



# Civil Service Sailing

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July 2012

## CSSA aims for victory.

It will be a busy summer on the water, especially with the Olympics less than a month away. (P13) The CSSC Dinghy Championships at Netley Cliff are only just completed, yet Eddie Pope, Rear Commodore (Dinghies) is already busy planning his next campaign. It's the **Victory Trophy** and that is just what's needed - victory! See Eddie's request on P11 for skilled and motivated sailors to help take on the challenge of team racing against the three Armed Services. The Dinghy Champs went well at Netley Cliff again, 29 boats in strong wind conditions - report to follow!

## Richard Palmer and Trevor Drew - two-handed across the Atlantic



Trevor and Richard with their club pennants and medals presented by the City of Newport.

(Below) Nearly there! The online tracker showing Richard's yacht "Jangada Too" as she approaches the USA coast.

(Photos courtesy of [www.Jangada.co.uk](http://www.Jangada.co.uk); Cont/d on Page 4)

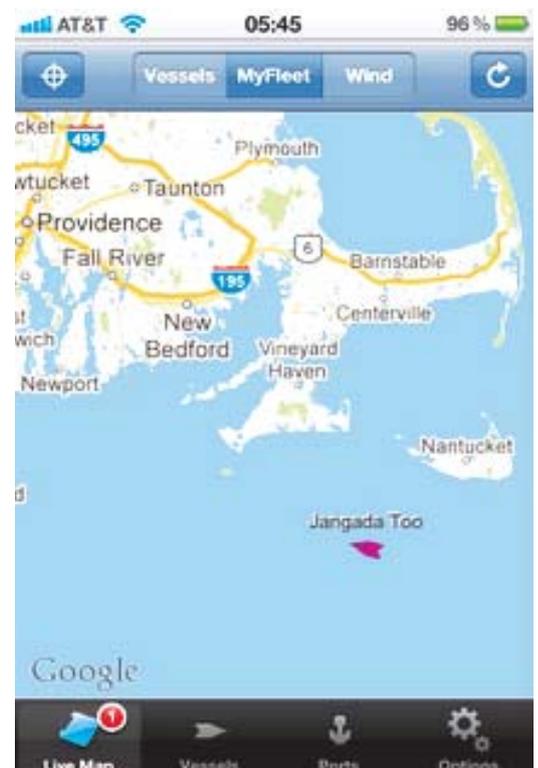
We had talked about it on the way to the AGM, following the lunch for our outgoing Commodore, Sir Alex Allan. We just had time to share a beer with Trevor, who kindly invited us into RORC's London Clubhouse - the home of blue water racing! He spoke of his plans to cross the Atlantic with Richard. Later, his e-mail explained the huge scope of it all! Trevor wrote :-

*"I would like to let you know that I will not be contactable for most of June.*

*I am competing in the "TwoStar" - the famous two-handed transatlantic yacht race - and one of the most challenging races in the world, in which yachts, each crewed by only two people, race non-stop from Plymouth on the south coast of England, across the Atlantic Ocean to Newport, Rhode Island, USA.*

*It will be quite a challenge. The prevailing winds are against us for most of the race, and, to sail the shortest distance, we will have to go*

*quite a way north, along the "great circle" route, so it will be cold – and icebergs are a risk, even at that time of year. It is the same*



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## Commodore's Corner

### A note from our new Commodore, Graham Dalton



AGM 2012 - After 7 years at the helm of CSSA, Sir Alex Allan hands over to the new Commodore, Graham Dalton (R)

On 26 April in a packed room in the Civil Service Club Sir Alex Allan handed me the badge of office - or rather, flag of office - of Commodore of the Civil Service Sailing Association. Alex is a tough act to follow, having been wise counsel to the flag officers and a proud ambassador for the Association more widely. I know that we are all grateful for his support to the Association over the last 7 years, and hope that he will continue to sail with us.

The first thing that I should probably do is to introduce myself! A civil engineer with a career in designing and building big infrastructure projects, I have spent the last 4 years as Chief Executive of the Highways Agency - an executive agency of the Department for Transport. So that's the essential civil service connection. I also enjoy a bit of sailing, which is the other essential qualification.

Now I mentioned the Commodore's flag, which to be honest presents a bit of a challenge. The flag is perfect for flying on a rather nice 40 footer. But it is almost as big as the jib on my boat of choice, 5 metres of Laser 2000 sailing dinghy. I race at my home club Dell Quay in Chichester harbour, and at the odd open meeting around the country, though confess to the occasional bareboat charter on the south coast or somewhere warmer. From that you might deduce that I have a competitive streak, though am content to sail just about anything anywhere as time and job will allow.

As I write, I have just returned from presenting the prizes at the Inter Departmental Offshore Regatta dinner in Cowes - the finale to a fantastic week of big boat racing. With 160 people sailing on 20 matched boats, this is a great event. What I found particularly impressive was that nearly 1/4 of the people sailing were on their first trip on a yacht, and in many cases on their first sailing trip. For them and for me, a great introduction to the CSSA.

Graham Dalton

Following the AGM, there are a couple of "new faces" on the General Committee to introduce to members: -



**Ian Mason** has been co-opted to the General Committee where he will take on the responsibilities of Offshore Secretary.

He will come up for formal election to the post at next year's AGM.

He has started work on sorting out the list of Approved Skippers.



**Jayne Thomas** has been elected to the post of Safety Officer.

She has started gathering information on safety matters and related documentation from CSSA, our dinghy clubs and offshore divisions.

Whilst preferred e-mail contact addresses for these Officers are confirmed, any urgent matters can be referred to Jayne and Ian through the General Secretary at:- [csgensec@yahoo.co.uk](mailto:csgensec@yahoo.co.uk)

The **CSSC Annual Conference and the accompanying AGM** is an opportunity for CSSC to share and discuss both its delivery and strategic thinking with members. The 2012 Conference took place recently, with CSSA represented by our Vice Commodore, Rob Stephens. Here's Rob's summary, which will be discussed at our General Committee.

#### **NOTE FOR CS-SAILING ON THE 2012 CSSC CONFERENCE AND AGM**

The 2012 CSSC Conference and AGM was held near Newport, Mon, on 25/26 June and points of interest included: -

- Copies of the draft CSSC Strategic Plan (2012 – 2014) are available from CSSC; with the opportunity to comment on the strategy before it is finalised by the CSSC Management Board in September 2012.
- The AGM agreed a slightly amended version of the proposed new rules, which had been updated to make them easier to understand and to reflect modern practice. Further detail on the AGM and minutes of the meeting can be found on the CSSC website.
- Membership statistics for CSSC included the following:
  - ⇒ 2011 membership was 120413, continuing the gentle decline over the previous 3 years.
  - ⇒ The £5 "member get member" incentive had paid out over £20,000.
  - ⇒ As at 18 Jun 12 there were (only) 1957 Linked Members
  - ⇒ The youngest CSSC member is currently 16, the oldest is 101
- The CSSC award schemes are being updated.
- London 2012, Olympics, Paralympics and Volunteers
  - ⇒ within CSSC there are 2 Olympic athletes, one Paralympic athlete over 300 Games Makers.
- Marian Holmes retired on 29 June, and in recognition of her leadership of CSSC during her 15 years as Chief Exec. was elected a Non-Executive Vice Chairman, and Life Member, of CSSC. She was presented with a sundial after speeches from both Michael Scholar and Andrew Turnbull (two of the past CSSC chairman she worked with).
- CSSC have started using Facebook and Twitter, and will be using LinkedIn. Early indications are that these are providing useful new communications routes with CSSC members.

**Rob Stephens**

**Vice Commodore CSSA**

**27 Jun 2012**

**What's on? Do you have any dates for the diary? Or something to share with members?**

Copy for **Civil Service Sailing** - closing dates are usually 20th of the month *before* the month of publication. Photos welcome for the magazine and general publicity - resolution of 300 dpi for commercial printing. Copy in MS Word please to [civilservicesailing@yahoo.co.uk](mailto:civilservicesailing@yahoo.co.uk) Thanks! Next edition is September.

