

April 2026



# CIVIL SERVICE SAILING

The magazine for members of the Civil Service Sailing Association

[www.cs-sailing.org.uk](http://www.cs-sailing.org.uk)



Save the Dates

CSORC AGM 28 April

CSSA AGM 09 May

IDOR 8 -12 June



The Civil Service Sailing Association  
2026 AGM  
will be online only  
from 14:00 on Saturday 9th May 2026  
Details and papers will be posted at:  
<https://cs-sailing.org.uk/cssa-business/>

*Did you provide an email address when you joined CSSA?  
Please take moment to check the email address  
you used when joining CSSA*

Quite a few members who currently receive the postal version of CS Sailing magazine didn't provide an email address when they joined.

If you did share an email, we'd really appreciate it if you could take a quick moment to check that it's still up to date with CSSA.

As the magazine moves fully digital, having a valid email address will make sure you continue receiving your copy without interruption. If we don't have your current email—or if it's no longer active—you may miss future issues.

We've recently found that around 25% of the email addresses on file are no longer in use, and some are linked to departments or agencies that no longer exist, so a quick check now would really help.

Don't worry though - you'll still be able to read the magazine anytime by visiting:

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

New editions will be available there four times a year

in January, April, July, and October.

Using a personal email address is often the best option, as it helps you stay connected with CSSA even if you change jobs or move on to a different role.

If you need to update your email address please email:

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

*Come join us at this year's Sailing Regatta!*

**Come join us at this year's Sailing Regatta!  
(also known as IDOR)**

*Monday 8th June to Friday 12th June*

*Crews of 6-8 using Fairview charter yachts*

*Racing is in and around the Solent  
and usually includes great 'all boat' 'apres sailing'  
events in Cowes and Yarmouth (IoW)*

*For more information see pages 13 - 15 and also  
at: <https://cs-sailing.org.uk/category/events/>  
<https://events.cssc.co.uk/events/156159>*

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*Welcome to the Spring issue of CS Sailing  
This edition brings together a range of updates,  
reports, and stories from across the association.  
Inside, you'll find the latest from the Commodore  
along with the Treasurer's Report.*

*Please also note the information about the  
Sailing Regatta/IDOR, alongside news and  
updates from ECYC, CSCSC, 5KSC, and  
CSORC. For those looking to develop their  
skills, there's information on upcoming training  
courses from 5KSC and Army Sailing.*

*Finally, don't miss Mission Gibraltar – Into the  
Wild Seas, the second part of an inspiring  
feature to round off this Spring edition.*

*As always thank you to our contributors.  
We hope you enjoy reading.*

*Eileen*

## The time for change is here

The main season is here and Clubs affiliated to the Association (CSSA) and other sailing clubs across the Council (CSSC) are providing a wide variety of sailing. Take your pick and enjoy!

The Council's Sports Transformation Programme aims to target funding towards the activities that Council members support. Many sports have lost benefits that sailing never had. The Sports Transformation Programme offers the prospect of equal and sustainable sports funding.

The Council no longer needs its Sports and Recreational Bodies (SRBs). Sailing is a large and relatively complex SRB and the Council's timescales for change are compatibly longer than for other SRBs. The Council (CSSC) proposes to – fund each sailing club directly; remove any need for sailing clubs to affiliate to the association (CSSA); remodel the association as the Council's advisory body for dinghy, keelboat and yacht clubs; fund the remodelled association.

Clubs now funded under the Council's new Local Sports Sections can continue to

deliver events without using Council Head Office (HO) systems and procedures. By contrast, events formerly organised by SRBs – in our case, the national regattas including IDOR – are now routed, controlled, funded and booked through Council HO.

Local Sports Section grants to sailing clubs are proportional to Council membership within a club and seem larger than previously allocated through the Association. Clubs must target 100% Council (CSSC) membership.

Council funding of taster sails is much reduced. Council funding of national regattas is now zero. Large discounts remain available for clubs leasing Council property.

All the yacht owner/operator clubs and some other sailing clubs wish for continuation of a sailing association to – minimise duplication of effort; find practical solutions to shared problems;

help deliver good practice sailing across yacht owning clubs; pool cash reserves to support expensive purchases (such as yacht replacement). Sailing clubs' reasons for sustaining an association are different to those of the Council.

The Council's appears to want the Association to become its national sports body for dinghies, keelboats and yachts. Your GC believes a better route to assuring



the Council and its sailing members of good practices in sailing is through RYA affiliation. GC recommendations for the future delivery of sailing will be made to you once we have sufficient information from the Council about how sailing fits into its future plans. So far, SRBs have either dissolved; become Sports Champions (volunteers who deliver events through Council HO systems and procedures); or become a hybrid of Sports Champion and an SRB disaffiliated from the Council. Your GC is awaiting publication of the Council's terms and conditions for the various options.

A Special General Meeting (SGM) will be held to hear your views. Papers will be posted at <https://cs-sailing.org.uk/cssa-business/>. Timings now prevent holding an SGM in conjunction with the AGM.

This year's AGM will be online only from

1400 on Saturday 9th May 2026.

Details and papers will be posted at:

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

## **This is the last print copy of CS Sailing.**

Future editions will be posted at:

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

If you think we may hold an outdated email address for you, please email:

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

from your personal email address with your CSSC and CSSA numbers so that we can notify you of publications, General Meetings, etc.

Let's go sailing.

Fair winds

*Paul*

**Direct mailing of printed magazines will cease after the AGM**

**Once each issue is published, members will receive an email containing a link to CS Sailing, available at:**

<https://cs-sailing.org.uk/news/>

**Quite a few members who currently receive the postal version of CS Sailing magazine didn't provide an email address when they joined.**

**If you currently receive a printed copy of CS Sailing and would like to receive the digital version once the printed edition ends, please email:**

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

**with your current email address and your CSSC number**

## CSSA SUMMARY

The following table summarises CSSA General Fund and the Bequest Fund to show the total income and expenditure and the total financial worth of CSSA on the balance sheet.

<b>CSSA Summary Reserves</b> at 31 December 2025			
Year	General Fund	Bequest Fund	CSSA Total
	£	£	£
2024	393,424	180,306	573,730
2025	418,463	49,175	467,638

**2025 Results** CSSA again suffered an operational deficit in 2025 amounting to £17,067 (£29,141 in 2024) It does now look that CSSA will no longer receive any funding from CSSC towards the running of the Association. The future scope and direction of CSSA is currently under review. The decision has already been made to cease the posted version of CS Sailing from April 2026. This was the main overhead cost for the Association.

**2025 Financial position and highlights** During 2025 significant funds from the Maurice Gates bequest fund have been distributed as detailed in the Notes to the accounts. Interest free loans totalling £170k have been made to Portsmouth Offshore Group Ltd & CSORC Ltd.

All the yacht owning Affiliates (ex Divisions) are now Incorporated bodies as Companies Limited by Guarantee (CLG). The yachts are now owned direct by them rather than by CSSC.

