

# 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 Date  
IDOR 2027  
7-11 June



# Special General Meeting of the Civil Service Sailing Association

We have delayed holding an Association Special General Meeting (SGM) for you to have your say on the future of sailing within the Council (CSSC) in the expectation that the Council would, by now, have provided details essential to inform Association recommendations of future direction(s) from the options available.

Details and papers will be posted at: <https://cs-sailing.org.uk/cssa-business/>

## CS Sailing Magazine Format

*We'd love to hear your thoughts on the style, design, and layout of CS Sailing magazine.*

*What do you like or dislike about the current look and feel?*

*Do you have any ideas or suggestions for improving the design or presentation?*

*Are there any regular features you'd like to see more of - or perhaps less of?*

*Is there anything new you'd like us to include, such as interviews, cruising stories, technical articles, training tips, event coverage, photo galleries, or club member profiles?*

*Now that the magazine is produced in a totally digital format, we have much greater flexibility in what we can include. This opens up exciting possibilities such as longer feature articles, more photographs, embedded videos, interactive links, expanded event coverage, and other digital content that simply wasn't possible in print.*

*Your feedback will help shape future editions and ensure the magazine reflects the interests of our sailing community.*

*Whether your suggestions are big or small, we'd really appreciate hearing from you.*

*Please email your ideas to: [editor@cs-sailing.org.uk](mailto:editor@cs-sailing.org.uk)*

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*Welcome to the Summer edition of CS Sailing!*

*As the sailing season gets into full swing, this issue is packed with news and stories from across the CSSA. Inside you'll find updates from our clubs, members' experiences, and the latest events and achievements from around the Association.*

*We're especially delighted to celebrate the National Award received by one of our CSSA sailors - a fantastic achievement and one that reflects the spirit of our sailing community.*

*Congratulations!*

*Please also take a moment to read the important article opposite about IDOR and its future.*

*Our sincere thanks go to everyone who has contributed articles, photographs and news for this issue. If you have a story, event or achievement you'd like to share in a future edition, we'd love to hear from you. Please send your contributions to the email address below.*

*Have a wonderful summer, fair winds, and happy sailing!*

*Eileen*

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

# Five Days, One Crew – and a Call to Keep It Going

The Interdepartmental Offshore Regatta (IDOR) has long been a highlight of the sailing calendar for many readers. The current format blends shorter 'round the cans' racing with passages over five days in a matched fleet. It offers a combination of competitive sailing, teamwork and networking for crews from civil service departments, public bodies and sailing clubs. Crews of mixed abilities, from complete novices to salty old sea dogs, come together and quickly settle into their roles, building confidence and shifting focus to making good decisions under pressure. The roots of the IDOR can be traced back to 1968, when a simple challenge between two boats saw crews race from the Solent to Cherbourg. From these humble beginnings, the event steadily grew through the 1970s and 1980s into a broader regatta combining offshore passages with inshore racing.

A significant step change came with the introduction of one-design fleets in the mid -1990s. Today, the event is typically run as a five-day regatta in the Solent using matched charter yachts, retaining its original ethos whilst allowing those without access to a yacht to take part.

Across more than five decades, the IDOR has remained a fixture of the public sector sporting calendar, bringing together crews from across government and affiliated clubs in a unique test of teamwork, seamanship and resilience.

In recent years, the event has continued to evolve, but not without challenge. In a period of financial constraint across the public sector, departmental support for some crews has diminished, affecting participation. The restructuring of CSSC has also had a notable impact on IDOR. Alongside this, the practical delivery of the regatta has become more demanding, with rising charter and operating costs increasing the financial commitment required per yacht.

Whilst CSSC made a notable exception in 2026 to allow the IDOR to proceed during the wider pause of national events, overall interest fell short of the level required to run a viable matched-fleet regatta. The outcome was disappointing, but it has provided useful insight into where the format and approach may need to adapt.

Looking ahead, a provisional date of 7 -11 June 2027 has been reserved with Fairview for the next year's event. Those interested in taking part, either as skipper entering a yacht or individual crew, or who would like to stay informed, are encouraged to register their interest using this form [IDOR 2027 Expression of Interest](#) or for further information please contact the organising team at: [idor.committee@gmail.com](mailto:idor.committee@gmail.com)

If the event is to continue, it will rely on renewed energy and support from the community. Additional help with organisation would make a significant difference to share the load would be invaluable. Equally, ideas to improve accessibility, reduce costs and encourage wider participation are very welcome.

The IDOR remains a unique opportunity to represent your department, develop sailing skills, and be part of something genuinely collaborative.

With the right support, there is every reason it can return stronger in future years.

*Cheryl Fish*

IDOR Committee



## How the future might look

Clubs affiliated to the Association have already provided me with a very enjoyable trip along the Costa Blanca and to the Balearics and I have a trip in the Hebrides yet to come. I hope the Association's affiliates are providing you too with all the sailing you have wished for. If not, make your wishes known to the clubs for next year.

In my message in April's CS Sailing, I drew your attention to change in CSSC's sports clubs.

Changes at the Council and the Association's following of Council recommendations have removed roles, responsibility and authority from the Council and Association and placed them with sailing clubs.

Officials and Directors of Clubs now, more than ever, should demonstrate good governance including of policies, procedures and finance. That doesn't mean that there is a great need for transformation within clubs – the principles of the policies and procedures set out by: the Council; the Association; as conditions of RYA affiliation; under company law for CLGs (Companies Limited by Guarantee); etc. should continue to work well. But there is a need to review and revise existing procedures, etc. to ensure that they remain appropriate and deliverable under recently introduced arrangements.

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Many decisions on the futures of clubs can be taken soon if we share and discuss what we already know. The Association is unlikely to have a practical option of remaining affiliated to the Council and may cease to exist. Other options for the Association may need to be debated subsequent to an SGM.

A face-to-face SGM is being organised for the autumn 2026 – details and papers will be posted in due course at <https://cs-sailing.org.uk/cssa-business/>

Enough on administration – we're here to sail.

Happy sailing

*Paul*



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# Caroline's National Sportsperson Award Success

I'm pleased to share wonderful news that our 5KSC Ltd committee member, Caroline Todd, has been presented with the 2025 HASSRA National Best Sportsperson award.

This was for her achievements in yacht sailing in 2025 and for her contributions over previous years. Caroline was shortlisted for the national award after winning the HASSRA Regional Fylde 2025 Sportsperson of the Year in March.