(TwoStar cont'd from P1)

*route that the RMS Titanic took – but hopefully with a different ending! As well as the challenges of keeping the boat at optimum performance and coping with the breakages that are bound to happen, there will be storms to cope with, created by the mid-Atlantic low pressure weather systems - and sleep deprivation always hits you after a while, when sailing short-handed.*

*My team-mate, Richard Palmer and I are sailing on his yacht, "Jangada Too", a J109 and the smallest boat in the race. The race starts on Sunday 3<sup>rd</sup> June and will take about three weeks to complete.*

*We are raising money for the **Alliance for Rabies Control** <http://www.justgiving.com/Trevor-Drewo>. This is a very worthy cause – check the link to read more about what it does. If you think rabies is important and I'm mad enough to deserve a donation, please visit this site and help us to reach our target. All the money goes to charity – we are not looking for sponsorship.*

*I'm also using the race to qualify for my RYA Ocean Yachtmaster qualification – I've been brushing up on how to use a sextant and my spherical trigonometry, but we'll also be using the more modern GPS, so won't be entirely reliant on my maths! You can read more about the race and follow my progress by clicking the "tracking" link at <http://twostar.rwyc.org>. We will also be running a blog, with a link off our website at <http://www.jangada.co.uk/> - so drop in occasionally and follow our exploits!*

*Best regards, Trevor."*

If you didn't follow them at the time, there's still the opportunity to read the blog online - it's a very a good read and in itself, a nautical tale that is well worth a donation to the rabies charity!

I hope that after Jangada Too and her crew have returned to UK waters (the former is coming home by freighter), we can hear more from Trevor and Richard about their adventures. What next? Racing Cape Horn?

Our thanks and congratulations !

DR, Editor

Here's a sample of what you will find on Jangada Too's blog. There's a good selection of photos too!

FRIDAY, 22 JUNE 2012

## Riders on the storm

Well, we've had a pretty variable 48 hours! Two nights ago, we were trucking along, albeit on a beat because the wind was coming from the west (as usual). I took over the watch from Richard and he remarked he'd seen some sheet lighting, but heard no thunder, so didn't know which direction it was in. I trucked on, along the allotted course, but with an increasing sense of foreboding that we were actually sailing straight into a storm.

It was absolutely pitch black, without any clues as to cloud or rain on any horizon. Towards the end of my watch, it seemed a good idea to tack, as the lighting seemed to be much closer. It's not really a good idea to go into a storm with an umbrella on a golf course, let alone a huge metal pole on an otherwise featureless ocean - and a strike can disable a yacht's entire electrical system.

We duly tacked and high-tailed it out of there, in a brisk 20 knot breeze. We then managed to spot the storm on radar - we'd missed the main storm, but another big cloud was out to ambush us on the other tack. It duly arrived, with a torrential down-pour, but luckily no lightning. I heard Richard's wet-cat howl as he was absolutely drenched. There was nothing I could do from my cozy, dry, warm bunk anyway!

Today we're totally becalmed in a glass sea and blue, blue skies, about 330 miles from the finish. The whole area around Newport is guarded by a large, high pressure system. We've tried to run south to skirt around it, but to no avail. At least we'll be in the best position when the new wind arrives, however.

Beer o'clock time, me thinks!

Trev from my cozy dry warm

## Civil Service Offshore Racing Club

### The Interdepartmental Offshore Regatta (IDOR) 2012

For the first time since 2007, when CSSA clubs were first allowed to enter, the Civil Service Offshore Racing Club (CSORC) was able to raise two crews and hence two entries: CSORC-1 skippered by Nick Bowles, and CSORC-2 with Phil Armitage. The naming of the entries was decided by date of entry and in no way reflected ability or expectation, as we shall see.

This year, also for the first time in a few years, the IDOR was organised by a committee, the only way we could match the input of Pete Shuttleworth who stepped down as organiser last year. A couple of new ideas were tried, including committee boat starts for the short inshore races and the removal of the Friday race from the general run of results, so that the prize-giving on Thursday was a bit more conclusive. To compensate, a simple passage race was planned for the Monday.

In common with much the year so far, the weather turned out to be totally "non-seasonal". Strong winds and heavy rain greeted us on Monday morning, and there was a notable reluctance to get out and practice. And it was cold.

The passage race was kindly started by Sea View Yacht Club, who probably regretted their generosity when they saw the weather. Visibility was poor and the race was a close reach or beat in the northerly wind. With a 14:30 start we were home if not dry in Cowes by five. Hooray for tumble driers, though.

On Tuesday we raced to North Head off Milford-on-Sea. Again some heavy rain for a time in the morning but nothing compared to Monday. Also again, a north wind and ten degrees meant that for many of the crew it was a cold reach on the rail. We were finished by lunch time so we

followed it with an inshore race where spinnakers were seen for the first time. We also saw some gorgeous classic schooners at close quarters, racing for the Westward Cup.

Wednesday was Round-the-Island day. Light winds at first meant spinnakers to Hurst and the CSORC-1 boat made steady progress up through the fleet, leading briefly. Once round SW Shingles the wind picked up a bit for the beat to St. Catherine's Point. There was some slight embarrassment with a lobster pot with yours truly at the helm! The bear away at Bembridge allowed spinnakers to come out and the first hoist was good, though I say so myself (as mast-man). We needed a quick drop though to avoid the moored ships, then the subsequent hoist went a bit wrong mainly due to the mast man trying to do the foredeck man's job! Lesson learned. This leg also saw the sun come out to accompany the light breeze.

Thursday saw 3 inshore races. The wind was fresh – F5 or 6 most of the time and more than forecast a day or so before. A white sails with one reef rule was invoked and flag yankee signalled that lifejackets were mandatory. Much bouncing around on the tacks but the runs were quieter. The committee boat starts were a great success and there were a few OCSs to add to the fun.

As usual in recent years the dinner and prizegiving was held in the delightful Royal Corinthian Yacht Club. Matt Adams and his crew from the Met Office walked off with most of the prizes. They are obviously much better at sailing than predicting the weather! CSORC-1 picked up the Elite Cup for racing the first half of the regatta extraordinarily badly and then getting much better, while CSORC-2 won the CSORC Shield for clubs (as opposed to departments). It should also be mentioned that Phil and his crew thoroughly thrashed CSORC-1 throughout. There were a number of medals awarded to first time IDOR skippers – a good omen for the future. The dinner was very good. I was



*" We also saw some gorgeous classic schooners at close quarters, racing for the Westward Cup. "*

*(Left) The RORC fleet (on port!) meets the Westward Cup fleet*

especially impressed with the smoked fish terrine. Our thanks go to the chefs and serving staff at the Royal Corinthian YC.

Finally on Friday we're off home! A bit of a surprise from the Race Officer though, he wants us to go via Warner, beyond the forts. Not straight home? The wind was fresh before the start but was dropping quite quickly, with occasional big gusts down the Medina. It was much warmer and from the south. The tide was against us. On CSORC-1, one reef was enough. Then the wind dropped slowly so once past Osborne, we'd shaken it out. However, the wind had one last surprise: passing Bembridge it picked up to over 20 knots, with big gusts. Thinking it was a local effect off the land we held on to the full main. The gybe round Warner was a bit hairy and by the time we approached Gleeds it was solidly over 25 knots. We tacked round rather than gybing, letting in one boat which was reefed, proving that sometimes less is more.

Overall the racing was nothing if not lively and varied. The weather was perfect for the round the island race and the strong stuff was reserved for more sheltered waters. It was just a shame that the temperature was sometimes 10° colder than it should have been. Good fun though.

The IDOR organising committee deserve a huge "Well done" and "Thank you". It must all have taken a lot of organising. Thanks also to Sea View Yacht Club and the Island Sailing Club both of whom did a great job. Plans are already underway for next year.

