

October 2025



CIVIL SERVICE SAILING

The magazine for members of the Civil Service Sailing Association

www.cs-sailing.org.uk



Future of CS Sailing - please read pages 2 & 4

Clubs AGM Dates

ECYC

1st November

CSD/CSCSC

8th November

5KSC

16th November



The Future of CS Sailing

This may be the final printed issue of CS Sailing magazine

Why is this happening?

Due to the loss of funding and rising printing and postage costs, producing the magazine in print has become unsustainable for CSSA.

What are the options?

We're exploring:

- Moving to a fully digital magazine
- Reducing publication frequency
- Shifting printing to individual clubs
- Offering a paid print subscription

As CSSC has already transitioned to digital formats, we're reviewing how CS Sailing can adapt in a way that's sustainable, accessible, and still keeps our community connected.

Have Your Say!

We want to hear from you — the CSSA community. Your feedback is crucial as we plan the future of CS Sailing. What would you prefer? What would you miss? What ideas do you have?

Tell us what you think:

Email: editor@cs-sailing.org.uk

And please make sure your email address is up to date so you can stay connected with future updates.

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*Following the notice about the future of CS Sailing magazine in the last issue, 18 responses were received. That's from 2400 copies distributed via post and email.*

*Does this indicate that there is almost zero interest in the magazine? If so, should the magazine production be stopped completely?*

# *Please make sure your email address is up-to-date*

With the future of the CS Sailing magazine under discussion and the very strong possibility that it will soon be delivered electronically please take a minute to check what email address you provided when you joined CSSA.

A recent notice sent out to 2300 emails resulted in over 400 being returned as undeliverable.

We still have email addresses for departments and agencies that no longer exist.

A personal email is probably best, as it ensures you can stay in touch with CSSA even if you change or leave your job.

If you need to update your email address please email: [membership@cs-sailing.org.uk](mailto:membership@cs-sailing.org.uk)

## *Get Involved - Help Shape the Future of the CSSA*

The CSSA Management and General Committees are in need of fresh energy and new faces

We're on the lookout for enthusiastic volunteers to step into several key roles: vacancies exist for General Secretary, all dinghy roles and several other posts.

If you want to help make a difference, keen to bring new ideas, and want to help shape the future of the CSSA, then we'd love to hear from you.

Whether you're an experienced member or new to the CSSA, your ideas and energy can make a real impact.

Interested? Want to know more? Drop us a line at: [editor@cs-sailing.org.uk](mailto:editor@cs-sailing.org.uk)

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*Hello and welcome to the Autumn edition*

*In this issue, we look back on the highlights of the season and a selection of fantastic photos from recent events.*

*Please take a moment to read the information opposite about the future of this magazine. See page 4 overleaf which outlines some important changes at CSSC and how they affect the CSSA moving forward.*

*We're very keen to welcome CSSA members to join our Management and General Committees, and we're currently looking to form a new IDOR Committee. If you've got ideas and the enthusiasm to get involved, your input could make a real difference.*

*Interested? We'd love to hear from you!*

*If you have any questions about any of the roles or how you can help, please don't hesitate to get in touch.*

*And as always, a big thank you to all our contributors.*

*Enjoy the autumn sailing*

*Eileen*

Once again high season sailing is coming to a close as the days become shorter. I trust that, like me, you have enjoyed your sailing provided by Association (CSSA) Clubs over the summer.

The impact on sailing of the Council's (CSSC's) Sports Transformation Programme is becoming clearer as rules that will apply are shared. Sailing is designated a Council Tier 2 sport. Your membership of the Council will continue to provide you with the Council's package of discounts and memberships of external bodies but support for sailing could vary Club by Club between zero and substantial.

Clubs holding a lease with the Council will have opportunity to negotiate preferential lease fees in proportion to a Club's Council memberships.

A pilot running in the Council's Northwest Region has indicated possible local funding of sailing clubs based within a Region.

Sailing casualties of the Transformation Programme include – coordinated grant funding of Clubs; Council funding of National Dinghy and Yacht Regattas (including IDOR the Inter-Departmental Offshore Regatta) because Tier 2 sports are ineligible for national competitions; this magazine, CS Sailing, now destined to be online only (with email links to new issues on the CS Sailing website).

Absence of membership support for the Association is manifested by vacancies for General Secretary, all dinghy roles and several other posts. Council support for the

Association depends upon Council members' support for the Association. If the Association survives it is likely to be in a new form.

Options for the Association include – securing worthwhile Council sponsorship of sailing; returning to Clubs the Association funds amassed from retention of past Council per capita grants; recognising dinghy sailing is best provided by external clubs and classes; expanding the Association to embrace all sailing within the Council; folding the Association.

General Committee recommendations should be shared with members in January to inform discussion leading into the AGM 2026. But don't wait. If you have ideas on how the Association or its Clubs should develop, please make them known to your Club's representative on the General Committee or direct to:  
[editor@cs-sailing.org.uk](mailto:editor@cs-sailing.org.uk)

I'll close with congratulations to CSORC Ltd on the purchase of Jeepster, a J109 racer/cruiser.

Here's wishing that yacht ownership helps deliver against the ambitions held by the Club for so long. Congratulations are also due to EYCY Ltd upon becoming a CLG and transferring registered ownership of Freyja of Orwell into the Club from the Council. 5KSC and CSD have registered CLGs and should imminently assume registered ownerships of Ynot of Liverpool and Sea Essay from the Council.

Enjoy your low season sailing.

Fair winds

*Paul*



# Notice of the 27th AGM of Five Kingdoms Sailing Club 2025

The 27th Annual General Meeting of Five Kingdoms Sailing Club will be held at 1pm on Saturday 15th November at:

The Holiday Inn Express  
Britannia Pavilion  
Albert Dock  
Liverpool L3 4AD

The hotel is offering discounted rooms at £80 for Friday 14th November  
Please book a room via email to [jenni.knott@exliverpool.com](mailto:jenni.knott@exliverpool.com)

Accommodation may be available on Ynot, book via 5KSC Booking Schedule

Parking is available at the Albert Dock L3 4AF or at Liverpool Marina, L3 4BP

Members can also attend by Zoom, but first please email  
[secretary@5ksc.org.uk](mailto:secretary@5ksc.org.uk)

A light buffet lunch will be provided at 12noon

## Agenda

1. Opening
2. Apologies
3. Minutes of the AGM of 16th November 2024
4. Matters arising from the minutes
5. Captain's report
6. Treasurer's report
7. Election of an accounts examiner for 2026
8. Debate of motions received (proposed motions should reach [secretary@5ksc.org.uk](mailto:secretary@5ksc.org.uk) by 18th October 2025, indicating the proposer and seconder.
9. Election/Appointment of Officers and Committee Members for 2026

## Nominations to the Committee for 2026

Nominations are invited for Secretary, Treasurer,  
Crew Bureau and five members.

Nominations for the Committee should reach [secretary@5ksc.org.uk](mailto:secretary@5ksc.org.uk) by 18th October 2024, indicating the proposer, seconder and agreement of the nominee to stand for the post – a thread of e-mails is sufficient.



