

Civil Service Sailing

Volume 49 No 1

January 2012

Good news to start 2012.

Rob Stephens, our Vice-Commodore writes; *“I am delighted to inform you that our Commodore Alex Allan has been made a Knight Commander of the Order of the Bath (KCB) in the New Year Honours List. I have written to Alex on behalf of CSSA.”*

Alex will be standing down as Commodore on his retirement, but he has agreed to remain in post until the spring. A successor has been identified and Alex will hand over the reins to him at the AGM on 26th April.

ARC 2011. Ken Knowles completed the ARC in his yacht INDABA, a Starlight 35, crossing from Las Palmas de Gran Canaria to Rodney Bay, Saint Lucia. See our [online](#) edition!

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CSSA's Peter Burry is awarded RYA's Lifetime Commitment Award.

In November 2011 forty eight volunteers from across the country were recognised for their outstanding dedication and achievements in boating when they were presented with RYA Volunteer Awards by HRH The Princess Royal; amongst them, receiving a Lifetime Commitment Award, was Peter Burry. Congratulations to Peter. Here's what the RYA had to say:



“Peter has been a prominent and consistent influence on the Civil Service Sailing Association (CSSA). From the 1980's onwards, Peter has done a magnificent job in developing the CSSA training facility; this includes putting in much of his own time running courses, all as an unpaid volunteer. He has travelled the length and breadth of the country to deliver courses and as CSSA Principal has ensured all training delivered is of the highest standard. As a member of the CSSA General Committee, Peter brings a vast amount of wisdom to the table, not only his practical experience gained over many years, but also formidable technical ability.

As Principal of CSSA and also Chief Instructor he has played a vital role in both direct instruction, and, overall control over many years, thus playing a key

part in the progression of many novices, from Competent Crew through to Yachtmaster Offshore and beyond. He is very helpful and communicates effectively to sailors of all levels, whether they are novices just starting out, or old hands who may just need reminding of certain techniques.“ In addition to his training work, Peter's membership of the RYA Council has ensured that CSSA



Peter receives his award from HRH The Princess Royal



has always been up to date in developments in boating; whatever the technical area, Peter has been able to bring his expertise and influence to bear on our behalf. Congratulations on your award Peter - and THANK YOU! (Photos & details courtesy of RYA.)

Commodore's Corner

A note from our Rear Commodore (Cruising)

Peter Burry

Heartiest congratulations to Peter on his recent award of the "RYA MBE" which was presented to him by HRH The Princess Royal. This is the RYA Lifetime Commitment Award – 2010 Volunteer Awards - and is richly and thoroughly deserved for his services to the CSSA (and others) including of course as long time Principal of the CSSA Sea School.

CSSA Sea School

As many of you may be aware, the future of the CSSA Sea School has been subject to review for quite some time now with a view to trying to establish the optimum way forward. Peter Burry and Len Creswell are leading on this.

The nub of the issue is that the cost of training YMI's and CI's has increased substantially including additional RYA requirements. This appears to have coincided with a significant fall in demand for our sea going courses.

Notwithstanding that all instructors should have at least basic details of courses in their log books, obtaining comprehensive and robust data has proved a somewhat convoluted process.

The CSSA Sea School is due for re-accreditation by the RYA by 31st January 2012 and Peter and Len are confident that this will be successfully and routinely achieved however a clear way forward is still being pursued.

Watch this space and in the meantime encourage support for the relevant training courses!

Sea Essay man overboard incident

What seemed at first sight a relatively minor incident coming alongside at Mercury does have some important ramifications. Basically a crew member fell in the water as *Sea Essay* was being brought alongside in tricky conditions (and *Sea Essay* suffered some damage). Although he broke a rib he was quickly recovered on board.

The worrying aspect is that after drying off and resting he elected to drive home. No medical opinion was sought and he was allowed to go on his way. Happily he arrived home safely however was subsequently hospitalised for two days. This raises obvious concerns including as to just what best practice should be – watch this space!

Skippers should also firmly reject requests by crew members to "have a go" at bringing a yacht alongside in diffi-

cult conditions if that is their instinct.

Security

Forebodings previously expressed have unfortunately been proved all too prescient.

Several boats at POG have had fuel stolen including from some moored on the Weevil pontoons. Meanwhile Hardway Sailing Club report the theft of several outboard motors from small yachts moored alongside their pontoon or on moorings including close to the clubhouse and pontoon. Padlock protection is inadequate although this should ensure insurance cover remains in place.

One Hardway incident was particularly galling in that all the control cables, fuel and electrical connectors were cut in readiness for the motor to be stolen however in the event it was not – but still a distressing mess to sort out.

Meanwhile a number of Hardway boats have been damaged by oyster fishermen trawling through the moorings (including leaving oyster shell and mud on the deck) – boats on Portchester Sailing Club moorings have been similarly affected. Hopefully of relatively little concern to our mooring holders but it does demonstrate yet again that we have to be aware of those who are either outright thieves or at best very selfish people.

Fastnet 2011

Well done yet again CSORC!

IDOR 2012

Following Peter Shuttleworth's retirement complete with ferret and compulsory cloth cap to the dark satanic mills, canals, fish and chip shops, sawdust floored real ale pubs, open fires, cobbles and clogs of his beloved native Bradford (aka Shipley - which to be fair actually has about eleven trees albeit of a fairly unique sulphuric-acid resistant variety) we have a new IDOR Committee and it looks very much that IDOR will continue to prove a great success. Many thanks to those who have volunteered to step in and take this all forward. And very many thanks, Pete!

2012 sailing season

Mayan predictions, Pete's ferret and the euro zone crisis permitting, let us hope for a really good season!

Carpe diem!

Chris Malone

Rear-Commodore (Offshore)

News from CSSA

Check your membership contributions for 2012!

CSSC have made changes to their subscriptions & membership rules for 2012:-

- It is no longer a requirement to have (2 shares) "Membership Plus" to go sailing with CSSA, one share / standard membership is sufficient. Don't forget to adjust your subscription - look online or contact Ken Pavitt our Membership Secretary - note that there is a form to complete.
- Members can also join up to 3 adult family or friends through the Linked Membership scheme. Confirm these arrangements through your own club - your Committee will have looked at the new scheme and its effect locally.
- CSSC membership is now available to a wider public sector (NHS, fire fighters, Police Officers, local authority employees). This will mean targeting recruitment and publicity to a different & wider audience in future. CSSC Business Development staff are working on this, meanwhile you can claim a £5 Sainsbury's Shopping Card for each new person you recruit under the member get member scheme!
- The CSSC website @ www.cssc.co.uk has full information on the membership changes and also details of "What's On" in 2012. Don't forget your Countdown discounts too which make CSSC even more value for money!
- "Civil Service Sailing" will continue to publish 4 times a year and as a CSSC member you will also receive "Leisure Scene". Both publications welcome contributions from members, photos too - are helpful for publicity.

A Happy New Year to all - with some great sailing in 2012.

