

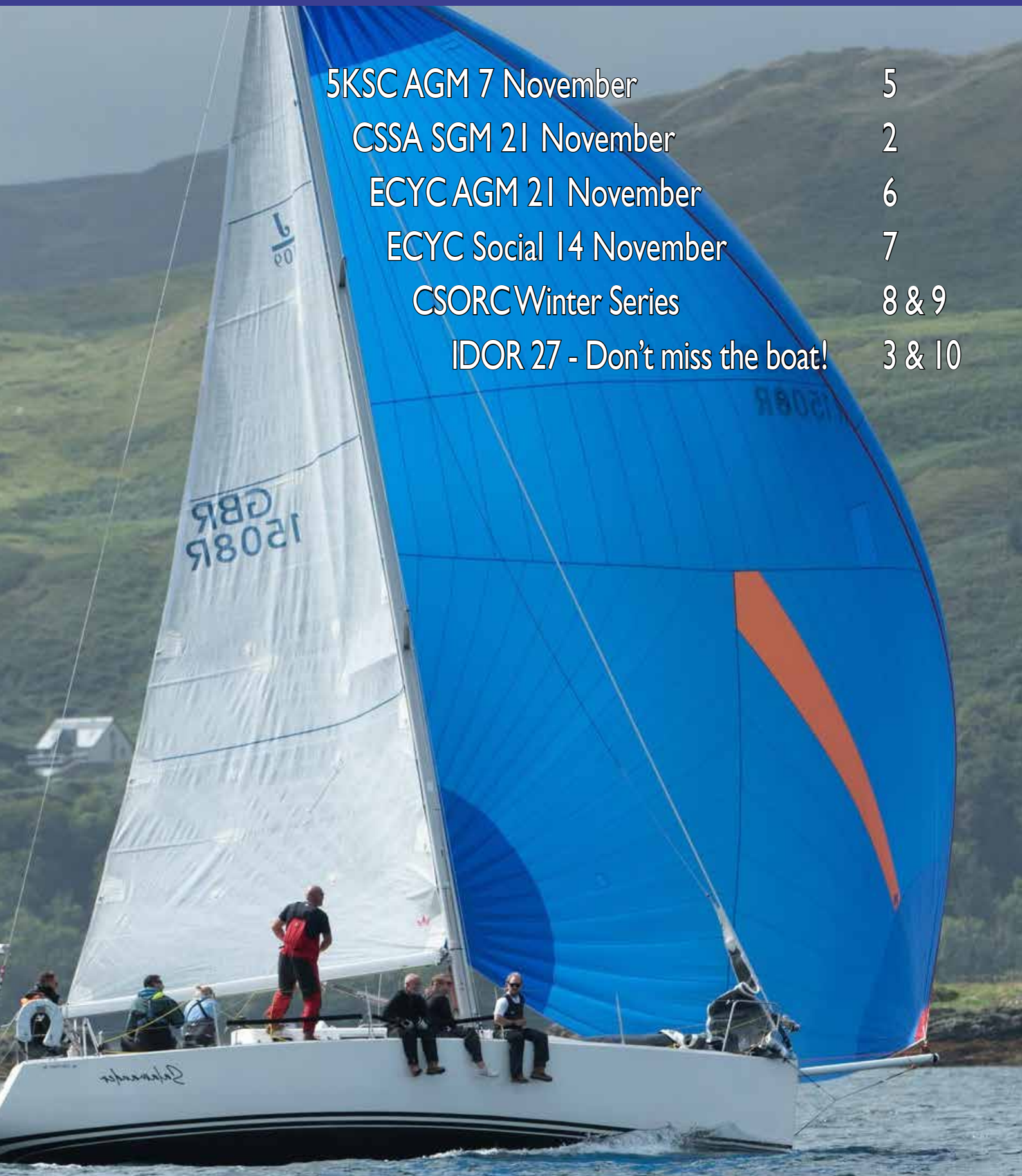
CIVIL SERVICE SAILING

The magazine for members of the Civil Service Sailing Association

www.cs-sailing.org.uk



5KSC AGM 7 November	5
CSSA SGM 21 November	2
ECYC AGM 21 November	6
ECYC Social 14 November	7
CSORC Winter Series	8 & 9
IDOR 27 - Don't miss the boat!	3 & 10



CALLING NOTICE

Special General Meeting of the Civil Service Sailing Association

MEMBERS' EVENT: IN PERSON + ZOOM

Date & time: 1330-1600 on Saturday 21st November 2026

Venue: Wheatlands Farm, White Horse Lane,
Finchampstead, Wokingham, Berks, RG40 4LZ.

Online option: a virtual meeting (Zoom) link can be provided

MEETING INFORMATION

Purpose: To provide CSSA members with the opportunity to share views and express any concerns and expectations for sailing in the wake of CSSA's disappearing role, affiliated Clubs' increased responsibilities, and the evolving CSSC Transformation Programme.

Papers: Will be posted under Business at <https://cs-sailing.org.uk>

Registration for face-to-face participation (preferred):

To join in person, please send an email to csgensec@yahoo.co.uk with the subject 'Face26' to help us plan seating and refreshments.

Registration for online (Zoom) participation:

To join by Zoom, please send an email to csgensec@yahoo.co.uk with the subject 'Zoom26' so that we can provide you with a link.

PLAN YOUR VISIT

Refreshments: The CSSA will provide face-to-face participants with a light buffet from 1230 and refreshments from 1600.

Travel: The best way to approach White Horse Lane is from the Nine Mile Ride B3430. The alternative via Church Lane can be dangerous.

Inter Departmental Offshore Regatta

Monday 7th - Friday 11th June 2027

The Inter Departmental Offshore Regatta - quite a lot of words and, admittedly, a bit of a mouthful - more affectionately known as IDOR.

But what the words really represent is one of the most exhilarating and rewarding ways to spend a few days of your life.