HASSRA is the sports and recreational association for the Department for Work and Pensions, Department of Health & Social Care, Food Standards Agency and other organisations.

2025 was Caroline's 18th year competing for HASSRA in the Inter-Departmental Offshore Regatta (IDOR) where Team HASSRA delivered a strong performance, achieving numerous wins and high placings in the regatta.

Additionally in October 2025, Caroline supported East Coast Yacht Club's Women on the Water (WoW) week as First Mate onboard Frejya in Gibraltar and North Africa, skippering across the Gibraltar Strait from Ceuta to Gibraltar and supporting the development of other crew members.

For her own development she skippered a 60+ nautical mile YM qualifying passage from Gigha to Kerrera, Oban in July 2025.

Caroline is an active 5KSC Ltd committee member, managing the Inshore Skipper development scheme, and regularly onboard Ynot either club cruising or racing on the river Mersey.

Well done Caroline, a super achievement!

Alison Hutton



# Captain's Log, Entry #1

It's been two months now since I took the helm of the Civil Service Offshore Racing Club (CSORC) as Club Captain and I thought I would share my thoughts and plans ahead for CSORC.

Firstly I'm genuinely excited for the club having returned to yacht ownership with Jeepster and the potential that creates for affordable and competitive racing for public servants and CSSA members. Our programme is filling up nicely and we've completed three Junior Offshore Group (JOG) races and one organised by the Royal Ocean Racing Club (see race reports on the CSORC website). But most excitingly we've run our own training week with a few members, including an aspirational race skipper, sharpening skills and building confidence in what turned out to be a spicy week of weather.



## Opening the Hatches to New Crew

To bring more people to racing we're running a discount initiative this season with £50 off for:

- sailors new to CSORC returning for their second sail this season
- existing sailors who complete three events this year

*We have a few spaces left on our races in August, including Cowes Week and a JOG race to Guernsey. We'd particularly recommend JOG races to those looking to take their first steps into offshore racing as they typically have a more relaxed format of race to a location; day/evening there (with a social); and then race back to the Solent.*



**Also don't forget Jeepster is available for bareboat bookings to CSSA Approved Skippers, in downtime between racing, e.g. after Cowes Week in August.**





## A Course Change in the Committee

We are looking for a new Club Secretary to succeed Bill Taylor. Bill has been a quiet engine behind so much of what we do, for which we are very grateful and fortunately for us, he isn't going far transitioning into the role of Yacht Secretary. There his steady hand will continue to support Jeepster's administrative needs, which is much more than you might realise for a racing yacht!

Joining us as Club Secretary now is a chance to shape the club's future. As we look toward digitisation, moving from paper-based systems (handover notes, berth forms, and more) to smarter solutions, the incoming Secretary will help:

- Streamline committee operations
- Enhance planned maintenance and yacht management
- Improve how we track, support, and grow our membership

Put simply: it's an opportunity to leave a lasting imprint on CSORC.

If that sounds like your kind of voyage, I'd be delighted to hear from you: [captain@csorc.org.uk](mailto:captain@csorc.org.uk)

*Stuart Dawes*  
Captain CSORC



Joining the Civil Service Offshore Racing Club's (CSORC) crew for the Cowes-Cherbourg JOG (Junior Offshore Group) race in April this year was doubly poignant for me.

After five years spent leading the search for a Club boat, this would be the first race in our own yacht - I didn't want to miss it!

Last August, with Club Captain Nick Bowles, we had sailed Jeepster, a 35-foot late model J/109, from her previous home port of Grimsby to Mercury Yacht Harbour on the Hamble River. There followed a 6-month period of preparation, including upgrading the instrumentation and ensuring that the boat met all the safety regulations for racing inshore or offshore.

The work was completed just in time for the cross-Channel challenge - there's a report on the CSORC website.

Over the years I've completed several cross-Channel races with CSORC. But my first one, in September 2005, ended prematurely off Bembridge, when our then Club boat, Wave Train, was swept powerlessly by the tidal stream on to the bow of an anchored tanker. After being towed dismasted into Gosport by the Bembridge Lifeboat, Wave Train had to be sold as the Club could no longer afford the insurance premium. It would be twenty years before the Club again had its own yacht.

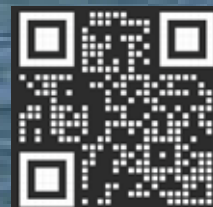
So I was a novice crew member for the very last race in the old Club boat and on board again for the very first race in our new one, a bittersweet memory indeed!

As a post-script, the JOG race back from Cherbourg on 5 April finished, ironically, at Bembridge Ledge buoy with all the excitement of a close race finish, but much less drama.

If you want to enjoy the excitement of yacht racing (without the drama!), check out our Programme on the Club website. <https://csorc.org.uk>

*Phil Armitage*

Treasurer CSORC



Visitors to the Five Kingdoms Sailing Club website may have noticed a discreet and colourful little icon tucked away in the top left-hand corner: our new logo.

Merging the shape of a sailing boat with the familiar 5KSC acronym, the recently launched logo marks our transition from an informal and un-incorporated association to a Company Limited by Guarantee (CLG), a structure often used by charities, clubs and community groups. In common with all CSSA yacht divisions, the change-over has been sparked by our umbrella organisation, CSSC Sports & Leisure, which is part-way through a wide-ranging modernisation project. All sports bodies are being encouraged to change their structures, and 5KSC has consulted with members over the last year or so, culminating in a supportive vote at the 2024 AGM.

As a CLG, 5KSC Ltd has become the proud owner – instead of CSSC - of our Oceanis 37 yacht, Ynot, and is registered with Companies House. More than a year of jumping through all the legal hoops followed the 2024 AGM vote, but those who sail with us will notice no difference from previous years. Cruises, taster days, racing, land-based courses plus other activities, are all the same as usual and members are just as important as ever: there are no profits, no shares, no dividends, no salaries and the committee is composed of the same familiar faces as before. But for those interested, related documents can be found in the members' area of our website: Policy Documents - 5 Kingdoms Sailing.

Meanwhile, member Danny McCaul reckoned that 5KSC now needed its own logo and came up with a series of design ideas. A committee vote led to the adoption of the clever red and blue sail logo that now adorns the website. The design costs, thanks to Danny, were zero, a slightly better bargain than the recently privatised Great British Railways, whose re-brand was more than £30,000. A further bonus is that the logo is also newly available on embroidered merchandise. Hoodies, polo shirts, baseball hats and other branded goods can be purchased at very reasonable prices (£13.50 for a polo shirt, plus post & packing) through [rosstevenson1@hotmail.com](mailto:rosstevenson1@hotmail.com) after viewing the options at [www.ralawise.com](http://www.ralawise.com).