# Hooe Point Sailing Club News

This September Hooe Point Sailing Club was delighted to host the 2025 Phantom National Championship event over the weekend of 19th, 20th and 21st.

Preparations began early in the year with the formation of a sub-committee to oversee the event's organisation. This was led by Mark Prue and our resident Phantom expert Jon Rickard who was instrumental in bringing Hooe Point to the attention of the Phantom Association as a possible future venue and ultimately bringing the event to Plymouth.

Leading up to the weekend of the event there was frantic activity with a large marquee erected in the car park of Yacht Haven Marina and numerous last minute jobs being allocated, the most important being collecting the pasties and cider to be consumed by competitors and helpers after each days racing. We do like to do things properly in the West Country!

Friday dawned with light winds of 5 to 10 knots; the racing was outside the breakwater which entailed a 50-minute beat to reach the sailing area. The course

was a windward-leeward course with a committee boat start /finish. Race 1 started with a general recall, clearly the sailors were a bit over keen, but the race was soon restarted, and all 57 boats completed the race. Race 2 followed a similar pattern with another general recall, the restart was successful and all boats got away cleanly.



The sailors were rewarded with a giant pasty and pint of cider on their return to shore which were gratefully received. This was followed by a prizegiving which included the “D\*\*\* of the Day” award which was given to Mark Spruce for failing to tally back in. His day job is with HM Coastguard rescuing people for a living, so he was slightly embarrassed by this error.

Saturday was a somewhat different day with much stronger winds forecast, South Westerly force 5-6 increasing later to force 7. Once the fleet were out in

Plymouth Sound several competitors wisely decided the 20+ knots of wind and steep chop caused by the strong ebb tide were a bit much and turned back for the slipway.

The hardy souls that stuck with it found conditions outside the breakwater pretty gnarly with a 1.5m swell at times combined with the wind gusting to 25 knots. Race 3 got underway with Jon Rickard of Hooe Point SC taking an early lead which he maintained throughout the race. Beating into the large swell was demanding, but the downwind legs were something else, a wild mix of fear and adrenaline with many capsizes along the way.

By the second round the safety boats were in danger of being overwhelmed with the number of boats requiring assistance and the race officer wisely decided to abandon the race denying Jon Rickard his win.

Competitors, committee boat, mark layers and safety boats were all repositioned inside the breakwater and a new course was set. The wind was slightly less but more importantly the waves were much reduced making racing at least possible. The weather then took a turn for the worse with a massive downpour of rain just before the start just to challenge everyone further, as if we needed it!

The race was completed with a win for Will Gulliver and it was decided with the rising wind, now gusting to 31 knots, it was time to call it a day and no one was going to argue. Shortly after the fleet was ashore the local NCI station at Rame Head recorded a 42-knot gust so definitely a good call.



# Hooe Point Sailing Club News (cont'd)

The day was finished off with another pasty/ pint combo followed by the daily prizegiving including

“D of the Day” won by Mike Webster for his impressive display of apparently entirely unnecessary illegal pumping that to quote the judges “would make an Olympic Judge weep”.

An evening meal and bar was organised in the Marquee and a good time was had by all.

Sunday dawned with clear blue skies, still air and a much cooler temperature. Competitors were released from the slipway at 0930 but were met with no wind. What

a contrast from the previous day! The last few boats to launch were assisted to the race area by the fleet of safety boats to try and keep up with the days schedule as three races were now planned to make up for the abandonment on day two.

However the wind duly arrived in the form of a moderate north easterly breeze and the course was soon laid.

Race 5 started with a general recall, with a number of overzealous sailors well over the line but was soon restarted in 7-12 knots of wind. Line honours were taken by Harry Briddon with Sam Coxon in second and Will Gulliver in 3rd.

Race 6 got underway in 8-17 knots of breeze with Jon Rickard of Hooe Point SC leading throughout the race and taking first place with Harry Briddon second and Nick Orman in 3rd.

Race 7 was planned to allow the passage of the Brittany ferry Pont Aven due at the breakwater at 13:30, the safety boat team were kept busy during this enforced 45 minute break acting as

“sheepdogs” herding competitors within the safe area to the west of the ferry’s track through the shipping channel. Our race officer began the start sequence as soon as the ferry was safely clear and the final race of the event was started. The wait had obviously ramped up the anticipation as yet another general recall ensued.





After the restart Will Gulliver led for most of the race with Jon Rickard in close second, at the finish Will Gulliver made an error and Jon Rickard seized the opportunity and pushed Will into second place.

Once ashore the marquee gradually filled up with happy sailors and prizegiving got underway. Various prizes were distributed including team prizes and every competitor was awarded a position prize for attending which was a nice touch. "D of the Day" was won by Will Gulliver for forgetting the leeward mark existed in race 5 which he was leading at the time, which resulted in a last-minute u turn and losing two places.

The final prize was of course for first place overall which was won by none other than Hooe Point's very own Jon Rickard which seemed fitting after all the effort he put in to getting the event off the ground, well done Jon.

It just remained for our Commodore Kevin Bentley to say a few words in his closing speech and offer his thanks to all the volunteers who came together to make the event such a success.

His closing remarks sum up an amazing weekend of sailing: -

"As we wrap up this championship, let's celebrate not just the results, but the friendships, the stories, particularly about yesterday's sailing conditions, and the shared love of sailing that brought us together. The Phantom class is more than a dinghy it's a community. And this weekend, you've all reminded us why we sail.

That concluded the prizegiving and marked the end of a fantastic weekend of competitive sailing.

*Audiz Mawe* Secretary HPSC



5KSC's yacht YNOT has been in Scotland this summer, visiting the Clyde and the Islands, including a popular whiskey tour. She was brought back to the mainland just before storm Floris hit the UK, which included a quick trip down the Crinan canal.

In August at Largs we held a day Skipper course – the first outing by Susan Iskander for 5KSC – who was much appreciated by the team and trainees. Then there was a YM prep for women, unfortunately this was interrupted by a prop wrap while learning the RYA technique of lassoing a MOB (aka PIW) with the genoa sheet. The prop was freed by a diver but a day later the prop fell off leading to a sail back to base and a tow in by the RNLI. All good learning but unfortunately interrupting the candidates' exam schedule, our apologies to them.

Once the propeller is replaced the plan is to bring YNOT back to Liverpool in late September or early October.

If you want to take Day Skipper or Coastal practical or YM prep in 2026 please get in touch at: [training@5ksc.org.uk](mailto:training@5ksc.org.uk)

The next club event is the AGM which is on 15/11/25 in Liverpool please see the notice in this edition of the magazine. We sent out a questionnaire on 29/8/25 in order to find out what club members want provided and to help plan the 2026 season so I hope to share the results at the AGM.

Autumn and winter sailing dates will be on the booking page of the 5KSC website at <https://5ksc.org.uk/sail/sdhome/booking.php>. Events include some Taster days that we have managed to get on the CSSC's Nutickets system. If you know people wanting to try a session please point them in this direction.