David Richards, Editor

CIVIL SERVICE SAILING ASSOCIATION – 54th AGM

Members are invited to attend the 54th Annual General Meeting of the CSSA, to be held in the Elizabethan Room at the Civil Service Club,

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

on Thursday, 26th April 2012, at 18.00 hours

A full Agenda will be included in the March edition of Civil Service Sailing.



The Civil Service Club is situated in Great Scotland Yard, close to: Trafalgar Square, Charing Cross railway station, Charing Cross Underground Station (Northern and Bakerloo lines), Embankment Underground Station (Circle and District, Northern and Bakerloo lines), and buses that run along Whitehall.

Parking in the area is VERY difficult. There is underground parking in Trafalgar Square

For further details on the Civil Service Club, go to: -

<http://www.civilserviceclub.org.uk/location.htm>

What's on? Dates for your Diary.

February (tba)

CSORC, AGM @ RORC Clubhouse, London

7 March

CSSA, GC Meeting @ Littleton SC

To be advised

Skippers Day

26th April

CSSA, AGM @ Civil Service Club

10 - 15 June

IDOR @ Port Solent/Cowes

30 June - 1 July

National Dinghy Championships @ Netley Cliff SC (details tba)

CHANNEL SAILING DIVISION—CSD**RYA Solent Training with Sea Essay
(Dufour 405) in 2012****RYA Yachtmaster Coastal or Yachtmaster Offshore**

- Evening Sunday 25 March - Afternoon Sunday 1 April (7*£50)
- Evening Sunday 30 September - Afternoon Sunday 7 October (7*£60)

*7 days. Maximum of 4 candidates. RYA Yachtmaster "5 Day Practical" certificate plus RYA External Examiner Examination for Certificate of Competence. An additional fee is payable for RYA External Examiner.

RYA Competent Crew or Day Skipper

- Evening Sunday 15 April - Friday afternoon 20 April (5*£60)
- Evening Sunday 16 September- Friday Afternoon 21 September. (5*£70)

5 days. Maximum of 4 candidates. RYA Certificate course.

Boat handling - power & sail at pontoon, anchor, buoy

- Evening Sunday 1 April – Afternoon Wednesday 4 April (3*£60)
- Evening Sunday 29 April- Afternoon Wednesday 2 May (3*£60)
- Evening Friday 31 August- Afternoon Monday 3 September (3*£70)

3 days. Maximum of 4 berths. This is not an RYA certificate course. Learn RYA syllabus items. You should have Competent Crew or Day Skipper skills.

RYA 1 day Radar Certificate

- Monday 26 November; Tuesday 27 November

These 1 day courses are held aboard Sea Essay & include practical sessions under way. The radar is 12" screen & the display is in colour. There is a maximum of 4 Candidates per course.

£50 including course booklet

Please call or email or check our website for remaining vacancies, David Hartland

david.hartland@btinternet.com

www.channelsailing.org

Channel Sailing Division**Notice of SGM**

Members are invited to attend a Special General Meeting of the CSD, convened by the CSD Management Committee under Rule 11.3,

- to be held at Winchester Conservative Club, Highfield Lodge, Worthy Lane, Winchester SO23 7AB;
- at 20.00 hours on Tuesday, 27th March 2012

AGENDA

1. To adopt a revised CSD Constitution

Note that: -

1. The purpose of the meeting is to adopt a revised CSD Constitution. The Constitution has to be changed as a result of the changes to the CSSC Membership scheme and whilst doing so the opportunity has been taken to revise and update the Constitution in an attempt to make it easier to understand.
2. Under rule 13.2 proxy votes are allowed (and are particularly welcome for this SGM).
3. Under rule 11.1 (b) a quorum of 20 members is required.
4. Under Rule 17, amendments to the CSD Constitution need a majority of 2/3 of the votes cast
5. No other business will be conducted

For more information please go to: -

<http://www.channelsailing.org>

CSD Website

The current CSD webmaster is standing down in November 2012 and a volunteer with web building skills is needed to re-design and maintain the CSD website from (or preferably before) that time.

If you are able to help the Club by taking on this task then please contact: -

Martin Bellamy csdys@btinternet.com or Eric Smith ericsmith@ukgateway.net in the first instance.

CSD Committee 2012							
Captain	Eric		EricSmith@	Committee	Ken Pavitt		kenwpavitt@
Yacht Husband	David Haward		davidhaward@btinternet.com	Committee Member	David Hartland		david.hartland@btinternet.com
Yacht Secretary	Martin Bellamy		m.bellamy@btinternet.com	Committee Member	Idris Curtis		idris.curtis@ntlworld.com
Crew Bureau Secretary	Andy Smith		csdseatime@yahoo.co.uk	Committee Member (Co-opted)	David Price		DFPrice@Tesco.net
Treasurer	Lindsay Cole		lindsay.cole@bt.com	Committee Member (Co-opted)	Adrian Barnes		boscombe@lineone.net
Secretary	Colin Smith		colinsmith40@btinternet.com	CSSA Appointed Chief Instructor for S. Coast	Roger Bone		wokeyboat@yahoo.co.uk

Channel Sailing Division - Sailing Contacts 2011		CSD Web Site: www.channelsailing.org	
	Contact:		E-mail:
Approved Skipper Charters & Group Day Sails	Idris Curtis		Idriscurtis@ntlworld.com
Sea Time Berths	Andy Smith		csdseatime@yahoo.co.uk
Training Courses	David Hartland		training@channelsailing.co.uk
Days Sails (Individuals)	Colin Smith		csddaysails@btinternet.com
Skipper Familiarisation	David Haward		davidhaward@btinternet.com

CSD Charges The following rates will apply for the 2012 season. As previously, CSD will reimburse skippers for fuel and gas.

Approved Skipper Private Charters				High	Mid	Low
Whole yacht	Charter by approved skipper	~	week	£1450	£1250	£845
Whole yacht	Charter by approved skipper	~	5 days (Mon – Fri)	£930	£800	£540
		~	week day	£186	£160	£108
Whole yacht	Charter by approved skipper	~	weekend	£590	£515	£345
		~	weekend day	£295	£258	£173
Other Club Cruises and Courses,				High	Mid	Low
Per Person Per Day	RYA and CSSA YM Prep Courses, (includes marina fees and fuel)			£70	£60	£50
Per Person Per Day	RYA Radar Course, (includes course booklet)			£70	£60	£50
Per Person Per Day	Boat-handling Courses, (marina fees <u>NOT</u> included)			£70	£60	£50
Per Person Per Day	Introductory / sea time cruises, (club skipper provided)			£54	£46	£34
Per Person Per Day	Introductory day sails, (club skipper provided) *			£34	£34	£34
* These are 0900-1800hrs only; other charters and sea times start on previous evenings at 1800hrs. Low season: 1 November to 31 March (5 months); Mid season: 1 April to 31 May, & 1 to 31 October (3 months). High season: 1 June to 30 September (4 months).						