It's an opportunity to step away from the everyday, get out on the open sea and experience the excitement of offshore sailing while becoming part of a crew that relies on teamwork, communication and trust.

There's something very special about sailing as a good team.

Every person has a role to play, and it's only when everyone works together that the boat performs at its best.

From hoisting sails and handling lines to making quick decisions and responding to changing conditions, the regatta brings people together in a way that few other experiences can.

The result is not just great sailing, but the kind of shared adventure, camaraderie and sense of achievement that stays with you long long after you've stepped back ashore.

So don't just hear about it - be part of it.

Step aboard, join the crews, take on the challenges and experience the adrenaline, teamwork and camaraderie for yourself.

Whether you're an experienced sailor or completely new to offshore racing, there's a place for you.

Get involved, put your name forward and make this the year you discover what sailing truly as a team is really all about.

Don't miss the boat - get on board!

See the poster on page 10 for more information

For more details and to be kept informed of IDOR news, please email: editor@cs-sailing.org.uk

Contents

2	Calling notice SGM
3	IDOR 2027
4	Commodore's Corner
5	5KSC AGM Notice
6	ECYC AGM Notice
7	ECYC End of Season Social
7	ECYC Survey Results
8	CSORC News
9	CSORC Needs You
11	5KSC News
12	CSCSC News
14	Littleton SC
16	Freyja's Summer Odyssey
20	Stories behind the IDOR trophies
22	Robot Hull Cleaning
23	RYA Connected Conferences
24	Volunteers Needed

Welcome to the Autumn edition of CS Sailing!

Please note the information on the opposite page regarding a Special General Meeting, which has been called to discuss the future of the CSSA. Members are encouraged to take note of the details and attend if they are able to.

It's also the season for AGMs. Both 5 Kingdoms SC and ECYC will be holding their Annual General Meetings in November.

These are a chance to look back over the past year, hear about plans for the future and have your say in the clubs' direction.

For those keen to get involved in offshore sailing, both IDOR and CSORC are currently looking for new people to join their offshore activities. Whether you're experienced or looking to build your experience, there are opportunities to get involved, meet fellow sailors and head offshore.

And, read about Freyja's homeward bound voyage making her way back to home waters after a long and enjoyable time in the Mediterranean.

Eileen

email: editor@cs-sailing.org.uk

Sailing into a sustainable future

In the wake of the Association's (CSSA's) disappearing role, affiliated Clubs' increased responsibilities, and the evolving Council (CSSC) Transformation Programme and being into the sailing off-season it's a good time to review and revise the roles of the Association and its affiliated clubs.

The authority and many of the roles of the Association – a Sports and Recreational Body (SRB) – evaporated upon the Council's declaring that it no longer needed SRBs. The Association now has a much-diminished role. There is little value in requiring personal membership of the Association.

A recast Association might have roles: in reciprocal membership of affiliated clubs, for example, access to yachting through personal membership of a dinghy club; as a credit union to facilitate funding affiliated clubs' major purchases (vessels, etc.); as a forum for resolution of problems shared by affiliated clubs.

At least one club wishes to disaffiliate from the Association. Disaffiliation raises matters such as the Association's return to its former Divisions of funds held on behalf of those Divisions.

Sports clubs can now bid directly to the Council for funding. The way is open for affiliated Clubs to deliver sailing without reference to the Association.

But the Council has proposed a national internal body to oversee sailing and to close all its sailing clubs outside of that national sailing body. We are awaiting a response to the Association's counter proposal that good practice is best delivered through club membership of the RYA.

A Special General Meeting will be held on 21st November 2026 to: share views on where we are and where we want to be; consider options within our gift to change our direction of travel; agree a basis for recasting the Association constitution to reflect its diminished role; and consider what maturity of the Council's Transformation Programme may bring. Papers will be posted on the Business page at <http://cs-sailing.org.uk>

I trust you are content with the progress the Association General Committee is making – but if not, please raise your concerns at the SGM or email them to: csgensec@yahoo.co.uk

Fair winds

Paul

**A Special General Meeting
will be held on
21st November 2026**

**to share views on where we are and
where we want to be**

For full details, please see the inside front cover



28th AGM of Five Kingdoms Sailing Club 2026

The 28th Annual General Meeting of Five Kingdoms Sailing Club
will be held at 1pm on Saturday 7th November at:

The Holiday Inn Express

Britannia Pavilion

Albert Dock

Liverpool L3 4AD

*The hotel is offering discounted rooms at £80 for Friday 6th November:
please book a room via email to jenni.knott@exliverpool.com*

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

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

Members can also attend by Zoom, but first please email secretary@5ksc.org.uk

A light buffet lunch will be provided at 12noon.

Agenda

1. Opening.
2. Apologies.
3. Minutes of the AGM of 15th November 2025.
4. Matters arising from the minutes.
5. Captain's report.
6. Treasurer's report.
7. Election of an accounts examiner for 2027.
8. Debate of motions received
(proposed motions should reach secretary@5ksc.org.uk
by 10th October 2026, indicating the proposer and seconder.)
9. Election/Appointment of Officers and Committee Members for 2027.

Nominations to the Committee for 2027

Nominations are invited for:

- Captain,
- Vice-Captain,
- Secretary,
- Treasurer,
- Crew Bureau
- and five members.

Nominations for the Committee should reach secretary@5ksc.org.uk
by 10th October 2026, indicating the proposer, seconder
and agreement of the nominee to stand for the post
– a thread of e-mails is sufficient.



Calling all ECYC members

An invitation from the ECYC Committee:
THE EAST COAST YACHTING CLUB
 (Civil Service East Coast Yachting Club Ltd)
 Annual General Meeting 2026

21 November 2026 commencing at 10:30 hours Via Zoom



Dear ECYC members,

You are cordially invited to come along to the 2026 AGM.

There are many important issues to discuss and decisions to be made by the membership of our club.