Once the propeller is replaced the plan is to bring YNOT back to Liverpool in late September or early October.

*Alison Hutton*  
Captain 5KSC

# Extend Your Sailing Season!

*This Autumn and Winter Freyja is based in the Gibraltar area - offering excellent sailing opportunities!*



## **Seatimes and Hours-Building 4 x SEATIMES (£420 pp for 7 days)**

- 1) 25/10 to 1/11 - skipper to be confirmed (itinerary details to follow).
- 2) 1 to 8/11 - with skipper Reg Morris - from Gibraltar along the North West coast of Spain towards Cadiz and return to Gibraltar.
- 3) 8 to 15/11 - with skipper Reg Morris - from Gibraltar to Morocco, across the Mediterranean to Spanish Costa del Sol and return to Gibraltar.
- 4) Freyja and Friends NEWYEAR trip 27/12 to 3/1  
with skipper Andy Furness - Gibraltar to Ceuta and Morocco across to Estepona / Marbella and back to Gibraltar - subject to weather conditions.

## **Spring 2026 Training Opportunities**

Contact the club for details of sail training opportunities and exams at [crewbureau@ecyd.org.uk](mailto:crewbureau@ecyd.org.uk)

## **Charter Opportunities**

## **4 x CHARTER DATES AVAILABLE (whole yacht £1400 for 7 days)**

- 1) 15 to 22/November
- 2) 6 to 13/December
- 3) 13 to 20/December
- 4) 20 to 27/December - Xmas aboard!!

*It is possible to stay on Freyja as a houseboat (without leaving port).  
Excellent rates at £40 per night for exclusive yacht use.*

Dates are subject to variation to support winter maintenance requirements;  
please contact the crew bureau for further information.

To get to Freyja's base in La Alcaidesa Marina at La Línea you can fly directly to/from Gibraltar airport which is walking distance to our yacht, or take more frequent and usually cheaper flights to/from Malaga airport with a one-hour coach transfer to La Línea.

Please go to the club website at: <https://ecyd.org.uk/> and take a look at the "Travel To Gibraltar" guide in the menu on the left hand side of the main page.

Please contact your Crew Bureau with any queries or for further information.

Looking forward to hearing from you.

*Amanda Topson*  
(Crew Bureau)

[crewbureau@ecyd.org.uk](mailto:crewbureau@ecyd.org.uk)

# *Island Hopping and Beyond!*

After a dash across the English Channel to complete all necessary paperwork to settle Freyja's future, as the ECYC Club Yacht, she then set sail for her summer sailing programme. Our thanks go to Reg Morris, Bob Fletcher and Amanda at the Crew Bureau for coordinating the logistics required of those voyages.

Freyja's first big challenge, in starting off the voyage southward, was the club's summer seetime cruise from 28 June to 3 July 2025. This leg departed St. Helier in Jersey. For those of you interested in the history of the Channel Islands, "Helier" was a 6th Century monk and hermit who practised asceticism (extreme self-denial to you and me). The crew for this June/July sea time included club members Richard Wilkin and Mark Davies, both experienced in Mediterranean sailing in 2024.

Those of you who have followed our social media and previous newflashes will know that club members chartered "Dreams" - a Bavaria 45 out of San Antonio, which is also known as "Sant Antoni de Portmany" in Catalan. It would have been interesting to know what "Helier" would have made of the 21st Century party island of Ibiza!

It wasn't all "fun in the sun", for the "Dreams" crew though, as Mark diligently applied his Day Skipper skills, which were obtained over the Easter period whilst sailing Freyja out of Ipswich in Suffolk. More of that later. Congratulations to Mark from all at ECYC for his achievements and thank you for participating in club events.

Freyja's berth at St Helier Marina was very well placed for the bus station (Liberation Square) providing for seamless transport from Jersey Airport to the Marina. Raising the mainsail, Freyja and her crew set off on the first Sunday of the week's sailing, for Herm; Guernsey's biggest 'next door neighbour', a jewel among the Channel Islands and a magical place to visit.

Our intrepid crew and Freyja arrived at Herm's "White Steps" (actually "Rosaire Steps"), a jetty used to go ashore on foot at low tide. That afternoon the crew weighed anchor and decided upon a well-earned siesta before proceeding on to Guernsey. Freyja's very efficient cockpit canopy was much appreciated by all given the extreme heat - coupled with little cooling wind.

On arriving just before the tide Freyja was met by the Harbourmaster and escorted to a waiting pontoon; and barely half an hour later she was invited to transit into the Marina - where our club yacht stayed for two nights.

On Monday the crew decided to explore Guernsey using the local bus services. This involved visits to the Fort Grey Shipwreck Museum and its striking white Martello Tower; a third century Gallo-Roman ship and "The Little Chapel" - a wonderful mosaicked church decorated with pebbles and fragments of pottery and china. Finally Richard decided a dip in the local open-air pool was needed to cool off. It was hot!

**ECYC looks forward to welcoming members to the 2025 Annual General Meeting, to take place at 7pm on 1 November 2025**



Tuesday was departure day and, following a refuel, Freyja headed for Sark to explore. Anchoring at Dixcart Bay the crew checked out the dinghy and electric outboard motor. This was a first for the crew, who were keen to go ashore and explore La Coupée, the isthmus (now a causeway) joining Sark and Little Sark. All of this exploring resulted in a hungry crew and an alfresco dinner was needed, with the added bonus of dining whilst watching a superb sunset. By all accounts this gourmet meal was much enjoyed and all was made ready for a well earned rest. However, the “anchor watch” noticed that other yachts were swinging too closely to Freyja during the night. Feeling uncomfortable with the situation, the crew decided to move the yacht. Captain Mark stepped up to the wheel and a return to Jersey was decided upon.

Leaving Sark at 01.30 hours the crew navigated through the anchorage and through lightning and rain back to St. Helier, with a weary crew arriving at dawn and before the tide. After some periods of sleep, whilst waiting to get into the Marina (05.45 hours by now) Freyja arrived safely back in Jersey Marina - this despite the red traffic lights and depth gauge being out of action (for maintenance) at the Marina entrance!

Freyja has subsequently left Jersey and worked her way down the Atlantic coast of France. At time of writing she's making her way around the coast of Spain and Portugal; then to reach her destination in the sailing areas of the British Overseas Territory of Gibraltar and neighbouring La Alcaidesa in southern Spain.

Contact ECYC's crew bureau for further information about where Freyja could go whilst in the Gibraltar/southern Spain area and go to this link for further information:  
<https://5ksc.org.uk/sail/sdhome/ECYDbooking.php>

We look forward to seeing you all out on the water.

*From all at ECYC*



San Sebastián - Photo credit Bob Fletcher.

**ECYC looks forward to welcoming members to  
the 2025 Annual General Meeting,**

**to take place on 1 November 2025 at 7 pm (19.00 hours)**

If you have sailed aboard the club yacht, Freyja, on any date from 30 October 2022 or made a booking, then you are a member of the club and entitled to attend the AGM. This also includes those who have volunteered with the club by helping out and supporting the club in other ways; this could be maintenance, upkeep, technical help or administration. Please get in touch if you have any questions, write to [secretary@ecyd.org.uk](mailto:secretary@ecyd.org.uk)

# *An Alternative Summer Cruise: three men in a boat*

Well shipmates, here is the tale of an alternative Summer Cruise (23 - 30 August).