Day Membership There is an additional charge of £5 per day. Day membership can only be used for a maximum of 14 days and may not be renewed. **Associate Membership** - CSSA Associate Member fee for 2012 is £52 (The rate is set at 120% of the CSSC Membership rate, rounded up to the nearest pound) **RYA Examination Fees**, payable in addition to the YM Preparation Course fees. are:-
 YM Offshore - £185. YM Coastal - £160

Sea Essay Programme 2012			
From	To	Type	Skipper
1 January	27 January	Winter Maintenance	
28 January	10 February	AVAILABLE	
11 February	12 February	Skipper Familiarisation Days	D Haward / C Smith
13 February	17 February	AVAILABLE	
18 February	19 February	Sea Time	
20 February		Maintenance	
21 February	4 March	AVAILABLE	
5 March	7 March	CSD Instructors Days	
8 March	9 March	AVAILABLE	
10 March	11 March	Charter	G Carstensen
12 March	16 March	AVAILABLE	
17 March	18 March	Sea Time	
19 March		Maintenance	
20 March	23 March	Charter	D Haward
24 March	25 March	Charter	L Tait
26 March	1 April	YM Prep Course/RYA Exams	R Bone
2 April	4 April	Boat Handling Course (b/f 2011)	D Hartland
5 April		Day Sail (Horsley U3 Group)	D Hartland
6 April	15 April	AVAILABLE	
16 April	20 April	RYA CC/DS Practical Course	
21 April	22 April	Sea Time	
23 April		Maintenance	
24 April	27 April	Day Sails - Contact Colin Smith	
28 April	29 April	AVAILABLE	
30 April	2 May	Boat Handling Course	
3 May	4 May	Day Sails - Contact Colin Smith	
5 May	10 May	AVAILABLE	
11 May	13 May	Charter	G Carstensen
14 May		Day Sail - Contact Colin Smith	
15 May	18 May	Group Day Sails - Contact Idris Curtis	
19 May	20 May	Sea Time	
21 May	27 May	AVAILABLE	
28 May	29 May	Day Sail - Contact Colin Smith	
30 May	31 May	Maintenance	
1 June	9 June	Summer Cruise - Sea Time Delivery	
10 June	19 June	Summer Cruise - Charter	D Hartland
20 June	29 June	Summer Cruise - Charter	V Crawshaw
30 June	6 July	Summer Cruise - Charter	D Haward

Sea Essay Programme 2012			
From	To	Type	Skipper
7 July	13 July	Summer Cruise - AVAILABLE	
14 July	20 July	Summer Cruise - AVAILABLE	
21 July	27 July	Summer Cruise - AVAILABLE	
28 July	3 August	Summer Cruise - Charter	C Smith
4 August	10 August	Summer Cruise - Sea Time Delivery	
11 August	12 August	In Reserve	
13 August	14 August	Maintenance	
15 August	31 August	AVAILABLE	
1 September	3 September	Boat Handling Course	
4 September		Day Sail (CSD Auditor)	L Cole
5 September	9 September	Charter	A Barnes
10 September	12 September	Group Day Sails - Contact Idris Curtis	
13 September		Day Sail (CSSC)	
14 September		Group Day Sail - Contact Idris Curtis	
15 September	16 September	AVAILABLE	
17 September	21 September	RYA CC/DS Practical Course	
22 September	23 September	Sea Time	
24 September		Maintenance	
25 September	27 September	Charter	D Haward
28 September	30 September	Day Sails - Contact Colin Smith	
1 October	7 October	YM Prep Course/RYA Exams	R Bone
8 October	12 October	AVAILABLE	
13 October	14 October	Charter	G Carstensen
15 October	19 October	AVAILABLE	
20 October	21 October	Sea Time	
22 October	16 November	AVAILABLE	
17 November	18 November	Sea Time	
19 November		Maintenance	
20 November	25 November	AVAILABLE	
26 November	27 November	Radar Courses	
28 November	9 December	AVAILABLE	
10 December	25 Jan 2013	Winter Maintenance	
24 Nov 2011		CSD AGM at POG (to be confirmed)	

Hooe Point SC Winter update

As I write this it is pouring down outside and the wind is gusting to 35 knots (which is about half what we experienced in Plymouth a few days ago). With all the boats now craned ashore and secured against the winter weather sailing has ground to halt at Hooe Point... that is, apart from the few hardy souls who have been dinghy racing every other weekend in the RPCYC Autumn series! Once again the site is full to overflowing but this year we have implemented some changes to the site layout, which has helped us make maximum use of our space.

There is plenty of activity still going on however with several members completing RYA First Aid and VHF SRC courses over the last couple of months and more to come in the new year. We will be starting monthly club nights from January with informal training sessions delivered by members. Subjects already scheduled include racing rules and race strategy; sail trimming and basic pilotage.

Our prize-giving in early December was again hosted by Plymouth Argyle and enjoyed by all those who attended. A summary of the racing results for the year is shown below. Other notable prizewinners included junior member Will Mawe who won the Endeavour trophy; Sandra Walsingham who won the Sam Rogers trophy and John Outhwaite who received the Helping Hand trophy.

Series / Event	Yachts	Dinghies
A Series	1 st - Chris Tempest in Whiffler 2 nd – Martin Kimber in D’Accord 3 rd - Alan Casey in El Velero	1 st – Martin Kimber (Laser) 2 nd – Andy Levenson (Laser) 3 rd – Simon Kendall (Laser)
B Series	1 st - Chris Tempest in Whiffler 2 nd – Dave Bennett in Duo of Whitby 3 rd – Bill Gerken in Zalophus	1 st – Martin Kimber 2 nd – Simon Kendall 3 rd – Dave Bennett (Solo)
C Series	1 st - Chris Tempest in Whiffler 2 nd – Dave Bennett in Duo of Whitby 3 rd – Alan Casey in El Velero	1 st – Martin Kimber 2 nd – Dave Bennett 3 rd – Zoe Kendall and Russell (Lark)
Overall Combined A, B + C Series	1 st – Chris Tempest 2 nd – Martin Kimber 3 rd – Bill Gerken	1 st – Martin Kimber 2 nd – Simon Kendall 3 rd – Zoe Kendall and Russell
Combined Dinghy race weekends (x 2)		1 st – Simon Kendall 2 nd – Mark Prue 3 rd – Dave Bennett
Regatta	1 st – Matt Laity in Strawbuckie 2 nd – Roy Tootell in White Space 3 rd – Martin Kimber in D’Accord	1 st – Martin Kimber (Laser) 2 nd – Steve Oliver (Lightning) 3 rd – Andy Levenson (Laser)
Bill Harvey Memorial Cup	Matt Laity in Strawbuckie	

Sadly we lost one of our long serving members in December. Walter “Wally” Plunkett was one of our honorary life members and a former Commodore who worked tirelessly during the formative years at Hooe Point SC to develop the club into a thriving sailing community. He will be sadly missed.

We have a new website address at www.hooepointsailingclub.co.uk which is regularly updated with news, pictures and race results.

And finally, best wishes to all CSSA members for a happy and successful 2012 from all of us at Hooe Point.

Civil Service Offshore Racing Club = CSORC

The Civil Service Offshore Racing Club has had a busy year with the inshore Sunsail races, the IDOR and then races to Le Havre and Cherbourg, up-channel and down, culminating in the pinnacle of offshore racing: the Rolex Fastnet Race across the Irish Sea, in August in which a mixed crew of old and new hands took part.