*Deborah Ward*  
Secretary 5KSC

# Hooe Point Sailing Club July 2026 Re



The summer 2026 sailing season has got off to a great start with racing moving to Monday evenings since Easter. With an average of 20 boats and a maximum of 28 boats out one week making us one of the biggest dinghy fleets in the port of Plymouth currently.

We have recently signed a memorandum of understanding with Plym Yacht Club allowing Hooe Point members access to Plym's club house & bar giving us a much-needed social hub to allow sailors to meet up after racing. This has been missed since the refurbishment of the Mountbatten Centre meant we had nowhere to get together after racing for most of this year. This cooperation has allowed both clubs to benefit from each other's strengths.

We have also been involved with bigger events such as the Port of Plymouth Sailing Association Regatta which was run jointly by Hooe Point SC and Plym Yacht Club. Strong winds meant Saturdays races had to be cancelled, but some nifty planning and quick turnarounds by our Race Officer allowed 5 races to be run on the Sunday in almost perfect albeit overcast conditions.

Hooe Point members acquitted themselves well with Keith & Ann Whitfield winning the event overall, with many other Hooe Point members performing well. Our cadets also did very well with Isaac Prue placing 13th overall in his



Topper 4.2 and George Stacey in 16th out of a fleet of 22 in his Nacra 15.

The event made good use of our latest acquisition, a 6m make laying RIB allowing us more flexibility in setting courses and changing them quickly when the race officer needed to respond to changing conditions.

In late July/early August Hooe Point SC, in conjunction with Plym YC, will be hosting the Nacra world championships. This promises to be an epic event with up to 80 boats visiting from all around the world with their young crews, support boats and parents. The Nacra 15 is a youth class 15ft catamaran designed to meet World Sailing's youth multihull requirements, and to be a smaller version of the Olympic Nacra 17 class, so promises some very exciting racing.

All in all this is proving to be a busy year for Hooe Point Sailing Club but it's great to now be able put something back in to support dinghy racing in Plymouth Sound which is one of the best sailing locations in the UK.



*Andy Mawes*  
HPSC secretary



# Littleton SC Open Days 2026

Here are some photos from Littleton Sailing Club recent Open Days.

As part of the RYA Discover Sailing initiative Littleton Sailing Club offers four types of Sailing Taster Sessions.

- Adult and Family Sailing Tasters: Perfect for parents and their children, friends or individuals.
- Youth Sailing Tasters
- Phabsail Sailing Tasters: A fun experience for sailors with disabilities or special needs, their family, and carers.
- Stand-Up Paddleboard Sailing Tasters

*More details at Littleton SC*



Phabsail team hard at work on the Open Day



David Aitchison, who leads the Phabsail team, shows the fundraising that they were doing to support the Disabled Sailors Association





**The Laser/ILCA Open was held at Littleton**

Littleton hosted its annual Laser Open Meeting on Sunday 17th May, welcoming sailors from other clubs to race at Littleton, as part of the ILCA Thames Valley Grand Prix series.

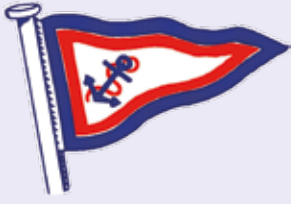
Littleton took all three top positions in the Radial fleet (1st Peter, 2nd Alastair, 3rd Suzie) and was first (Dan) in the ILCA7 fleet.

Congratulations to everyone who took part in shifty winds. And many thanks to the whole duty team.

*Martin Rides*



# Civil Service Channel Sailing Club Ltd N



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



As this is written Sea Essay is into the Summer Cruise centred on the Channel Islands and later the South West coast around Plymouth (perhaps delayed due to repairs required in Guernsey).

But first the most compelling subject:

## SUCCESSION

No this is not a critique of the HBO satirical comedy/drama, quite the opposite in fact, we would be ecstatic to have as many people clamouring to serve on the Club Management Committee.

Despite repeated calls over the years for volunteers to take a hand in the management and operation of Sea Essay we still find ourselves with a Captain (and ex-long serving Yacht Husband) and a Yacht Secretary who both have been on the Channel Sailing Division and Club Committee since 2011 and will be standing down at the 2027 AGM (next February).

We also have two Sailing Organisers each with up to 10 years service who would be pleased to hand on their responsibilities.

Finally our Treasurer and Secretary have agreed to stay on one more year but will have to depart at the 2028 AGM.

In all these cases it is somewhat naïve to expect someone to step into a post without an extensive handover and preferably a period of shadowing to grasp not only the fundamentals of the position but all the background functions that make it possible. That being the case now would be a good time to come forward.

The Committee has recognised that the open-ended time-in-post is not conducive to volunteering and would like to apply a limit to the number of years served but that in itself is dependent on new people continually stepping up.

So if you are convinced to do your bit to keep Sea Essay sailing and providing memorable experiences please contact Jim at [secretary@seaessaysailing.org](mailto:secretary@seaessaysailing.org), or any other member of the Committee.

We are in the process of producing suitable Terms of Reference for each of the Committee posts which should detail the responsibilities and outline the processes by which they are met.



The presently programmed sailing opportunities are quite well subscribed but there is always room for more to join a crew and there are often cancellations. So if you would like to take a berth on a Day Sail, Sea Time or a Training course or indeed charter the whole boat then these are the people to contact:

Name	Position	Email address
Susie Welch	Sea Time, Day Sail and Crew Bureau Secretary	seasimebureau@seaessaysailing.org
Brian Skelley	Charter Organiser	charters@seaessaysailing.org
Guy Bennett	Training Organiser	training@seaessaysailing.org

For CSSC Taster Days please check out - <https://store.cssc.co.uk/sports-fitness/sailing.html>

For all the latest news follow us on our [seaessaysailing.org](http://seaessaysailing.org) website, our Instagram account(s) ([sea\\_essay\\_sailing\\_club](#)) and Facebook

### CSCSC

#### Offshore Sailing Taster Days

17th September  
18th September  
29th September  
30th September  
1st October

For more details and book please  
see: CSSC Taster Days

### CSCSC

#### 2-daySailing Taster Experience

Friday 25th September 18:00  
to  
Sunday 27th September 18:00

For more details and book please  
see: CSSC Taster Experience



# 5KSC Islay Whisky Cruise

On the 20th of May 2026 we departed a cool but bright Largs marina for the second 5KSC Scottish Cultural cruise, this time heading to Port Ellen on Islay. The cruise was planned to coincide with the Feis Ile 2026, the 40th anniversary of the annual celebration of the many fabulous whisky distilleries on Islay. With a crew of four (John, Tom, Andrew and Antony) YNOT set sail at 19:30 heading towards a mooring at Whiting Bay on Arran. The partially cloudy skies cleared a little to give a glorious sunset in the west.



