8	5	10	7	6	57	-0.64	3
Rich Calver (FCDO)	D' Artagnan	8	11	11	11	8	8	5	62	-0.64	4
Andy Criddle (UKHO)	Mon Dilemme	4	11	6	4	7	4	3	39	-0.57	5
Mike Cardew (CCSSC)	Tres Jolie	5	11	3	7	2	3	7	38	-0.39	6
John Snowden (Griffin 2)	Vis a Vis	2	11	1	1	5	5	4	29	-0.07	7
Jason Newell (RCSL)	Fleur de Lis	7	11	5	8	6	9	8	54	0.00	8
Phil Armatage (CSORC)	Après le Vent	9	11	9	11	9	10	10	69	0.04	9
David Burn (DLS)	Avant Garde	3	11	7	6	4	6	9	46	0.18	10

The Silver Jubilee Trophy s awarded for the highest placed new skipper to the DOR

The Silver Jubilee Trophy			RAT	RAT	CoPT	CoPT	CoPT	CoPT	CoPT	Discards	Final Total
(First time IDOR skipper)		Total	Race 1	Race 2	Race 1	Race 2	Race 3	Race 4	Race 5		
Matt Bird (Dstl 1)	C'est si Bon	25	4	4	1	11	3	1	1	4	21
Jason Newell (RCSL)	Fleur de Lis	67	10	46	7	11	6	9	8	16	51
Perry Stowell (Dstl 2)	Faux Pas	70	46	10	10	11	10	7	6	16	54
Rich Calver (FCDO)	D'Artagnan	84	22	22	8	11	8	8	5	22	62



Inter Departmental Offshore Regatta 2024

The Cowes Rally Passage Trophy (Bowl) is awarded to the winner of the Friday race back from Cowes to the yachts' home base.

Cowes Rally Passage Trophy Race		Pos	Pts
Phil Armitage (CSORC)	Apres le Vent	1	1.0
David Burn (DLS)	Avant Garde	2	2.0
Mike Cardew (CCSSC)	Tres Jolie	3	3.0
Henry Scutt (Griffin 1)	Femme Fatale	DNC	11.0
Perry Stowell (Dstl 2)	Faux Pas	DNC	11.0
Jason Newell (RCSL)	Fleur de Lis	DNC	11.0
Rich Calver (FCDO)	D'Artagnan	DNC	11.0
Matt Bird (Dstl 1)	C'est si Bon	DNC	11.0
John Snowden (Griffin 2)	Vis a Vis	DNC	11.0
Andy Criddle (UKHO)	Mon Dilemme	DNC	11.0



The Amaranthe Salver is awarded to the winner of combined inshore and offshore races, for departmental entries only

The Amaranthe Salver			RAT	RAT	CoPT	CoPT	CoPT	CoPT	CoPT
(Departmental Winner)		Total	Race 1	Race 2	Race 1	Race 2	Race 3	Race 4	Race 5
Matt Bird (Dstl 1)	C'est si Bon	25	4	4	1	11	3	1	1
Andy Criddle (UKHO)	Mon Dilemme	49	12	8	4	11	7	4	3
David Burn (DLS)	Avant Garde	59	14	12	3	11	4	6	9
Jason Newell (RCSL)	Fleur de Lis	67	10	16	7	11	6	9	8
Perry Stowell (Dstl 2)	Faux Pas	70	16	10	10	11	10	7	6
Rich Calver (FCDO)	D'Artagnan	84	22	22	8	11	8	8	5



The Class A Shield is awarded to the skipper with the lower score of the highest placed pairs team
 The Cariad Cup is awarded to the skipper with the higher score of the highest placed pairs team

CLASS A SHIELD & CARIAD CUP (Pairs Competition)	PAIRS ACCUMULATED POINTS SUMMARY														
		RAT		RAT		CoPT		CoPT		CoPT		CoPT			
	Total	Race 1	Race 2	Race 1	Race 2	Race 3	Race 4	Race 5							
Mike Cardew (CCSSC) + John Snowden (Griffin 2)	57	6	2	14	2	5	2	-	-	2	5	3	5	7	4
Jason Newell (RCSL) + Henry Scutt (Griffin 1)	81	10	8	16	6	7	6	-	-	6	1	9	2	8	2
Matt Bird (Dstl 1) + Phil Armitage (CSORC)	92	4	18	4	9	1	9	-	-	3	9	1	10	1	10
Andy Criddle (UKHO) + Perry Stowell (Dstl 2)	97	12	16	8	10	4	10	-	-	7	10	4	7	3	6
David Burn (DLS) + Rich Calver (FCDO)	121	14	22	12	22	3	8	-	-	4	8	6	8	9	5



Hooe Point Sailing Club has been going from strength to strength since our enforced move from our old Barton Road site in April 2022.