We are currently planning our programme for this year. There will be a mix of inshore and offshore races including the IDOR in June. We aim to provide a mix of races so that there is something for all levels of experience and the chance to graduate to more challenging races. All levels of experience are welcome.

Racing usually takes place over a weekend and we race over a variety of distances. We meet at the boat on Friday evening or Saturday morning, and depending on the event, get some practice in before the racing starts on Saturday. We aim to return the boat around 4pm on Sunday afternoon, so that we're all back for work on Monday.

Some races last an hour or so over a 3 or 4 mile course in the Solent, and others in which the race lasts all day, say from Cowes to Poole or Weymouth. There are also races across the English Channel to, say, Cherbourg which takes around 10 hours overnight.

If you think that some, or all, of this may be for you, then please see the CSORC website, www.csorc.org for reports of last year's races, this year's plans and some club e-mail contact addresses. We look forward to meeting you.

There's an early opportunity to get together and talk about racing, especially if you want to try it for the first time this year. The CSORC AGM will be held in early February. A good cross section of our members will be there, why not come along? Keep an eye on the website for the exact date and venue.

Enjoy your racing in 2012!.

At the **London Boat Show**, visitors could see the results of Yachting Monthly's test to destruction of their 42 foot Sun Fizz (also known as "Britain's most abused boat". YM has tested the effects of capsize, grounding, sinking, fire and a gas explosion - under controlled conditions, and videoed the outcomes. Members will know that CSSA has always been safety conscious, but you may still find interest in YM's videos. Look online at: - www.yachtingmonthly.com/crashtestboat



East Coast Yacht Division - ECYD

2011 AGM

Last year has been another fantastic year for ECYD. Training courses at both the start of the season and in the autumn were well subscribed and up on last year, continuing to make a significant contribution to the club's income of over £32,500 to October 2010. In spite of increased mooring fees at Shotley and the costs of maintaining Freyja, our pride and joy, we have been able to completely discharge all the debt we took on in 2005 when buying her, well ahead of our original repayment schedule. Capable enough to sail round the world, the Najad 380 was placed second in Yachting Monthly's 'Yacht of the Century,' beaten only by Endeavour. We concur and at the AGM members voiced an opinion that she will continue to serve us well for many years to come.

The season for Freyja started on 17 April with the shake-down cruise and ended with her being lifted to spend the winter at Fox's on 30 October. Of the 196 days she was in commission she was used by members for 168 days (86%) and covered 4508 miles with 610 engine hours

The 2011 'long trip' saw Freyja return to the Baltic, taking in North Sea passages and through the Netherlands past the Frisian Islands and the Kiel Canal to reach our summer cruising waters of Denmark, Sweden and Germany. Full details of which are to be found on the skipper's blog on the club's website.

Club members paid fulsome praise to our retiring yacht secretary Hilary Tyrrell and to Tom Tooley who has retired as yacht husband. Both are exceptionally demanding roles and proving hard to replace, though Vic Crawshaw has since stepped up and agreed to take on the role of yacht husband.

Constitutional changes to the being brought about by the CSSC and consequently the club will bring about dramatic changes to us, most probably to our advantage in the longer term. Membership and consequent income are the keys to the club's future, so our drive to attract new members is focussed on a Taster Sails programme run by Chris Robbins and David Crofts. With 25 potential new members joining one of them, and some then later taking a club-organised RYA Comp Crew course, 'the future looks bright', though there is no room for complacency!

The ECYD Novice Award

The club has in most years and where appropriate made an award to encourage and recognise new members mak-

ing exceptional progress. This year it was Tony Brookes, who first sailed with CSSA in the 2010 IDOR and in 2011 has sailed with us on no less than three occasions.

Laying-up Supper

Our guest of honour this year was John Watson of the Harwich Haven Authority. Established by Act of Parliament in 1863 to safeguard the best natural havens on the east coast of England the authority covers the River Stour, the lower part of the River Orwell, Harwich Harbour and an area to seaward extending 12 nautical miles from the harbour entrance and covering 150 square miles.

Besides being the conservancy and pilotage authority, HHA provides services for shipping using the commercial ports of Felixstowe, Ipswich, Harwich International, Harwich Navyard and Mistley and also pilot boarding and landing services for the rivers Thames, Medway, Blackwater, Colne and Crouch.

We were given an exceptionally good and entertaining insight into the role of the HHA and the problems and issues that affect the relationship between small boat users and the large container vessels that use Felixstowe, soon to be supplemented by even bigger ships using the three new extra-deep berths recently completed.

We are off to Spain next year

The 2009 Round Britain 'long trip' started a new and exciting chapter for ECYD. Using the exceptional sea-keeping qualities of Freyja to undertake Ocean Yachtmaster qualifying cruises to get Freyja on-station earlier and maximise the sailing time in for what will be for many members be 'new waters'.

Building on that experience and the long legs of the 2009 season members will be sailing off the Spanish coast this coming summer. Thanks to the planning of Robin Chapman and Alan Aplin we have an Ocean Passage pencilled in for a non-stop 600-miler from the Channel to Corunna, and then with passage legs home along the northern Spanish coastline and then French waters via the bay of Biscay to Brst and the channel islands.

It's going to be an exceptional year for us. Demand for berths is likely to be strong, but no doubt there will be space for most members who are interested.

Contact John Miller in the ECYD Crewing Bureau to express an interest and let him help you find a berth with a compatible skipper: **John Miller;**

cruising@ecyd.org.uk

ECYD's training and sail experience programme for 2012:

Start Date	18.00 on Friday 20th April 2012 from Shotley
Type Of Trip	Practice Boat Handling
End Date	18.00 on Sunday 22nd April 2012
Start Date	18.00 on Sunday 22nd April 2012 from Shotley
Type Of Trip	Skippers Briefing and Familiarisation
End Date	18.00 on Wednesday 25th April 2012
Start Date	18.00 on Wednesday 25th April 2012 from Shotley
Type Of Trip	RYA/DoT CERTIFICATES OF COMPETENCE
End Date	18.00 on Friday 27th April 2012
Start Date	18.00 on Friday 27th April 2012 from Shotley
Type Of Trip	Start Yachting from Shotley
End Date	18.00 on Sunday 29th April 2012
Start Date	18.00 on Sunday 29th April 2012
Type Of Trip	RYA Competent Crew and RYA Day Skipper
End Date	18.00 on Friday 4th May 2012
Start Date	18.00 on Friday 4th May 2012 from Shotley
Type Of Trip	Cobweb Rally – crew for Freyja and other club yachts needed
End Date	18.00 on Monday 7th May 2012
Start Date	18.00 on Monday 7th May 2012 from Shotley
Type Of Trip	RYA Radar Course
End Date	18.00 on Tuesday 8th May 2012
Start Date	18.00 on Tuesday 8th May 2012 from Shotley
Type Of Trip	Practice Boat Handling
End Date	18.00 on Friday 11th May 2012
Start Date	18.00 on Friday 11th May 2012 from Shotley
Type Of Trip	Introductory and Taster Sails
End Date	18.00 on Saturday 12th May 2012
Start Date	18.00 on Saturday 12th May 2012 from Shotley
Type Of Trip	Introductory and Taster Sails
End Date	18.00 on Sunday 13th May 2012
Start Date	18.00 on Sunday 13th May 2012 from Shotley
Type Of Trip	Freyja available for charter or training please enquire
End Date	18.00 on Friday 18th May 2012
Start Date	18.00 on Friday 18th May 2012 from Shotley
Type Of Trip	Start Yachting
End Date	18.00 on Sunday 20th May 2012
Start Date	18.00 on Sunday 20th May 2012 from Shotley
Type Of Trip	RYA Competent Crew and RYA Day Skipper
End Date	18.00 on Friday 25th May 2012
Start Date	18.00 on Friday 25th May 2012 from Shotley
Type Of Trip	Introductory and Taster Sails
End Date	18.00 on Saturday 26th May 2012
Start Date	18.00 on Sunday 27th May 2012 from Shotley
Type Of Trip	Passage Planning
End Date	18.00 on Sunday 3rd June 2012