Sunset over Arran



Tom (the author)

Arriving in Whiting Bay after 23:00 we picked up a mooring using torch and boat hook and settled in for the night. In the morning we timed our departure to catch the tide flowing north in the Sound of Jura, pausing to anchor at Sanda Island, just south and east of the Mull of Kintyre, for lunch and optimal tidal flow. The weather on this part of the passage was poor, squally rain showers, F5 wind over tide giving squirrely sea conditions causing at least one inexperienced crew member to go a little green around the gills. We sailed with the 3rd reef in the main and the engine running for a typical speed over ground of 6 - 7 knots.



Once around the Mull of Kintyre, with a moderate sea state, wind at our backs and a north flowing tide we had a pleasant sail up to the pontoon at the Isle of Gigha to meet up with a friend ashore. On the pontoon we spent a comfortable, if noisy, night with a low tide at midnight and a squall blowing through around 3am. In the morning we made a quick departure to avoid the second (lower) low tide (three tides a day at Gigha) arriving in Port Ellen on Islay around mid-afternoon on Friday 23rd May.

Moored stern in at the last bay of the community pontoon we met up with more friends and quickly made acquaintance with the crews on neighbouring yachts, lending a nice community feel to our visit to Islay. The island's Ro-Ro ferry terminal was 100m away from the boat but was not too disruptive during our stay (however the rather large red bulk material carrier that moored up three boats lengths away, on both Sundays, was rather more disconcerting!)



The bay at Port Ellen

Port Ellen itself is rather small but with three very nice restaurants, several pubs and a takeaway within 5 minutes' walk of our berth. Two special mentions: the Copper Still Coffee catering 'blue van' on the waterfront had a range of exceptional food stuffs on a daily menu and, Ardbeg House (Islay Hotel) had an enormous range of whisky's, at very reasonable prices, including the delicious Ardbeg 'Badger' limited dram - only available in their delightful bar. Port Ellen has a nice sandy beach and three main whisky distilleries within walking distance (<3.5 miles) but only three buses a day to the rest of the island.

# Tom Scragg

We watched the opening parade of the Feis Ile on Friday evening before dinner on-board (much appreciation to Antony and Andrew - our main cooks for the week) and then a visit to the bar in Ardbeg House where the first of many drams were sampled, not only the exclusive 'Badger' but a also flight of three single malt whiskies.

On the Saturday we decided to hire bikes from the somewhat expensive e-bike hire company in Port Ellen - but inexperienced riders beware, e-bike are heavy, I kissed the pavement twice on the way out, before deciding to walk back from the Feis opening session at Lagavulin - at least I had a heavy and sturdy bike to lean on.

The atmosphere was party style, two free small (15ml) drams of whisky (from the five on offer) a free whisky glass, plus food, music, dancing and games, and of course a bar, shop and tours available. We spent the afternoon chatting with a number of our fellow visitors to the island, a father and son from Glasgow, two friends from Germany (on their 10th visit) and a trio of American guys we had met in the bar at Ardbeg House the evening before. All in all a delightful afternoon and a great start to the week. (The majority of Feis days ran from 10am to 5pm) with courtesy buses in some cases.) Some of the crew made a side trip to the Gin Distillery in Port Ellen during the afternoon.



Ardbeg House Bar



The bay at Port Ellen



Week 1 Crew:  
Antony, Andrew and John plus Dave and MC  
Mason (friends and also 5KSC members)

On the Sunday, a non Fies day, and after a leisurely brunch we elected to walk the two miles to the Laphroaig distillery to visit the visitor centre / shop. After tasting the free sample of the 10-year-old Laphroaig single malt I decided to try a flight of 'Travellers Selection' a set of whisky's available only through duty free shops. (However the 10-year-old is superior in my humble opinion, and collectively our choice of the over 30 single malts we sampled during the week).



Travellers Selection Flight

Monday brought our first cross island trip by bus to the Caol Ila distillery on the Sound of Islay where, in addition to being greeted by a piper and enjoying the delights of the Feis we witness a number of yachts riding the fast tidal current through the Sound.

# 5KSC Islay Whisky Cruise - c



Boats speeding through the Sound of Islay at Caol Ila

Tuesday brought a trip back to Laphroaig, this time during their turn to host the festival and our first introduction to the 'Rollin Drones' a fun upbeat Scottish band we were to see several more times during the trip.

Wednesday was crew change over day when we (John and I) said goodbye to Andrew and Antony. While we waited for Richard to arrive on Thursday to join us for the second week of the trip we visited the Bowmore distillery, conveniently located 50 yards from the bus stop in Bowmore.



The Rollin Drones



In the evening Port Ellen hosted a 'Nosing and Scottish Ceilidh evening' the point being to guess the originating distillery of a sample of whisky just by sniffing it. I was please to get one correct out of the five (the Laphroaig naturally!)

For our next trip we made the long journey (bus, ferry, courtesy bus) for a 2 hour stay at the home of one of my favourite tipples – Jura.



One of many sample tables at the 'Nosing'



Ferry terminal at Port Askaig, the bay and the Distillery on Jura



Saturday 30th was the final day of the Feis and the host was the Ardbeg distillery just 3.5 miles out of Port Ellen. No courtesy bus this time but the public service through Port Ellen did run that far. The weather had changed from the sunshine of the early part of the week we were now faced with grey skies and rain through most of the afternoon. On our final evening on Islay we had a meal at the Bothy in Port Ellen, a community run restaurant which we can highly recommend.

Ardbeg looking towards Kintyre



# 5KSC Islay Whisky Cruise - c

## Departure towards Oban

On the morning of our departure from Port Ellen (Sunday the 31st May) the bulk carrier was moored up again with barely two boat lengths clearance, however with some very adroit manoeuvring from our skipper (John) we cleared the mooring and sailed away into the Sound of Jura heading north towards Craobh Haven marina.