After a challenging transition period we have happily settled into our new home at the Mountbatten Watersports centre just a little further down the Plym estuary, and closer to the open water of Plymouth Sound than our old site.

During our move we unfortunately did lose some members due to the different setup at Mountbatten meaning not all members and boats could be accommodated with particularly our smaller motorboat owners losing out as there were no suitable facilities to accommodate them at the new Mountbatten site.

However since the move we have re focussed ourselves as primarily a dinghy club and have seen our membership rise to a very respectable 102 members at the most recent count. The new facilities have allowed us to continue our race series throughout the autumn and winter months, which wasn't possible before, giving our members year round racing in Plymouth sound with a hard core of racers, race management and safety boat crews keen to exploit this opportunity.

This season HPSC is the only club in Plymouth offering mixed fleet handicap racing in Plymouth Sound. Our average turnout for dinghies is around 22 boats although a total of 32 boats have registered to take part in the Spring Series.

At the recent Port of Plymouth Sailing Association regatta the strongest club turnout was actually from Hooe Point SC members.

We hosted the Nacra Youth team training in June 2024 and have secured the Phantom Nationals and CSSC National Dinghy Regatta's for 2025. We have now firmly established ourselves as the premier dinghy



sailing club in the Port of Plymouth. We also offer white sail Yacht racing on a Wednesday evening for our yacht sailors and guest yachts from other PPSA affiliated clubs within the port.



CSORC have enjoyed an active programme of racing so far this year, with more still to come. A few of our key highlights are set out below.

Sunsail Race Series

We entered the first three rounds of the Sunsail racing series; in Mid-March, mid-April and early May and, having improved steadily over the three events, won the third one!

What seems to have caused the improvement was that several crew members were able to enter more than one round so that skills learned in one round were carried over to the next. This means that getting the crew up to speed is faster. Given the schedule of races, there's not much time to practice before the racing starts!

We had a number of novice racers join us through the rounds and it goes to show that CSORC can do very well even with some inexperienced crew members. What makes a difference is the team effort. So if you have ever considered yacht racing and would like to get involved (whatever your previous experience!), please do contact: crewbureau@csorc.org.uk.



There is a monthly CSORC newsletter to receive a copy, please email: crewbureau@csorc.org.uk

IDOR 2024: CSORC again entered a boat for IDOR which, as ever, offered a great week of racing. The start of the week was pretty windy and it felt like a feat of endurance as we battled our way round the Isle of Wight. By Tuesday evening, the CSORC crew were all very thankful to be greeted back in Yarmouth with an excellent hog roast at the Royal Solent Yacht Club. The weather eased up as the week progressed and on Wednesday we raced past the famous Needles to Christchurch Bay in glorious sunshine, a dramatic change from the previous day! The week was rounded off with some close round the cans racing which gave all of the crews the opportunity to put into practice everything that they had learnt throughout the week. We sailed against excellent crews from across the civil service and enjoyed the competition and camaraderie. Thank you to all of the organisers and to the Island Sailing Club for hosting the week - we are looking forward to 2025!

Round the Island Race 2024: Despite gale force winds CSORC's entry in this year's iconic Round the Island Race successfully completed the course in 8 hours and 40 minutes, coming 5th out of the 10 boats who finished in Group 6 (the White fleet). Out of around 750 boats who entered the race, only 154 boats finished, with others either retiring or choosing not to compete because of the weather. It is the first time CSORC has entered the race - next year it will be on Saturday 21 June.

The rest of the year Hopefully by now we have a full boat for Cowes Week from 27 July to 2 August but at the time of writing, there is still one place available in the RORC race to Cherbourg over the weekend 6th to 8th September. This is the first qualifying race for the 2025 Fastnet, so those interested either in this race or next year's Fastnet should make themselves known as soon as possible please to: crewbureau@csorc.org.uk



Rutland First Sailing Taster of 2024

About Rutland Civil Service Sailing Club (RCSSC)

RCSSC was founded in 2003 and are Corporate Members of Rutland Sailing Club (RSC), a premier inland sailing club, which is based on the South Shore, near Edith Weston.

About our Keelboats

The founding group selected the Squib as our fleet keelboat. The Squib is the RYA National Keelboat, it is 5.8 m long with a GRP moulded hull and weighs 680Kg. It is sailed by two people who can be of a wide range of weight, size, age and experience. The Squib is a strict one design making racing fair and open.

Perfect for RCSSC members and our taster guests.

We also have a Soling keelboat is 8.15m LOA and 1,033 KG. She is a racing yacht and was involved in the Kiel Olympics 1972.

First Taster Guest of 2024 – Heather Day

Our first taster day of the year was scheduled for the morning of Friday 17 May 2024. However, the forecast was for very light winds, which would not be a great sailing experience.