Bill Taylor, CSORC

#### 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**

## IDOR 2012 Results Round Up

### Eric Seal Trophy – IDOR Overall Winner

- 1<sup>st</sup> Matt Adams (Met Office)
- 2<sup>nd</sup> David Shannon ( UKHO)
- 3<sup>rd</sup> Henry Scutt (SOCA 2)

### Rutherford Appleton Trophy – Offshore Races

- 1<sup>st</sup> Matt Adams (Met Office)
- 2<sup>nd</sup> David Shannon ( UKHO)
- 3<sup>rd</sup> Henry Scutt (SOCA 2)

### The City of Plymouth Trophy – Inshore Races

- 1<sup>st</sup> Matt Adams (Met Office)
- 2<sup>nd</sup> David Shannon ( UKHO)
- 3<sup>rd</sup> Henry Scutt (SOCA 2)

### Amaranthe Salver – Departmental Entries, Inshore and Offshore Races

- 1<sup>st</sup> Matt Adams (Met Office)
- 2<sup>nd</sup> David Shannon ( UKHO)
- 3<sup>rd</sup> Henry Scutt (SOCA 2)

### CSORC Shield – Clubs

- 1<sup>st</sup> Phil Armitage (CSORC 2)
- 2<sup>nd</sup> Martin Hugo (5 Kingdoms SC)
- 3<sup>rd</sup> Andrew D Moss (Fishers Green SC)

### Elite Cup - most improved performance over the course of the regatta

- 1<sup>st</sup> Nick Bowles
- 2<sup>nd</sup> Simon Zavad
- 3<sup>rd</sup> Gary Bowers

### Silver Jubilee Trophy – for skippers doing their first IDOR

- 1<sup>st</sup> David Shannon ( UKHO)
- 2<sup>nd</sup> Henry Scutt (SOCA 2)
- 3<sup>rd</sup> Phil Armitage (CSORC 2)

### Class A Shield and Cariad Cup – Pairs

- 1<sup>st</sup> Matt Adams (Met Office) & Henry Scutt (SOCA 2)
- 2<sup>nd</sup> Nick Rees (DLS) & David Shannon ( UKHO)
- 3<sup>rd</sup> Neil Wood (HASSRA/DWP A) & Phil Armitage (CSORC 2)

### Round The Island Race

- 1<sup>st</sup> Matt Adams (Met Office)
- 2<sup>nd</sup> David Shannon ( UKHO)
- 3<sup>rd</sup> Nick Rees (SOCA 2)

The complete results can be found at: -

[www.csorc.org/IDOR.htm](http://www.csorc.org/IDOR.htm)

<b>Sea Essay Programme 2012</b>			
<b>From</b>	<b>To</b>	<b>Type</b>	<b>Skipper</b>
7 July	13 July	Summer Cruise – Charter (D Russell)	D Hartland
14 July	24 July	Summer Cruise - Charter	L Tait
25 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	16 August	<b>AVAILABLE</b>	
17 August		Skipper Familiarisation	
18 August	19 August	Charter	M Godwin
20 August	22 August	Group Day Sails - Contact Idris Curtis	
23 August		Day Sail (CSC)	
24 August		Group Day Sail - Contact Idris Curtis	
25 August	31 August	Charter	A Smith
1 September	3 September	Boat Handling Course	D Hartland
4 September		Day Sail (CSD Auditor)	L Cole
5 September	6 September	Day Sails - Contact Colin Smith	
7 September	9 September	Charter	A Barnes
10 September	14 September	<b>AVAILABLE</b>	
15 September	16 September	Charter	A Vincent
17 September	21 September	RYA CC/DS Practical Course	D Price
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		<b>AVAILABLE</b>	
9 October	12 October	Charter	R Stephens
13 October	14 October	Charter	G Carstensen
15 October	19 October	<b>AVAILABLE</b>	
20 October	21 October	Sea Time	
22 October		Maintenance	
23 October	2 November	<b>AVAILABLE</b>	
3 November	4 November	Charter	J Llewellyn
5 November	16 November	<b>AVAILABLE</b>	
17 November	18 November	Sea Time	
19 November		Maintenance	
20 November	25 November	<b>AVAILABLE</b>	
26 November	27 November	Radar Courses	
28 November	9 December	<b>AVAILABLE</b>	
10 December	25 Jan 2013	Winter Maintenance	
<b>24 Nov 2011</b>		<b>CSD AGM at POG (to be confirmed)</b>	

All Skippers intending to take the boat out will be required to attend a one day familiarisation before they do so. These sessions are run by the Yacht Husband team.

RYA Training Courses - David Hartland, [training@channelsailing.co.uk](mailto:training@channelsailing.co.uk) Courses and Examination by External Examiner for Certificate of Competence are available. Please let me know your requirements for Competent Crew, Day Skipper,

**Channel Sailing Division - CSD (see also P7)**

**RYA Training with Sea Essay (Dufour 405) in Autumn 2012 , sailing in the Solent**

**RYA YachtMaster Coastal & YachtMaster Offshore**

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 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 Friday 31 August- Afternoon Monday 3 September (3\*£70)

Evening Sunday 9 September- afternoon Wednesday 12 September (3\*£70)

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

**RYA Radar 1 Day course on board Sea Essay**

30cm. colour screen with synchronised chart plotter including practical @ sea

Monday 26 November & Tuesday 27 November £50 including RYA Manual free of charge

These courses are led by RYA accredited Instructors . Additional courses will be organised if required. Please call or email for remaining vacancies.

**Contact: David Hartland, CSD Training**

01483 280072,

[david.hartland@btinternet.com](mailto:david.hartland@btinternet.com)

[www.channelsailing.org](http://www.channelsailing.org)

**East Coast Yacht Division - ECYD**

Freyja has been safely delivered to La Coruna in Spain at the start of the long trip 2012.

This was planned as an Ocean Yachtmaster qualifying passage. The skipper Robin Chapman took the decision to take shelter in Dartmouth with the forecast for F10 in the area they were due to sail with gusts recorded in the storms of F12, 65knots at Froward Point.

They finally set off on Saturday 9<sup>th</sup> June which gave them a favourable weather window, a fast passage and "a hell of a ride." Well done Freyja and her crew. This should still count as an Ocean qualifying passage because the break was with due regard to safety and seamanship. Dartmouth to La Coruna was a run of 543 nm within which 340 nm were 50 miles from landfall. Other observations of interest,

The two leg total was 744 nm miles (Dover to Dartmouth and Dartmouth to La Coruna)

The average speed on the La Coruna run was 6.6 nm/hour and completed in 82 hours 20 minutes

The sailing weather while they were the Bay of Biscay was at F5 to F6

After arriving in La Coruna a further 3 days of F6 to F8 was experienced, mostly F8

Freyja will continue in Spain until early August when she will begin her journey back to the UK via Brittany, the Channel Islands and the south coast of England with a further visit to France on her way back from Gosport to Shotley weather permitting. There are still some places left on some of these legs and they are shown in the table below. There are also places available on the RYA courses and the Yachtmaster offshore and Yachtmaster Coastal.