Sea conditions were slight to moderate with winds SW - W - SW F3 - F1. As we travelled up the Jura channel passing first the Sound of Islay and later the Gulf of Corryvracken we experience some gusty winds and squirrely water but nothing too taxing.



Sound of Islay



Gulf of Corryvracken



Overall the passage took some nine hours and we arrived after the only pub and shop in the marina had closed. Forced to fall back on our own provisions we had a very nice spaghetti carbonara, followed by a delightful cake and custard dessert - a signature dish of this cruise.

## Passage through Sound of Cuan to Oban

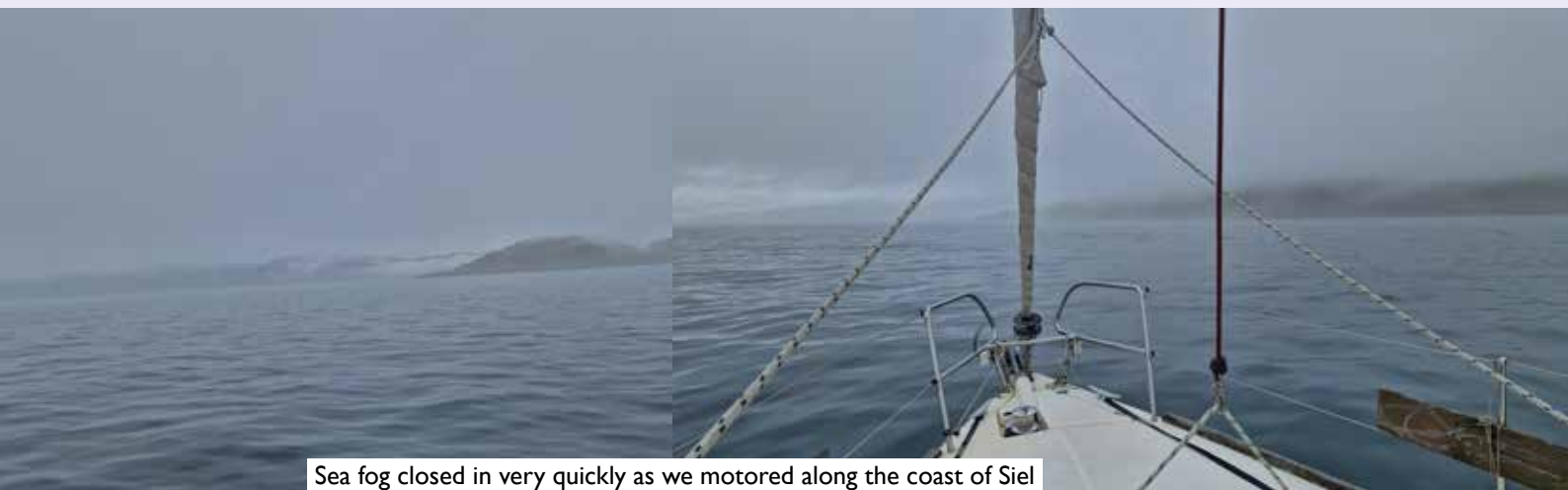
After refuelling and rewatering we departed Craobh towards Oban on the final leg of our cruise, choosing a route via the Sound of Cuan - notorious for tidal streams of upto 7 knots but with careful passage planning (Richard) we had a smooth journey at slack water through a calm and picturesque channel.



Richard at the helm as we approached the Sound of Cuan



However once through and sailing north again we encountered heavy sea fog and deployed the foghorn aboard YNOT. Initially several scurrilous remarks were made about being able to generate a louder sound than the foghorn, whereupon the skipper proceeded to make a very loud noise indeed - using said foghorn. The serious point being the use of essential safety equipment must be practiced before it is required in earnest.



Sea fog closed in very quickly as we motored along the coast of Siel

We were out of the sea fog in a matter of minutes motoring northwards through the Firth of Lorn towards Oban. We had planned to eat lunch, at anchor in the beautiful bay at Pulladobhrain but with an overcast sky, cool weather and the potential for drifting fog we elected to push onwards the Sound of Kerrera and Oban. On our approach to the Sound the cruise ship, Hebridean Princess appeared behind us also bound for Oban. After some consideration we entered the Sound of Kerrera and turned sharply to port past the lighthouse guarding the entrance and hugged the 10m depth contour on the left of the Sound to allow the faster ferry boat to pass safely. A speed restriction in the Sound of 10 knots meant the wash from the bigger boat was minimal, but we reduced speed to 2 knots to allow it to pass ahead before returning to the centre of the channel and following it into the main harbour.

Approach to the Sound of Kerrera



North Pier Mooring



Ferry terminal 500m away



# 5KSC Islay Whisky Cruise - cont'd

Oban harbour is very busy with many moorings for small craft, at least four ferry routes using the two terminals in addition to the cruise ships also docking and leaving. We eventually moored stern on at the Oban Council's North Pier moorings, and, after a final flight of whiskeys at the Oban Distillery (on the waterfront) we had a very pleasant supper on the quayside. consideration



After a couple of hair-raising incidents where a charter boat nearly collided with YNOT on their arrival and subsequent departure from the adjacent berth we decided to spend our final day practicing manoeuvring in confined spaces; touch and go, mooring, dodging manoeuvring boats, all under watchful eye of 5KSC's chief instructor John Hulme. We ended the day by cleaning the boat ready for an early departure home the following morning and afterwards had a delicious dinner, at the Fish House restaurant, located adjacent to the ferry terminal and with a great view of the harbour.

Early on the final morning (3rd of June) John and I moved YNOT from North Pier moorings across the bay to Oban marina ready for the next crew to take possession the following day. After dealing with a double booking on our designated berth, we caught a scheduled water taxi from the marina back to the mainland to enjoy a final breakfast in Oban before making our separate ways home by bus and train.



Oban Marina on Kerrera looking west towards Oban

A thoroughly enjoyable two weeks sailing to an island wide whisky festival, good food, new and old friends, some good, bad and challenging sailing conditions. In addition, more whisky distilleries yet to visit on Islay (a trip for next year?)

*Tom Scragg*

# ECYC completing RYA Training in Gibraltar Bay

John Hulme

During March and April of this year, there was significant training on board Freyja of Orwell.