A check of the forecast for Saturday indicated better conditions - Winds F2-3. A check-in with sailing buddy Mike Threadgill and our guest Heather, and we all agreed to slip to the following day.

Heather's CSSC Taster Session was booked from 09:20 - 12:15 which included:

- * Welcome and Safety Brief
- * Sailing 10:00 - 12:15
- * Post sailing 'debrief' in RSC Clubhouse

Following her briefing and issuing of buoyancy aid, Heather followed Mike and I, with the tractor and trailer with Squib Satyr rigged for launching. Member Jon Davies offered to drive the tractor for launching and Mike and I would do the boat and trailer handling, to launch Squib Satyr onto the East Creek Pontoon. With Heather on the pontoon safely and watching us, Mike and I raising the sails and ready for departure. Mike took the helm for the morning, and we had Heather join him aboard. I was on the pontoon, ready to push off Satyr and jump aboard. Let's go Sailing!

Given the wind direction we decided to sail the South leg, heading towards Manton and the boundary of the Nature Reserve - which includes the Ospreys - annual visitors. https://youtu.be/zxN8Sb_xHp0. A line of buoys across the South Leg to denote the Nature Reserve 'out of bounds' area to boats. No worries as there is plenty of water to sail.

We ask our guests two questions:

1. *Sailing experience?*
2. *What do you want to get out of the day?*



We get guests sailing with a breadth of sailing experience. Those questions and any medical conditions that affect them sailing, enable us to tailor our tasters our guests needs and experience.

Mike sailed us West along the South leg, up to the 'out of bounds' buoys line. Along the way he talked and demonstrated basic skills including depowering, tacking, steering, wind awareness. We chatted about the five essentials of sailing.

Time for Heather to take the helm and as you can see from the pictures, her confidence built up from sitting in the boat steering, to sitting on the side steering which gave her a better all-round view and more room to move about in, especially when tacking. Heather helmed us all the way back down the South leg, circa 2 miles. It had got a tad chilly and starting to drizzle. The forecast said it would be blue skies and sunshine after lunch, so we agreed to take an early lunch. With all the tacking, we had sailed circa 5 miles.

The wind had picked up and was a nice 3-4 soon after Mike took the helm. He sailed us back to the Pontoon in East Creek, RSC and was soon tying us up to a mooring cleat and helping Mike take down the sails.

At lunchtime we met up in RSC Clubhouse which has catering, wet bar and clubhouse room, with a veranda overlooking Rutland Water, towards the peninsula. Mike and I had planned to go out for a sail in the afternoon and we agreed to invite Heather to join us for the ride to relax and enjoy.

Afternoon Sail

We'd left Satyr, ready for a quick departure and were quickly away. Dave was on the helm and Mike crew. Heather was very happy to be back on board and enjoy the sail and the sights. As we left the pontoon the wind was very light, but we could see RS 21s and other boats moving well, out in the basin area between Normanton Church/ the Dam and Whitwell Creek on the North Shore. We sailed around a couple of race areas, being careful not to get in the way of those racing— passing several RSC Committee boats managing two races.

A wonderful sight to see, and the wind was getting better. We saw Squib Lift Off in the distance, and noted they were moving easterly across the gap from the Peninsula to Normanton Church.



Avoiding getting in the way of those racing, we sailed downwind towards the racing fleet, enjoying them sailing by and picking a route that kept us out of their way. Our first way point was Normanton Church. As we approached, we could see there was a wedding so we sailed close by, we were near enough for them to hear our good wishes for them. They smiled gave us a wave back. Shortly after, the wind dropped to a F2-3 and blowing directly on to the pontoon. Fenders out, route planned, we sailed from parallel to RSC Clubhouse toward the pontoons. A right turn, about and soon we gently aside the pontoon. Mike stepping nimbly ashore and soon tied us of on the pontoon. Sails quickly down and stowed away. Lift Off was back in just before us with Jon Davies and John Cranwell Ward on board, getting their sails down too. Smiles all-round having enjoyed a good sail. Mike went to get the tractor for recovering the boat with Jon Davies helping with trailer and extension trolley. With the trailer hooked on and pushed into the water, John CW and I soon had Satyr on her trailer, ready to be pulled back to the boat park. I volunteered to put Satyr to bed, with help from Heather who was getting more and more comfortable around our friendly boats and crew.



Fancy a Sail on our Keelboats? Whether you used to sail, already sail, or just fancy having fancy having a go on a keelboat, you will always be made welcome and looked after by members of Rutland CSSC.

There are still some places available on our tasters please check out this link to CSSC Events

<https://events.cssc.co.uk/events/60910>

Note you can view more dates from this event Places are on a first come basis.

See you on the water!