Despite the annual deficit the Association remains financially healthy. The unrestricted General fund has increased due to the ability to use restricted funds which were for an acceptable purpose to make some of the interest free loan to CSORC. Providing loans to its Affiliates remains one of the main objects of the Association.

**The Future** In early 2026 it is expected that a further £180k in loans will be given leaving the Association with little scope to provide further loans until repayments come in. Overheads will need to be reduced until new sources of income are established to protect the existing capital.

At the time of writing this report, early January 2026, negotiations are ongoing with CSSC on the future relationship with CSSA. The outcome of these will determine whether there is a future for CSSA.

A motion to appoint Langdowns DFK (now part of Shaw Gibbs) as its Independent Examiners for 2025 was agreed at the Annual General Meeting on 3rd May 2025.

**Responsibilities of members of the General Committee for financial matters** The committee members are responsible for keeping proper accounting records that disclose, with reasonable accuracy at any time, the financial position of the Association. The committee members are also responsible for safeguarding the assets of the Association and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

In so far as the committee members are aware:

- a. there is no relevant information of which Shaw Gibbs Accountants are unaware; and
- b. the committee members have taken all steps that they ought to have taken to make themselves aware of any relevant information and to establish that MTCA are aware of that information.

**For and on behalf of the General Committee**

**Mark Goble**  
CSSA Treasurer  
January 2026

<b>CIVIL SERVICE SAILING ASSOCIATION</b>				
<b>INCOME AND EXPENDITURE ACCOUNTS</b>				
<b>FOR THE YEAR ENDED 31 DECEMBER 2025</b>				
	2025		2024	
	£	£	£	£
<b>INCOME</b>				
CSSC Events Grant	12,500		12,500	
CSSC Spring regatta unspent provision from 2023	0		635	
Chandlery	26		61	
<b>TOTAL INCOME</b>		<b>12,526</b>		<b>13,196</b>
<b>EXPENDITURE</b>				
CSSC Grants allocated				
Event Grant Offshore racing	3,000		2,160	
IDOR	9,150		7,680	
CSSA Spring regatta			506	
		12,150		10,346
CSSA Grants to Divisions etc				
Training Grants	2,475		2,150	
CSSA Grants to Divisions etc			15,000	
		2,475		17,150
Other Expenditure				
Administration	1,154		1,167	
Bank Charges	0		35	
AGM	284		283	
CS Sailing	11,224		10,967	
Chandlery purchases	26		61	
RYA subscription	0		795	
Professional Fees	2,280		1,533	
		14,968		14,841
<b>TOTAL EXPENDITURE</b>		<b>29,593</b>		<b>42,337</b>
<b>(DEFICIT)/SURPLUS ON GROUP ACTIVITIES</b>		<b>(17,067)</b>		<b>(29,141)</b>
<b>OTHER INCOME</b>				
Interest Receivable		6,614		8,173
<b>OTHER PAYMENTS</b>				
Maurice Gates grants		(94,383)		
<b>TAXATION</b> Provision for Corporation tax		(1,257)		(1,553)
<b>(DEFICIT)/SURPLUS OF INCOME OVER EXPENDITURE</b>		<b>(106,093)</b>		<b>(22,521)</b>
<b>GENERAL FUND BROUGHT FORWARD</b>		<b>573,730</b>		<b>596,251</b>
<b>GENERAL FUND CARRIED FORWARD</b>		<b>467,637</b>		<b>573,730</b>

<b>BALANCE SHEET</b>					
		£		£	
<b>FIXED ASSETS</b>					
	Loans to Divisions due after one year		171,039		30,500
<b>CURRENT ASSETS &amp; DEBTORS FALLING DUE WITHIN ONE YEAR</b>					
	Cash at Banks	271,518		531,078	
	Chandlery Stocks (Flags)	997		1,024	
	Loans to Divisions	28,500		11,500	
	Sundry debtors & prepayments	0		6,150	
			301,015		549,752
<b>CURRENT LIABILITIES: AMOUNTS FALLING DUE WITHIN ONE YEAR</b>					
	Loans due within one year				
	Sundry creditors & accruals		(4,417)		(6,522)
	Total Current Liabilities		(4,417)		(6,522)
<b>NET CURRENT ASSETS</b>			296,598		543,230
<b>LONG-TERM LIABILITIES</b>					
<b>NET ASSETS</b>			467,637		573,730
<b>FINANCED BY</b>					
	General Fund		418,462		393,424
	Maurice Gates Fund		49,175		180,306

<b>CASH FLOW</b>			
		£	
<b>OPERATIONS</b>			
	Operating surplus (Deficit)	(17,067)	
	Maurice Gates payments	(81,922)	
	Reconciliation to cash generated from operations		
	(Increase)/decrease in chandlery stock	27	
	(Increase)/decrease in debtors	6,150	
	Increase/(decrease) in creditors	(1,809)	
	<b>NET CASH INFLOW FROM OPERATIONS</b>		(94,621)
<b>RETURN ON INVESTMENTS &amp; SERVICING OF FINANCING</b>			
	Bank Interest Received		6,614
<b>TAXATION</b>			(1,553)
<b>INVESTING ACTIVITIES</b>			
	Loan repayments		
	Loan advances		(170,000)
<b>NET CASH FLOW BEFORE FINANCING</b>			(259,560)
<b>FINANCING</b>			
<b>INCREASE (DECREASE) IN CASH</b>			(259,560)
<b>NOTE TO CASH FLOW STATEMENT</b>			
	Balance at the beginning of the Year		531,078
	Net Cash Inflow		(259,560)
	Balance at the end of the Year		271,518

## Extract from NOTES FOR THE YEAR ENDED 31 DECEMBER 2025

### 3. MAURICE GATES BEQUEST

This section sets out to remind CSSA GC and members of the background to the Bequest.

During 2021 the Charity Commission approved arrangements made by the charity beneficiaries of Maurice Gates' Will, to make ex-gratia payments to the Association in lieu of his bequest. £312,306.05 was duly received in June by Dutton Gregory LLP (Solicitors), to be held on the Association's behalf and drawn on when needed for capital projects satisfying the bequest terms.

Assurances were provided during negotiations that these funds would be separately accounted for to demonstrate their proper use.

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

In late 2023 Dutton Gregory were concerned that their holding of the funds for CSSA on a long-term basis was not in accordance with the Financial Institutions guidelines. It was agreed that the funds would be transferred to CSSA, along with the responsibility to keep suitable records to demonstrate that the bequest is properly used in accordance with the agreement. The funds were transferred in February 2024, a balance of £177,048.66 was transferred.

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

During 2025 it was agreed that the initial allocation of funds to Hooe Point SC (HPSC) would be re distributed to the other offshore clubs. This was because HPSC would no longer have any qualifying activities.

Distributions in 2025 have been made as shown in the table below.

5KSC are likely to take their balance in 2026. A bridging loan for 5KSC of £56,700k in 2026 temporarily part funded by the bequest has also been agreed.