Indeed, an odyssey since we were in Greece. Adrian Barnes, Tony Hinton and Colin Hurd not quite emulating the passage of the Argonauts.

Our saga starts with a Wizz Air two-hour delay at Gatwick. Plenty of time for breakfast in 'Spoons, to wonder at its Gatwick prices and to admire the stamina of those on their third

pint at 05:30. I should mention also that Wizz's credentials as a low cost airline were much in doubt since the Athens return was £580, albeit £100/£200 cheaper than EasyJet depending on 18kg or 23kg checked in baggage. And before you start lecturing us on the time of year, school holidays etc, this was the only week that we three could align.

The Saturday flight was good and the crew professional. After some warp factor 5 (Star Trek reference) we arrived just an hour and a quarter late in Athens. As ever we stepped out into weapons grade ambient heat. An hour and a half in a nice Mercedes with air conditioning took us to Kiato along some very impressive civil engineering and tunnelling; the Olympia Odos motorway with railway running down its centre.

Stern-to Kiato



Eugenia on route to the Corinth Canal



Not much to report about Kiato other than it's small and scruffy with a small harbour and 10M west of the Corinth Canal. Here we met our lead crew: Joseph ("him") from Devon and Taylor ("her") from Canada ("they" were definitely "them"! ) with their own Sadler 34, Three Feathers. We took over Eugenia, a 2015 Bavaria 37 from Lefteris ("him" / "engineer") using a digital inventory for the significant stuff, which sped up the process with no counting of spoons or pegs involved. There followed the inevitable supermarket run and dinner at the marina taverna, with Tony and me tackling (vegetarians look away now) large pork chops.

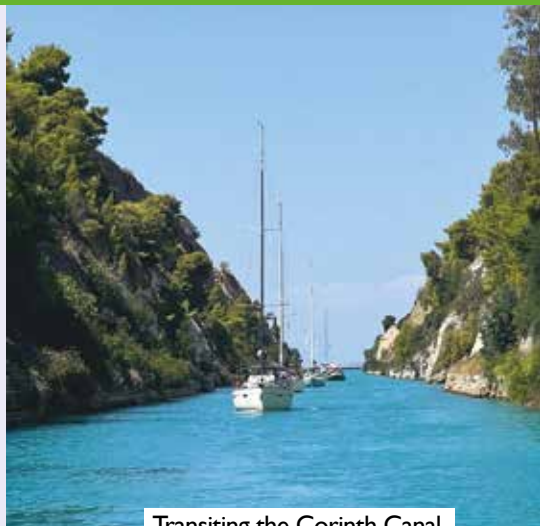
And so to the Sunday morning briefing with the crews of Dimitria, Loukia, and Lydia. An extended sermon in the substantial and splendid Greek Orthodox church, with its very fine tintinnabulation of bells, might have been quicker but there were health and safety boxes to be ticked. The itinerary was to change because of wind predictions; the Meltemi was on its way later in the week. Today we would probably have to motor the ten miles to the Corinth Canal but Aeolus, Keeper of the Winds and his four subordinate gods had other ideas, thus we had a splendid sail.

The canal is one-way so we anchored for some time to take our turn. Yet another feat of civil engineering, the canal is just under 4M long. It must have taken us 45 minutes but time passed quickly as we passed through the high limestone walls.

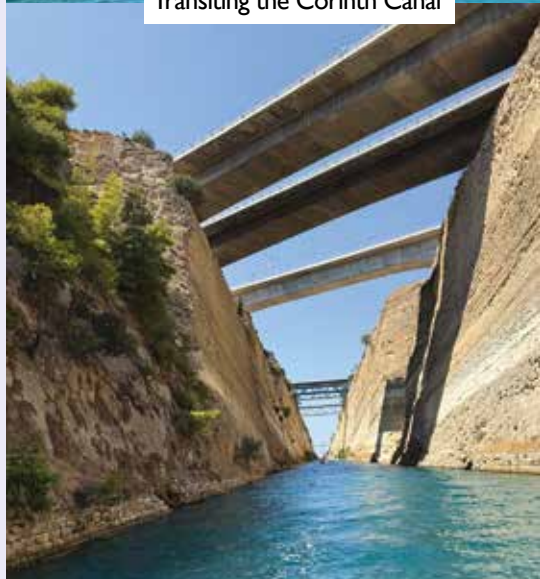
Onwards then to Old Epidavros (as opposed to new Epidavros) some 25 miles south. Now the wind was gone, only to return a few miles from our destination.

Epidavros' harbour entrance is hidden from a northerly direction but once found is wide and deep. Very busy so we anchored in the bay resigned to a night of swinging; on the boat that is. But Joseph appeared in his tender; he had found us to a place on the quay, which we exploited with alacrity. I should say at this point that Epidavros is exposed to an east wind and, guess what, that was what was blowing. Eurus, the god of the east wind, filled the sails on the way down but now it was all a bit choppy with the light fading. We managed stern-to on the edge of the quay but the two boats that moored alongside on the quay in front of us played bucking broncos! No people or boats were harmed. And so, to the taverna where my fun fact was that I had accidentally put my top on back to front! Conditions eased eventually and I reversed my top.

Our next stop Agistry port, NW corner of the island, was a notional 10M away, which gave us scope for a morning of R&R. We decided on visiting the Greek theatre with its important archaeological site 20 minutes away. Having mistaken the community bus for our prearranged taxi, this was a 20 euros entry fee each well spent. We got there before the heat and hordes of tourist groups arrived.



Transiting the Corinth Canal



Semi Stern-to Epidavros





# *An Alternative Summer Cruise: three men in a bo*

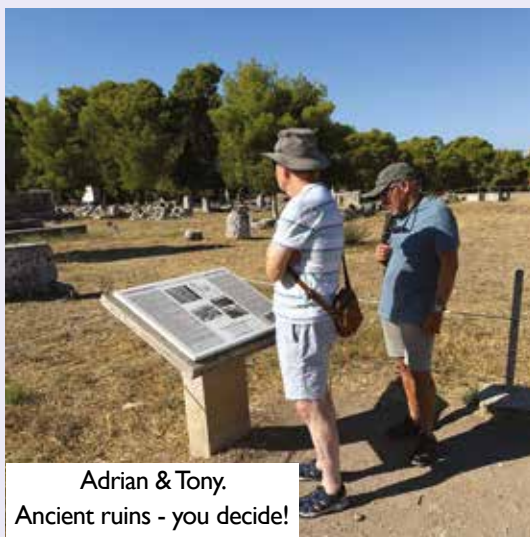


Greek Theatre Epidavros



This is a site of world importance. Constructed in the late 4th century BC, it is considered to be the most perfect ancient Greek theatre (half-circle as opposed to amphitheatre full-circle) with regard to acoustics and aesthetics. The pictures speak for themselves.