The club elects a new committee each year and all are welcome to put their names forward to join the committee and/or take up a specific role as a "flag officer" or other position. Please send your nominations (each with a seconder) to secretary@ecyd.org.uk no later than 21 October 2026

Committee roles (some of which are Director roles) are:

- Club Captain (Director) - contact captain@ecyd.org.uk for further information;
- Yacht Secretary (Director) - contact yachtsec@ecyd.org.uk
- Yacht Husband/Bosun (Director) - contact yachthusband@ecyd.org.uk
- Assistant Yacht Husband - assistantyachthusband@ecyd.org.uk
- Club Treasurer (Director) - treasurer@ecyd.org.uk
- Crew Bureau (Director) - crewbureau@ecyd.org.uk
- Club Secretary (Director) - clubsecretary@ecyd.org.uk

There are further roles as "lay" committee members available and for further roles such as training lead.

The committee also co-opts further roles where needed, i.e. webmaster and membership secretary.

If you would like to volunteer to help out please get in touch

MOTIONS TO THE AGM

Members are also encouraged to submit motions to the AGM.

This instructs the committee on what you would like it to do in 2027.

This is your club and the committee (and Directors) welcome your views and wishes about the running of the club.

Each motion will need a proposer and seconder and will be debated and voted upon at the meeting.

Please send your motions to the AGM to secretary@ecyd.org.uk no later than 21 October 2026.

Please contact the Club Secretary if you need any help or guidance about the AGM.

The committee is looking forward to seeing club members (longstanding and recently joined) at the meeting.

Kind Regards,

Laura Barber

(Club Secretary 2025-2026)



ECYC End Of Season Social Event

14 November 2026

Commencing at 1 p.m. (13.00 hours)

To be held at::The Civil Service Club

13-15 Great Scotland Yard, London, SW1A 2HJ

ECYC's members are cordially invited to come along to get together to celebrate the end of an eventful and exciting sailing season.

We shall be meeting in the Civil Service Club in Whitehall to catch up with old friends and new and to have a meal and drinks.

Please see the following link for bar and food prices:

<https://www.civilserviceclub.org.uk/dining/>

Please R.S.V.P. to secretary@ecyd.org.uk

If you are in London or able to travel in to meet up then it would great to see you. If you'd like to sail with ECYC next year and you are already a member of the Civil Service Sports' Club and/or the Civil Service Sailing Association then please come and join us.

Laura Barber

(ECYC Club Secretary)



ECYC Survey Results from: ECYC Crew Bureau - Amanda Topson

The results from the ECYC 2026 survey are in!

We would like to thank everyone who participated - we achieved a 63% response rate from ECYC members.

The survey gives a strong mandate for an active, varied overseas programme. 49 of 50 respondents want varied overseas itineraries to continue, with the clearest practical rationale being access to cost-effective sailing in different places. The strongest destination signal is the Baltics, followed by the Netherlands/Dutch canals, with the Mediterranean and Ireland forming a second tier. Respondents favour 7-10 day trips, while there is also a meaningful appetite for longer passages and Ocean Passage experience.

Training demand is concentrated around Yachtmaster / Offshore / Ocean progression. There is also a substantial pool of people willing to contribute as skippers, trainers, maintenance support and buddies. The improvement comments point repeatedly to energy generation/storage, solar, refrigeration, water systems, maintenance and passage equipment.

Watch this place for Freyja's 2027 booking opportunities....

At CSORC we have been enjoying our first season of racing our own boat, Jeepster on the south coast. Through the spring and summer we have competed in Cowes Week, the Taittinger regatta, the Round the Island Race, a number of Junior Offshore Group (JOG) races, and the RORC Morgan Cup.

Now, as the season advances, most of the longer races are done and dusted and we look forward to Autumn, which for south coast racers means the Hamble River Sailing Club (HRSC) Winter Series. Despite the name this series runs during October and November for 8 weekends. We will be practising on the Saturday, and then racing on Sunday. Racing takes place in the Central Solent with starts around 10:30. For the first four weekends there are two races and thereafter one race. We are usually back in the marina mid-afternoon.

More details at <https://csorc.org.uk/programme>. Members of CSSA clubs are invited to join, and dinghy racers are particularly welcome. Contact the crewbureau@csorc.org.uk to join.

Nick Bowles
Treasurer CSORC



Dates	Saturday (practice)	Sunday (racing)
Oct	3rd	4th
	10th	11th
	17th	18th
	24th	25th
Break		
Nov	7th	8th
	14th	15th
	21st	22nd
	28th	29th

Some people think the sailing season ends in September! Not us - and not Hamble River Sailing Club!

The Hamble Winter Series keeps the racing going through October and November, and CSORC's entry is in. We're looking for crew, so sign up now and keep your sailing going into the autumn.

What's on offer?

Eight weekends of racing in total

- £170 per weekend, or £600 for four weekends - a great opportunity to finish the season with some regular racing.
- October weekends have multiple races including many Saturdays.
- The November weekends feature racing on the Sunday.
- For each race weekend, Jeepster is available

throughout the weekend for familiarisation and practice ahead of racing.

This friendly but competitive series is a great opportunity to get some regular racing under your belt, build and develop racing skills, and improve Jeepster's performance before the winter break.

We're keen to get out for as many weekends as possible and make the most of our boat - but each event needs sufficient crew to go ahead. So, if you're interested, please sign up early to secure your place and avoid disappointment.

You can find the full programme and more details on the CSORC programme page.

Come and keep racing with us!

Swap the Desk for the Deck!

Ready for an adventure outside the office?

Whether you want to race across the Channel or enjoy the Solent in the sun,
the Civil Service Offshore Racing Club (CSORC) wants YOU.

We are thrilled to announce that CSORC has its own club yacht again! Meet Jeepster, our recently acquired J109.

We have expanded our capacity and are actively looking for new members to join our crew
for the rest of our 2026 season and beyond.