Dave Grundy

RCSSC Sailing Taster Organiser

rutlandcssc.tasters@csscvolunteer.co.uk



Taster Guest Feedback

“Thank you for hosting me on the RCSSC Sailing Taster at Rutland Water and your care and consideration before the actual day too.

I had a great day out on the water and noticed that I gained confidence as the day went on in getting used to the boat in the capable hands of yourself and Mike.

I would highly recommend a taster day. I also think the Squib is an excellent boat to try out as a beginner.

I would love the opportunity of being able to come back if possible.”

Heather Day – Sailing Taster Guest 18 May 2024

As this is written Sea Essay is into the Summer Cruise centred on the Channel Islands and the South West coast around Plymouth.

2024 Programme

The full 2024 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 that our colleagues at the Army Sailing Association (ASA) continue to offer CSSA members the opportunity to attend their RYA shore-based and practical courses (subject to capacity).

We can still conduct our own Yachtmaster preparation week and Examination on Sea Essay using the services of a Yachtmaster

Instructor member.

Please get in touch with Guy Bennett (Training Organiser – see email address below) for more information.

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	CSSC Events	events@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	Guy Bennett	training@channelsailing.org



**Follow
CSD on
Facebook
and our
Website**

POG's Sailing Season is off to a Good Start!

With the Spring Launch complete, Electricity Smart Card Bollards installed and the new website and data portal, up and running, POG is ready for some sailing.

Huge thanks must go to the teams of unpaid volunteers who have worked so hard to get these projects completed on time and on budget. The Club would be nowhere without the tireless commitment of these mainly 'unsung' heroes. - However, we do have a recognition scheme.

AGM Annual Awards

Just after our AGM each year, we do take the opportunity to thank those who have been outstanding and exceptional in their contribution to the Club. This year, outgoing Marine & Shore Facilities Manager and VC Facilities, Tim Anderson was presented with the Life Membership Award, along with a commissioned original painting of his own boat 'Sea Legacy' sailing the waves.



Additionally, Commodores Awards were presented to Roy Chilvers and Jim Hunt. Roy has contributed continuously after he was originally asked to help the Lift/Launch team back in 2015. Since then, he was instrumental in developing the transition from using crane and low-loader, to Roodberg hydraulic trailer. He instigated training for skippers and masterminds the winter boat storage plan each year. Jim's award was for many years of dedicated IT and web development work, particularly some intense database work needed for our transition to the new POG website application.

Mid-week Potter to Bembridge.

By early May, our first sailing calendar event was upon us. Whilst not exactly an epic voyage, the potter to Bembridge acts as a great 'shake-down' sail across the Solent. This is where one finds the reefing lines have been threaded incorrectly or the 'Heads' needs a service. It gives an opportunity to discover and sort out all the niggles after being laid up for the winter and having sorted, we arrive in Bembridge and enjoy a great lunch, this year at Brading Haven Yacht Club.



Talks and Social

A visit to the local 'Powder Monkey' Brewery was a very popular event enjoyed by all and over subscribed so much that a return event is planned. That was followed by 'Mysteries of Portsmouth' a talk by local publisher and historian, Mat Wingett.



POG has been invited to enter a series of Portsmouth Harbour interclub races planned throughout June to September and a number of boats expect to compete. Andy White, our new Facilities Manager is also a member of Hardway Sailing club and is keen to promote the series as a way of interacting with other Portsmouth harbour sailing clubs.

Chris Blackman

VC POG



Sadly, Derrick died suddenly on 6th June from a massive stroke. We send our condolences and sympathy to his wife Carol and his family.

Derrick was a significant figure in the history of POG. The Editor of the Newsletter for many years, an active Vice Commodore and a key player in the development of the Club site. He was a member of the "Tiger Team" who undertook the difficult freehold negotiations with CSSC and Berkeley Homes and was the leader of the team who designed and purchased the Club House. He was later given the honour of Life Membership of the Club in recognition of his work.

Derrick was an Engineer. He trained as an Apprentice at the National Gas Turbine Establishment, where he became deeply involved in the design and development of many of the jet engines that have powered the aircraft in which we have probably flown. He later spent 3 years on secondment to Washington working at the Embassy and supporting Rolls Royce in their sales to customers in the US. His later working life involved the development of the European Fighter Aircraft.

Derrick's love of sailing came from a trip in a small sailing boat in the 1970s. Unusually, he never ventured into a dinghy in fact he never learned to swim but always wore a life jacket.

He was a member of the Royal Aircraft Establishment Sailing Club and became a member

of POG in the early 80s, when the first pile moorings became available in Weevil Lake. He fitted out his first boat Zwicky I, a Contessa 26 in his back garden and sailed it for a number of years. His careful reading of MOD regulations regarding taking your boat abroad (intended for dinghies), meant it was shipped to the USA where he sailed it on the Chesapeake and eventually sold it before returning to the UK. Zwicky I was replaced with Zwicky II, a Halmatic 30, another long keeler on which he had most of his many adventures. He qualified for his Ocean Yachtmaster by sailing Zwicky II to Santander and back and although he had a crew for that journey, he mainly sailed single handed and was known to turn up at his work meetings in Holland straight from the boat and later to claim mileage allowance!