The full use and allocation of the bequest is detailed below. This schedule provides the evidence and assurance required under the agreement.

Date	Action	Amount	Balance
June 2021	Bequest received by Dutton Gregory on behalf of CSSA	£321,306	£312,306
Feb 2022	CSD Yacht	£25,000	£287,306
May 2022	POG. Lift loan repayment	£50,000	£237,306
May 2022	5KSC Yacht loan repayment	£32,000	£205,306
May 2022	CSD Yacht loan repayment	£25,000	£180,306
July 2025	CSORC Yacht purchase	£50,000	£130,306
	CSORC Yacht purchase loan (temp use)	£36,748	£93,558

Oct 2025	5KSC Engine replacement	£7,000	£86,558
Nov 2025	CSORC Yacht purchase	£12,461	£74,097
Nov 2025	POG Lift equipment	£12,461	£61,636
Nov 2025	CSD Yacht purchase (Loan offset)	£12,461	£49,175

As at 31<sup>st</sup> December 2025 the schedule below shows the proposed future allocations

5KSC	£23,462	Expected to be taken in 2026. Yacht purchase
ECYD	£62,461	No current plan
5KSC	£25,713	Bridging loan in 2026 for Yacht purchase (temp use)

## 6 Interest- free loans to Clubs financed from CSSA General Fund reserves.

Description	2025	2024
	£	£
Amount due within one year	28,500	11,500
Amount due after more than one year	171,039	30,500
<b>Totals</b>	<b>199,539</b>	<b>42,000</b>

**Note:** Amount due within one year (2026) comprises of CSCSC £11,500 POG £12000 & CSORC £5,000. To be paid no later than the 1 November.

Affiliate	Balance 31/12/24	Loan Advances	Capital Payment	Bequest Fund Grants to clear loan	Balance 31/12/25	Year Final Payment Due
	£	£	£	£	£	
CSCSC Ltd	42,000			(12,461)	29,539	2028
POG Ltd		120,000			120,000	2036
CSORC Ltd		50,000			50,000	2036

All loans are unsecured but the terms of the agreement state that if the asset is sold the loan must be repaid.

During 2025 the ownership of the yachts run by the Affiliates has transferred from CSSC to the individual CLG's. Up to the transfer of ownership to protect the Association's Trustees from risks inherent in yacht ownership, the yachts are purchased and owned by the Civil Service Sports Council Ltd (CSSC), notwithstanding that the purchases were wholly financed by the club, aided by loans from CSSA. CSSC held the yachts as custodian and formally chartered them to the Association for a nominal sum. The Association had in turn makes them available to the clubs for their operation without restriction or charge.

## 13. CSSA Affiliates & CLG's

At the May AGM the Divisions of CSSA were renamed Affiliates.

During the year the following CLG's were Incorporated;

CSORC became CSORC Ltd Reg no 16489709

CSD became Civil Service Channel Sailing Club Ltd Reg no 16282044

ECYD became Civil Service East Coast Yachting Club Ltd Reg no 16489570

5KSC became Five Kingdoms Sailing Club Ltd Reg no 16615562

## INDEPENDENT EXAMINER'S REPORT TO THE MEMBERS OF THE CIVIL SERVICE SAILING ASSOCIATION

I report to the members on my examination of the financial statements for the year ended 31 December 2025 as set out on pages 1 to 8.

### Respective responsibilities of the officers and examiner

The officers are responsible for the preparation of the accounts. The Constitution of the Club, dated 12<sup>th</sup> May 2025, states that an Independent Examination is required.

As Independent Examiner it is my responsibility to:

examine the Financial Statements

follow the scope laid down in our Engagement Letter dated 6 February 2024, and;  
state whether particular matters have come to my attention.

### Basis of the Independent Examiner's report

My examination was carried out in accordance with the directions agreed and as set out in our Engagement Letter dated 6 February 2024. An examination includes a review of the accounting records kept by the officers and a comparison of the accounts presented with those records. It also includes consideration of any unusual items or disclosures in the accounts, and seeking explanations from the officers concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit, and consequently no opinion is given as to whether the Financial Statements present a 'true and fair view' and the report is limited to those matters set out in the statements below.

### Independent Examiner's statement

In connection with my examination, no matters have come to my attention:

- which give me reasonable cause to believe that, in any material respect, the
- (1) requirements to keep proper accounting records have not been met, or to which, in my opinion, attention should be drawn in order to enable a proper
  - (2) understanding of the accounts to be reached.

LA Parry, FCA  
Shaw Gibbs  
Fleming Court,  
Leigh Rd,  
Eastleigh  
SO50 9PD

## SAILING OPPORTUNITIES

There are still a few crew places on Freyja's Mediterranean trip:

- \* Cartagena to Denia - 20 to 28 May
- \* Denia - around Ibiza - Denia - 28 May to 4 June
- \* Denia to Ibiza - 6 to 13 June

AND also trips in Brittany/Channel Islands/South Coast of England in the Autumn

You can access our full sailing programme and booking schedule on our website:

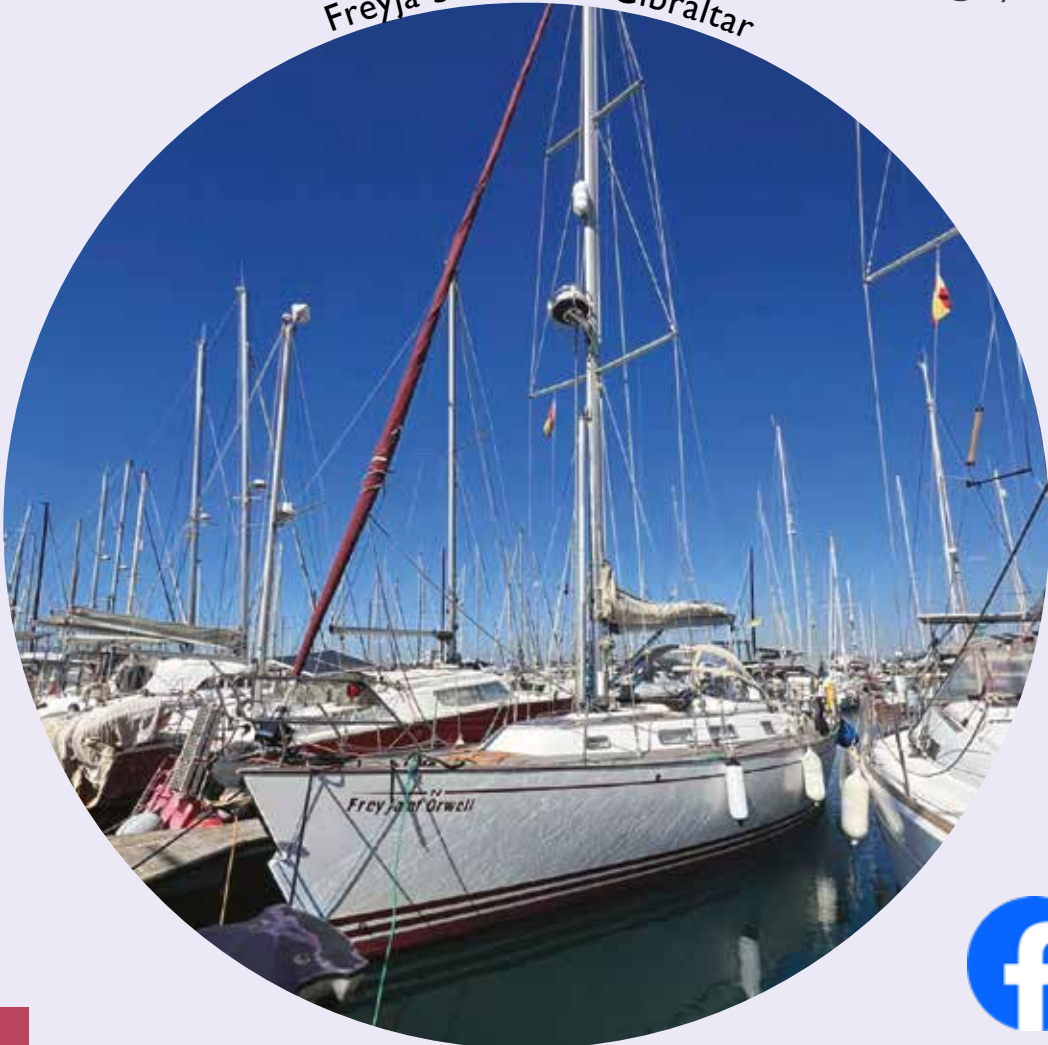
ECYC – East Coast Yacht Club affiliated with Civil Service Sailing Association