More locally: -

The **Cobweb Rally** was held over the weekend of 5<sup>th</sup> to 7<sup>th</sup> May in north easterly winds for the third year running although with cloud and rain in contrast to last year's brilliant sunshine. Eight boats contested the rally which took part in the Harwich area and its rivers. Only three boats braved the gusty conditions on the Saturday for the race up the Wallet from Clacton Pier with one boat mistiming their arrival and decided to abandon the race and have a more comfortable sail back to the Stour for a late lunch. On Sunday the winds were lighter and more fickle and the initial leg up the Orwell against the tide spread out the

fleet. Taking advantage of the midday high tide the course took the boats into the inner most reaches of the Walton Backwaters where the surging tide took many by surprise. One skipper observed that he was steering 90 degrees to his chosen course to stay on track and miss any buoys. A compulsory half and anchor for a civilised lunch break was very welcome before the return to Harwich Haven and a brief excursion up the Stour. Sunday evening the fleet enjoyed an excellent meal in the Lighthouse at Suffolk Yacht Harbour before the prize announcement revealed that Cheetah had comprehensively taken the honours ahead of First Kiss and Deneb. As always with the ECYD rallies it is not the first passed the post who wins but the one that has clocked up the most miles making best use of wind and tide within a given time span. Severe penalties are in place for late finishers. On Sunday Sanderling returned to the river Blackwater while Freyja and Pegasus had a relaxing day exploring the rivers Stour and Orwell before returning to Shotley. Full results of the Cobweb Rally : -

Boat	Corrected Distance	Results
Sanderling	36.9	4
Pegasus	31.3	7
Imagine	30.5	8
Deneb	37.2	3
First Kiss	40.0	2
Cheetah	44.8	1
Thor	33.0	5
Freyja	32.5	6

ECYD - BERTHS AVAILABLE AUGUST TO OCTOBER				
Type	From	To	Description	Contact
Seatime / taster	1800 Friday 10 <sup>th</sup> August Ipswich	1800 Sunday 12 <sup>th</sup> August Ipswich	<b>We are again chartering Perdita, a Bavaria 37 from Ipswich whilst Freyja is away in Spain and France during the summer.</b>	John Miller
Seatime / taster	1800 Sunday 12 <sup>th</sup> August Ipswich	1800 Friday 17 <sup>th</sup> August Ipswich	<b>Perdita</b>	John Miller
Seatime	1800 Sunday 26 <sup>th</sup> August Lorient	1200 Tuesday 4 <sup>th</sup> September St Helier	<b>This will involve some long passages and will be ideal for would-be Yachtmasters looking for 60 mile passages and passage planning experience.</b>	John Miller
Seatime	1200 Tuesday 4 <sup>th</sup> September St Helier	1200 Wed 12 <sup>th</sup> September Gosport	<b>Based mainly on the Channel Islands, with coastal navigation transit marks and port entry, this will also involve a 60 mile passage across the channel and shipping lanes.</b>	John Miller
Seatime	1200 Thurs 20 <sup>th</sup> September Gosport	1800 Thursday 27 <sup>th</sup> September Shotley	<b>This will involve a run up the French coast to Boulogne or Calais, weather permitting, and then across the channel and Thames estuary to Shotley.</b>	John Miller
RYA course	1800 Saturday 29 <sup>th</sup> September Shotley	1800 Thursday 4 <sup>th</sup> October Shotley	<b>Competent Crew and Day skipper</b>	John Miller
Rally	1800 Thursday 4 <sup>th</sup> October, Shotley	1800 Sunday 7 <sup>th</sup> October Shotley	<b>The rally held in Saturday takes place in and around the river Blackwater. There will be a passage race down the Wallet on Friday.</b>	John Miller
RYA course	1800 Sunday 7 <sup>th</sup> October Shotley	1800 Friday 12 <sup>th</sup> October Shotley	<b>Competent Crew and Day Skipper</b>	John Miller
Exam Prep	1800 Friday 12 <sup>th</sup> October, Shotley	1800 Friday 19 <sup>th</sup> October Shotley	<b>Yachtmaster Offshore and Yachtmaster Coastal preparation and exam.</b>	John Miller
John Miller's contact details <a href="mailto:cruising@ecyd.org.uk">cruising@ecyd.org.uk</a>				

## 5 Kingdoms Sailing Club - 5KSC

Owing to the rather variable weather, we have experienced an *interesting* mix of sailing. *Artful Dodger* was to take part in the 3 Peaks Scottish race but was storm bound in the teeth of gale force northerlies and took refuge at Whitehaven. This meant that, unfortunately she couldn't make the start.

This was particularly annoying as, at the time, the weather further north was perfect. Still, that's sailing for you!

In April/May, Andy Deyes helped to deliver "Imagine" a Bavaria 40 Vision from Cagliari on Sardinia to the Greek harbour of Nidri on Lefkas. This was via Messina and Porto Del Etna on Sicily and Sivota, Nidri and Spartahori on Lefkas (618 nm). The Irish sea wasn't the only place experiencing stormy conditions. We were stormed in at Cagliari for a while before we decided to make a run for it. A very wobbly experience! But we made good time and put in to Messina. It was a Bank Holiday thus the shops and most of the restaurants were shut but we did manage to find a little cake shop where we were served with a few beers before finding an excellent pizzeria. A problem arose with the loo and we were advised that the boatyard at Porto Del Etna had the facilities to repair it. So off we set in beautiful weather sailing through the picturesque Messina Strait arriving at Porto Del Etna in mid afternoon. Alas the boatyard couldn't help with the loo but we did have a magnificent view of Mount Etna which was erupting at the time.



*Setting off from Porto Del Etna with Mount Etna in the background.*

Now for the run to Sivota (300 nm) which we managed in three days averaging 6 knots. Sivota is a pretty village where we were greeted by a very friendly taverna owner

who helped us moor on his pontoon. 6 Euros a day including electricity and water! It was also 2 Euros for a very welcome shower. I went off to the local supermarket for calcium dissolving fluid which we poured into the loo holding tank. It did the trick and so we had a fully working loo again. The next morning, we went for breakfast at our nice friendly tavern and asked to settle up for the moorings and showers only to be told that there was no charge as we were British and had eaten at his tavern the night before. One of the service batteries had overcooked on the way over from Sardinia so we put in to Nidri to sort out a replacement. Then off to Spartahori which has a quay to moor onto and a couple of beach front tavernas. The old village of Spartahori was worth the hoof up the hill not only for the very pretty village and cold beer but for the view.



Looking down from ½ way up to Spartahori. Imagine is the left hand boat of the group on the right.

The next day we sailed back to Nidri via the canal where we left "Imagine". All in all this was a great experience. It was the first time I had spent such long periods at sea and was pleasantly surprised to find how quickly I adapted to it. There were times when I was ambivalent about getting to shore.

It is worth a reminder that 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 estuary 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.

Increases in postage costs, no not just increases, *significant* increases in costs mean that "Civil Service Sailing " will cost more to distribute. We are looking at how savings can be made, but it may be a good time to repeat the invitation made previously to become a digital member and receive the magazine electronically.

**We are online!** Why not try our online (pdf) version from [www.cs-sailing.org](http://www.cs-sailing.org) , your club or CSSC website! This is a pdf copy of the printed magazine, plus a few extra items that missed our deadline or didn't go into the main edition.

Later, if you wish to opt out of the printed version, e-mail [kenwpavitt@aol.com](mailto:kenwpavitt@aol.com) - include your membership details & use "UNSUBSCRIBE" as the subject. **Thanks! Ed.**

#### CSSA notices and contacts

### WANTED - dinghy team racers

### Victory Trophy 2012

### CSSC v. Armed Services, Littleton SC

If you are an experienced dinghy team racer then we are keen to hear from you. The CSSC team takes part in the annual Victory Trophy event against the 3 Armed Services team at Littleton SC on 21 October 2012, and we are looking to win it if we can. Laser 2000s are used with 3 boats in each team. To express interest or for further information please get in touch with me.

Eddie Pope

RC(D)

[edwinpope@btinternet.com](mailto:edwinpope@btinternet.com)



**Rob Stephens speaks at CSSA's lunch at the RAF Club in Piccadilly to mark the retirement of our Commodore, Sir Alex Allan.**

A vote of thanks is due to those who organised this fine lunch at the end of April, to say goodbye to Alex. On this occasion we were joined by Marian Holmes, soon to be retired Chief Executive of CSSC and at least two former Commodores. These occasions have a good deal of humour about them, representing I guess the comradeship of sailing and speeches from Marian, Rob and Alex illustrated how much we benefit behind the scenes from our Commodores. We also heard the true version of why Alex windsurfed down the Thames to his office! It was all finished off with a bottle of port (no it didn't touch the table) after which Rob did one of his guided tours of the historic premises. Thank you gentlemen, for organising a very enjoyable event. We look forward to seeing Alex on the water at some point in the future.