Underway and under engine we reached the south of Agistry island. Going up the eastern side we eventually found wind and had a good sail albeit with long tacks. After 20M we once again squeezed in stern-to, this time to the outer quay. A lethal cocktail involving wine, various rums and other ingredients was on offer on the quay compliments of Taylor (alchemist) and Joseph. Thence to the nearest taverna for dinner.



Adrian & Tony.  
Ancient ruins - you decide!

Next a notional 6M to Perdika. However, we once again hunted the wind east of Agistry island but without much success, choosing to anchor at the south western end, north of the tiny private island, Nisis Aponsio, with its cafe and sunbathing paraphernalia. After lunch we caught the wind and our tacks took us right to Perdika with total mileage of 16M. Not much room here but a berth was found for us stern-to inside the outer wall right by the dustbins and alongside wobbling small fishing boats that had been placed to test our parking skills.





Adrian on canal duty



Agistry

We had our most expensive meal here; a large whole sea bream between we three. The shoreline was edged with tavernas and the revelry went on noisily into the early hours.

Next stop Poros port. We chose to enter on the eastern side of the island. It was a lumpy jib sail with the wind behind us. We knew we would have to anchor as the lead boat reported that the place was full at midday. And so it came to pass after 16M. There were boats everywhere, with gigantic catamarans hogging the space of a small flotilla. Now for the fun of using the tender with electric outboard; tying- up on Three Feathers.



Moni Island from Perdika



Tony & Colin at Old Plantanus



# *An Alternative Summer Cruise: three men in a bo*



Adrian leaving Poros



On route Poros. Adrian helms.  
Colin maintains situational awareness



Tony leaving Perdika - Moni Island in background

A short briefing at a local cafe then onwards and literally upwards away from the waterfront to find a taverna we had used on previous occasions. We eventually found The Old Plantanus and enjoyed traditional Greek cooking and a modest bill. Let me start by saying that everything looks different in the dark. This explains why it took us a while to find Eugenia at anchor. It reminded me a little of Queen Victoria reviewing the Fleet at Spithead. Next time transits, bearings and landmarks.

Thursday and free sailing to cover the lead crew's day off. The mission was to be in Korfos no later than 16:00 on Friday. After some discussion we decided on a return to Agistry.

A northerly wind of 18kts gusting 25kts was forecast. In the event Boreas, God of the north wind, shifted things around a bit and decided to hold back. There was limited velocity made good through a lumpy sea. A long tack or two took us to the north of Methana, which had developed a distant small wildfire; we could see the firefighting helicopters and aircraft going backwards and forwards. Decision time. Continue sailing or get into Agistry port with a chance of a berth? We should have stuck with sailing as the port was full early afternoon with several boats anchored outside in less than 2m of water. We tried but were defeated by lack of depth, lack of grip and an abundance of protected sea grass.

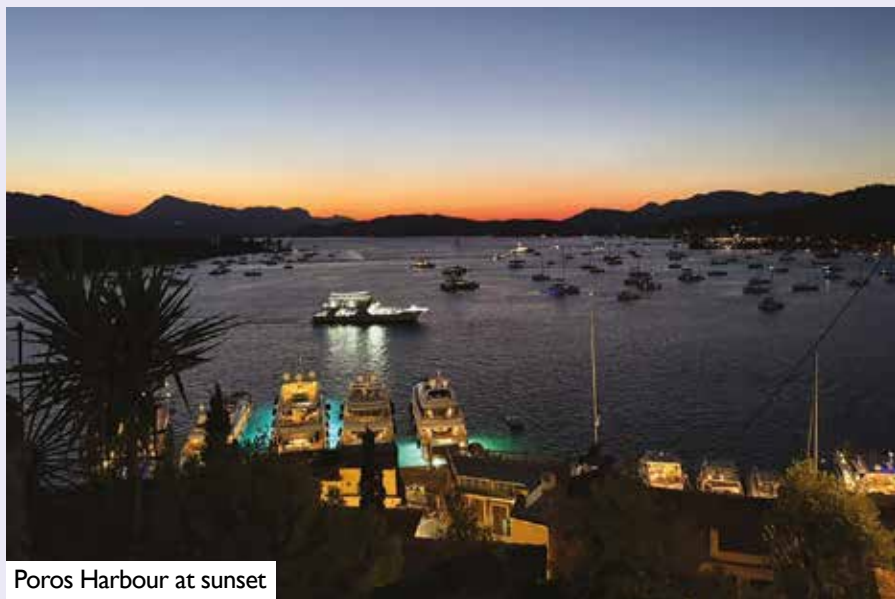


Adrian longlining near Nisis Aponisio!

South east then to Nisis Aponsio (café island). After a modicum of comedy and cursing and the bravery and dexterity of Adrian in the tender, we longlined. Off then to the Fish Taverna by tender, landing on a concrete wall that was not compatible with bare skin. No room here either without a reservation! Back to Eugenia, which was gradually being pushed by the wind on the starboard beam towards the catamaran that had insisted on mooring close to us. So retrieve longlines and anchor. By this time it was dark and no time for faffing around with long lines or anchoring in crowded bays. Thus a barely tolerated skipper's decision to head for Old Epidavros 7M away. Easy to find and after enduring the usual cries of "you're too close" we found a nice spot in 16m of water.

A beautiful Friday sunrise. The anchor collected a very nice fishing lure that is now in my collection. As we left Epidavros the wind in the entrance provided false hope. Barely 3kts outside needing a gentle run on the engine. With precise time and space appreciation we arrived at Korfos at 14:30, the earliest arrival time.

Stern-to on the shore and it was finish with engines. We had covered 127M in Eugenia. Diver down, who found some fishing line around our propeller. We had our last group meal, which included a visit by the friendly town dogs. No point in mentioning feral cats other than to say they are everywhere.



Poros Harbour at sunset



The town dogs Korfos

Sunrise Epidavros Bay





# An Alternative Summer Cruise(cont'd)

Saturday and the boat vacated 30 minutes early at 08:30. The only breakfast we could find were pastries at the local bakery. We said our farewells and a group of us filled the Mercedes people carrier that took us to the airport. Athens airport was thronging with travellers. To cut a long story short, it took us two hours to get to passport control just as our flight was boarding. Thankfully an official allowed those of us going to Gatwick to come to the front of the queue. So shouts of "Gatwick" rather than "starboard" trumped the grumbling non-Gatwicks! Apart from some minor turbulence, our flight was uneventful and we landed pretty much on time. Baggage was retrieved quickly and we three went our separate ways.

A few notes...

We enjoyed our week moving from the Gulf of Corinth to the Saronic Gulf. Not sure I would want to go at that time of year again. But needs must...

Taylor's best friend Max from Canada joined us for part of the time. Her first time in Europe.

The boom on Eugenia was stubbornly high, causing slack lazy jacks and floppy sail bag. This after Joseph lent his expertise and put the vang in a fixed position. More importantly the sail sagged at the bottom. Whatever we did we couldn't fix the problems so sailing wasn't as efficient as it could be. No wonder we came second in the least fuel competition!