Perhaps his most difficult voyage was when he lost his mast just off Cherbourg and had to cut it free and motor back to POG in pretty rough conditions.

He was a stalwart of the POG club races and Zwicky II featured on the trophies of both Nab 'n Back and the Round the Cans. He will be sorely missed by all who knew him.



The sailing season is in full swing, Paul Brereton took people on a skippered charter to Oban and back to Largs via Northern Ireland keeping up the aim of the club to visit the various kingdoms around the Irish Sea. This was followed by two weeks of cruises run by our Inshore Skippers and two RYA training courses. YNOT is now on the Clyde taking private charters

Preparations continue for the ocean passage from Holyhead to La Coruna in Spain. There may still be places on the return passage starting 1/9/24 if interested please contact the Crew Bureau.

The CSSA cruise in the Mediterranean is almost fully booked, the first week from 24/8/24 coincides with a bank holiday and expensive flights so it may be offered at rock bottom prices so keep an eye on the booking schedule: <https://5ksc.org.uk/sail/sdhome/booking.php>

The RYA practical training program is shorter this year as YNOT will be in Wales in the autumn – the only course that we can run when away from the Largs base is a Yacht Master prep, so if you interested please get in touch with training@5ksc.org.uk otherwise plan to do your theory courses soon and sign up for practicals in 2025.

If an approved skipper wants to use YNOT in North Wales there are opportunities as she is there from late September until the return to Liverpool 28/10/24.

Alison

Captain 5KSC



En Tur Til Danmark

“En tur til Danmark” - a trip to Denmark - was the first phrase I learnt many years ago when I started to learn Danish. As it turned out it was also the last phrase I learnt but that’s another story.

The “tur” I’m writing about here was aboard Frejja, the ECYD Najad 380 that I and three others (Andrew, Leigh and Paul) boarded in May at Rendsburg on the Nordsee-Ostsee Kanal (the Kiel canal to us Brits).

The trip started early with 05:12 train to Gatwick, EasyJet to Hamburg, then by train to Rendsburg. The little yachthaven in Rendsburg is a short walk from the station, the town centre, and the impressive Edeka supermarket. Next day we motored the 20 miles to the Holtenau locks where we waited around for an hour or so before finally exiting into the Baltic. The weather was looking good with lots of sunshine.



The Kiel Canal



Rendsburg Yachthaven



Rendsburg Yachthaven



Danish Lighthouse



Rendsburg

First stop was in Kiel at Durstenbrook marina (venue for the 1936 Olympics!). We needed to get some items for the boat and Kiel is the major sailing port of Germany. There is a huge chandlery at the southern end of the city but the marina had free bike loan for visitors.

Next day it was off up the coast to Maasholm in a stiff breeze, thankfully aft of the beam. Once through the narrow entrance, past the lighthouse and inside the fjord we turned right to anchor for the night. Maasholm is in Germany but the countryside here has all the characteristics of Denmark that we were to experience over the next few days – flat, pastoral, rural and pretty. The yellow of oil-seed rape was prominent and swallows were everywhere. The fjords are nothing like those we think of in Norway but are low often long winding inlets fringed with reeds – and shallow, though Freyja’s 1.65m draught posed few problems.

We didn’t go ashore and departed the next day for the Flensburg Fjord. Once again the sun shone and the wind blew from the east. We entered the narrow sound (“sund” in Danish – we’re in Denmark now) between the island of Als and the mainland. We stopped for lunch in Sunderborg (“borough of the sound” – my linguistic aspirations hadn’t completely died with that course). After a stroll around town we left to catch the lifting bridge up the sound to Dyvig, a hidden gem up a creek and through a very narrow gap. Once again the wind blew and the sun shone. To our shame we motored in the sound, expecting to have to twist and turn through the sound and dodge other boats, but we could have sailed the whole way and there were few boats. In Dyvig we anchored in a large enclosed bay surrounded by the usual pastoral land and reed beds.



Maasholm Lighthouse



North of Kiel



Sunderborg



Sunderborg

En Tur Til Danmark (cont'd)

Early next morning we left for Haderslev Fjord. It's 8 winding miles from the entrance up to the town of Haderslev where there are a couple of marinas with box moorings. Box moorings present a bit of a challenge for those of us used to finger pontoons but they aren't too bad once you realise two things: there is nearly always somebody who'll come and take your lines and nobody expects you to get in without kissing the occasional post (Freyja like most Swedish boats has bronze rubbing strakes for this reason).