<https://ecyc.org.uk>

SKIPPERS EOIS 2027 - we are hoping to take Freyja to Norway and possibly Sweden, Denmark and the Netherlands in 2027. Skippers please contact me if you are interested in a charter.

*Amanda Topson*  
crewbureau@ecyd.org.uk

*Freyja berthed in Gibraltar*



# Sailing Regatta 2026

## Entries are sought from Civil Service groups for this summer's IDOR regatta

Monday 8th June to Friday 12th June

Crews of 6-8 using Fairview charter yachts.

Racing is in and around the Solent and usually includes great 'all boat' 'apres sailing' events in Cowes and Yarmouth (IoW)

If you are a skipper (RYA Coastal)  
who can pull a team together please contact  
[Idor.committee@gmail.com](mailto:Idor.committee@gmail.com)

as soon as you can to express interest.

*(You don't need to be a CSSA or CSORC approved skipper)*

*This is a great way to start yacht racing and all standards are very welcome.*

*Many skippers race in IDOR for the first time.*

*It's a great event for bringing new people into our sport,  
most crews have novice sailors in their crews.*

*It's great team building but more importantly brilliant fun.*

Charter and entry fee is approximately £2800 and usually includes berthing and the prizegiving meal. That's a staggeringly cheap £350 per head for a crew of 8 for 5 days yacht racing.

*If you aren't a skipper but know of one that can help you bring a team together please twist their arm and get them to contact the organisers as soon as possible.*

*On the next two pages, you'll find a collection of photos from last year's event. They capture some of the best moments—from the action on the water to the great atmosphere ashore—and are a wonderful reminder of what made the event so enjoyable. Whether you took part or are seeing it for the first time, we hope these snapshots give you a real sense of the spirit, camaraderie, and fun that made the occasion so memorable.*



# Sailing Regatta 2025



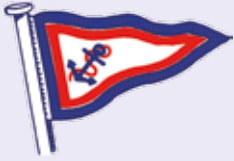
# Sailing Regatta 2025



The CSSA Charity Cup is a full-size replica of the EUFA Champions League Cup. It is presented to the crew that raises the most for charity during the IDOR. Cotswold CSSC were delighted to accept the Charity Cup on behalf of their Antigua Sailing Week 2024 crew.



Team spirit at its best!  
Happy faces from  
some of our fantastic crews  
in 2025!



## Civil Service Channel Sailing Club Ltd (a Company limited by Guarantee)

### Notes of the CS Channel Sailing Club Ltd Annual General Meeting

The first AGM of the Club was held on 28th February 2026

**Chair:** Dr Jeff Llewellyn (Captain and Chief Executive Officer)

**Directors and Committee:** Adrian Barnes, Clare Glasspool, Steve Strange, Andy Smith, Brian Skelley, Susie Welch, Guy Bennett,; Jim Houlihan (Secretary)

Number of Persons attended 41 (in-person and online)

### Important points of note for all members

- There are new rates (due to inflation) and a new £200 refuel/loss/damage deposit scheme for charters.
- Skippers must be diligent with handover clearance notes - skippers will not receive their deposits until handover notes have been submitted.
- For the majority of voyages the boat will need to be refuelled - there might be extenuating circumstances (e.g. if the Hamble fuel berth is closed) - in this event fuel costs will be calculated by engine hours and fuel consumption.
- Members are asked to complete the survey “what do you want from the club/how can it be improved” (<https://form.typeform.com/to/nuglagv3>).
- Succession. Jeff, Clare, and Adrian are intending to stand down as Directors next year. Members are encouraged to come forward to fill these posts - in the event that they are not filled the club will cease. Brief notes on each Committee role will be promulgated to members.
- Medical, disabilities and other issues. It is incumbent on skippers to make sure that crew are aware of the charter (bareboat and berth) declarations, especially with respect to disclosing any potential impediments prior to travelling to join the boat. Both crew members and skippers are responsible for ensuring that any potential issues are drawn to the skipper’s attention.
- Jason Williams runs the 1-2-1 mentorship scheme and encouraged new members to take up mentoring. Please email: [seaessay.mentoring@gmail.com](mailto:seaessay.mentoring@gmail.com) or [training@seaessaysailing.org](mailto:training@seaessaysailing.org).
- Under CSD membership was automatic if you had sailed in the previous two years and this criteria was initially rolled over into the new company. Now to correctly meet company limited by guarantee requirements membership (as a ‘guarantor’ Member or a ‘non-guarantor’ Sailing Member) is only achieved by signing up using the application forms on the [seaessaysailing.org](http://seaessaysailing.org) website.

## Official Business of the Company

Three Ordinary and one Business Resolutions were presented and passed by clear majorities:

Resolution 1 - To receive and adopt the Annual Report and Accounts of the Company for the year ended 31 December 2025.

Resolution 2 - To reappoint the Directors set out in the table below, all of whom retire by rotation in accordance with the Articles and being eligible offer themselves for re-election.

Resolution 3 - To reappoint P.J.A. Greenwood FCA as Examiner for the year ending 31 December 2026.

Resolution 4 - Re-election of members of the Management Committee in accordance with the Articles & Club Rules set out in the table below.