With the support of 5KSC to enable what RYA calls a “temporary secondment base” to be established, this only happened following a successful RYA yacht inspection and appraisal of operating procedures in Gibraltar last Autumn.

Spring saw two ten-day Yacht Master preparation courses with their associated exams completed.



Final day of training course for Caroline, Mark, Clare and Al.  
Congratulations to everyone who achieved their YM Coastal Certificates of Competence



Antony's passage plan in action, Alcaidesa Marina to Ceuta

This resulted in one member upgrading to Offshore and four obtaining Yacht Master Coastal Certificates of Competence. All have now transitioned to ‘Approved’ Skipper status.

In addition, we ran two five day RYA Training courses, and this similarly produced two more Competent Crew, a Day Skipper and Three Coastal Skippers and that’s in addition to refreshment training of other members also on the courses wanting to augment their previous knowledge and experience within an RYA Training environment.

*John Hulme*  
Captain ECYC



# Some thoughts on the Yacht Master Coastal Skipper

I spent 10 days on Freyja of Orwell this Spring doing the Yacht Master Coastal Skipper preparation course, in the Alcaidesa Marina, a few minutes' walk from the Gibraltar border.

I am a relative newcomer to sailing and looking for something totally different to do in my retirement, I did the Competent Crew Course with a sailing school 5 years ago. Since then, I have sailed with 5KSC and ECYC. Having passed the Yacht Master theory exam, I had intended to take the practical exam at the end of the course but, in the end, decided that I needed more of the right kind of experience, particularly in boat handling.

Two of the crew who did do the practical exam, are very experienced sailors with thousands of miles under their belts. They had crewed the practical course prior to taking the course themselves and found the crewing experience invaluable. Both passed.

John Hulme, our instructor, was very encouraging throughout. He worked us hard, particularly insisting that we knew the Collision Regulations backwards. Everything which came up in the exam was fully covered.

The course involved a series of practical exercises, all based in Gibraltar Bay. We spent a lot of time really getting to know the boat, learning to do basic repairs, what to do in the event of flooding, rigging the emergency steering, engine repairs and so on. This was time well spent.

We also spent a lot of time practising boat handling:

taking the boat out, berthing, man overboard under motor and sail, sailing on to anchor and rigging the storm jib.

A full day was spent on a practice passage plan. Again, time well spent as this is a major part of the practical exam.

We practiced night navigation in Gibraltar Bay without the use of electronic aids. This was invaluable as the bay is extremely busy with ship movements, many vessels at anchor, and a plethora of shore lights making it difficult to identify the right ones for a fix. A learning point is to make sure that you are familiar with the particular hand bearing compass you are using and that it works in the dark!

What impressed me about the examiner was the extent he went to put the candidates at their ease. Whilst he was extremely thorough, it was apparent that he was not looking to fail candidates providing they could demonstrate they were safe, competent skippers. Things did not always go perfectly first time in the exam, for example on the man overboard exercise but everyone kept their head and, when needed, went round again and made the pickup.

The three taking the exam all passed, but despite them all having many years of experience, the examiner gave them an extremely detailed debrief identifying strengths and areas for development.

Whilst taking the theory course and passing the exam isn't a requirement for taking the practical, it would be very difficult to pass it without it.

Eyes down for a wee YM quiz after dinner





Passage planning on Day 1 of prep course

Happy sailors Amanda, Tony, Richard and Dave



# Destination Ibiza

I'd accepted a week's seetime as Freyja's skipper with an itinerary of Dénia to Ibiza. Having had an unexpected cancellation for the trip, a berth became available aboard the club yacht. Out to lunch with a group of expat friends we were talking about sailing. One of them, Simon, had been a professional lobster fisherman in Nova Scotia and then bought a lighthouse keepers' house in the Inner Hebrides, with his sailing yacht moored in the same bay. He offered to replace my missing crew member on the sea time as a way of saying goodbye to sailing and getting a lift to see friends in Mallorca. At first, I was dubious; he was 87. But he looked fit and healthy and, at 6 foot 4 inches and broad shouldered, cut an impressive figure. I explained that sailing can be physically demanding, which of course he already knew. He said that if it proved too demanding he would be happy to leave before the end of the week and go on to his friends on Mallorca early.

Now the question of Simon's connection with the civil service arose. His career had embraced being an actor in Hollywood and Europe, restaurateur in Nova Scotia and Italy, commodities trader in Brazil and Africa, big game hunter, hotelier and finca owner. But there was no obvious civil service connection. Simon was very keen to do one final sailing trip, and we hunted for a civil service connection. Aged 21, he had auditioned for the part of James Bond in the first proper Bond film, Dr. No, when the role went to Sean Connery. James Bond was definitely in Her Majesty's Service, but failing to get the part didn't really count. But then he showed me a clip from Dr. No on the internet where he played a British agent who was the first person to say the name "James Bond" on screen. But would being a fictional public servant count? I thought about asking the EYCY committee, but the distinction between fiction and reality, possibly embracing the finer points of Baudrillardian hyperreality, wasn't really in their terms of reference. No,

I had to make the decision alone and decided a fictional British spy would be fine so long as they paid the extra £8 a day as a non-CSSC member.

Moving forward to Dénia, where we joined Freyja, our first task was to visit the local Carrefour to get supplies. After filling the shopping cart with the crew's pre-orders, I began my customary hapless search for Marmite. Why do they have Tabasco and Bovril in Spain, but not Marmite? We headed back to the Freyja when I finally given up on the Marmite front.

The next morning Simon was extremely helpful with several maintenance tasks that Freyja needed before sailing including an overdue oil change. The rest of the crew Aidan, Paul and Mary arrived during the afternoon. We all introduced ourselves and discussed our plans for the sailing and the passage over to Ibiza. It was over 60 nautical miles, and Aidan was keen to be acting skipper to get a long passage towards his yacht master offshore qualification. The weather forecast was for light winds and smooth seas, but it was just a forecast, and the next day it turned out that we had sailable force-4 breezes but also some moderate (up to 2.5m) and uncomfortably steep and lumpy seas. However, the passage was mainly dominated by a blocked head and our (Paul and my) unsuccessful attempts to fix it by fitting a spare pump before realising that the outlet pipe was massively occluded with years of accretion and needed replacing. Without going into details... never push the plunger on a head's pump when the pipes are disconnected. The pressure is huge and the resulting jet of material ricochets off walls. Paul and I both needed showers!