I suspect that we were the only ones who donned life jackets at any time in the Saronic Gulf!

You should no longer expect olive on the table as routine; ask and you shall be charged!

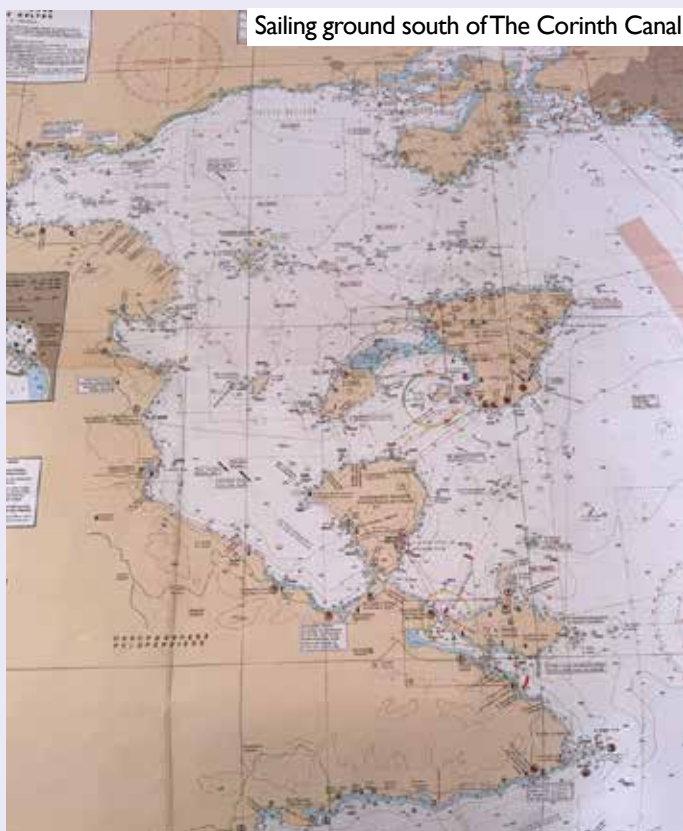
Fix low-alcohol beer is widely available.

Colin Hurd

2025



Journey's end: Korfos





# CS Offshore Racing Club News

The RORC Centenary Race on 20 September gave CSORC sailors the opportunity to compete in a senior level event. Club member Neil O'Leary skippered Zada, his own Beneteau First 40, in a Pursuit race format: each boat has a different starting time based on its handicap, with the expectation that all boats finish more or less together! The results are then simply the order in which boats cross the finish line. Coming 22nd out of 29 starters in the IRC class was a worthy outcome, given only two hours of training together the previous day. Next year we plan to enter more of the "senior" events - RORC and JOG races - now that we have Jeepster.

## Jeepster delivery

The Club's first outing in our newly acquired J/109 Jeepster was the delivery trip from Grimsby to Mercury Yacht Harbour on the River Hamble. Skippered by Club Captain Nick Bowles, four members sailed her via Wells-next-the-Sea and Lowestoft to Ipswich, where the passage was paused for a week due to adverse weather. The restart was at very short notice for the crew call, so Nick and Phil Armitage completed the trip two-handed, arriving at Mercury at noon on 31

August. Jeepster is now berthed in C68, just a few boats away from Sea Essay on the same pontoon.

## Ready for action!

Preparing Jeepster for action is proceeding at pace. A few operational refinements have yet to be completed before holding familiarisation days during October. New lifejackets, additional safety equipment, domestic inventory and maintenance items have been purchased too, ahead of getting the boat appropriately coded and rated for the Hamble Winter Series during November. If you can offer time and/or expertise to help keep Jeepster in good shape, email Nick at [nickbowles@csorc.org](mailto:nickbowles@csorc.org). It's your Club, your boat!

## Autumn programme

We are working on an IRC rating certificate (handicap) and RYA coding for Category 3 races, both needed for entry into the Hamble Winter Series. We may also offer familiarisation or training sessions ahead of or between racing events. Look out for invitations from the Crew Bureau to be sure of getting your preferred berth/dates!

CSORC Committee

September 2025

Six of the Zada crew with Neil (2nd left) after the RORC Centenary Race



To keep up-to-date with CSORC news, subscribe to the CSORC newsletter, please email: [crewbureau@csorc.org.uk](mailto:crewbureau@csorc.org.uk)

# Channel Sailing Division & Civil Service Channel Sai

## Moving To A Company Limited by Guarantee

As explained in the Summer issue it is necessary for the management and operations of CSD to be transferred to a Company Limited by Guarantee (CLG). The new company is Civil Service Channel Sailing Club Limited (the 'Club');

1. The Club is established on a 'not for profit' basis for the following purposes;
  - to acquire and take over all or any part of the assets and liabilities of the present unincorporated body known as Channel Sailing Division (CSD) and continue the aims of the same; by
  - pursuing the promotion of recreational boating including coastal, offshore and ocean sailing in all its aspects for Members
  - providing activities related to boating and the objects of the Club including social, training and other opportunities for Members as may from time to time be determined by the Directors.
2. The transfer of Sea Essay ownership from CSSC Ltd to the Club happened on the 31st July;
3. An online Special General Meeting of Channel Sailing Division will take place on the 13th October for those CSD members attending to vote on the Motion;
  - To authorise the Committee of Channel Sailing Division to transfer all the assets, liabilities, operations and management of Channel Sailing Division to Civil Service Channel Sailing Club Ltd, a company limited by guarantee (CLG, company number 16282044). To be effective from the close of the CSD AGM scheduled for the 8th November 2025.
4. All registered CSD Members will have been informed of the CSD SGM by email from the Yacht Secretary (if they allow emails from 'boscombe@lineone.net');
5. The CSD AGM on the 8th November will be followed by a General Meeting of the Club (CSCSC Ltd) to consider the Club Rules (supplemental and subordinate to the Articles), elect a Captain and Management Committee and hold a Member\* vote on the Motion;
  - That the yacht Sea Essay (ON 187028) be sold, in order, subject to securing funding, to execute the purchase of a replacement yacht for the company and its members at an appropriate price, having regard to the combination of the net proceeds of the sale of Sea Essay and other funds secured.
6. Only 'Members' (not 'Sailing Members' or 'Day Members') of the Club (CSCSC Ltd) registered by the 31st October will be able to vote on this motion.



## Membership of the Club (CSCSC Ltd)

At this time there are three levels of Club membership available; Member (Guarantor with full Voting rights), Sailing Member (non-guarantor, limited voting rights) and Day Member (non-guarantor, no voting rights) – Member and Sailing Member Application Forms can be found on the new website [seaessaysailing.org](http://seaessaysailing.org):

### 1. Member:

- All CSSC Members may apply to become Members of the Club by completing an application form;
- All Approved Skippers skippering the Club yacht and CSSC Members who charter the Club Yacht will be required to be Members of the Club;
- A Member shall be a Guarantor of £1, being the amount that the Member undertakes to contribute to the assets of the Club in the event of its being wound up while such person is a Member or within one year after they cease to be a Member.