Directors & Management Committee Members		
Name	Position	
Jeffery Llewellyn (Dir)	Captain	<a href="mailto:captain@seaessaysailing.org">captain@seaessaysailing.org</a>
Jim Houlihan (Dir)	Secretary	<a href="mailto:secretary@seaessaysailing.org">secretary@seaessaysailing.org</a>
Adrian Barnes (Dir)	Yacht Secretary	<a href="mailto:yachtsec@seaessaysailing.org">yachtsec@seaessaysailing.org</a>
Clare Glasspool (Dir)	Treasurer	<a href="mailto:treasurer@seaessaysailing.org">treasurer@seaessaysailing.org</a>
Steve Strange (Dir)	Yacht Husband	<a href="mailto:yachthusband@seaessaysailing.org">yachthusband@seaessaysailing.org</a>
Susie Welch	Crew Bureau & Day Sail Secretary	<a href="mailto:seatimebureau@seaessaysailing.org">seatimebureau@seaessaysailing.org</a>
Brian Skelley	Charter Secretary	<a href="mailto:charters@seaessaysailing.org">charters@seaessaysailing.org</a>
Guy Bennett	Training Secretary	<a href="mailto:training@seaessaysailing.org">training@seaessaysailing.org</a>
Iain McNicoll	Co-opted Skippers Rep.	TBA
Andy Morley	Co-opted Membership Secretary	<a href="mailto:membership@seaessaysailing.org">membership@seaessaysailing.org</a>
Andy Smith	Co-opted member	



## Other News

### Marketing and Communication

A Marketing Working Group has been formed with the prime aim of improving the exposure of the Club and increasing the number of members sailing on Sea Essay. It is recognised that the pool of potential members (members of CSSC) is diminished undoubtedly due to the lack of exposure to eligible employees in the many civil and public service organisations. All of you reading this and still in employment could assist by spreading the word among your co-workers and beyond. Remember also a CSSC member can invite up to six family or friends to join as a Linked Member.

### Website

The new website ([seaessaysailing.org](http://seaessaysailing.org)) is still developing to try and make it the conduit for members and potential members to access all the Club offers. For sailing opportunities the year's full programme of Sea Time, Taster/Group Day Sail and Training opportunities can be viewed under Programme for 2026. From there the relevant sail organiser (email addresses above) can be contacted to check availability. However, we are presently populating the EVENTS calendar hosted on the site with the opportunities shown in the programme to include further information including available berths.

### WhatsApp

There is now a WhatsApp 'Sea Essay Sailing' Community, with a number of Groups, including a closed Group (i.e. you have to be allowed in by the admin) for Approved Skippers. You can access the Community on your mobile through this link ([https://chat.whatsapp.com/Di8KbomTwell8KC0DHnacT?mode=gi\\_t](https://chat.whatsapp.com/Di8KbomTwell8KC0DHnacT?mode=gi_t)) or contact a member of the Committee.



YNOT arrived back in Liverpool in October 2025. We planned an early date so that we would not get stuck in Scotland by bad seasonal weather. This has allowed us to join in the autumn and winter racing on the River Mersey with Liverpool Yacht Club, there have been some excellent results along with practising of manoeuvres, use of the spinnaker and good team work. A lot of the maintenance tasks were done in the autumn which reduced the pressure over the winter.

At the AGM we found there was a demand for First Aid and VHF updates, we do need quite a few people who might be flexible about availability before trying to engage an instructor eg for sea survival. A session on retrieving a person in the water was held in the marina, various of the onboard methods were explored with a willing volunteer (wearing a drysuit). It was suggested that this should be done annually for the benefit of all skippers and mates.

In 2026 there will be two Day Skipper courses at Largs, one run by John Hulme starting 14th May and the other run by Susan Iskander starting 13th September, people wanting to do competent crew can apply to go on these weeks. We are presenting two weeks this year for people who have done their Day Skipper but might need some practice, confidence building or familiarisation prior to applying for the 5KSC inshore skipper scheme, the first starts 24th April and the second 29th August.

Please book via:

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

If you want to take coastal practical or YM prep in 2026 - 2027 please get in touch at: [training@5ksc.org.uk](mailto:training@5ksc.org.uk)

There are still some opportunities to book YNOT this season especially in June, please have a look at the program and contact:

[crew\\_bureau@5ksc.org.uk](mailto:crew_bureau@5ksc.org.uk)  
to discuss options.

**Day Skipper courses at Largs, starting 14th May and 13th September, people wanting to do competent crew can apply to go on these weeks.**

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**to discuss options**



## Jeeper update

Last year CSORC bought a J/109, Jeeper and sailed her back from Grimsby to the Hamble. Since then we have been preparing her ready for our first season with the boat. After much analysis of what we have and what we need, we decided to replace the old mixed bag of instrumentation with new sensors and instruments from B&G, all working on the modern NMEA 2000 protocol.



## The new displays

This comfortably gets us going and allows for easier changes and upgrades in the future as we learn how to get the most out of Jeeper. This was enabled by CSSA distributing some more of the Maurice Gates bequest.





## Racing Programme

The 2026 racing programme can be found on the CSORC web site, with some events already full; thank you to those of you who have expressed an interest in racing with us. That said there are still plenty of opportunities available and we are particularly seeking crew for the IDOR, which was added to the programme, so you may not have seen it. The first race of the season is the JOG Cherbourg starting Friday 3rd April. Please reach out to the Crew Bureau to sign up for other events. We need your support to allow us to continue.

## Charter Jeepster

Jeepster will be available for cruising by approved skippers, when not racing. We are keen for Jeepster to be used and benefitted from by Club members and also conscious of the opportunity for income to ensure we can cover the costs of operating the yacht and meet future needs for new sails etc. to keep us competitive. The J/109 is a quick and responsive boat but is relatively easy to handle with her modest 35 foot length and simple sail plan.

Provisional rates for 2026 will be 200 - 250 per day or £1,400 per week. Enquiries to Bill Taylor; our acting Yacht Secretary (as well as Club Secretary). We would appreciate it if you checked the Programme first to avoid planned races.

## Club news

The CSORC AGM will be held on 28th April. With the change in status of the club to a Company Limited by Guarantee (CLG) the AGM will formally close the “old” Club, and also be the first AGM of CSORC Ltd, the company name of the “new” Club. Don’t worry, it will still be the CSORC you know and (hopefully) love. The AGM will include the election of Club Officers. We will be sending out notification in due course. Information will also be available on the Business page of the CSORC web site.