At CSORC we have been enjoying our first season of racing our own boat, Jeepster on the south coast. Through the spring and summer we have competed in Cowes Week, the Taittinger regatta, the Round the Island Race, a number of Junior Offshore Group (JOG) races, and the RORC Morgan Cup.

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Why Sail With Us?

All experience levels welcome.

J109's are known for being both highly competitive and incredibly accessible.

Her stable setup is perfect if you are still learning the ropes, but she powers up quickly and handles beautifully in strong winds for the seasoned racers.

An Epic 2026 Calendar: And there's still racing left this year! We're taking part in the Hamble Winter Series each weekend in October and November. These have races on the Sunday and chance for the crew to practice on the Saturday. Next year we'll have a full season building up to the legendary Fastnet race.

Unbeatable value: We know the cost of living is tight, so we keep our rates significantly lower than commercial sailing. We aim for just £100 per day for racing. The more crew we get, the more we can look at driving these costs down even further!

Not just for racing: Jeepster features a fully equipped, comfortable cabin. When we aren't racing, the yacht is available to RYA Yachtmaster Coastal for relaxed weekend cruising and social trips.

Get involved! Contact the CSORC Committee today: crewbureau@csorc.org.uk

This is our first year back in yacht ownership, and we need your support to keep the club thriving. Sailing with CSORC is a fantastic way to learn new skills, meet colleagues from across the public sector, and get out on the open water.

Want to come sailing? If you're interested in joining us, securing a spot on the Hamble Winter Series, or just finding out more, please reach out!

Socials: Facebook: Civil Service Offshore Racing Club (Group)

Instagram: CSORC (@csorc_racing)ng

Stuart Dawes
Captain CSORC



INTER DEPARTMENTAL OFFSHORE REGATTA (IDOR)

**Monday 7th – Friday 11th
June 2027**



To be kept up-to-date
with IDOR news
email:
editor@cs-sailing.org.uk

Fancy getting out on the water, meeting new people and being part of a fantastic week of competitive sailing?

The Inter Departmental Offshore Regatta (IDOR) is looking for sailing crew members of all abilities to take part in the 2027 regatta.

IDOR is a five-day sailing event, combining inshore and offshore racing around the Solent and the south coast. The 2027 programme will run from Cowes on the Isle of Wight to Port Hamble Marina near Southampton, providing five days of exciting, challenging and competitive sailing.

Whether you're an experienced sailor or have limited experience and are keen to learn, IDOR offers a great opportunity to get involved. First-time applicants are very welcome, and selected novices will receive instruction, support and guidance from more experienced members of the crew. You don't need to be an expert sailor — enthusiasm, teamwork and a willingness to learn are just as important.

But IDOR is about more than just racing. It's a great opportunity to meet like-minded people from different departments, make new friends and enjoy the camaraderie that comes from working together as part of a crew. There's also plenty of time to relax and socialise once the day's racing is over.

What's included?



Five days of exciting
inshore and offshore sailing



Racing from Cowes to
Port Hamble Marina



Boat and onboard
accommodation from
Sunday evening through
to Thursday evening



Support and guidance from
experienced crew members



The opportunity to meet
and sail with people from
across different departments



Prize-giving dinner on
Thursday evening

*All abilities welcome
— from first timers to
seasoned sailors!*



*New challenge.
New people.
Great sailing.*

5KSC's yacht YNOT has had her usual trip around the Scottish Islands this summer. There have been some faults relating to the batteries which have limited stays at anchor to one day but this is being rectified at Largs this month. There was a water pump failure which was replaced in Oban thanks to a great effort by the maintenance team who sourced one from the south coast and we lost only four days of sailing.

We organised one week of a new concept – Day Skipper Plus where people can get familiar with the yacht and the Clyde and extend their skills. This can lead to becoming a 5KSC inshore skipper.

If there is interest we can run two weeks in 2027- please contact the crew bureau. We continue to run formal RYA Day Skipper training. If you want to take Day Skipper or Coastal practical or YM prep in 2027 please get in touch at training@5ksc.org.uk

The next club event is the AGM which is on 7/11/25 in Liverpool please see the notice in this edition of the magazine. There is the opportunity to stay on YNOT on the nights before or after the meeting book via the program on the website alternatively book a discounted room at the venue on the Liverpool waterfront. There is usually a great turnout, it is an opportunity to meet up and review the year. This year we will be discussing how our first year as a CLG has gone, including how we plan to manage membership charges. We can also look at the results of the survey and the proposed program for 2027.

Autumn sailing dates are on the booking page of the 5KSC website at <https://5ksc.org.uk/sail/sdhome/booking.php>

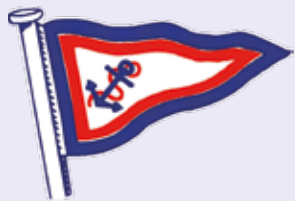
Events will include some Taster days bookable though CSSC's Nutickets system. If you know people wanting to try sailing, please point them in this direction. Winter activity will include maintenance and some racing on the Mersey.

Alison Hutton

Secretary 5KSC



Civil Service Channel Sailing Club Ltd



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

For all the latest news follow us
on our website: seaessaysailing.org
Instagram: [sea_essay_sailing_club](https://www.instagram.com/sea_essay_sailing_club)
and Facebook



SEA ESSAY

The only news on the boat is that since June it has been on the hard in Guernsey awaiting some repairs. For a number of reasons the yard there hasn't been able to carry them out up to this time (end September) but we now think we have a scheme which should see Sea Essay sorted.

However, given the timescales and the time of year it is most likely that we will go straight into winter maintenance to prepare the boat for 2027.

SUCCESSION

Despite repeated calls over the years (and in the last issue) 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 have both 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 just 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 please.

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 would like to do your bit to keep Sea Essay sailing and providing memorable experiences for members please contact Jim at secretary@seaessaysailing.org or any other member of the Committee.