### 2. Sailing Member:

- A CSSC Member who does not wish to be a guarantor but does wish to sail on the Club Yacht(s) may be defined as a Sailing Member by:
- Completing the Sailing Member application form on the [seaessaysailing.org](http://seaessaysailing.org) website;
- Making an application to charter a berth on a Club yacht, or by undertaking a recognised volunteering role for the Club;
- Recognising that such an application shall be deemed to be an application for Sailing membership the acceptance by the Yacht Secretary of the associated signed Crew List shall be deemed to be acceptance of that application;
- This form of membership shall cease on 31st December in the second year after the year in which the member last sailed in a Club yacht or took part in a related activity, or undertook a recognised volunteering role for the Club unless otherwise renewed, cancelled or has been resigned.

### 3. Day Member:

- A person who is not a CSSC Member may take part in Club activities for a period not exceeding (presently) fourteen days in any calendar year and which may not be renewed;
- Day members will be charged an additional fee per day whilst on a Club yacht, as determined by the Club.





## Sea Essay (the Dufour 390)

By the end of October 2025 Sea Essay will have logged over 15,000 miles and 2,000 engine hours. It had been sailed on 124, 195 and 193 days in 2022, 2023, and 2024 respectively. Usage to the end of October 2025 expected to be around 169 days. On average the boat has been sailed by 25 approved skippers each year. Its use has consisted of private Charters of various lengths by club members (369 days), CSSC 'Taster' days (36 days), Training and 'Sea Time' experience building courses, (242 days) and Group Day Sails (34 days). It has undertaken a 12 – 14 week 'Summer Cruise' to France and SW England each season comprising a mix of private charters by Skippers and Sea time cruises.

CSD management committee with particular input from the yacht husband team has determined that now is the optimum time to replace the Dufour 390. The committee is therefore asking the owners of Sea Essay, namely the Club to commence activity to replace the yacht as soon as practical.

## New Website

As previously explained due to the unreliability of the channelsailing.org website it was decided to have a new website which can be found at <https://seaessaysailing.org/membership/>.

To go with the new website we would be pleased to find a keen administrator either experienced in or willing to learn the intricacies of WordPress.

## CSD Facebook Page

The Channel Sailing Division Facebook page is quite active with over 453 people signed up. We will continue to use this for rapid promulgation of Club news so do please check in regularly.

*Adrian Barnes*  
Yacht Secretary



# *Rutland Civil Service Sailing Club*

Rutland Civil Service Sailing Club (RCSSC) have one of their fleet for sale.

Squib, Brandy Snap 195 - £750.

An Oliver Lee Squib built in Burnham in 1972

Holt Allen Mast - Mainsail & Jib

Needs new boom

Trailer renovated with new box steel sections, new jockey wheel, new wheels & tyres 2023

Lying close to RSC

Contact John Cranwell-Ward: 0757 891 0700 / 01664 474109



# CSSA Women on the Water Survey

There are nine women skippers out of just less than 200 CSSA-approved skippers for our yachts. This is a stark figure, so to understand more about why this situation exists and what, if anything, could be done to improve it, a group of CSSA women decided to carry out a short survey.

In the interests of fairness, the short Women on the Water survey was sent to all CSSA members in September, namely 2,300 email addresses. However, 450 bounced back for a variety of reasons, eg, out-of-date addresses. So, out of a potential 1,850 respondents, 92 completed the survey, a response rate of 4.9%. If you can't recall receiving the invitation, perhaps send your latest address to: [membership@cs-sailing.org.uk](mailto:membership@cs-sailing.org.uk)

Women on Water is an RYA programme that includes regional and national initiatives led by the RYA and affiliated clubs, aimed at increasing female participation in watersports. This includes newcomers, returners, or those seeking leadership or instructor roles. The RYA also has a Female Futures Group, dedicated to increasing female participation and unlocking new boating opportunities for women and girls.

Research from RYA Northern Ireland in 2023 found that "female membership is currently at about one-third that of males (3,467/9,753), which is higher compared to some sports. However, this does not resonate into wider roles in the sport, including commodores (which stand at less than 10% female), and wider aspects of the sport such as governance, and work-based roles."

It is worth noting that, in recent years, a number of women-focused CSSA events have been organised, driven largely by motivated individual members rather than by the organisation, and have been well-received.

Women on the Water Survey - see a summary of the results on the opposite page.

The figures, although small in number, would seem to demonstrate that almost twice as many women as men feel there are issues to address.

Among the key findings are:

- Both men and women, but mostly women, have difficulty accessing yacht berths unless they know the skippers.
- More women than men believe sexism is a barrier for further involvement, whether in the form of 'traditional' male attitudes or simply long-standing ingrained thinking.
- A healthy number of both men and women believe there is no discrimination against female skippers or crew.
- Sleeping arrangements cause hesitation particularly for women.
- More members prefer sailing in mixed company than women-only: 24% vs 10-15%.
- Some women reported negative and patronising experiences when sailing with men.
- While many CSSA skippers do offer support to women's development, a third thought more could be done.
- Just over a quarter would value a sailing buddy scheme.

## Possible ways forward

We ask that these issues are raised at forthcoming AGMs, most of which take place in November; also, that CSSA club committees establish whether positive action could encourage greater involvement from women sailors, support them to develop as skippers and benefit the CSSA as a whole.

Ideally, each club could nominate a WoW spokesperson to liaise with CSSA women via WhatsApp, email or other media and share thoughts on any measures that could be implemented, together with progress achieved.

The survey came together following discussions between Alison Hutton, email: [rc-offshore@cs-sailing.org.uk](mailto:rc-offshore@cs-sailing.org.uk), Susan Iskander (CSSA-Approved Skipper/Cruising Instructor), email: [sailing.susan2024@gmail.com](mailto:sailing.susan2024@gmail.com), Amanda Topson, email: [ecydcrowbureau@gmail.com](mailto:ecydcrowbureau@gmail.com), with support from Deborah Ward, Fiona Jack, Ruth Ingram, Eileen Kitts, Nerys Legg and Shellie Rogers.