Meanwhile you can keep up on our “socials”:

Facebook: Civil Service Offshore Racing Club (Group)

Instagram: CSORC (@csorc\_racing)



*All CSSA members can now access  
the full range of practical and shore-based courses  
offered by the ASA  
at very competitive prices.*

## Practical Sailing, Powerboating & Shore-Based Theory Courses April - July 2026

<b>APRIL</b>		
07 - 08	RYA Intermediate Powerboat course	£259
09	RYA Instructor Training Day	nil cost
11	Shore-based Weekend (RYA First Aid) -	£59
12	Shore-based Weekend (VHF SRC)	£50
18 - 19	Sail Experience Weekend	£199
20 - 24	RYA Coastal Practical course	£499
20 - 25 (Sat)	RYA Yachtmaster Theory course	£179
<b>MAY</b>		
01 - 04 (WE)	ASA Bank Holiday Cruising Rally	Grebe berths at cost
05	RYA First Aid course	£59
09 - 10 (WE)	Sail Experience Weekend	£199
11 - 15	Army Offshore Regatta (AOR)	(Grebe Committee boat)
11 - 15	Powerboat Experience Week (on AOR)	nil cost
23 - 25 (WE)	RYA CC/DS Practical weekend course (Pt 1)	£499
30 - 31 (WE)	RYA Powerboat Level 2 weekend course	£229
<b>JUNE</b>		
06 - 07 (WE)	RYA CC/DS Practical weekend course (Pt 2)	
09	RYA Instructor Training Day	nil cost
10 / 11	Sailing Skills days	£75 per day
08 - 09	RYA Powerboat Level 2 course	£229
15 - 19	RYA CC/DS Practical course	£499
20 - 21 (WE)	RYA Powerboat Level 2 weekend course	£229
<b>JULY</b>		
06 - 10	RYA CC/DS Practical Course	£499
09 - 10	RYA Powerboat Level 2 course	£229
11 (WE)	Powerboat Handling (Round the Island Race)	£99
18 - 26	Jurassic Coast Mile Builder	£499
25 (WE)	Powerboat Handling Experience Day	£88



# Offshore Sailing Centre



Looking for a course? Whether you need to join an existing session or arrange a bespoke date, we're here to help. Give us a call to discuss your requirements.

Contact: [Sailing@britisharmysport.com](mailto:Sailing@britisharmysport.com)

Centre Manager/Principal - Brad Delaney 07429 489 382

ASA Office – Lisa Winchester 07483 911 842

## Practical Sailing, Powerboating & Shore-Based Theory Courses August - December 2026

<b>AUGUST</b>		
03 - 04	RYA Powerboat Level 2 course	£229
22 - 31	Sailing Cross Channel Mile Builder	£499
28 - 31	ASA Cruising Rally Channel Crossing	
<b>SEPTEMBER</b>		
TBC	Powerboat Handling (Bramble Bank Cricket Match)	£99
05 - 06 (WE)	RYA Intermediate Powerboat weekend course	£259
07 - 11	RYA CC/DS Practical Course	£499
14 - 18	RYA Yachtmaster Preparation	£549
18 - 20	RYA Yachtmaster Assessment	
21 - 28	Grebe Maintenance Period	Help Required
23	VHF SRC Assessment	£50
23 - 24	RYA Intermediate Powerboat	£259
28 - 02	RYA Coastal Skipper	£499
<b>OCTOBER</b>		
03 - 04 (WE)	ASA End of Season Rally	Grebe berths at cost
05 - 09	Grebe Maintenance Period	
10 - 11 (WE)	Sail Experience weekend Solent	£199
22	RYA Advanced Powerboat Builder	£189
19 - 23	RYA Cruising Instructor	£599
31 - 01 (WE)	Sail Experience Weekend	£199
<b>NOVEMBER</b>		
03	RYA First Aid	£59
04	VHF SRC Assessment	£50
05	Diesel Engine Maintenance	£75
05 - 06	RYA Intermediate Powerboat	£259
07 - 08 (WE)	RYA CC/DS Practical weekend course (Pt 1)	£499
12	RYA Instructor Training Day	nil cost
12 - 13	RYA Advanced Powerboat	£269
13 - 15 (WE)	RYA CC/DS Practical weekend course (Pt 2)	
<b>DECEMBER</b>		
01 - 31	GREBE Maintenance Period	Help Required

# Mission Gibraltar - Into the Wild Seas

Welcome to the final chapter of Mission Gibraltar. In the previous instalment (*see the previous instalment in CS Sailing January 2026 at [www.cs-sailing.org.uk](http://www.cs-sailing.org.uk)*), the story concluded with Freyja and her crew departing Bilbao after an unexpected two-week stay to source replacement parts and complete repairs. During this time, the crew also became aware of the potential threat posed by orca attacks.

Westerly winds were to be a theme for the next week. We were well behind our schedule (two weeks in fact) for picking up the next crew in Lisbon, and I persuaded my poor crew to do a 108NM overnight to Gijón. Again, we faced westerlies and a lot of motoring, tacking into wind was not an option given our timetable. However, one blessing was the near absence of fishing pots. A welcome change from France that greatly reduced the risk of prop wraps and made night sailing less hazardous.

We then planned a further overnight from Gijón to Viveiro, a harbour nestled deep in a narrow bay just east of the big capes that guarded the entrance to A Coruña. A call to Gon revealed he thought it would be a possible passage, but uncomfortable, since the west wind would freshen to F5 and there would be a big transverse swell

from the north due to a storm across the Bay of Biscay affecting the British Isles. He was right. With hindsight this was maybe an overnight passage too far. The chop created by the swell and headwind was steep, and poor Freyja was pounding into it, reducing our speed under engine to around 2 knots at times. In the end the sleepless crew was very relieved to divert to one of our ports of refuge, Ribadeo. We arrived in the morning, very tired, with time to rest, walk around the pretty and steeply tiered town, and to refill our depleted diesel tanks.

The next day we completed the trip to Viveiro, a short 37NM. This passage took us northwest to round the first Cape, Punta Roncadoira, and a fresh westerly breeze allowed us to sail at last! We arrived early, driven on by the breeze, and decided to berth in the marina, ignoring the sheltered anchorage in front of the sandy beach. Strong westerlies were forecast the next day, combined with a big swell generated by the storms in the north. We now knew what this

Moonlit passage from Gijón



combination implied and didn't want a repeat of the experience of the day before, so stayed in Viveiro for two days waiting for more moderate winds. This gave us time to visit the pretty town, situated on both sides of its river, sampling the local food in restaurants and even finding time for a jog round the bay.

I was aware of the intimidating reputation of the capes between us and A Coruña, Cabo Estaca de Bares and Cabo Ortegal, and Gon had warned us that we could encounter rough conditions as we rounded them. I'd have preferred to wait for the northerly swell to abate but, after detailed scrutiny of weather and sea-state forecasts, deemed it would be safe to proceed. In the event, at least five other skippers had come to the same conclusion, and we set off as part of a small sailing fleet. It was comforting to know that we were not alone.