DR Editor

## 5 Kingdoms Sailing Club - 5KSC

**Artful Dodger Schedule** - Visit <http://www.5ksc.org.uk/booking.php> for up to date berth availability

Sat 30-Jun-12 Sat 07-Jul-12	7	<b>Available for booking</b>	Largs	Largs		
<b>July</b>						
Sat 07-Jul-12	7	Private Charter	Largs		Assigned	Private Charter
Sat 14-Jul-12 Sat 21-Jul-12	7	5 Kingdoms Sailing club cruise General Clyde cruise	Largs		Peter Doyle	4 Berths Available Book Crew Berth
Sat 14-Jul-12 Tue 17-Jul-12	3	CLYDE MUSTER Muster of 5KSC and SCSCC yachts in Port Bannatine and Portavadie	VARIOUS	VARIOUS		Awaiting Skipper
Sat 21-Jul-12 Sat 28-Jul-12	7	RYA Training DS, CS or CC Largs - Largs	Largs		Assigned	1 Berths Available Book Crew Berth
Sat 28-Jul-12 Sat 04-Aug-12	7	Private Charter - Provisional Private Charter	Largs	Largs	Assigned	Private Charter
<b>August</b>						
Sat 04-Aug-12 Sat 11-Aug-12	7	5 Kingdoms Sailing club cruise General Cruise around the Clyde	Largs	Largs	Brian Walker	1 Berths Available Book Crew Berth
Sat 11-Aug-12 Sat 18-Aug-12	7	Cruising Week Largs - Largs	Largs	Largs	Eric Deyes	1 Berths Available Book Crew Berth
Sat 18-Aug-12 Sat 25-Aug-12	7	Delivery Largs - Liverpool	Largs	Liverpool	Jim Stephen	3 Berths Available Book Crew Berth
<b>September</b>						
Sat 01-Sep-12 Sat 01-Sep-12	0	Taster or Sailing Practice Taster HW 9.3 M at 1227 BST. No Skipper Yet. For bookings please contact crew_bureau@5ksc.org.uk	Liverpool	Liverpool		Not Available
Sat 15-Sep-12 Sat 22-Sep-12	7	RYA Training Week RYA Training - DS and CC	Liverpool	Liverpool	Steve Wing	Not Available
Sat 29-Sep-12 Sat 29-Sep-12	0	Taster or Sailing Practice Taster HW 9.1 M at 1028 GMT. Awaiting Skipper	Liverpool	Liverpool	Martin Strohmaier	Reserves Only Reserve
<b>October</b>						
Sat 13-Oct-12 Sat 13-Oct-12	0	Taster or Sailing Practice Taster HW 8.7 M at 0906 GMT. Awaiting Skipper	Liverpool	Liverpool		Not Available

## Olympic & Paralympic Games - Sailing Events

### Are you traveling to Weymouth & Portland to see the sailing Olympics?

People intending to visit Weymouth and Portland during the Olympic and Paralympic Games this summer should plan ahead and not leave their travel and accommodation arrangements to the last minute, says Secretary of State for Transport Justine Greening.

Commenting during a visit to Weymouth and Portland to view preparations for the sailing events; she acknowledged that whilst overnight accommodation is still available in the area, Olympic visitors planning to attend should book now or risk disappointment.

She also urged people travelling by car for the day to pre-book spaces at the temporary park-and-ride sites now and those intending to travel by rail or coach to book their seats now. Those driving into the area for a few days or more should check on the availability of parking in advance with where they are staying. Justine Greening said:

"I want to make sure that everyone – visitors, businesses, hoteliers and others – makes the most of the Games coming to Dorset."

"Weymouth and Portland will be a great Olympic location, but with the area being so popular anyway as a tourist destination, when you add in the Olympics it will be exceptionally busy. To help minimise congestion on the roads, it is vital that people plan ahead. So however you're planning to get to Weymouth, don't wait – sort out your travel plans now and make sure you're ahead of the game for a fantastic summer of sport."

Locally, residents and visitors alike are being encouraging to walk, cycle or use public transport and consider car sharing if that is an option.

Comprehensive travel information can be found at: -

[www.GetAheadoftheGames.com](http://www.GetAheadoftheGames.com) and to book accommodation visit [www.visit-dorset.com](http://www.visit-dorset.com).

### Travel Q&A

#### How many spectators are expected on the busiest day?

The Nothe (ticketed) 4,600; Live site (unticketed) 14,999

#### How are spectators expected to travel?

Day visitors (45% of total), 30% park and ride, 8.5% rail, 6.5% direct coaches. Local residents & holiday makers (55% of total) 15.5% walking, 14% local bus. Balance by park-and-ride/taxi/cycle

**Rail – nearest rail station is Weymouth.** Monday-Saturday arrivals by 12 noon – up to 18 trains with a capacity of 8,300 spectators. Sunday arrivals by 12 noon – up to 11 trains with a capacity of 5,000. There is a 20 minute walk to the live site and 40 minute walk to The Nothe. Cycle hire or taxi available.

**Direct coaches will also operate between main towns - check with operators.**

**Weymouth will also be having a series of entertainment & cultural events during the games. The steamer Balmoral will be in service from Weymouth.**

### Paralympic sailing - what kind of racing can you expect?

Sailing for athletes with a disability began to develop as a competitive sport in the 1980s, just over 10 years before it joined the Paralympic programme. The testing nature of competitive sailing is common to all, and mastery over ever-changing conditions on open water requires skill, tactics and nerve.

Sailing was introduced to the Paralympic Games as a demonstration event at Atlanta 1996. Four years later, it became a full medal sport at the Sydney 2000 Games.

There are *three* medal events - Single-Person Keelboat, Two-Person Keelboat and Three-Person Keelboat.

The design of the keelboats used in Paralympic competition compared to the Olympic sport provides much greater stability, and the boats have open cockpits to allow more room for the sailors.

The classification system for sailing assigns a point score to each athlete based on the athlete's ability to perform tasks specific to the sport. The higher the point score, the more ability the athlete is considered to have.

Classification is used to level the playing field where there are a variety of disability levels – in the Three-Person Keelboat the total classification points of all three sailors must not exceed a maximum of 14 points

Each event consists of 11 races. All races are fleet races – all boats start at the same time. In each event, points from the worst race are discarded. The remaining points are added together to give an overall score to determine the medals. Further information from RYA, or: -

[International Association for Disabled Sailing](http://www.sailing.org/disabled/)