ECYD's training and sail experience programme for 2012:

Start Date	18.00 on Saturday 29th September 2012 from Shotley
Type Of Trip	RYA Competent Crew and RYA Day Skipper
End Date	18.00 on Thursday 4th October 2012
Start Date	18.00 on Thursday 4th October 2012 from Shotley
Type Of Trip	Blackwater Rally - crew for Freyja and other club yachts needed
End Date	18.00 on Sunday 7th October 2012
Start Date	18.00 on Sunday 7th October 2012 from Shotley
Type Of Trip	RYA Competent Crew and RYA Day Skipper
End Date	18.00 on Friday 12th October 2012
Start Date	18.00 on Friday 12th October 2012 from Shotley
Type Of Trip	RYA Coastal Skipper. RYA/DoT CERTIFICATES OF COMPETENCE
End Date	18.00 on Friday 19th October 2012

The Inter-Departmental Offshore Regatta, or IDOR

When I first joined the CSSA and started reading C S Sailing I was struck by the cryptic names and acronyms of some of the events reported. There were jollies and rallies, JOG and RORC and there was the IDOR: it could all have been written by Tolkien. Over time I became familiar with JOG and RORC races and could at least guess at the goings on at a jolly or rally, but it was many years before I came face to face with the beast that is an IDOR!

Put simply the IDOR is a five day series of races between yachts representing, and crewed by, Civil Service departments. The roots of the event can be traced back to 1968 with a challenge between two boats to race across the Channel from the Solent to Cherbourg. Over subsequent years the event grew in numbers but it remained a handicap fleet of boats owned, borrowed or chartered by their skippers and crews



Spinnaker or poled-out jib?

Perhaps the most significant change was the introduction of a one-design fleet in 1996, with a separate handicap class for those who wanted to race their own boats. The one-design boats were Sigma 362s that year and Sunfast 36s in '97 and '98. In both years Cherbourg races were planned, though cancelled in '97. 1999 saw a change of venue: twelve Dufour 35s were chartered from Portway Yacht Charters of Plymouth, and the in-shore races were held in Plymouth under the auspices of the Royal Western YC. The offshore race was up-Channel and finished at Warsash in the Solent.

In 2000 it was back to Cowes, in Sunfast 32s, and a

The event grew through the seventies into the early 80s by which time it was being run under the auspices of the Island Sailing Club at Cowes and included a number of inshore races in addition to the offshore cross-Channel race (weather permitting). In 1982 the date was brought forward from October to July.

Thereafter it has been held in early to mid-summer, usually based in the Solent but always with a scheduled offshore race. 1985 saw a move to the Royal Solent YC in Yarmouth for one year. In 1988 and 1989 the offshore race was to the Normandy harbour of St Vaast.



An early Sea Essay, a Rival 34 c. 1980

race round the IOW which has remained a feature ever since. For 2001 and 2002 the Sunfast 32s were retained with the regatta base in Poole and Cowes respectively. Bavarias were the one-design choice for 2003. 2004 saw the first IDOR using Sunsail's one-design fleet, in Sunfast 36s. In 2007 these were replaced by Sunfast 37s and last year was the first IDOR to use the new Sunsail Beneteau F40s. Unfortunately the tides last year precluded a race round the Island, so instead there was a race to the Nab and back and a second coastal race into Christchurch Bay.



A Sunsail Sun Fast 36 c.2005

So there you have it – a brief history of the IDOR reflecting the evolution from a scratch handicap fleet to a one-design regatta. In that time the event has developed into a fine opportunity for crews of all abilities and experience to come together under an experienced skipper and represent their department in what must be one of the best means of team building and bonding. The move to a one-design fleet means that no crew is disadvantaged through lack of access to a competitive boat and of course your position on the water is your position in the race. Most crews are a mixture of novices, dinghy sailors, cruisers and racers of various experience. The IDOR was the my first experience as a racing skipper and the event in which I had my first (and only - so far) win. I'm a great fan!

How to Enter

For 2012 the dates of the IDOR are 11th – 15th June. This year the regatta is again hosted by the Island Sailing Club, Cowes, and the boats are from Sunsail's fleet of Sunfast F40s. Entry to the IDOR is open to Civil Service and affiliated departments, and in recent years this has been extended to include CSSA clubs, such as Fishers Green, Littleton and 5KSC. In order for a department to enter a boat you must first provide a skipper who meets Sunsail's requirements - YHA Coastal Yachtmaster or equivalent experience. You will also need a mate with sufficient experience, and of course a crew (the boats will sleep up to 8). All participants must be members of the CSSC. Numbers are limited to 25 boats.

Booking Arrangements - 2012

25 matched boats have been reserved with Sunsail from 1900 on Sunday 10 June 2012 to 1700 on Friday 15 June 2012. Boats should be booked directly from Sunsail.

Charters cost £1710.50 inc VAT, plus an insurance deposit of £3000. Boats can be reserved for a deposit of 25% of the charter fee. The contact is Grant James, grant.james@sunsail.com. There will also be an entry fee currently estimated at £260 per boat, to include the regatta dinner.

Further Information

You can keep up to date with details of the IDOR 2012 on the CSORC web site where we have a dedicated IDOR page (www.csorc.org/IDOR.htm) If you'd like any further information email IDOR@csorc.madasafish.com. Individuals who would like to crew can contact the same email address and we will try to put you in touch with a boat looking for crew.

Nick Bowles

CSSA is affiliated to the Civil Service Sports Council - Commodore - Alex Allan		
<p>General Secretary John Figgures, 11 Lakeside Close, Perry, Huntingdon, Cambs PE28 0DX csgensec@yahoo.co.uk</p>	<p>Membership Secretary Ken Pavitt , 14 Sussex Court , Vanguard Way, Gosport, Hants PO12 4FF kenwpavitt@aol.com</p>	<p>Editor/PRO David Richards, 7 Grafton Park Road, Worcester Park, Surrey KT4 7HS civilservicesailing@yahoo.co.uk</p>

5 Kingdoms Sailing Club

the northwest yacht division of the Civil Service Sailing Association

My experience of the 5KSC 'solo skipper training'

I was a qualified Day Skipper with enough miles, night hours, shore based Certs, etc. the problem I had was no solo skippering entries in my log book...!! Having been sailing for a few years as Crew or Mate on a number of yacht's I decided in 2010-11 it was time to take the plunge and go for my **Yacht Master Coastal Skipper certificate of competence exam** and like a lot of people It was only when discussing my problem with Peter Doyle and Paul Brereton from 5KSC that they explained their proposed new scheme to allow Day Skippers like myself to skipper **Artful Dodger** and gain the necessary experience, so I put myself forward as the first entrant into the scheme for 2011.