The passage west rounding the capes was an exciting one. The northerly swell crashed dramatically into towering cliffs, in places guarded by tall, jagged outlying rocks, like sharks' teeth. Whenever we crossed a shallower area, the swell piled up alarmingly. They were so high and wide, hiding the coastline at times, that it seemed as if we were not on the sea, but on land, traversing an undulating terrain of valleys and ridges. Finally, we turned south and began the long approach into A Coruña with the waves coming from behind us now. I'd decided it would be safe to take the northerly passage into the port, to the east of the dangerously breaking Banco Yacenteces, rather than the much longer all-weather passage to the west of the bank. As we approached, we received a call on the VHF from another



Big swells and rocks off A Coruña

UK boat a few miles behind us asking if the passage looked safe. I replied so far so good! The swells did steepen, but were never unsafe, and the only hazard was a huge cruise liner leaving the port using the same narrow deep channel. We had decided to spend a night at anchor in Ensenada de Mera, a relatively sheltered and very quiet bay to the northeast of A Coruña. This would allow us to make an early start the next day and avoid extra miles sailing into and from the port of A Coruña itself. We might even make to past Cape Finisterre in a day!

We hauled anchor at first light, motor sailing on the mainsail into the westerly breeze which became progressively north westerly as we sailed past the Tower of Hercules lighthouse, the oldest roman lighthouse that is still in use today! Passing this landmark and A Coruña bay signified our arrival into the Atlantic and the start of a southerly course. I was aware of the fearsome reputation of this stretch of coastline, known locally as the Costa del Muerte (Coast of Death), and had populated the passage with copious possible ports of refuge. We were expecting the westerly winds to continue

# Mission Gibraltar - Into the Wild Seas

and beam reach sailing all the way south. But this wasn't to be. The winds along the Atlantic coast veer northerly in the summer and instead of headwinds, we were generally presented with winds dead astern. Combined with a large transverse swell this hampered sailing on the main, even with a preventer. Unfortunately, Freyja doesn't have a downwind sail and her huge asymmetric spinnaker, although perfect in light airs, is not suited to this point of sail. An extra issue was the flukey wind around the western capes, creating acceleration zones that were hazardous with such a large sail, especially in the absence of a snuffer. We had already struggled once in France to douse this sail when the wind suddenly got up, and I didn't want a repeat.

In the end we lowered the main, which was banging in the swell and sailed on the jib alone. This proved to be a great option, and we sped past ports of refuge, Corme, Laxe, Camariñas and Muxia, reaching eight knots at times in the acceleration zone between Cabo Vilán and Cabo Finisterre. Rounding Centollo de Finisterre, the island off Cabo Finisterre, we hardened up, still on the genoa, and swept past the landmark Finisterre lighthouse and north into the huge, sheltered Finisterre Bay to dock on the large pontoon behind the Porto de Fisterra breakwater. The pontoon was designed for larger boats, with sharp-edged gaps and long spaces between bollards and required careful placement of fenders. But it has power and water and was free!

It had been a fantastic day. We had done over 120NM in two days in some challenging conditions and the orcas had thankfully departed the area. Finisterre was a milestone for me, signalling the

end of the most challenging part of the passage. To reach it in a day was unexpected. The crew were jubilant, happy

Adan and Calin at anchor in A Coruña Bay



to have had a great day sailing after the trials of the passage west along Biscay. We rounded off the day with an excellent restaurant meal in the town.

A lovely dawn sky ushered in another fine day, and we set off for Vigo, our next port, only 45NM south. It was by now clear to all of us that we would not reach our planned destination Lison in time for the next crew change. The delay in Bilbao meant we had been compelled to try to complete four weeks of planned sailing in two weeks. Maybe if it hadn't been for the contrary winds along the north coast of Spain, we would have caught up the time. It was a great credit to the crew, some relatively inexperienced, that they rose to the challenge and gave it their best. We had caught up most of the lost days but would still fall short of Lisbon. So, we contacted the two replacement crew members and asked them to meet us at Porto. Meanwhile, Calin had wisely predicted our destination and booked his flight from Porto while Aidan changed his flight.

Sadly, the winds we enjoyed of the day before did not materialise, and we motored for much of the way past the final three rias of Galicia, finally anchoring at dusk in the first bay of the Ria de Vigo,

Freyja on the 'free' pontoon at Finisterre



under the cliffs of Enseada da Barra. There were only three boats in the anchorage, and we had a quiet night in that tranquil spot, at first watching as the sun set behind the cliffs to our west, casting its final red glow over the bay and port to the east. Later, after supper in the cockpit, we enjoyed the sight of the moon and stars wheeling slowly around the dark sky before heading for our bunks.

The next day was much the same, sailing, motor-sailing and plain motoring, but without the dramatic mountains and cliffs of the rias. Finally, we arrived at Póvoa de Varzim after a long day. We were now in Portugal and were surprised by just how many fishing pots were strung along the coast. It was necessary to weave between along many stretches of the Portuguese coast. The final passage of this leg of the journey was a mere 20 miles into Porto. I was surprised by the strength of

the tide that impelled us into the Douro River. Later that day, when it turned, I noticed that even motorboats were struggling against its 5 or 6 knots.

We spend four days and nights in Porto, over a weekend, to facilitate the crew changeover, since their altered travel plans had not perfectly matched our arrival. We were fortunate that it was such an interesting and vibrant city with so many things to see and do. The Port Houses, Art Galleries, Museums all kept us occupied and its fine architecture and monuments were impressive. The days passed pleasantly and quickly. Goodbyes were made and Bob returned to us following a break of a month after his departure in Bilbao and was joined by Steve, Amanda's husband.

We set off again starting with a 63NM passage along a coastline of beaches and low hills to the rather nondescript town and marina at Figueira da Foz, and then on again the next day to our intended target of Lisbon. On the way our echo sounder became confused by the 1,000-metre depth of the canyon of Nazaré, triggering a shallow(!) depth alarm. This canyon funnels swells into Nazaré, creating world-class

An early start Figueira da Foz



# Mission Gibraltar - Into the Wild Seas

surf waves of up to 100 feet. We passed well west of this awesome surf, taking photos of the famous, but distant, lighthouse that forms the foreground of many classic surf videos.

Approaching, Lisbon in the early evening a north easterly breeze sprang up and pushed us forward. We decided to take advantage of its unexpected assistance and sail on, aiming for Sines, some 150NM south of Figueira da Foz where we had started. Of course, within a few hours the breeze dropped, and we were becalmed in Lisbon Bay, unable to motor in these pot-infested waters. However, the winds improved again the next morning, and with a mix of sailing and motoring we rounded Cabo Espichel, into Setubal Bay and soon spotted the serried ranks of cranes of the Port of Sines across the other side of the bay. By midafternoon we reached Sines and carefully skirted round a sunken breakwater to enter the little marina east of the large commercial port. It is tucked away behind a series of breakwaters but still prone to some reflected swell from a beach and anchorage within the breakwater.

We ate on board and had an early night anticipating an early start to round Cabo Sao Vicente on 26/9/2025. The morning was windless as we followed the rugged and increasingly rocky and cliff-fringed coastline due south. We were in the company of two other sailing yachts, all motoring at about the same speed. As we approached Cabo Sao Vicente the wind picked up, and we could finally turn off the engine and sail, passing the imposing red and white Cabo Sao Vicente lighthouse in style. We rounded the cape and turned eastward, finally on the last leg of our journey. We crossed several impressive bays surrounded by high cliffs before anchoring off the long sandy beach at

Enseada da Baleeira, an old whaling port.