MEMBERSHIP OF THE CLUB (CSCSC Ltd)

At this time there are three levels of Club membership available;

1. Member (Guarantor with full Voting rights),
2. Sailing Member (non-guarantor, limited voting rights) and
3. Day Member (non-guarantor, no voting rights)

The Member and Sailing Member Application Forms can be found on the new website seaessaysailing.org:

Member:

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

Sailing Member:

A CSSC Member who does not wish to be a guarantor but does wish to sail on the Club Yacht(s) may be defined as a Sailing Member by:

- Completing the Sailing Member application form on the seaessaysailing.org website;
- Making an application to charter a berth on a Club yacht, or by undertaking a recognised volunteering role for the Club;
- Recognising that such an application shall be deemed to be an application for Sailing membership the acceptance by the Yacht Secretary of the associated signed Crew List shall be deemed to be acceptance of that application;
- This form of membership shall cease on 31st December in the second year after the year in which the member last sailed in a Club yacht or took part in a related activity, or undertook a recognised volunteering role for the Club unless otherwise renewed, cancelled or has been resigned.

Day Member:

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

For all the latest news follow us on our seaessaysailing.org website, our Instagram account(s) ([sea_essay_sailing_club](#)) and Facebook



HAVE A LOVELY DAY OUT AT LITTLETON SAILING CLUB!

Rediscover sailing, windsurfing and paddleboarding on
our beautiful lake

*All the fun of the Norfolk Broads — without the long
journey!*

GET BACK ON THE WATER

Refresh your sailing skills with friendly instructors and RYA courses for all.

Try windsurfing or SUP (stand-up paddleboarding).

Join the racing — fun, friendly and exciting!

NO EXPERIENCE? LOST CONFIDENCE? NO PROBLEM!

There are plenty of people ready to help. Learn everything you need to know
— from your first time in a boat to cool tricks and racing tips. Build your
skills every week and earn real **RYA certificates** as you go.

LOADS OF FUN ALL YEAR

Summer evening sailing • Junior events • Fun days • Winter training

Bring the whole family — join in or watch from the shore, then enjoy a cuppa or
meal in the clubhouse.



COME AND SEE US

Littleton Lane, Shepperton, TW17 0NF

www.littletonsc.co.uk



Nearest railway stations: Shepperton and Chertsey. Both are approximately a 40-minute walk, with a
footpath route. Further details are being prepared for Scene.





CSORC
CIVIL SERVICE
OFFSHORE RACING CLUB

SWAP THE DESK FOR THE DECK!

Ready for an adventure outside the office?

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Want to come sailing?

If you're interested in joining us, securing a spot on the Hamble Winter Series, or just finding out more, please reach out!

Contact the CSORC Committee today. →

Follow our journey



Civil Service Offshore Racing Club (Group)



CSORC (@csorc_racing)

Great people. Great sailing. CSORC.



CSORC
CIVIL SERVICE
OFFSHORE RACING CLUB

Freyja's Summer Odyssey

ECYC's Freyja of Orwell complemented this year's epic cinema blockbuster *The Odyssey* with its own odyssey to return to home waters following its year long adventure in the Mediterranean.

The homeward journey started at the 'Pillars of Hercules' which safely brought Freyja through orca infested waters to Cascais in the estuary of the Tagus river ready for the long passage into the Atlantic and across the Bay of Biscay non-stop to Brest

As the crew assembled in Cascais meticulous preparations for the voyage commenced. Thanks to Antony Cole for being the first to arrive and get a head start on the myriad of tasks, completing the boat handover from the delivery crew and checking the inventory of spares in every locker. The expert guidance of boat husband Reg Morris helped all shipmates conduct a very thorough inspection of hull, fittings and equipment. Under the hot summer sun all running and standing rigging was checked, rechecked, split rings taped up, tanks and spare containers filled, whippings and seizings replaced. Practicing hoisting of storm sails must have seemed incongruous to those enjoying the balmy weather in the cafes on the quayside. For the long passage ahead, victualling was a critical factor that needed to be just right to cater for the idiosyncrasies of various preferences and dietary requirements but also for maintaining morale, enjoyment and the practicality of cooking in the expectation of a variety of sea states. Again Antony led the way in menu planning and the logistics of shopping for transporting trolley load from the hypermarket across town back to the boat.

The arrival of the last shipmate, John Hulme, meant the ship's company was complete and final departure planning agreed. Weather forecasts concurred on light winds up the Portuguese coast and some potential for wind in Biscay. Aside from meteorology, key decision factors were the potential reciprocal menaces from natural and man-made hazards: orcas or lobster pots. Avoiding orcas by keeping to shallow water meant raising the threat from entanglement from fishing lines and pots – a risk that afflicted Freyja's outward voyage last year. The neutral weather forecasts and a desire to reduce days spent within the Schengen zone resulted in a prompt departure and all on board were glad to let slip lines at 13:00 local time on Monday 17 August, and start logging miles under the keel after all the anticipation and preparation.



Meal prep in Freyja's galley



Orca look-out watch

Motoring out through the calm of the Tagus estuary before turning to starboard to head north up the coast, the principal activity for all on board was spotting lobster pots, with Freyja's track weaving through the many floats of crustacean traps. Passing the European continent's westernmost lighthouse at Cabo da Roca Fl(4) W 18s, the ocean swell made itself felt and as dusk fell watches were set for the first night at sea. With any ocean passage it takes time to



Progress!

adjust to the rhythm and some of the crew spent an uncomfortable night settling in to get their 'sea legs'. Fickle light winds meant much motoring northwards, although a welcome breeze from the west allowed for a gentle day of sailing during daylight hours that provided an interlude from the constant throb of the engine, before again 'hoisting the iron topsail' to power us through the second night.