Haderslev didn't seem too special until we stumbled on the old town with its brightly painted cottages. The fjord extends into a lake in the town with a park and cafes.

Next stop was planned to be Gamborg Fjord, an inlet near Middelfart. The forecast was starting to look a little fruity and sure enough by the time we arrived in the area we realised that the strong east wind was going to be funnelling down our chosen anchorage and giving us a restless night. We opted for the marina south of Middelfart and walked into town for a shufti.

The leg from Middelfart to Faaborg was to be the longest and hardest as the forecast was for winds well above twenty knots and forward of the beam. Despite the lee of the island of Fyn the wind accelerates off the land and builds a short chop. Luckily Freyja is a comfortable boat with her windshield and sprayhood and we didn't need oilies. Nevertheless we were pleased when the final tacking into Faaborg enabled us to tie up in the marina. In the wind the box moorings proved a challenge and it took several attempts before we were passing our lines to the usual helpful harbourside sailors.

That was a long day.



Haderslev



Haderslev



Haderslev

Middelfart Marina



Danish harbours have a brilliant system whereby every berth has a tag on the pontoon which is either green (available) or red. You pay at a machine and can get a card for the showers and electricity. You use the money you have paid on the card and when you leave the machine eats your card and refunds the deposit and any unused credit.

The next day, Saturday, we had a day off and wandered round Faaborg which (again) was rather pretty, with cobbled streets and some pastel-

coloured houses. We treated ourselves to a meal ashore in the central square - beware the price of drinks in Denmark. Mostly we were eating on board which we found a big saving. You can eat well in Denmark and Germany but I wouldn't describe either as culinary destinations. The sailing, countryside and weather were why we were there.

And so it was that we set off back to Germany. After days of brisk easterly breezes we motored the whole way to Laboe in the Kieler Bucht in a calm. In Laboe we were visited by a couple of police who very politely checked our passport stamps. Next day we entered the NOK and motored to Rendsburg where Leigh and Paul left us and Suzanne and Andy joined for the trip to Holland via the canal, the Elbe, the Frisian Islands, the Waddenzee and the IJsselmeer. But that really is another story.

Thanks to the crew, Andrew, Leigh and Paul, and also to Richard Maxwell for his advice. Anybody contemplating a Freyja charter or sea-time or a trip to the Baltic I'd say go for it.

Nick



Flensburg Fjord

Freyja at Sonderburg



East Coast Yacht Division News

The Baltic Cruises 2024

The Baltic has long been a favourite cruising area for ECYD. For good reasons. It has enabled members to experience a long overnight cruise from the UK to a point somewhere on the border with mainland Europe, a short two-day cruise through the Kiel Canal and into the open waters of the Baltic. Then homeward bound a selection of alternative routes home, either direct back to the UK or by dropping down the coast to Belgium or France before an easy, swift return to Ipswich. Though not this year, see below for a wild, exciting sail home.

Setting off from Ipswich Freyja set off for Lowestoft, before turning east headed for Den Helder on the Dutch coast, home port of the Royal Netherlands Navy whose yacht club extends a very royal welcome to visiting yachts.

On to Heligoland, a 'curious' island in the German Bight with a good harbour popular with sailing yachts crossing the North Sea to or from the Kiel Canal. Once a British controlled island, Heligoland is now part of Germany and enjoys a tax-exempt status, part of the EU but excluded from the EU VAT area and customs union. Consequently, much of the economy is founded on sales of cigarettes, alcoholic beverages and perfumes to tourists who visit the islands. For UK sailors it's a EU port of entry.

About 35nm away is Cuxhaven, the start of the Kiel Canal. Built originally by Denmark it was later widened to ensure the German High Seas Fleet could exit the Baltic without having to take the long route round the Jutland peninsula.

The crew led by Richard Maxwell left

Freyja at Rendsburg, about halfway along the canal and a favourite ECYD place to change crews as it has excellent rail connections to Hamburg.

Nick Bowles, with the first of his two charters, and his crews then took Freyja through the canal to Holtenau into the Baltic where they were able to explore the Danish Islands. North through the Sonderborg channel to Middelfart, returning to Rendsburg via Faaborg and Laboe for a crew change.

For those who have sailed in the area will agree that this part of the Baltic has so much to commend it. Beautiful towns with marinas offering first-class facilities, and with a great welcome. It's no surprise that Freyja and previously Pegasus found this part of the Baltic so enjoyable.

Once out of the Kiel canal a long 177nm overnight sail down past the Frisian islands to West Dshelling and the shallow waters leading to Harlingen. Then through the locks into the Ijsselmeer to Enkhuisen where John Figgures and his crew are waiting.