Sagres Lighthouse, finally heading east to Gibraltar

I'd been monitoring the meteorological office synoptic charts for the Atlantic throughout the trip to get an early idea of what conditions we could expect to arrive from that quarter. Apart from the storms that affected the UK in early September, raising the big swell we encountered across Biscay, there had been little of note. But recently a tight spiral had emerged east of Nova Scotia, ex-Hurricane Gabrielle. At first, I thought little of it, expecting it to veer off north following the jet-stream. However, the second time I looked it seemed to be tracking unusually far south, and I began to take notice as it headed straight for the west coast of Portugal, bringing 40-50 knot winds. It was due to cross southeast over Portugal on 28/9/2025, so we planned a day in Port and made the short 16NM passage to the well-sheltered and popular marina at Lagos on the Algarve.

The marina is in a well-developed district with lots of shops and restaurants and the town, built on steep hillsides, had some impressive ancient buildings dating back the time of the Muslim caliphates. A great place for steep, energetic jogging, although I managed to get lost in the narrow windy

streets! The marina is about half a mile up a dredged river, beyond a pedestrian footbridge that needs to be raised to allow yachts to pass. Our plan had been to wait for the centre of Gabrielle to pass east of us and then set off in the early hours of 29/9/2025 to catch its tail of strong northeasterlies that would have powered us across the Bay of Cadiz straight for Gibraltar. However, the bridge was lifted for yachts to exit the marina and moor on the waiting pontoon only until 1800. At that time the wind was still gusting over 30 knots in the marina. It was a tricky exit from our berth, and we would have had to reverse hard to avoid being blown under the bridge before it opened. We decided to be cautious and wait for the first bridge opening at 0900 the next day. It was a pity to miss the winds and a lively night sail, and the delay also risked arriving in the Straits of Gibraltar after the currently favourable westerly air flow turned easterly. However, we would arrive in the straits with a favourable tide, which was important since, despite their small tidal range of only around 0.5 metres, the tidal streams can run up to six knots. Unfortunately, missing the Gabrielle's winds condemned us to having to motor

for the whole passage, since it seemed to have taken all the wind east with it.

We motored across the Bay of Cadiz through the night of 29/30 September, well offshore and safe from pots, remembering to put our clocks forward as we left Portuguese water for Spain and to use the correct time to predict the tides in Gibraltar! The lights of Huelva and later Cadiz diffusely illuminated the northern and eastern horizons, and we sailed close to some busy anchorages full of freighters waiting to slip through the straits. Off Cadiz we passed close to huge and brightly lit cruise liners leaving and entering the port; it must be a popular cruise destination.

As we rounded Cabo Trafalgar, we remembered the epic and pivotal battle where the British under Nelson defeated the combined French and Spanish fleets and changed the course of history. From here we were swept past Barbate, carried by an increasingly strong tide until we came to the milestone of Punta Marroquí, off Tarifa, that marks both the most southerly point of mainland Europe, and the border between the Atlantic Ocean and the Mediterranean Sea. Passing a small tide race, we carried on through the



# Mission Gibraltar - Into the Wild Seas

straits helped by an unexpectedly long period of favourable tide, that propelled us at 9 knots at times, until the Rock of Gibraltar appeared from behind Punta de Carnero. We crossed Algeciras Bay, dodging ferries from Africa, and refuelled with duty-free diesel in Gibraltar, while avoiding the adjacent runway and flight path of the airport. Then we motored the 500 meters north into Spain and checked in for the planned six-month stay in the large Acaidesa Marina.

We had arrived after 1,709NM and 65 days. It remained only to celebrate with the current crew, while wishing that all the crew of the passage could be with us, and to say our goodbyes.

*Reg Morris*

Skipper

## Crew List:

**Jersey, Poole, Pornichet:** Reg Morris (Skipper), Bob Fletcher (Mate), Paul Denton, Nick Jackson (from Poole).

**Pornichet, Bilbao:** John Hulme (Skipper), Reg Morris, Bob Fletcher, Nick Jackson.

**Bilbao, A Coruña; A Coruña, Porto (two legs combined):** Reg Morris (Skipper), Amanda Topson (Mate), Calin Gilgorea, Aidan Hobbs. Mark Davies (to Gijón)

**Porto, Gibraltar:** Reg Morris (Skipper), Amanda Topson (Co-Mate), Bob Fletcher (Co-Mate), Steve Topson.

**Photos credits:** Photos taken by various crew members.



View across the Bay of Gibraltar



Rock of Gibraltar historically known as Mons Calpe



Aerial view of the Strait of Gibraltar connecting the Atlantic Ocean with the Mediterranean Sea



# RYA DISCOVER SAILING Get Started

## Littleton Sailing Club

Welcomes you to visit to our friendly club on one of our open days:

Saturdays 9th May

13th June

11th July 2026

Entry is free to look around, booking and tickets only required for taster sessions,

[Book a taster experience](#)

Why not get out on the water for a first-hand experience on our lovely inland lake.

We have different taster experiences available, see details below. Simply choose a date and reserve your space (tickets available via Eventbrite)

[Book for Sat 9th May](#)

[Book for Sat 13th June](#)

[Book for Sat 11th July](#)

### Tasters on offer at our Open Day

<https://littletonsc.co.uk/2026/02/12/open-day-2026/>

#### Adult & Family Sailing Taster

Perfect for parents and their children, friends or individuals, accompanied by an experienced club member at the helm. If booking for a child, we require a parent or guardian to accompany the child on the same boat.

#### Phabsail Sailing Tasters

A fun experience for sailors with disabilities or special needs, their family, and carers. Please contact us at [littletonphabsail@gmail.com](mailto:littletonphabsail@gmail.com) so that we can plan your Phabsail session.

#### Youth Sailing Taster

If your 6-18 year old is keen to try sailing and see what it's like to take part in the junior sailing programme, we have experienced juniors available to take your child out on an RS Feva if the conditions are suitable. Children who prefer to sail with a parent/guardian in a boat with an experienced helm should book a Family Taster ticket rather than a Youth Taster.

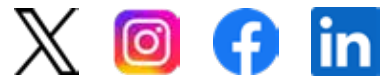
#### Stand-Up Paddleboard Sailing (SUP Sail)

Discover SUP Sail as a new addition to Stand-Up Paddleboarding where you can experience the joy of stand-up sailing downwind and upwind, whilst learning fun tricks. Our club will provide the "SUP Sail", whilst you must bring your own SUP Paddleboard and safety equipment (buoyancy vest and leash).





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

**Future issues of CS Sailing will  
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***<https://cs-sailing.org.uk/news/>***

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with your email address**

# CIVIL SERVICE SAILING



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