Between creel pot spotting and determining whether swimming mammals were friendly dolphins or their more threatening Orca cousins, life on board settled into a steady routine. The principal intellectual activity for some of the crew being astro navigation provided much practical and cognitive challenges. Credit is due to the ECYD management for designing the return leg as a means to complete the ocean passage requirement of the RYA Ocean Yachtmaster syllabus. The three sextants brought along by the crew were put to the test of noon meridian passages, sun-run-sun, compass corrections and elusive hunting of twilight stars and planets along with consequential consultations of almanacs, increments and correction tables.

Victualling supplies



Freyja's Summer Odyssey - c

Approaching Finisterre marked a major waypoint for the voyage. Heading out from the coast, away from any ports of refuge and into the zone where most orca interactions with yachts have taken place. Decisions were needed on navigation and pilotage, such as whether to stay inside or outside of the traffic separation scheme (TSS), and also on routing across Biscay. Taking the inshore side of the TSS yielded a brief period of mobile phone connectivity that enabled the downloading of much needed data on meteorology and orca sightings. Hopes were raised for a beam reach across Biscay although some forecasts pointed to a potential wind veer.

Entering the Bay of Biscay after a night of motoring the wind remained fitful, although some puffs of wind allowed for periods of sailing and even switching off the autopilot for some helming – “real sailing”. The main excitement of the first morning in Biscay was provided by Dermot on lookout duty, spotting a large marine mammal with distinctive white patches that surfaced and exhaled a visible blow. Yes, our first and fortunately only, orca sighting of the whole trip. Being a single specimen and not part of a pod, all on board relaxed as it swam away sternwards and disappeared out of sight. That first day in Biscay with gentle winds, bright blue skies and very slight sea state created an optimistic mood on board especially with the chartplotter indicating an estimated arrival time in Brest for Saturday evening or early Sunday morning. We could almost smell the croissants and dream of a lazy morning spent in the quayside cafes.

Alas, this all turned out to be premature as the wind did indeed veer directly onto our rhumb line, strengthen and build a confused sea as wind-blown waves created an uncomfortable chop at right angles to the Atlantic swell. Marking a transition in the voyage; the sky and water colour became grey, wind strengthened, sails reefed, sleeping on the windward side became difficult, hitherto unused warmer clothes were needed and a minor leak in the forehatch made kitbags damp. But the continued provision of plentiful hot meals and good company more than



Visiting Chiff Chaff
Way to go!



We are sailing!



made up for the changed wind and sea conditions. Renewed efforts to keep a steady horizon through a sextant eyepiece as we pitched through the waves tested the skills of the celestial navigators. Beyond Finisterre Biscay few other vessels were encountered save for the occasional yacht or fishermen, several of whom who regarded switching on AIS transceivers as optional.

Pilotage planning was duly revised to counter the wind veering to the north and then north-east directly in our path. Prioritizing velocity made good (VMG) proved the best tactic to optimize our tacking strategy to gain ground towards Brest. The wind and swell driven sea state was compounded by the transition from the deep ocean abyssal plain back onto the continental shelf, but Freyja proved herself well in such conditions. Her displacement hull, centre-cockpit and spray dodger made for a not uncomfortable conditions on board, such that few occasions necessitated the wearing of waterproofs. It was not all plain sailing in wave heights of 3 metres or more. In one unfortunate incident as Freyja crested a swell only to be knocked off sharply into a trough by a wind-blown wave Antony, having bravely volunteered for another chef duty, was caught off guard when cooking dinner. Falling, fortunately narrowly avoiding collision with the table, after the companionway handrail had broken away in his hand. Freyja continued to cope admirably in the conditions and powered along impressively under third reefed mainsail and headsail. With winds reaching force six at times Freyja was able to put on a turn of speed, comfortably making six to seven knots to eat up the miles. The veering wind inevitably dashed our early optimism of a fast passage and a weekend arrival to Brest. Nonetheless Freyja was able to keep pointing close to wind and achieve a respectable VMG such that by the time a full week had elapsed since departing Cascais we were closing the Brittany coast. By Monday afternoon 24 August, after a full seven days at sea and logging over 750 nautical miles, Freyja was passing through the Mer d'Iroise. As the wind died in the shelter of the Goulet and Rade de Brest, motoring along in calm water was a welcome relief from the past two days of Biscay waves. Any similarities between the calmer waters off Portugal, where we too had to keep a watchful look out for creel floats, were dispelled by the encroaching evening chill brought on by dusk as we finally found our mooring in the early evening. From leaving Cascais in the heat of summer, we had arrived into early autumn.

Our thanks to all those in the ECYC who have made such a memorable passage possible. From the many crews that looked after Freyja in the Mediterranean, delivered her in such good condition from Gibraltar, John Hulme for having the initiative to opt for an ocean passage and finally to the shipmates Reg, Antony, Dermot, Jeremy and John for a truly enjoyable voyage.

Checking the storm sail



Westernmost lighthouse



The Stories Behind the IDOR Troph



Over the years, the Inter Departmental Offshore Regatta (IDOR) has accumulated an impressive collection of trophies and cups. Many have an interesting story behind them.

The stories often reflecting the development of the regatta, changes in the format of the racing and the growing involvement of CSSA clubs and individual departments.

The IDOR trophies are more than prizes handed out at the end of a week's racing. Each one tells a small part of the story of the regatta.

They reflect changes in the way IDOR has been organised, the places where it has been sailed, the departments and clubs that have supported it, the growth of the fleet and the efforts made to encourage new sailors to take part.

Some awards have even been given a second life, with trophies originally created for one purpose being recycled into new competitions as IDOR evolved.

Here's a look at some of the stories behind the awards.

Class A Plate

The Class A Plate dates back to the early days of IDOR, when entries were restricted to departmental teams.

At the time, there was no matched fleet of boats, so the entries were divided into Class A and Class B.