The seas abated as we came into the lee of Ibiza in the late afternoon and the crew relaxed as we aimed for Formentera, a beautiful island just south of Ibiza. They asked to go to a marina as they were feeling tired and



Paul, Reg, Mary and Aidan at Cala Porroig

probably not keen to use the bucket I'd produced as the alternative to the blocked head. I contacted the only marina in Formentera. Yes, they had a berth for us with electricity and water, for €320.20 a night! I will always remember that 20 cents and was tempted to ask if this included a free Thai massage for all the crew and a bottle of Moët but bit my tongue instead. I relayed the news to the crew who suddenly felt less tired and more positive about the bucket and opted for an anchorage in the lovely Islet of Espalmador, just north of Formentera. We joined about 20 other yachts in the anchorage, trying to avoid dropping our anchor on protected sea grass (*Posidonia*) and spent the evening watching the stars and moon come out and the unsynchronised dancing of anchor lights tracing patterns between the stars in the gentle swell. A meal was cooked and Simon and Aidan made a start on a bottle of J&B while the rest of us found our own tipples. We all became well acquainted with a bucket during the night and next morning. In fact, it wasn't as difficult to use as I'd expected and much less complicated and expensive than heads, but the crew still voted for getting the head fixed.

Next morning we made the short crossing of about two hours to Ibiza and explored the options of the three marinas in the Port of Eivissa, Ibiza's main town. The real (Royal) club náutico didn't answer phone or radio (seems to be a feature of real club náuticos), one marina offered us a berth for around €250 a night but with heads and showers across the bay and the other one had no space at any price. Finally, we found an anchorage in Talamanca Bay, on the other side of a narrow headland to the east of Eivissa and just a few minutes' walk from the port area. Once anchored, I rang Botafoc Marina, the one that had been the most helpful when we asked for space and pleaded with them to find us someone to repair our heads. They kindly put us in touch with the local boatyard, and I arranged to berth there the next morning at 0800. Finally,

we could relax, despite needing to use the bucket for another night. But now we faced the challenge of getting ashore in the dinghy. In the end, a problem with working the outboard meant Simon rowed ashore. Fortunately, he had a rowing machine at home and was well practised. After this first trip, we found how to work the outboard, so rowing was no longer necessary.

The next day we motored round to the boatyard and got the heads repaired in about four hours by a shirtless, lithe and muscular varadero who wriggled his way into the depths of the starboard cockpit locker to remove and replace the blocked pipes. The main outlet pipe was so occluded with detritus it weighed around 10 kg instead of about 300 grams and had only about 25% of the original internal diameter. However, the head now worked better than ever, and to the relief of the crew, the bucket went back into a locker after a thorough cleansing. Meanwhile, Simon decided that he had said his "goodbye" to sailing and to move on to stay with his friend on Mallorca.

We helped him to the nearby ferry dock and saw him safely on his way. Now we were four and we slipped from the jetty at the boatyard and had a pleasant afternoon sail in F3/4 breeze to Cala Porroig, a picturesque bay on the west coast surrounded by cliffs and a stretch of golden sand with a beach bar and ice creams within swimming distance of the anchorage.

The next morning, we hauled anchor and left the lovely bay heading for the port town of San Antonio around 20 miles to the north past a couple of capes and off-lying islands. There was enough wind to sail but the night on anchor with fridge on had depleted Freyja's batteries and we needed to motor for most of the way (3 hours) just to charge them.

Cala Porroig



# Destination Ibiza (cont'd)

If you are thinking that we could have sailed while running the engine in neutral at normal revs, then I have to tell you that running a diesel engine fast without load damages the cylinder bores. So, this was not an option. I will be putting in a bid for solar charging to be installed for next year.

The marina at San Antonio had space and was sensibly priced at around €78. We arrived early with time to look around the town, which was rather ordinary, and left only with the enduring memory of a street with rows of adjacent massage parlours.

The next day we decided to start a sail round the end of the Island of Formentera to the south of Ibiza, a total of about 75 miles that we would do in two stages. The first day, the 11th June, we sailed mostly south-southeast on some brisk easterly F4 breezes, tacking close-hauled in acceleration zones between the mainland and some of the off-lying islands to reach the rather crowded bay of Sahona, on the west coast of Formentera. A welcome swim around the boat to cool off and a meal rounded off the day before we once again watched the hypnotic dancing of anchor lights against the background of brilliant stars before making for our bunks. The next morning was our last full day of sailing. We cast off early and had breakfast on the move, sailing on F3/4 breezes and rounding Cap de Barbaria and Punta Roja respectively at the southwestern and eastern tips of Formentera before turning north and sailing and motoring along the east coast of Formentera to anchor again in Talamanca Bay adjacent to Eivissa Port. A bit of man overboard practice added interest to the last part of the sail. Once anchored in Talamanca Bay we launched the dinghy and went into the little dinghy dock beside a hotel where we could get a drink in the bar and a shower. We went on to explore the dock area; the old town was too far to walk in the heat, and the water taxi's timetable didn't fit with ours. So, we had to be content with the docks and the nearby hospitality establishments.

A number of loud parties were happening on huge superyachts in the marinas and the thump thump of music swept over every part of the dock area. I was glad we were in a tranquil anchorage on the other side of the narrow headland. Expensively and elegantly dressed young ladies and lads were coming and going from the boat parties and there was a sense that everyone was desperate to be seen to be having fun. Well after all, Ibiza is the party island.

As dusk fell, we had a final goodbye meal and took the dinghy back to Freyja in the dark, realising that we should have thought to put the anchor light on when we left in daylight.

The next morning it remained only to sail round the headland and tie up in Botafoc Marina where I'd negotiated a berth for a mere €160 for the crew change that

day and the following night. (In the end I was charged only €90 and strangely forgot to mention the original quote). Our allocated berth was interesting, sandwiched between two massive motor superyachts with decks so high that their fenders reached only to around the top of our guard rail. They had obviously been expecting another superyacht. Some adjustment of our fenders, and those on the superyachts, was required before we could safely squeeze in to dock stern-to.

Around midday it was time to say goodbye. It was sad to lose Aidan and Paul who had been such excellent crew, but I was glad Mary was staying on and was looking forward to Peter and Vivian joining us for the next week's trip to Mallorca.