Len Creswell the Clubs YM Instructor was running the Prep/Exam week in late July 2011 and made all the arrangements with the RYA examiner, which meant I had time to complete my shore based course and get those important Skippering days in my log book. 5KSC were very willing to structure the week around my needs and even arranged a short cruise a few weeks before which allowed me to refresh my boat handling, navigation etc. before the Prep/Exam week came along.



Brian (3rd from left) and his crew aboard **Artful Dodger**

Cruising Week and Solo Days... after spending 3 days with Peter Doyle and the crew on the Clyde, Peter decided it was time for him to leave **Artful Dodger** and allow me to skipper for the rest of the week – Peter obviously felt I was competent and the crew were all willing..

I spent the next 4 days sailing around the Clyde with visits including Port Banatyne, East Loch Tarbet, Rothsay and Largs. More experienced skippers tell you 'you will always remember the feeling of completing your first solo skipper-

ing passage'. And it's true, my first solo skippering from Largs to Port Banatyne via Killchatten Bay is truly memorable.

Prep Week... And so onto the exam week, Len Creswell and another 5KSC crew worked tirelessly allowing me to practice MOB, Blind Navigation, mooring under sail and power and anything else I or Len felt I needed to improve, nothing was too much trouble and it was a real confidence building exercise which I would recommend to all.

Exam day... Thursday morning came... the day of my exam with the examiner due at 9am... **Artful Dodger** was ready and the crew set for a long day... and so was I... The weeks training and support from all at 5KSC had allowed me to be well prepared and able to control the inevitable nerves that we all get when things mean a great deal... The exam went very well... yes I made the good old mistake of not switching the engine on during the MOB... but hey, as Rob my RYA examiner said 'its good to prove you can cope in all situations'.

After an eventful day, especially short tacking into Millport to pick up a mooring buoy under sail and hours of drills, sailing, mooring, blind navigation and warm doughnuts with custard – don't ask... I heard those great words from Rob the RYA examiner - "Brian you Passed." I smiled for a week after that...!!

Unless you're lucky enough to have your own yacht it is both expensive and difficult to earn those Skippering Days. The scheme proved very worthwhile and what's more totally enjoyable; sailing on the Clyde is a real experience. The other advantage of this scheme was the crew arranged by 5KSC; they all made every effort to help in any way possible... big thanks go to all involved but especially to both Peter Doyle and Len Creswell for their time and patience.

At this point I should also thank "**Artful Dodger**", 5KSC's **Westerly Storm**... she is fully equipped and well maintained and very easy to sail – ideal for training and learning those skills we all need as sailors in what ever weather we encounter.

Brian Walker

5KSC's provisional programme for 2012

Artful Dodger is on the hard for winter **maintenance** until at least 1 February. The date of re-launch depends upon delivery and fitting of a spreader to replace the one damaged by the yard during lift out. The standing rigging is now 10 years old and is being replaced to satisfy coding requirements. There are no (other) major projects this year but there is plenty of opportunity to join the work parties for

bottom scrubbing and general maintenance. Volunteers are always welcome – contact Captain@5KSC.com to be put in touch with the maintenance crew.

The early season will provide opportunities for racing and training on the Mersey. **Racing** with Liverpool Yacht Club will be on Sundays with suitable tides beginning in February. Anyone wanting to know more about the LYC racing calendar should contact Crew.Bureau@5KSC.com. **Boat handling** and **spinnaker handling** sessions will be mixed with **taster sails** according to demand from February through to the end of April. Let Crew.Bureau@5KSC.com know your interests.

During the high season there will be the usual opportunity to **cruise, race, and train** in the beautiful **Clyde estuary** and the **Hebrides** from May through August. Handovers will take place in Dunstaffnage (Oban) for the Hebrides and usually Largs for the Clyde. Provisional dates for skippered cruising and introductory sail training are set out in the Table and are subject to alteration.

Skippered/Sea-time cruises and sail training (Start sailing, Competent Crew, and Day Skipper) is scheduled throughout the season from Largs. These courses will cover the RYA syllabus but most will not provide a RYA certificate. The CSSA is currently reviewing the structure of the CSSA RYA Sea School in response to the changed RYA rules and associated fees for Commercial Endorsement and appointment and revalidation of RYA Cruising Instructors.

Aspirant CSSA skippers are invited to charter **Artful Dodger** to gain the solo skippering experience required by the RYA's cruising programme. You will be accompanied by a 5KSC training skipper until you have demonstrated your readiness to 'go solo'. You will then plan and agree your passages selecting from hundreds of destinations the Clyde offers - anchorages, mooring buoys and pontoons or marinas. You will then 'go solo'. You must hold RYA shore based course certificates for GMDSS radio, First Aid, and Day Skipper or Yachtmaster theory and Day or Coastal skipper practical course completion. Day Skippers will be limited to fair weather (Force 4 or less) and daylight.

Examinations for **RYA certificates of Competence** as Yachtmaster Coastal and Yachtmaster Offshore are offered from Largs in the period from 21-28 July. The examination is usually on the Thursday and the early part of the week provides for intensive refresher training. **RYA Coastal Skipper** practical training may be substituted according to demand.

Late season will see **weekend cruises** in the Irish Sea mixed with **taster sails** and **boat handling sessions** on the **Mersey** and **LYC racing**. Weekend 2-day cruises to **Anglesey** usually depart early evening on Friday for an overnight passage

and return during the day on Sunday to arrive late evening in Liverpool. Some 4-day cruises are also expected, for example to the **Isle of Man, Whitehaven** or **Dublin**.

For bookings and latest information on yacht and berth availability contact Crew.Bureau@5KSC.com or see www.5KSC.com

Dates	Handover port(s)	Type of event
Early season	Liverpool	See text
6-16 May	Liverpool to Oban	Delivery
16-23 May	Oban to Troon	Scottish Islands Peaks Race
23-26 May	Troon to Largs	Sea-time/Training ¹
26 May – 2 June	Largs	Sea-time/Training ¹
2-9 June	Largs	Private Charter
9-16 June	Largs	Available for charter
16-23 June	Largs	Private Charter
23-30 June	Largs	Private Charter
30 June – 7 July	Largs	Available for Charter
7-14 July	Largs	Private Charter
14-21 July	Largs	Available to Charter
21-28 July	Largs	RYA Training ² - Coastal Skipper Practical or Yachtmaster Exam
28 July – 4 Aug	Largs	Sea-time/Training ¹
4-11 August	Largs	Sea-time/Training ¹
11-18 August	Largs	Private Charter
18-25 August	Largs to Liverpool	Delivery
Late season	Liverpool	See text

CHANDLERY

Rectangular CSSA House Flags

Triangular CSSA Burgees

Sizes: 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 & cheques (payable to Civil Service Sailing Association) to:

Brian Grubb,

64 St Cross Road, WINCHESTER, Hants. SO23 9PS

¹ Sea-time and Training are offered as full (Saturday to Saturday) or split weeks (Saturday to Tuesday/Wednesday to Saturday) and are tailored to crew wishes. Training can be Introduction to Sailing, Competent Crew, and Day Skipper courses, general sea-time experience or “solo skippering”. Dates are provisional.