Class A was intended for CSSA members who skippered their departmental entry, while Class B was for departmental teams without a CSSA skipper - these teams would generally hire someone to skipper the boat.

In practice, however, all the entries ended up falling into Class A, and the Class A Plate was subsequently established.

The Class B category was eventually discontinued in the mid-2000s when IDOR moved to racing in matched fleets.

Rather than disappearing from the regatta altogether, the award was later recycled and given a new purpose. Today, it forms part of the pairs competition and is awarded to the skipper with the lower score in the highest-placed pairs team. The companion award, the Cariad Cup, goes



to the skipper with the higher score.

City of Plymouth Cup

The City of Plymouth Cup reflects a period in IDOR's history when the regatta was based further west.

For many years, IDOR was sailed out of Plymouth, largely because of the availability of suitable charter boats in the area. The trophy was named in recognition of this long-standing association with the city.

Although the regatta has since moved to the Solent and is now hosted by the Island Sailing Club in Cowes, the City of Plymouth Cup remains part of the IDOR trophy collection.

Today, it is awarded to the winner of the inshore races.

Rutherford Appleton One Design Trophy

The Rutherford Appleton One Design Trophy has its roots in the strong support IDOR received from members of the Rutherford Appleton Laboratory near Didcot, Oxfordshire.

The laboratory was well represented at the regatta and, when IDOR moved towards racing in matched boats, members from Rutherford Appleton presented a trophy to the IDOR committee.

The award became particularly appropriate with the introduction of one-design/matched-fleet racing, where all competitors race boats of the same type.

The Rutherford Appleton Trophy is now awarded to the winner of the offshore races.

An interesting footnote is that Diamond Light Source, which grew out of the Rutherford Appleton Laboratory, has also had a team competing in IDOR over the years.



hies - more than just silverware!

CSORC Shield

The CSORC Shield dates from the expansion of IDOR in the mid-2000s, when the regatta was opened up beyond traditional departmental entries to include CSSA divisions and affiliated clubs.

This created an opportunity to introduce a new award recognising club entries.

The concept was based on the qualifying conditions for the Eric Seal Memorial Trophy, but with fewer entries in the new category it was perhaps a little more attainable! The CSORC Shield is now awarded on the basis of the combined inshore and offshore results for club entries.

CSSA Charity Cup

The CSSA Charity Cup was introduced at around the same time as the CSORC Shield.

The Charity Cup certainly stands out from the rest of the collection.

It is a full-size replica of the European Cup/UEFA Champions League trophy, deliberately made considerably larger than the other awards presented.

The fleet eventually reached around 25 boats, with approximately 200 people involved, and the introduction of club entries was an important part of that growth.

There was also a desire to promote IDOR within departments where there were CSSA members who might not have enough experienced sailors to put together a fully competitive team.

The idea behind the Charity Cup was therefore twofold: encourage participation while raising money for good causes.

Crews were encouraged to advertise a berth for someone who would raise money for a charity of their choice. The hope was that this would both generate charitable donations and introduce IDOR to a wider audience.

And why make the trophy so large?

Quite deliberately, so that the winning team could take it back to their department, display it prominently in departmental news and publicity, and hopefully use the achievement to raise even more money for their chosen charity.

The Charity Cup continues to be awarded to the crew raising the most money for charity during IDOR.



Cariad Cup

The origins of the Cariad Cup are less clear, although it is another trophy that was subsequently recycled when the pairs competition was introduced.

As the IDOR fleet grew during the mid-2000s, many new teams were entering the regatta. While enthusiasm was high, some of these crews understandably lacked the experience of teams and sailors who had been competing in IDOR for many years.

The solution was to introduce a buddy-boat concept.

Teams were paired together to encourage experienced crews to help newer teams develop their sailing and racing skills. The pairs were established using the previous year's results — broadly matching a high-performing or established team with a new or less-experienced entry for the following year.

The pairs competition has evolved since then, but the idea of encouraging experience-sharing and helping new teams become established remains very much in keeping with the spirit of IDOR.

Today, the Cariad Cup is awarded to the skipper with the higher score in the highest-placed pairs team, alongside the Class A award for the skipper with the lower score.

Jubilee Trophy

The Jubilee Trophy is a later addition to the IDOR collection.

The award has subsequently taken on an IDOR-specific purpose, being presented to the highest-placed new skipper to IDOR.

It is therefore particularly appropriate for recognising newcomers to the event - something that fits well with IDOR's continuing aim of encouraging new sailors and new teams to get involved.

So you can see why the IDOR trophies are more than prizes handed out at the end of the week and now know a small part of the story of the regatta.

Some awards have even been given a second life, with trophies originally created for one purpose being recycled into new competitions as IDOR evolved.

And there are still gaps in the story. The IDOR committee has previously appealed for anyone who can provide further information about the origins, donors or history of the trophies to come forward.

So if you know the story behind one of the trophies - or have an old photograph, presentation record or anecdote that could help fill in the gaps - the IDOR history would love to hear from you.



Robot Hull Cleaning

In-water robotic hull cleaning drone services for leisure craft are rapidly expanding across the UK, providing a modern alternative to traditional haul-outs and commercial divers. Local providers on the South Coast and around major UK marinas utilise specialised sub-sea robots like the Italian-built Keelcrab and Hullbot systems to maintain boat hulls directly on their berths.

Drone services are best used for preventative grooming (removing slime, algae, and light bio-fouling) rather than heavy barnacle removal.

- **How it Works:** The drone is lowered into the water at your berth or mooring. It uses powerful internal turbines to create a vacuum effect, adhering itself securely to the hull. Driven by rubber tracks, it navigates the hull while counter-rotating nylon brushes gently scrub away growth.
- **Anti-fouling Protection:** Drone operators use calibrated brushes safe for hard-matrix, silicone, or biocide-free antifouling coatings, avoiding the paint damage often caused by aggressive manual scrubbing.
- **Debris Collection:** Premium drones feature built-in filtration bags that capture the scrubbed material. This keeps the marina water clean and complies with local UK environmental regulations regarding bio-fouling discharge.
- **Video Auditing:** Services typically include live HD camera feeds. Owners receive full video documentation of the hull's condition before and after the clean, making it an excellent tool for damage inspection.