*Reg Morris*

A colourful street in San Antonio



Sunset at Cala Sahona



# IDOR

## THE INTERDEPARTMENTAL OFFSHORE REGATTA

*More than a race.  
A shared experience.*



### A HIGHLIGHT OF THE SAILING CALENDAR

The IDOR blends shorter 'round the cans' racing with five days of offshore passages in a matched fleet. It offers competitive sailing, teamwork and networking for crews from civil service departments, public bodies and sailing clubs.

Crews of mixed abilities, from complete novices to salty old sea dogs, come together, quickly settle into their roles and focus on making good decisions under pressure.



### A RICH HISTORY

The roots of the IDOR go back to 1968, when a simple challenge between two boats raced from the Solent to Cherbourg.

From these humble beginnings, the event grew through the 1970s and 1980s into a broader regatta combining offshore passages with inshore racing.

A significant step change came with the introduction of one-design fleets in the mid-1990s. Today, the event is typically run as a five-day regatta in the Solent using matched charter yachts.



### TEAMWORK. CONNECTION. COMMUNITY.

Across more than five decades, the IDOR has remained a fixture of the public sector sporting calendar, bringing together crews from across government and affiliated clubs in a unique test of teamwork, seamanship and resilience.

The IDOR is about more than racing. It's the shared experience—on the water and ashore—that builds lasting connections and memories.

### OUR JOURNEY



1968

A simple challenge from the Solent to Cherbourg.



1970s–1980s

The event grows into a broader regatta with offshore and inshore racing.



MID-1990s

One-design fleets introduced – a step change for the IDOR.



TODAY

A five-day regatta in the Solent with matched charter yachts, open to all who want to take part.

### EVOLVING, BUT NOT WITHOUT CHALLENGE

Financial constraints, reduced departmental support, the restructuring of CSSC, and rising charter and operating costs have all impacted the event.

Despite CSSC's support in 2026, overall interest was below the level needed for a viable matched-fleet regatta. This has given us valuable insight as we look to adapt and build for the future.



### LOOKING AHEAD 7–11 JUNE 2027

A provisional date has been reserved with Fairview for the next IDOR.

If you're interested in taking part or would like to stay informed:



REGISTER YOUR INTEREST:

[IDOR 2027 EXPRESSION OF INTEREST](#)



CONTACT THE ORGANISING TEAM:

[idor.committee@gmail.com](mailto:idor.committee@gmail.com)



### HOW YOU CAN HELP

The future of the IDOR depends on renewed energy and support from the community.

- ✓ Additional help with organisation would make a real difference.
- ✓ Ideas to improve accessibility, reduce costs and encourage wider participation are very welcome.
- ✓ Everyone's contribution helps share the load—and shape a stronger future.



### BE PART OF THE CREW

The IDOR remains a unique opportunity to:

- ✓ Represent your department
- ✓ Develop your sailing skills
- ✓ Be part of something genuinely collaborative

With the right support, there is every reason the IDOR can return stronger in future years.

*New crew.  
New energy.  
Stronger together.*



COMPETE. COLLABORATE. CONNECT. THAT'S THE IDOR SPIRIT.





# Army Sailing Association Offshore Sailing Centre



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

<https://sailing.britisharmysport.com/training/>

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



<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
<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 (Pt1)	£499
12	RYA Instructor Training Day	nil cost
12 - 13	RYA Advanced Powerboat	£269
13 - 15 (WE)	RYA CC/DS Practical weekend course (Pt2)	
<b>DECEMBER</b>		
01 - 31	GREBE Maintenance Period	Help Required

# Have your say on the future of paper charts

The UKHO are seeking feedback on proposed changes to ADMIRALTY paper charts.

Have your say on the future of paper charts.

Any future developments to the portfolio will be informed by consultation and feedback, and shared transparently with relevant stakeholders in advance.

Follow the links below to learn more and take part in the survey:

[Learn more about new edition SNCs](#)

[Changes to ADMIRALTY SNCs\\_VI.pdf](#)

[UKHO Autochart Survey - Mariners](#)



## Which charts are affected?

The updated production method will initially be applied to a limited number of New Editions within UK waters. This phased introduction allows us to ensure consistency and operational robustness before wider implementation. Only charts that include a reference to this information page reflect the updated production method.

## How do I know if my chart is affected?

All charts affected will contain a chart note with a link as shown below.



To ensure continued access to paper charts, the UK Hydrographic Office (UKHO) is evolving how ADMIRALTY Standard Nautical Charts (SNCs) are produced. This supports long-term sustainability of the portfolio while maintaining the safety, compliance and coverage mariners need.

## What is changing?

Paper charts continue to play an important role in supporting safe and compliant navigation for many mariners around the world. While digital navigation has become the primary means of navigation, many operators still rely on paper charts to meet operational, regulatory or training requirements.

UKHO are evolving the way in which paper charts are produced, meaning that some new edition ADMIRALTY SNCs will now be generated using official ADMIRALTY Electronic Navigational Chart (ENC) data as the primary source.

These charts remain official ADMIRALTY products, produced to support safe and compliant navigation. While this change will result in subtle changes to the depiction of features or symbol presentation, the underlying hydrographic data remains official and authoritative.

Rutland  
CSSC



## Sailing Taster Days

11th July

26th July

15th August

For more details and book please  
see: RCSSC Taster Days

## Message from Amanda Topson about Freyja's Sailing Programme

I am pleased to report that that Freyja's sailing program for 2026 is fully booked. If we do have any crew cancellations, we will publish these through our booking system see link below

<https://ecyc.org.uk/>

## Littleton SC Open Day Saturday 11th July

As part of the RYA Discover Sailing initiative Littleton Sailing Club offers four types of Sailing Taster Sessions.

- Adult and Family Sailing Tasters: Perfect for parents and their children, friends or individuals.
- Youth Sailing Tasters
- Phabsail Sailing Tasters: A fun experience for sailors with disabilities or special needs, their family, and carers.
- Stand-Up Paddleboard Sailing Tasters

For more details please see:  
Littleton SC

To book a taster session click here

## CSCSC Offshore Sailing Taster Days

17th September

18th September

29th September

30th September

1st October

For more details and book please  
see: CSSC Taster Days

## CSCSC 2-day Sailing Taster Experience

Friday 25th September 18:00  
to

Sunday 27th September 18:00

For more details and book please  
see: CSSC Taster Experience

## 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

To unsubscribe, please email: [editor@cs-sailing.org.uk](mailto:editor@cs-sailing.org.uk)



## CIVIL SERVICE SAILING

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