While most ECYD crews in the past have headed straight for Amsterdam they are determined to explore the Markermeer. First to Lelystad to see the replica of the Batavia, a 17th trading ship of the East India Company, wrecked off Western Australia on its maiden voyage. Guiding principles were an authentic rebuild, using original materials and traditional shipbuilding methods. The build took over 10 years, using largely groups of young workers keen to participate and also learn new skills.

Then south, stopping overnight at Muiden just short of the locks for Amsterdam. Moored up in the totally refurbished Sixhaven marina the crew spent the day exploring the city and in particular the new Noma Science and the Maritime museums.

Out into the North Sea at Ijmuiden and down the coast, first to Scheveningen, north of the Hook of Holland and then Breskens where the crew could complete border formalities, including the precious exit stamp in their passports.

The crew are headed for home. Forecast is F6 winds later during the day and overnight.

But Freyja is built for conditions like this and the crew are for the most part more than competent and experienced sailors. The winds build and build and are soon F7 but properly reefed down Freyja bowls along, flinging spray aside doing 9 and 10 knots. Freyja really is a true blue-water yacht.

Morning sees the Essex coast ahead and it's time to take in sails and motor

into the Walton Backwaters. The motor temperature alarm is soon sounding off and its quickly turned off.

Nothing dismayed they anchor off Wadgate Ledge, east of Felixstowe. Suspect: the still remaining pieces of an impeller known to have broken up earlier in the season? Sounds serious, but the skipper, John has been here before and soon has the water-cooling system in pieces and fishing out pieces that have blocked part of the system. It's a lengthy 2-hour process, but the engine springs back into life and purrs sweetly away. But the earlier window to enter the Walton Backwaters has been lost, so lunch at anchor and they set off on the slowly rising tide headed for along the well-buoyed but very shallow Walton Channel leading to Titchmarsh marina. Next morning on a rising tide Freyja heads for Harwich and sometime sailing in the Stour before overnighting on Half Penny Pier. Home is just up the river and she sweeps into the Ipswich Haven locks while they are open for free flow. The perfect end?



Sailing on board Freyja for the rest of the season.

Now that Freyja is home from the Baltic she is still available for either charter by CSSA Approved Skippers or to the wider CSSA and CSSC membership.

Visit the ECYD website to view the current programme. There are a number of booked charters, but still many opportunities available. Including 'taster sails' for those who would like to experience sailing on a cruising yacht.

Our Yacht Secretary Brian Barnes for charters or James Allen in the Crew Bureau will be delighted to hear from you.

Are you a well organised person with an interest in yachts and boats?

We need one or more people who can help organise the winter maintenance of Freyja, arranging with helping members undertake tasks and work with contractors for the more 'esoteric' needs of a well-founded yacht. You don't need to be a mechanic, an engineer or even a specialist woodworker!

That would not be your role. But if you are well-organised, have an interest in boats and are willing to help organise the maintenance of Freyja we need you. Ideally you should be close enough to Ipswich not to make the occasional visit a real chore. Being able to use Excel to keep track of tasks would be a real bonus. If you can help or would like to discuss how you might be able to help please contact Jeff, ECYD's Club Captain at captain@ecyd.org.uk or by phone on 01628 521596.

Without an organiser or others to help ensure the maintenance of Freyja the future of the club hangs in the balance. There are members able and willing to

help, but they need someone to organise, lead them and keep things on track.

Freyja's cockpit cover is a great success!

Last winter's maintenance programme included a made-to-measure enclosure for her cockpit.

It takes no more than 5 or 10 minutes to out up and later take down, but has made all the difference in expanding the comfort and seating area, come rain or shine.

Included in the original spec for Freyja, along with a bow thruster, they were like the radar and chart plotters put aside to be provided 'later'. Now the full set is there for all to use and enjoy.

Our thanks for the cockpit cover to an anonymous donor who loves Freyja to bits.

Jeff Herschel

Captain ECYD



Training with the Army Sailing Association

The Channel Sailing Division

has taken out Corporate Membership of the Army Sailing Association giving access to their full range of RYA training courses, both practical and shorebased provided at their new centre in Hornet, Gosport.

This offers members access to all of their courses both practical and shore based from Gosport at competitive prices.

For more information and to access the full course list have a look at CSD's webpage:

<https://channelsailing.org/training>

Here's some brief details of how to choose and book your preferred course(s):

Step 1. Find the course for you.

Practical Sail and Shorebased

https://sailing.britisharmysport.com/.../2024-AOSC_Course...

Practical Power

<https://sailing.britisharmysport.com/.../2024-Powerboat...>

Step 2. Complete the application form (link below). Leave blank any sections that only apply to the Army. Don't forget to enter CSSA/24 in the ASA Membership number box.

<https://sailing.britisharmysport.com/.../aosc-course...>

Step 3. Email the form to Lisa lwinchester@britisharmysport.com do not send any payment at this stage. You will receive an email confirmation of availability, or not, on the course from Lisa.