² The period 21-28 July is either for those who want to take their examination for an RYA Yachtmaster Certificate of Competence (Coastal or Offshore) or for those who wish to complete the RYA Coastal Skipper Practical course according to demand – contact Crew.Bureau@5KSC.co for more information.

5KSC berth fees 2012

The berth fees for cruising or racing aboard *Artful Dodger* are inclusive of all her equipment - tiller pilot, spinnakers, dinghy outboard, etc., as available.

Charter Type	Fee
Whole yacht/Bare boat charter per week [7days normally commencing noon Saturdays]	£1085
Whole yacht/Bare boat charter per day . NB: A weekend charter from Liverpool is normally counted as 2 days with start time variable to suite tides.	£155
Training per berth per night. Crew fees cover skippers berth fee	£45
Skippered charter/Sea time per berth per night. Crew fees cover skippers berth fee	£45
River Mersey Day Sail or Race per berth [inc fuel] NB: Lock out and back on same high tide.	£15
River Mersey Skippered Day sail per berth [inc fuel]	£30
Extras: Fuel, marina fees, and any other expenses are shared by the crew unless noted otherwise above.	

Temporary and Family members must pay an ‘Additional Fee’ of £5 per day (or part day) spent aboard *Artful Dodger* in lieu of the subscriptions paid by full members of CSSA.

Training berth and skippered charter fees are set to cover the cost of the trainer’s/skipper’s berth and include an element to contribute to the Club’s expenses. The cost of any course material required, e.g. from the RYA, is additional to the berth fee.

For bookings and latest information on yacht and berth availability contact Crew.Bureau@5KSC.com or see www.5KSC.com

Reflections on the Clyde Muster 2011

A contingent from 5KSC boarded Scorchers IV (the Royal Navy Bavaria 37 operated by Neptune Sailing Club at Faslane) at Rhu on Scotland’s West coast on Friday 15 July.

She sailed round to Largs the next day and picked up one of the crew who had helped crew Artful Dodger during the successful Coastal Skipper exam week. In continuing beautiful weather, we enjoyed a leisurely sail over to Rothsay on Bute where we joined Foxfire, Mollusc and Jongleur and invited their crews to join us on deck for a drink and nibbles in the warm sunshine. We then enjoyed supper at The Black Bull and a breakaway contingent then went off to enjoy some merriment at the Argyle Arms.

On Sunday the plan was to sail the Kyles Of Bute but the winds were against us and it would have taken too long to get to our next arranged port of call in time for the official muster supper. So, instead, we headed for the marina at Holy Loch where we rejoined the crews from Foxfire and Jongleur (Mollusc had needed to head for home). After freshening up in the excellent facilities, we strolled over to The Holy Loch Inn and selected a good supper from a very comprehensive menu in a convivial atmosphere.

The next day, in glorious sunshine, we ran down wind all the way back to Rhu enjoying the fabulous scenery on the way. Who says it always rains in Scotland?

Clyde Muster 2012

Dates for a muster of 5 Kingdoms Sailing Club and the Scottish Civil Service Cruising Club have yet to be set for 2012. For further details, e-mail Secretary@5KSC.co.

RYA First Aid shore based course

CSSA First Aid offers RYA First Aid training for CSSA members. E-mail CSSAFirstAid@gmail.co if you would like further details.

Your 5KSC committee for 2012:	
Andy Deyes	Captain@5KSC.com 07761 294 906
Brian Walker	Vice Captain - Captain elect 2013
Peter Doyle	Vice Captain
Paul Brereton	Secretary@5KSC.com
Martin Hugo	Treasurer@5KSC.com
Martin Strohmaier	Crew.Bureau@5KSC.com
Other committee members:	
Frances Taylor	
Eric Deyes	
Colin Atkinson	
Dave Mesham	
Len Creswell (ex-officio as 5KSC Chief Instructor)	



Civil Service Sailing - Extras

Items that “missed the tide” and didn’t make our copy date, or where we didn’t have enough space in the printed edition : -

- *CSORC AGM dates announced*
- *Offshore Training Day*
- *The ARC 2011 - a copy of the transatlantic blog - from Ken Knowles aboard INDABA.*

Civil Service Offshore Racing Club - CSORC

CSORC will hold their AGM on 16th February @ 1900 hours. The venue is the Royal Offshore Racing Club (RORC) London Clubhouse, in the *Jolie Brise* Room. Refreshments are available.

RORC Clubhouse
20 St James’s Place
LONDON,
SW1A 1NN

<http://www.rorc.org/>

If you are new to racing or a new member this is a good opportunity to meet others; and - a very interesting venue!

Offshore Training Day (Skippers' Day)

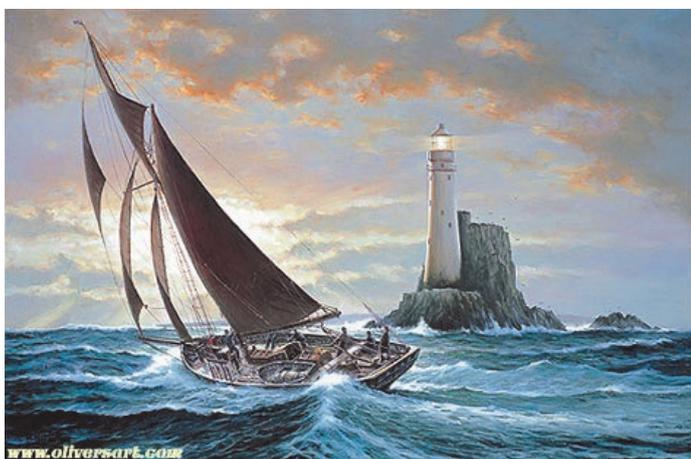
Peter Burry, our training officer will be running his training day again this year. He tackles interesting, topical and challenging subjects, why not join his audience this year?

Littleton Sailing Club,
Littleton Lane
Shepperton
Middx
TW17 0NF

Saturday 25th February, 1030 - 1600

(Refreshments available. Meet up early for coffee!)

If you have a particular topic that you would like Peter to cover, please contact him in good time before the event : - peterburry@mypostoffice.co.uk



Jolie Brise, built by M Paumelle in Le Havre, 1913



Peter Burry with The Princess Royal - RYA Awards

Transatlantic Crossing - the ARC 2011

From: Ken Knowles [mailto:indaba@mailasail.com]

Sent: 30 December 2011 16:41

To: indaba@mailasail.com

Subject: INDABA's ARC Blog

Hello all,

NO! INDABA and her crew have not been lost without trace. The simple truth is that writing the blog did not come high enough up the priority list to get a look in. So, here goes at bringing you up-to-date.