<http://www.sailing.org/disabled/>

Olympic & Paralympic Sailing Programmes			Saturday, <a href="#">04 August 2012</a>	12:00-18:00	<a href="#">Sailing</a>
Sunday, <a href="#">29 July 2012</a>	12:00-18:00	<a href="#">Sailing</a>	Women's Elliott 6m - Match Racing Men's 470 - Two Person Dinghy Women's 470 - Two Person Dinghy Men's Laser - One Person Dinghy Women's Laser Radial - One Person Dinghy Men's RS:X - Windsurfer Women's RS:X - Windsurfer		
Monday, <a href="#">30 July 2012</a>	12:00-18:00	<a href="#">Sailing</a>	Women's Elliott 6m - Match Racing Men's Laser - One Person Dinghy Women's Laser Radial - One Person Dinghy Men's Star - Keelboat Men's Finn - One Person Dinghy (Heavyweight) Men's 49er - Skiff	Sunday, <a href="#">05 August 2012</a>	12:00-18:20 <a href="#">Sailing</a>
Tuesday, <a href="#">31 July 2012</a>	12:00-18:00	<a href="#">Sailing</a>	Women's Elliott 6m - Match Racing Men's Laser - One Person Dinghy Women's Laser Radial - One Person Dinghy Men's RS:X - Windsurfer Women's RS:X - Windsurfer Men's Star - Keelboat Men's Finn - One Person Dinghy (Heavyweight) Men's 49er - Skiff	Monday, <a href="#">06 August 2012</a>	12:00-18:20 <a href="#">Sailing</a>
Wednesday, <a href="#">01 August 2012</a>	12:00-18:00	<a href="#">Sailing</a>	Women's Elliott 6m - Match Racing Men's Laser - One Person Dinghy Women's Laser Radial - One Person Dinghy Men's RS:X - Windsurfer Women's RS:X - Windsurfer Men's 49er - Skiff	Tuesday, <a href="#">07 August 2012</a>	12:00-18:20 <a href="#">Sailing</a>
Thursday, <a href="#">02 August 2012</a>	12:00-18:00	<a href="#">Sailing</a>	Women's Elliott 6m - Match Racing Men's 470 - Two Person Dinghy Men's Star - Keelboat Men's Finn - One Person Dinghy (Heavyweight) Men's 49er - Skiff Men's RS:X - Windsurfer Women's RS:X - Windsurfer	Wednesday, <a href="#">08 August 2012</a>	12:00-18:10 <a href="#">Sailing</a>
Friday, <a href="#">03 August 2012</a>	12:00-18:00	<a href="#">Sailing</a>	Men's 470 - Two Person Dinghy Women's 470 - Two Person Dinghy Men's Laser - One Person Dinghy Women's Laser Radial - One Person Dinghy Men's Star - Keelboat Men's Finn - One Person Dinghy (Heavyweight) Men's 49er - Skiff	Thursday, <a href="#">09 August 2012</a>	12:00-18:10 <a href="#">Sailing</a>
				Friday, <a href="#">10 August 2012</a>	12:00-18:10 <a href="#">Sailing</a>

Saturday, [11 August 2012](#) 12:00-18:10 [Sailing](#)

Women's Elliott 6m - Match Racing - Medal Race



Saturday, [01 September 2012](#) 11:00-18:00 [Sailing](#)

Men/Women Single-Person Keelboat, 2.4mR: 2 races

Men/Women Two-Person Keelboat, SKUD18: 2 races

Men/Women Three-Person Keelboat, Sonar: 2 races

Sunday, [02 September 2012](#) 11:00-18:00 [Sailing](#)

Men/Women Single-Person Keelboat, 2.4mR: 2 races

Men/Women Two-Person Keelboat, SKUD18: 2 races

Men/Women Three-Person Keelboat, Sonar: 2 races



Monday, [03 September 2012](#) 11:00-18:00 [Sailing](#)

Men/Women Single-Person Keelboat, 2.4mR: 2 races

Men/Women Two-Person Keelboat, SKUD18: 2 races

Men/Women Three-Person Keelboat, Sonar: 2 races

Tuesday [04 September 2012](#) 11:00-18:00 [Sailing](#)

Men/Women Single-Person Keelboat, 2.4mR: 2 races

Men/Women Two-Person Keelboat, SKUD18: 2 races

Men/Women Three-Person Keelboat, Sonar: 2 races



Wednesday, [05 September 2012](#) 11:00-18:00 [Sailing](#)

Men/Women Single-Person Keelboat, 2.4mR: 2 races

Men/Women Two-Person Keelboat, SKUD18: 2 races

Men/Women Three-Person Keelboat, Sonar: 2 races

Thursday [06 September 2012](#) 11:00-18:00 [Sailing](#)

Men/Women Single-Person Keelboat, 2.4mR: 1 race

Men/Women Two-Person Keelboat, SKUD18: 1 race

Men/Women Three-Person Keelboat, Sonar: 1 race

Men/Women Single-Person Keelboat, 2.4mR: victory ceremony

Men/Women Two-Person Keelboat, SKUD18: victory ceremony

Men/Women Three-Person Keelboat, Sonar: victory ceremony



(Past Olympics , Paralympics & test events for 2012 - photos courtesy of LOCOG Media)

The above timetable is for the London 2012 Olympic sailing events, to be held at Weymouth and Portland from 29th July -11th August. The London 2012 Paralympic sailing events are from 1-6th September.

Exact race times will be published by race officials.



London 2012 Olympics & Paralympics sailing events - Classes and Equipment										
Class	No of Crew	Type / Hull	Trapeze	Hull length	Beam Length	Sail areas: Main Headsail Spinnaker	National Origins	Opt crew weight	Hull weight	
<b>470</b> Two person dinghy, men & women	2	Centre-board  GRP	Single	4.7	1.7	9.45 m 3.59m 12.16m	France 1963	110 - 145		
<b>49er</b> Skiff, mens	2	Centre-Board  GRP	Twin	4.995	2.9	16.1 5.1 38	Australia 1995	145-165	70	
<b>Elliott 6m</b> Match racing, women	3	Keelboat GRP		6m	2.35	15.9 7.7 283	New Zealand 2000	205		
<b>Finn</b> One person dinghy, heavyweight	1	Centre-Board GRP	None	4.5	1.5	10.2	Rikard Sarby 1949		107	
<b>Laser</b> One person dinghy, men	1	Centre-Board  GRP	Toe straps	4.23	1.37	7.06	Bruce Kirby 1974	60+kg	59	
<b>Laser Radial</b> One person dinghy, women	1	Centre-Board  GRP	Toe straps	4.23	1.37	5.76	Bruce Kirby 1969	55-70kg	59	
<b>Neil Pryde RS:X</b> Windsurfing, mens & womens	1	GRP & Carbon		2.86	0.93	9.5 men 8.5 women	Bouldoires & Stroj 2004	15.5kg Volume 231 l		
<b>Star</b> Mens keelboat	2	Keelboat		6.92	1.73	24.1 4.6 -	William Gardner 1911		671kg Ballast 400kg	
<b>Sonar,</b> mixed crew keelboat	3	Keelboats	Sit in	6.92		Main 17.4 Head 9.1 Spin 29.9	1982		950kg	

Plus two other mixed crew keelboats **2.4mR** (1 crew) and **SKUD 18** (2 Crew) see website for specifications.



## Civil Service Sailing - Extras

Here are the items that could not be accommodated in the printed version, or otherwise "missed the tide"!

- **Annual General Meeting 2012** - minutes of the meeting held on 26 April at the Civil Service Club.
- **CSSA awards.** Our Association presents a number of awards annually for various aspects of sailing, the AGM attachments include the citations for this year's award winners; you can also see the updated membership of our General Committee
- **Summer 2012 with RNLi;** are you planning to go to a Lifeboat Open Day?
- **News from RYA** - a brand new set of Equality Training videos.

### Annual General Meeting 2012 - Minutes

#### CIVIL SERVICE SAILING ASSOCIATION

#### 54th Annual General Meeting, 26 April 2012

**Minutes of the 54th Annual General Meeting** of the Civil Service Sailing Association  
held on Thursday 26 April 2011 at the Civil Service Club, 13 Great Scotland Yard, London SW1,  
at 1800 hours.

**Present** – There were 36 members present.

The Commodore welcomed all present including the previous CSSA Commodore and the next CSSA Commodore.

#### 1. Presentation of Trophies and Awards

**Heathcoat Amory Cup** The Heathcoat Amory Cup is awarded for outstanding seamanship or signal services to the Association. The Cup is awarded to **Ken Knowles** for 2011. As Ken is still at sea, the Cup will be presented later this year at the ECYD AGM. (Citation is at Attachment 1.)

**Golden Jubilee Plate** To mark the Association's Golden Jubilee, Lord Turnbull, a past Commodore of the CSSA, had presented to the Association an Armada Plate to be awarded to the CSSA Volunteer of the Year. Lord Turnbull presented the Trophy to **Derrick Higton** of POG. (Citation is at Attachment 2)

**Armstrong Vase** Awarded for the best performance in outside competition in the past year. For 2011, the Armstrong Vase was presented to **Sam Brearey** of FGSC who, with his helm Tom Gillard, won the International Fireball World Championships.

