

Civil Service Sailing

Volume 45 No 3

June 2008

New! "Commodore's Corner"

Starting with this edition, we will provide a corner of the newsletter for our Commodores to "have their say".

You may hear from the Commodore or his Flag Officers on any subject which is of interest or importance to the Association, or more especially to you -the members.

Rob Stephens, our new Vice Commodore, starts the ball rolling on Page 14

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Our 50th AGM!

50 years is a real milestone for CSSA and a good turnout of members at the 2008 AGM reflected that. Here's a snapshot of the evening.

Our Commodore, Alex Allan welcomed members and firstly presented the Association's trophies and awards;

Armstrong Cup

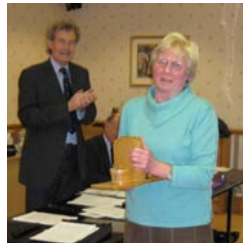
For the best racing performance by a CSSA member in the past year.

Awarded to Sue Antonelli.



Barge Trophy

Awarded to Hilary Tyrrell, accepted by Jean Rehill on her behalf.



Inter-Departmental

Offshore Regatta (IDOR) trophies

Eric Seal Memorial Trophy Lowest combined inshore/offshore points; awarded to the Meteorological Office &

accepted by Mat Adams. Bill Collins accepted a memento tankard as skipper of the winning boat.



City of Plymouth Cup Awarded to the skipper of the boat with lowest points inshore awarded to Bill Collins (Meteorological Office)

Rutherford Appleton Cup Awarded for the lowest points offshore; awarded to Trevor Drew (Veterinary Laboratory).

Elite Cup For the most improved boat; awarded to Chris Greenough (Rutherford Appleton Labs), accepted by John Magraw on his behalf.



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THE HEATHCOAT AMORY CUP FOR 2007 is awarded to Peter Chapman MBE

Alex Allan, presenting the award, spoke of "Peter's outstanding contribution to the aims and objectives of the Association, during the fifty years he has been a member."

"Of particular note is his commitment to his duties during his thirty years as Chairman of the General Committee of the Association."

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Peter Chapman continued from Page 1

Peter is a founder member of the Association and Littleton Sailing Club. Soon after joining Littleton in 1958, Peter became its first Sailing Secretary. That was the first step in a long series of honorary posts serving sailing and our club and Association members.

In 1974 he became the Association's National Organiser, developing links with Civil Service sailing clubs around the country and helping to establish new clubs. In 1977 he was elected Chairman of the Association's General Committee and continued to chair this committee when he was elected Vice-Commodore in 1984, a post which he held until his retirement as a Flag Officer in 2008.



Peter, at the AGM, with his award

During these years Peter's Leadership brought about significant development for the Association, which matured to one which is not only financially secure but also has a number of active sailing clubs and divisions.

Afloat, at first Peter raced dinghies at Littleton, but also participated from the outset in the cruising and racing organised in the early days of the Association. As a RYA/DTI Yachtmaster Offshore and CSSA skipper he regularly chartered Association yachts until 1983, when he purchased his own cruising yacht, "Fortune", in which he cruises on the South Coast and across the Channel to France.

Peter's close links with the Sports Council have stood the Association in good stead over the years; his experience, expertise and good counsel have helped many.

Congratulations and best wishes for the future, to a worthy winner of the award (for the second time!).

After the presentation and his appointment as an Honorary Life Member of the Association, Peter replied on his "retirement".

50th AGM continued from Page 1

Commodore's Address - following the awards, Alex Allan looked back over our 50 years as an Association, and the last year with our celebration lunch held with our founder member Ann Kahn, as our guest. He also looked forward to the active association we are today.

AGM business agenda - the normal business of the AGM followed including confirmation of our new Flag Officers appointments and presentation of their "swallow-tails". Rob Stephens becomes Vice Commodore



Rob Stephens receives his swallow-tail from the Commodore

Chris Malone
Rear Commodore
(Offshore)



Eddie Pope
Rear Commodore
(Dinghies)



With no other nominations, the Officers and committee members listed in the AGM papers were declared elected.

Following his award, a motion was passed appointing Peter Chapman as an Honorary Life Member of CSSA.

You can read the full AGM Minutes and citation(s) in the online (pdf) copy of the newsletter at www.cs-sailing.org or online at your club website.

Ross McTaggart

I am very sorry to report the death of Ross McTaggart.