Pros & Cons for Leisure Boat Owners

Pros	Cons
Massive Cost Savings: Eliminates expensive yard haul-out, storage, and pressure-washing fees.	Fails on Hard Growth: Drones struggle with heavy, calcified barnacle infestations; a diver or traditional scrape is still needed for neglected hulls.
Zero Downtime: The boat remains in the water at its berth; a standard 12-metre (40ft) boat takes just 1.5 hours.	Geometric Limits: Drones cannot clean 100% of tight crevices, prop shafts, or awkward running gear, meaning manual touch-ups are occasionally required.
Fuel Efficiency: Regular 3-to-4-month drone cleans keep the hull smooth, saving up to 20% on fuel and maintaining top speed.	Weather Dependent: Poor underwater visibility or heavy harbour currents can restrict the drone camera and steering accuracy.

Key Providers & Costs in the UK

Drone hull cleaning services generally cost around £15 per metre as a one-off service, with a minimum call-out charge usually between £125 and £150. Many operators offer seasonal subscription packages (3–4 cleans a year) which drop the per-clean price significantly.

- **HullScrub UK:** Offers premium drone cleaning with complete HD video reports delivered immediately.
- **Tideline Yacht Care:** specialise in remote-operated hull maintenance using advanced Keelcrab drone technology.
- **Hull Pro:** Provides localised in-water drone biofouling removal to restore vessel efficiency without lift-outs.

Is it worth it?

If your leisure craft is regularly used and you want to extend the life of your anti-fouling paint (up to 3 years) while preventing performance-robbing slime buildup, drone services are highly recommended. However, if your boat has sat neglected for a year and is coated in hard barnacles, you will need a traditional haul-out or a diver first to clear the heavy growth before a drone can take over routine maintenance.





Connecting the community to grow our sport

Held at venues across the UK in November, the RYA Connected Conferences are FREE for RYA affiliates.

The annual events bring us together as a community so we can learn from and energise each other. These conferences, available to attend in-person in venues close to you, are the perfect place to share what works and to hear from others who have turned familiar challenges into opportunities.

Whether you're currently involved in the leadership or governance of your organisation - or aspire to be in future - the conferences are your chance to learn from your peers and experts, and gather practical advice and inspiration to take back to your sailing organisation.

Creating a future-ready network

Our landscape is evolving. Expectations of members are changing, volunteers face increasing pressures, technology continues to transform how organisations operate and sustainability is becoming ever more important.

The RYA Connected Conferences are designed to help affiliates navigate these changes together, sharing insight, ideas, solutions and inspiration so that our network is better prepared for the future.

What to expect

- Morning plenary: Guest Speaker Giles Graham will share the latest Futures Research insights and explore how societal and demographic trends are changing our sport.
- Forums: A chance to talk to others in a chaired environment around a specific topic.
- Presentations: A chance to listen to an expert or another club's story
- Workshops: A longer session with a combination of presentation, activities, and discussion
- Final plenary: Close the day by reconnecting, considering our next steps and sharing upcoming opportunities for you.

There's no other networking opportunity like this and – based upon your feedback – we've made more time available in the day for you to spend time informally catching up and sharing ideas with likeminded people.

To help you get the most out of your day, regional staff and volunteers from the RYA will also be available for you to meet with, as well as staff from HQ specialising in legal and governance, funding, safeguarding, Sailability, RYA Training and sustainability.

More information at <https://RYA.org.uk>

Local RYA Connected Conferences

All Connected events are FREE to attend for RYA affiliates

Stirling (Scotland) | 01 November 2026

Belfast (Northern Ireland) | 07 November 2026

Halifax (North) | 14 November 2026

Ashby-de-la-Zouch (Midlands) | 15 November 2026

Ipswich (East) | 21 November 2026

Crawley (London and South-East) | 22 November 2026

Taunton (South-West) | 28 November 2026

Southampton (South) | 29 November 2026

VOLUNTEERS NEEDED FOR SAILING CHARITIES

Ellen MacArthur Cancer Trust

The Ellen MacArthur Cancer Trust is looking for volunteer medics for the 2027 sailing season.

Volunteer medics are core to safe and enjoyable sailing and outdoor adventures. If you're a nurse, doctor, or paramedic with a sense of fun, adventure and a desire to use your expertise beyond work, this could be for you.

Trips run from May to September and are 4 or 5 days starting on a Monday.

Applications close on 28th October 2026

<https://www.ellenmacarthurcancertrust.org/volunteer-with-us/become-a-volunteer>



Tall Ships Youth Trust

The Tall Ships Youth Trust are looking for volunteer Skippers, Mates, Watch Leaders and Watch Assistants

Whether you're looking to volunteer on our youth voyages, adult or both, sailing on our fleet will be a rewarding experience.

<https://tallships.org/support-us/volunteer-with-us/>



The Rona Sailing Project

Our volunteer Skippers, Mates, Watch Officers and Watch Leaders are the backbone of the Rona Sailing Project. We are always keen to hear from anyone with a real interest in the welfare of young people, and with yacht sailing experience, who wishes to join us.

Submit applications between November 1st 2026 and March 1st 2027

<https://ronasailingproject.org.uk/pages/volunteer>



Ocean Youth Trust South

Ocean Youth Trust South depends on the immense support we receive from our volunteers – sailing on our boat, helping ashore, carrying out vessel maintenance, assisting in the office, raising funds, and spreading the word so that as many young people as possible hear about the opportunities we offer, and have the chance to come sailing with us.

<https://www.oytsouth.org/volunteer/>



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

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CIVIL SERVICE SAILING

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