Step 4. Once Lisa has confirmed your place on the course. Make timely BACS payment direct to ASA using the bank details on the application form to secure your place.

Step 5. Approximately 4 weeks before the course you will receive detailed joining instructions for your course.

If you have any queries email Lisa: lwinchester@britisharmysport.com

or Guy Bennett training@channelsailing.org

In the future we hope to use Sea Essay to deliver Day Skipper and Competent Crew courses with our own Instructors under the umbrella of the ASA.

1967 Clinker Built Folkboat and kit - could be yours free!

After twenty years' solo sailing, age has caught up with me at last and *Folksong* is now on land at Hale Village near Liverpool. Rather than break her up and sell all the bits, I want to find her a good home: she and all the kit with her could be yours - or the CSSA's if they want to get into wooden boats - absolutely free. I gave her a comprehensive refurbishment in 2000, a new Beta 10 diesel engine in 2009 (reset to 13 hp, more than she needs), and regular maintenance since.

A survey's now due. If you go for it and can find a boatyard to do what's required you could get her back in the water this summer and take on longer term optional items and regular care later. There's two adult bunks in the cabin, and theoretically two more - and the loo - in the bow. I used the bow for storage.

The huge kit list includes covers, anchor, life raft, inflatable dinghy, oars, outboard engine, a small plotter and the usual deck displays, wi-fi masthead windspeed and direction indicator; sails - including spinnaker - and rigging, an (so far unused) SIMRAD TP10 Autopilot and a very useful solar panel. A Mains Anywhere to get 13A off the 12v batteries, and cable for a marina 13A supply.

I've taken her to France several times from the Solent, out to the Scillies, up to Liverpool where I now live, from there to the Menai Straits and Cardigan, Isle of Man several times, and up to Scotland (including a great trip to the Outer Hebrides, past Stornoway and round to Callanish and back through the Sound of Harris.) I've rowed the little inflatable into Fingal's Cave!

She is great in a decent wind (e.g. 7 knots up to Stornoway in a F5) and not bad in light winds. I'd put in one reef in a gusty F5, and two much above that. With the heavy long keel she is very stable. I was very tired after having to get round the Lizard in a F8.5 from the south, getting into the Helford River to anchor at last back from the Scillies at about 3:00 a.m. but *Folksong* (doing 7 knots on jib only) was fine the whole time!

Want to have others sighing with envy? She's yours.

Tim Ward

0151 727 2716

07931 767 456

tim.ward@gmx.com



Ellen MacArthur Cancer Trust Raffle

Ellen MacArthur Cancer Trust Raffle of the Victory 04 painting

Prize Details:

- Size: 70cm x 50cm
- Value: £2750
- Acrylic & 24ct Italian Gold Leaf on Canvas
- Tickets £10 each

This striking painting, named Victory 04, has been kindly donated by the dynamic artist Summer Jane to the Ellen MacArthur Cancer Trust with the aim of raising funds to inspire more young people living through and beyond cancer to believe in brighter future through sailing and outdoor adventures.

The painting is part of Summer Jane's exclusive Victory Collection and details a 24ct gold leaf feature.

A target of raising £4000 has been set by the Ellen MacArthur Cancer Trust to cover the cost of a boat of 6 young people to experience our magic for the first time this season.

The painting is part of Summer Jane's exclusive Victory Collection.

The design is in Summer's signature contemporary style, but she has swapped her usual splash of orange for a splash of pure Italian 24ct gold leaf!

The raffle will be drawn on Thursday 28 November 2024

For more details see:

<https://www.ellenmacarthurcancertrust.org/vents-and-fundraising/fundraising/>



You think you've been in some tight spaces

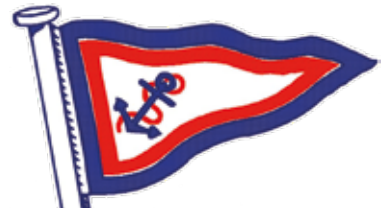
A 15 metre Princess yacht collided and got stuck in its road transport journey in the Chelmsford Railway viaduct. It was on its way from Denmark to the UK to a boat yard in Essex, and ended on an alternative road because the planned motorway route was closed. It passed into the Chelmsford Railway viaduct and got stuck between the bridge side pillars. Luckily, the Princess was later freed from the bridge and continued its journey.





If undelivered, please return to:

Membership Secretary
24 Harrison Hey
Liverpool
L36 5YR



**CSSA invites volunteers
for co-option to coordinate
national dinghy events**

**If you can spare some time to
serve as either a Rear Commodore
(Dinghies) or as Dinghy Secretary
please get in touch with your Club's
representative to the General
Committee or with the General
Committee directly**

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 9PS

CIVIL SERVICE SAILING



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