At the end of August, Jenness flew home, and Anne and Jeff stayed on with Ken to clean up the boat before flying home for a couple of months supposed R&R. As you may guess that wasn't to be. I had several things to sort out, such as an air bubble in the main compass, problems with the SSB radio receiver, and other things.

A trip to the Southampton Boat Show ended up with more expense and no real answers to numerous questions. So, my R&R quickly disappeared. However, with help from the usual sources, most things were sorted out as much as they could be before flying back to Las Palmas.

Charlie and I flew out on Saturday 5 Nov followed by Chis and Alex on Monday 7. Our ARC registration and safety inspection went without a hitch, as we began to get to know our way around the area near the marina and in Las Palmas, and so on. Work on the outstanding jobs progressed, interspersed with various seminars, get togethers, and the like. We had hoped to end up with a couple of days spare time before the start on Sunday 20, but that simply wasn't to be! Things were looking promising a few days before the start. However, we went for a short sail on the Friday for some final tips from Stuart Anderson about getting the best out of the Parasailor. When we went to drop him at the fuel pontoon we discovered that we couldn't get reverse gear! After mooring safely, we tried all sorts of things without any real success, so went off to the Volvo Penta agent for assistance. Their technicians turned up at 1900 on Friday evening, and after half an hour concluded that the 18-month-old gearbox was kaput! The only way of resolving it in time to start on the Sunday was to have a new one fitted and the old one sent back to the UK for investigation, etc. There seemed little choice, so we said go ahead, and they did just that on the Saturday, starting promptly at 0800 and finishing around 1600. Unfortunately, this meant extremely restricted access to the inside of the boat, so stowing provisions, etc., simply had to be delayed. Another boat, Outremer, was kind enough to stow our newly delivered deep frozen fresh meat until we had power back after the technicians had finished.

So, we did start on time, but not at all rested, nor fully sorted as originally hoped. It was my earnest wish to complete the course under sail alone. This looked a very promising proposition until Thursday 8 Dec in the third week when the wind had died just about completely. For two whole days the most breeze we experienced was induced by the rolling of the boat from side to side in the swell. So, with very little prospect of any change in the near future according to the weather forecasts, we reluctantly motored for 24 hours from Saturday to Sunday morning, at the end of which there was enough breeze to sail at long last at about 5 knots. It threatened to die again on the Sunday evening, but patience prevailed and we managed to sail until late Monday evening. We then motored slowly through the night so that we'd arrive off Pigeon Island at the north end of St. Lucia around dawn with an hour's sailing to the finish line. We were greeted by earlier finishers, ARC reps and a photographer.

The weather along the route was pretty much as we'd been led to believe it would be, although we weren't at all impressed with the quality of the forecasts emailed to us each day by the ARC organisers. The areas used were quite large, perhaps 500M square, which left lots of room for interpolation and all sorts of variations. We got other weather information to try to add to this, which helped to some extent. However, it would have meant a massive time-consuming deviation to avoid the calm patch 400M from the finish line. That was really so frustrating! Before we hit that, we were fairly confident of finishing within three whole weeks.

The boat did roll in the swell almost all of the way, something that took a bit of getting used to! Even after a few days, when you thought you'd cracked it, there'd be a larger swell/wave that would catch you out when you didn't have a firm handhold. We never had any really rough weather, and very little of the squally conditions so often spoken about. We did have a memorable torrential downpour that seemed to last for a couple of hours, during which I got soaked to the skin. However, it would have been better simply to strip off, because I didn't get at all cold. During that, I think we had to take in all three

reefs, but were never in trouble.

On another occasion, we had the Parasailor up when the wind increased quite quickly and made it difficult for Chris who was alone on watch to hand steer and trim any lines.

Most of the time we had the mainsail and poled-out Genoa, which meant for quite a manageable rig. Its not normally necessary to leave the cockpit to put in any of the three reefs, or to adjust the Genoa. However, when shaking out a reef, it was more demanding.

Although we obviously wanted to complete the crossing as quickly as possible, safety came first, quickly followed by crew well being, and then enjoyment of the trip.

The most significant gear failure was when the upper casting of the Neptune wind vane system came off the top of the tower! Somehow, the three screws holding it on had all come out. They had also disappeared into the Atlantic. Fortunately, we had some machine screws on board which we were able to cut to the right length, and made a proper job of the repair. Unfortunately, we didn't get a chance during the crossing to fit the smaller ring on the wheel, but hope to do so soon.

We were very disappointed with the SSB receiver and Mscan Meteo software. Firstly, the screw-on antenna had water in it, and an extension lead for it had a dodgy connection. The reception was very poor in the marina at Las Palmas, and due to shortage of time, we never really got the system up and running.

The DuoGen performed very well in water mode at 5 knots or more. If we'd been able to maintain that speed all the way, we wouldn't have had to use the engine for battery charging.

The battery monitor gave some strange readings at times, and the fridge simply seemed to switch off when the voltage got down to 12V.

We had an exceedingly annoying alarm on the Raymarine plotter. It seems that whenever the AIS system had no incoming signals, it set off an alarm saying that "AIS signal discontinued". This was a bit disconcerting at first, until we realised that it was not a failure, simply a damned stupid annoying alarm!

Shortly before leaving the UK, we discovered some ingenious LED lights from boatlamps.co.uk. The replacement bulbs had circuitry built in that when first switched on they would give a red light but could be changed to a white light by switching them off and quickly on again.

In Las Palmas, we had bought vacuum-packed frozen meat, unchilled fruit and veg, over 200 litres of bottled water, and loads of other stores. So, we had fresh meat for dinner for the first twelve days, and didn't open a tin until that day! The potatoes lasted until Christmas, the onions almost as long, but most other veg barely outlasted the meat. Apples and oranges just lasted for the crossing, but we weren't so lucky with other fruit, particularly bananas, which all seemed to ripen around the same time in spite of being separated. Anne and Jeff, who'd helped get the boat from Porto to Las Palmas, brought various supplies out from the UK and did some very helpful shopping for us in the Canaries.

Our extensive medical kit hardly had to be opened. There were a few minor cuts and grazes, all of which were treated much more seriously than normal to ensure that there were no infections/complications. However, when we were becalmed, my right calf began to swell for no apparent reason. We decided that I ought to use the antibiotics available as a precaution. When we reached St. Lucia I went to the medical centre where the first doctor that I saw thought it may be DVT. So, I was sent for an inconclusive scan, followed by another the next day. They then decided it was either haematoma/cellulitis and prescribed more antibiotics which seem to have done the trick!

So, some 22 days, 22 hours, and 18 minutes after we'd crossed the line in Las Palmas, we completed the ARC 2011 in Rodney Bay. We haven't had chance to check things out, but we think our log was under reading, since some other boats that took a similar course to us recorded around 10% more miles than us. There it is, we did it!

Many thanks to all of those who helped in any way, particularly the few without whom it wouldn't have happened. I won't name them, because I'd obviously miss someone out, but they know who they were.

Ken Knowles.

30/12/11