**Barge Trophy** Awarded for craftsmanship, in its widest sense. For their work in developing the facilities in the club-

house and creating a new boathouse, the Barge Trophy is awarded to the "West Wing Team" of **Jumbles Sailing Club** and was received by their Commodore, James Hodgkiss.

### IDOR Awards

The Commodore noted that some of the IDOR trophies are presented at the IDOR Regatta Dinner.

**Eric Seal Memorial Trophy** Awarded to the department in Class A whose boat has the lowest combined inshore/offshore points in the series. It is currently held by the Meteorological Office. The 2011 winner was again **Matt Adams** of the Meteorological Office.

**City of Plymouth Cup** Awarded to the skipper of the boat with lowest points for inshore races in either Class A or B: The winner was **Matt Adams** of the Meteorological Office.

**Rutherford Appleton Cup** Awarded for the lowest points offshore in either Class A or B: The winner was **Matt Adams** of the Meteorological Office.

**Elite Cup** Awarded to the most improved boat in either Class A or B. The winner was **Matt Adams** of the Meteorological Office, who was warmly congratulated on completing a clean sweep of the major prizes.

## 2. Commodore's Address

This will be my last AGM as Commodore, having taken over from Andrew Turnbull, and being about to hand over in turn to Graham Dalton. It has been a huge privilege to have served as Commodore but, as I have recently retired from the Civil Service, I felt it was the right time to hand the baton on.

There have been many highlights during my seven years as Commodore. I would mention in particular the Golden Jubilee of the Association in 2007. It was very special to meet Ann Kahn, whose letter to the Civil Service Sports Council's magazine in 1957 had led to the founding of the CSSA. She was the Association's first Secretary and sadly died in 2009. We have also celebrated 50<sup>th</sup> anniversaries with several of our clubs, including Littleton and Fisher's Green.

I have been lucky enough to see the launch of two magnificent new CSSA yachts, Sea Essay and Freyja; the completion of the impressive new Wicor Moorings at POG, as well as smaller-scale developments at many other clubs. It has been great seeing the IDOR go from strength to strength – and I always enjoy the regatta dinner and the opportunity to chat to the crew members getting their first experience of sailing. My thanks to Pete Shuttleworth for all he's done for that event.

2011 was another good year for the Association. The Victory Trophy at Littleton in April and the Dinghy Championships at Netley in July were both successful events. The IDOR continued to prosper, with the second highest number of sailors ever. I also mention the ECYD cruise to the Baltic, visiting Poland for the first time, and CSORC's Fastnet campaign, sadly curtailed by gear failure just short of the Rock.

2011 has also of course seen the review of the CSSA by our parent, the CSSC. That has been thorough, with a series of meetings and visits to clubs, plus a wealth of correspondence and data about finances. It has demonstrated the underlying strengths of the CSSA – I know the CSSC review team have been greatly impressed by the commitment and input provided by so many CSSA members on a voluntary basis. The outcome of the review – when we eventually get it – will, we hope, give the CSSA a clean bill of health. It will inevitably mean some changes for individual clubs, and changes to their constitutions; I believe they should be manageable without major disruption. The review was conducted at the same time as the major changes to eligibility for CSSC – and hence CSSA – membership were being introduced. These greatly expand the range of those eligible to become full CSSA members and that, coupled with the cost of CSSA membership being reduced to a single CSSC share, has already contributed to a 20% increase in our membership.

I cannot end without saying how much the Commodore depends on the energy and ability of the other Flag Officers. I have been particularly fortunate to have been supported by an excellent team. I must mention in particular the Vice Commodores, first Peter Chapman and then Rob Stephens. The Association has been very lucky to have had the services of two individuals who have provided strong leadership and been willing to devote so much time and energy to the Association.

As I said in my column in the latest Civil Service Sailing magazine, my only regret during my time as Commodore has been that an injury to the nerves in my right arm has meant my own sailing activity has been curtailed. I hope in the future to become a more active sailor again and will certainly aim to participate in CSSA events. In the meantime, I hand over to Graham Dalton at a time when I am confident the Association has a bright future.

### **3. Minutes of the 53rd AGM**

The draft minutes of the last AGM had been published in CS-Sailing in July 2011. Mike Childs proposed and Trevor Drew seconded the motion that the minutes be accepted. Passed nem con.

### **4. Minutes of the Special General Meeting held on 26 October 2012**

The draft Minutes of the SGM held on 26 Oct 2011 had been published in the on-line edition of CS-Sailing in March 2012. Mike Childs proposed and Jayne Thomas seconded that the minutes be accepted. Passed nem con.

### **5. Adoption of the 2011 Annual Report**

The Annual Report had been published in CS-Sailing in March 2012. The Vice-Commodore and CS-Sailing Editor explained the thinking concerning possible changes to the CSSA web presence. Tom McHale proposed and Jayne Thomas seconded the motion that the 2011 Annual Report be accepted. Passed nem con.

### **6. Treasurer's Report and Adoption of the 2011 Annual Accounts**

A summary of the CSSA Annual Accounts, together with the Treasurer's report, had been published in CS-Sailing in March 2012. Brian Grubb introduced the full Annual Accounts, circulated to those attending, and summarised the Association's financial position, noting that it had adequate reserve funding to cover anticipated expenditure in the coming year. The financial impact to CSSA of the changes in CSSC membership will result in a reduction of approximately £6000 from the CSSC grant to CSSA and of a loss of income from Associate Membership of CSSA Clubs. It is the income that provides the source for grants to CSSA clubs. The Treasurer explained the present policy on provision of loans rather than grants in the light of income reduction. The increase in costs associated with the Dinghy Championships arose primarily from higher rental charges for safety RIBs.

Peter Burry proposed and Steve Conroy seconded the motion that the Treasurer's report be adopted. Passed nem con.

### **7. Election of Officers and Committee Members**

The nominations for Officers and Committee Members had been published in CS-Sailing in March 2012. As the nominations matched the vacancies the Officers and Committee members were declared elected. (Nominations are at Attachment 3.) After the cut-off date for nominations to the GC had closed, the then Offshore Secretary had resigned from the GC. Nominations for a successor will be sought in time for the 2013 AGM; in the interim, the GC had co-opted Ian Mason to the GC as the acting Offshore Secretary.

## **8. Appointment of Auditor**

The Treasurer, Brian Grubb, reminded the Meeting of the steps taken to identify suitable Auditors for the Association prior to the 2006 AGM. C M Fellows Ltd had been chosen and had provided valuable advice. Brian Grubb proposed and John Figgures seconded that C M Fellows Ltd be reappointed Auditors for 2012. Passed nem con.

There being no other business, the meeting closed at 1835.

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Following closure of the AGM, Sir Alex Allen presented Mr Graham Dalton with the CSSA Commodore's Pennant.

### **Members raised the following matters for discussion:**

LSC has an active Junior Scheme for under 18 year olds. The revised CSSC membership rules required those over 18 years of age to take out CSSC membership as there was no concession for students or those in full time education. The CSSA Vice-Commodore explained that this had been raised several times with CSSC who were not willing to consider any concession for those aged 18 years or over. To encourage their younger sailors, the JSC Cdre remarked that they had decided to reduce their Club membership fees for those over 18 who were still students. LSC and other CSSA Dinghy Clubs were invited to consider this approach.

Although CSSA provided Proxy Voting in its Constitution, as a result of the recent CSSC Special General Meeting it was noted that CSSC had no such provision. The Vice-Commodore had raised this with the CE CSSC and understood that CSSC was reviewing its rules and organisation.

There was a general question concerning how CSSC members and organisations such as CSSA can formally raise matters with CSSC. Members were advised that the procedures and contact details could be found on the CSSC web-site.