## 1. What do you enjoy about sailing with the CSSA?

|                                               |    |
|-----------------------------------------------|----|
| Cruising in mixed company                     | 58 |
| Women-only cruising                           | 24 |
| Racing                                        | 24 |
| UK-based short voyages                        | 46 |
| Long-distance mile-builders                   | 18 |
| Opportunities to sail on all three CSSA boats | 53 |
| Other                                         | 23 |

## 2. Have you ever been: (Please tick all that apply)

|                                                 |    |
|-------------------------------------------------|----|
| CSSA-approved skipper                           | 16 |
| Inshore skipper with Channel Sailing Division   | 3  |
| Inshore skipper with Five Kingdoms Sailing Club | 2  |
| Skipper/First Mate with IDOR                    | 16 |
| Skipper/First Mate on CSSA yachts               | 23 |

## 3. What will your next step be?

|                                  |    |
|----------------------------------|----|
| CSSA-approved skipper            | 17 |
| Day Skipper/First Mate           | 13 |
| Inshore skipper with CSD or 5KSC | 7  |
| First Mate                       | 9  |
| Other                            | 33 |

## 4. What support do you want?

|                           |    |
|---------------------------|----|
| Sailing buddy scheme      | 32 |
| Online seminars           | 18 |
| Female-only sailing trips | 18 |
| Female-only sail training | 24 |
| Other                     | 32 |

## 5. How can the current 195 approved male skippers help support Women on the Water in CSSA?

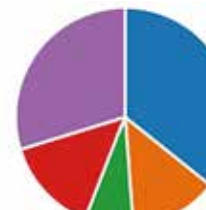
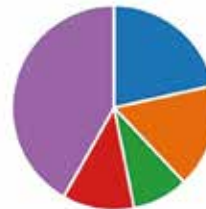
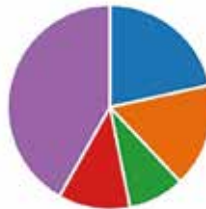
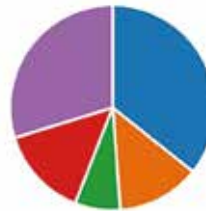
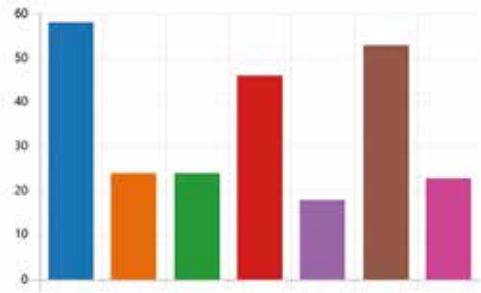
|                                                                           |    |
|---------------------------------------------------------------------------|----|
| By proposing/seconding female skippers' approved skipper application form | 33 |
| By participating in the sailing buddy scheme                              | 40 |
| By appointing female First Mates                                          | 48 |
| By encouraging and supporting female crew                                 | 72 |
| Other                                                                     | 22 |

## 6. Which CSSA yacht or event was your most recent sailing trip?

|                                                |    |
|------------------------------------------------|----|
| Sea Essay of The Hamble (CSD)                  | 30 |
| Ynot of Liverpool (Five Kingdoms Sailing Club) | 11 |
| Freyja of Orwell (East Coast Sailing)          | 6  |
| Inter-Departmental Offshore Regatta (IDOR)     | 12 |
| Other                                          | 25 |

## Respondents

Male: 30 Female: 57 Prefer not to say: 4 Other 1



This is a brief summary of the survey responses and possible ways forward.

There will be a follow up article in the next issue of CS Sailing.

Please send any comments, suggestions etc to:

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



# Portsmouth Offshore Group News

## Dredging & Pontoon Replacement Project

This year the management committee and more especially, the project team in charge of this project, have been spending a great deal of time working out the logistics of actually achieving this major feat. Probably the biggest task being addressed is organising where all 167 boats are going to be for the two and a half months the project will take, as the whole Weevil Lake pontoon installation, has to be cleared entirely of all vessels by the 27th October by the very latest. This is a drop-dead date, as the Walcon Contractors start to dismantle the pontoons from this date on. All members with POG berths are potentially affected, whether in Weevil Lake or not, as if they have made plans to winter elsewhere, their berth may be made use of by Moorings, to accommodate other displaced boats. Important dates and other project information appears in our own POG newsletter and on the POG website.

## National RYA Award for POG MC Member Mark Goble

At our last Awards Committee Meeting at the start of the year, it was decided to submit an RYA award nomination to recognise the significant contribution Mark has made, and continues to make to the smooth running of the club. The RYA had not made the selection by the time of our AGM but the nomination was successful and so the presentation was ultimately made at the August Management Committee meeting but even then, had to be via Zoom as Mark was in The Netherlands.



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## What a Glorious Summer!

Our usual first Rally to Bembridge took place on schedule in warm sunshine, blue skies and good company. The only thing missing was a breath of wind, so few got the opportunity of turning their engines off on the trip across the Solent but the hospitality at Brading Harbour Yacht Club was good.

Rallies and races continued throughout the sunny weather with The Folly Jolly, Nab n Back race and Round-the-Cans, keeping participating members entertained.

In keeping with our "Off-Shore" ethos, many members ventured further afield, with 4 POG boats in the Netherlands

for part or most of the summer.

Another was in the Baltic, one has been sending back regular reports from Scotland and the Outer Hebrides, another in Ireland and yet another in Portugal.



The Derrick Highton Lymington Mid-Week Potter was the penultimate sailing event of the season. This year kindly hosted by Lymington Town Sailing Club.

Then late September we have the final event. The Marchwood Rally.

All in all, a great sailing season for our POG members, made even better by the super weather.

Let's hope next year proves to be as good.

*Chris Blackman*

Vice Commodore

General Purposes POG





# Dutch Sailing Trip



Sailing has been a huge part of my life for over 40 years, all with my late husband Denis. Our first date was lunch at the sailing club in Ayr, Scotland, followed by him asking me to help paint his 22' Alacrity. He regretted that! Then it was a 24' Foxhound, eventually getting married on the foredeck.

Later, we moved to Manchester, where dinghy sailing at Jumbles Sailing Club filled the gaps between time spent up on the Clyde. But, like many couples, we wisely decided not to race together. Laser for him, Topper Byte for me! Jumbles, near Bolton, is part of the CSSA family, so we joined. Mostly because everyone at the club was friendly and welcomed dogs but also to help the club. Denis was quickly encouraged onto the committee and after capsizing in his inaugural sail in his Laser in front of the club house, he went on to become club champion and one of the club's first RYA dinghy instructors.

After a fair number of years enjoying the Clyde's fickle weather, warmer waters of the Netherlands beckoned; many happy times exploring the beautiful inland waterways with our Newfoundland dogs, initially on our Gibsea 31, then our current boat, a Bavaria 34. No need to speak or give directions, we each knew instinctively what the other would do. We could argue without speaking too!



But how does one of a couple carry on sailing when your other half is no longer there? Earlier this year I was bereft, still am, but knew I had to carry on sailing. It's what he would have expected and it's what I wanted. You turn to friends old and new to help keep you going on the water. So, I'd like to give a huge thank-you to the wonderful CSSA women who rallied round to join me in the Netherlands over this summer season.

We overcame a water pump failure, propeller misalignment requiring lift out/repair and ongoing leak which we found and fixed ourselves. We even managed a bit of sailing and sight-seeing in lovely Veere, Middleburg and Dordrecht. And a special shoutout to Susan Iskander whose kind, understated advice cut through the fog of bereavement to help me start functioning on a boat without my husband. Bruno, my rescue Newfoundland, would also like to record his very special thanks.

A third crew change brought youth and enthusiasm from Jumbles Sailing Club, carrying on the tradition Denis had set of taking youngsters from Jumbles big boat sailing. Teenagers Harriet and Dan had that troublesome in-mast reefing mainsail flattened, allowing us to tack happily and avoid all those massive commercial barges that dash through the Dutch estuaries. Denis would have been proud of them!





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



## CIVIL SERVICE SAILING

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