General Secretary

J M F Figgures

April 2013

Commodore

G Dalton

April 2013

### **Attachments:**

1. Citation for Heathcoat Amory Cup
2. Citation for Golden Jubilee Trophy
3. List of Officers and Committee members for 2012

**CITATION FOR HEATHCOAT AMORY CUP 2011**

The recipient of the Heathcoat Amory Cup is: -

***Ken Knowles***

for his exceptional feat of seamanship in successfully completing the Atlantic Rally for Cruisers (ARC) in less than 23 days as the blind skipper of his yacht "Indaba"

Ken lost his sight while still a child but has not allowed that fact to inhibit his approach to life. He was introduced to sailing in 1976, in his mid twenties, and it became a life-long interest, during which he has sailed both dinghies for a very short period and offshore since then. He bought his first sailing yacht, a Trapper 501 called Pulcherrima, in 1980, and his latest, a Sadler Starlight 35, in 2007.

Ken plays the fullest part possible in both maintaining his yacht and in acting as skipper when on board. He has attracted crew from a variety of sources, including CSSA (particularly the ECYD) and the Cruising Association, all of whom speak highly of his abilities as a skipper and crew manager. Through his involvement with the East Anglian Sailing Trust Ken also inspires other visually impaired people to enjoy sailing.

Cruises along the East Coast, and to Brittany and the Baltic, led to thoughts of going further afield, hence a trans-Atlantic passage and, after nearly two years of meticulous planning and yacht preparation, he entered the 2011 ARC as one of the smallest yachts. He and his three sighted crew were blessed with favourable weather, but experienced the full range of problems inherent in such voyages and Ken showed his leadership in guiding his crew in resolving them.

After the ARC, Ken spent the four winter months sailing in the Caribbean before returning home via Bermuda and the Azores. This would be a challenging cruise for a sighted person; to have undertaken it with his handicap demonstrated personal and leadership qualities of the highest order. Ken Knowles is indeed a worthy winner of the Heathcoat Amory Cup.

ATTACHMENT 2  
TO 54th AGM 2012

**CITATION FOR GOLDEN JUBILEE TROPHY 2011**

The recipient of the Golden Jubilee Trophy is: -

***Derrick Higton***

Vice Commodore of the Portsmouth Offshore Group.

The Portsmouth Offshore Group, a Division of the CSSA, started as a sailing centre in 1976 when they had just a small plot of land and rights to moor boats on some adjacent mud. Since then it has developed into one of the most desirable sites in the harbour with sheltered marina moorings for 165 boats, a clubhouse, jetty and parking for cars and boats. In addition the group administers a further 65 moorings elsewhere in the harbour and has nearly 600 members. This development, with its associated management and maintenance, has been achieved by a huge effort from volunteer club members using their time and skills. This has resulted in moorings that are affordable by many CSSC members who would otherwise be unable to pay commercial costs. Derrick Higton has played a significant part in this achievement.

Derrick joined POG in 1978 and has always been an enthusiastic and distinctly intrepid sailor. His love of the sea and sailing has carried over into his membership of the Group, where he has invariably been seen at every sort of club event, many of which he has organised, and his sailing skills and experience have assisted many people and encouraged them to join in the activities of the group

In 1998, he took over as Editor of the monthly newsletter sent to each member, which remains the main means of communication for the far-flung membership. He has never failed to provide an edition during this period, a truly impressive achievement for this time consuming task. After serving as a member of the Management Committee from 1998, he became Vice Commodore in 2000 and has remained in that position to the present.

Derrick was an important member of the team conducting the difficult negotiations which started in 1998 and happily resulted in the acquisition of the POG site by the CSSC. He was subsequently similarly involved in the project team which undertook the major civil engineering work to provide sea defences, dredging and pontoons. In 2001 he managed the project to build a clubhouse and overcame significant difficulties to finish the project to time and budget. This was even more praiseworthy given the advanced features of a building designed to “take care of itself” as there are no permanent staff on site. The Clubhouse was formally opened by Sir Andrew and Lady Turnbull in 2004 and it is therefore most appropriate that Derrick should receive the Turnbull Plate.

**Election of Officers and Committee Members**

Nominations	
Commodore	Graham Dalton
Vice-Commodore	Robert Stephens
Rear-Commodore (Offshore)	Chris Malone
Rear-Commodore (Dinghy)	Eddie Pope
General Secretary	John Figgures
Treasurer	Brian Grubb
Offshore Secretary	<i>Vacant</i>
Dinghy Secretary	<i>Vacant</i>
Membership Secretary	Ken Pavitt
Public Relations Officer	David Richards
Training Officer	Peter Burry
Safety Officer	Jayne Thomas
Members ( <i>Max 9 members</i> )	John Hall
<i>(for IDOR)</i>	Nick Rees
	David Hartland

<b><u>Current Divisional Representatives</u></b>	
CSD	Eric Smith
CSORC	Trevor Drew
ECYD	Jean Rehill
FGSC	Ken Daniels
HPSC	Roy Tootell
JSC	Jonathan Hodgkiss
LSC	Sue Antonelli
NCSC	Iain Mackay
POG	Mike Childs
5KSC	Martin Hugo

**Notes**

1. Graham Dalton was elected as Commodore for a period of 3 years from AGM 2012 at the General Committee Meeting in January 2012.
2. The Vice-Commodore's period in office will expire in April 2014. The period in office of the Rear-Commodore (O) and Rear-Commodore (D) will expire in April 2013. At the end of their period in office, they will not be eligible for re-election to those posts.
3. Each Division has a seat on General Committee, filled by a representative appointed by the Division's Committee.
4. The Chief Executive of the CSSC, Marian Holmes, has an ex-officio seat on the General Committee.

### Summer 2012 with RNLI

- *Are you planning to go to a Lifeboat Open Day this summer?* In the South East, stations at Calshot, Newhaven, Hayling Island, Selsey, Whitstable, Brighton, Dungeness, Lyminster and Portsmouth all have open days around the end of July, early August. See online for times and other regions.
- *Would you be interested in giving presentations about water safety and RNLI's work to young people in schools and youth groups?* **RNLI's Youth Education Co-coordinator, Amanda Robson** has vacancies to the east and north of Greater London - including Islington, Camden, Barnet, Haringey, Enfield, Waltham Forest, Tower Hamlets, Newham, Redbridge, Barking, Dagenham and Havering. Amanda says it's a flexible, rewarding role as an education volunteer presenter for Greater London, full training given! If you are interested, contact her on [Amanda\\_robson@rnli.org.uk](mailto:Amanda_robson@rnli.org.uk)
- *Are you getting information on RNLI events near to you?* RNLI publishes a number of magazines and newsletters for its members, including Compass which is published regionally. Compass contains a mix of information about RNLI work and fundraising.
- Check out your RNLI **regional** information online at

<http://rnli.org/Pages/default.aspx>

### News from RYA

- RYA has issued a brand new set of Equality Training videos. The 2012 Equality Act places a duty on sailing clubs and centres to provide for, rather than discriminate against, someone for a reason of personal characteristic. These videos have been developed to help clubs ensure they can answer the question of "What if ...." over a range of situations and subjects including age, marital status, gender and disability.
- You can access these online at

<http://www.rya.org.uk/coursestraining/resources/equality/Pages/EqualityTraining.aspx>

- Remember, CSSC also provides support and development for volunteers; check out [www.cssc.co.uk](http://www.cssc.co.uk) / volunteering for further information or contact: -
- Our *CSSC Volunteer Development Manager, Hedley Featherstone*, [hedley.featherstone@cssc.co.uk](mailto:hedley.featherstone@cssc.co.uk) or tel 01494 888440 / 07802 482330.

Wishing you a good summer sailing! Remember to take some photos and forward a few good ones for our publicity. Thank you!

David Richards

CSSA Editor

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