Ross served the Association well for many years, first as 'Chief Link' (responsible for the distribution of the CSSA's monthly magazine) from 1976-1983, for the latter part of which he was also National Organiser. After a couple of years as Editor of CS Sailing, Ross then became Rear-Commodore (Offshore), serving in that office until 1995 when, on standing down, he was elected an Honorary Life Member of the Association in recognition of his long and valued service. A significant event in his CSSA career was his very successful arrangement of the CSSA's Silver Jubilee dinner, graced by HRH the Duchess of Gloucester, in 1982.

For some ten years in the eighties Ross organised and raced in the HASSRA entries for the IDOR, took part in many Weymouth Jollies and Cowes Rallies, crewing for other members, chartering CSSA yachts, and then buying his own. An architect by profession, he always had an eye for classic lines and bought the Folkboat 'Anette', which he worked on and sailed for some years, before buying 'Becky' a Nicholson 32. Notwithstanding her pedigree, she was in need of TLC, and Ross worked hard on her for years, renewing running rigging and teak toerails, installing a new engine, wind generator and self-steering gear. His last cruise was single-handed to Brixham and back in 2007, having found a rare window in the weather. He will be remembered for his enthusiasm for whatever engaged him, his determination, and his attention to detail, particularly when investigating new equipment.

Ross and I sailed on 'Sea Essay' a few times in earlier years and as, almost since he bought her, 'Becky' has been moored next to my own boat at POG we often took the opportunity to share some liquid refreshment and discuss matters of the moment when working there. His memorial service was attended by friends from the CSSA and POG.

Peter Chapman

Ted Giles also writes....

Ross McTaggart's image comes clearly into my mind as I read, sadly, that he has died. We sailed at the same events a lot and on the same yacht occasionally, and shared a meal or a drink often.

At a time when I worked in Edgware Road and he worked in Euston Tower we contrived to have a beer or two at lunchtime in the pub opposite Baker Street station. He would talk of things offshore and of the magazine and I of things mainly dinghy and partly offshore. That his heart was always in the right place was evident over a pint; what was the ideal charter yacht and how he should deal with the rare problems that occurred with charters were among subjects we discussed in unminuted freedom. His good humour was inexhaustible. His name brings credit on the roll-call of Honorary Members.

Ted Giles

CHANDLERY

The following items are available:

Rectangular CSSA House Flags

Large (30cm x 45cm approx) £16.00

Small (20cm x 30cm approx) £13.00

Triangular CSSA Burgees

Large (30cm x 45cm approx) £16.00

Small (20cm x 30cm approx) £13.00

CSSA Ties

Polyester CSSA tie £10.00

Prices include postage and packing.

Please send your requests and cheques (payable to Civil Service Sailing Association) to:

Brian Grubb

grubbs@stcross.fslife.co.uk

What's on? Dates for your Diary.

June

14-15 Littleton SC 50th Anniversary celebrations

July

12-13 CSSC / CSSA Dinghy Sailing Championships @ Netley Cliff Sailing Club

(See club pages for more summer activities)

October

2-5 ECYD Autumn Rally

11-12 5KSC Autumn Regatta

East Coast Yachting Division

Freyja...getting better all the time

Every winter between January and the end of March members turn out in all weathers to help the yacht husband and his team prepare Freyja for the coming season. But this year they also found themselves working alongside a team from Fox's where she was laid up.

In spite of the misgivings of some members - who see Freyja as a 'training boat' which crews should learn to handle - Freyja now has a newly-installed bow-thruster; considered essential by other members concerned about fairways and berths that are steadily getting closer and closer together as marina owners cram more and more boats into limited water.

The Fox's team also fitted the new Raymarine Life-Tag system that triggers an audible alarm if someone should go overboard. What with Freyja venturing further and further afield, and more overnight sailing, the committee felt it was prudent and helps make her an even safer 'blue water' cruiser for members.

Then the icing on the cake: a new cruising chute to replace one that originally came off a much older ECYD boat and which, besides showing its fragile age, was much too small for Freyja and her massive 18m mast.

Farewell Tom...Welcome Tom

Tom Kearney has after over 12 years finally hung up his marlin spike and retired as the ECYD yacht-husband. His knowledge of our boats has been encyclopaedic and has always generously been there at the end of phone to give skippers welcome advice when something goes adrift on a long trip abroad. He will be hard act to follow.

Fortunately we have just the right man to take over from him: Tom Tooley who has already shown what it takes to become another great yacht husband.

The Cob Web Rally

This year there were 10 entries for the rally which took place as usual from the Orwell and surrounding waters.

It was the first warm weekend of the year and was ac-

Dinghy Championships 2008

Eddie Pope, Rear Commodore Dinghies, comments: -

"Don't miss out on this highlight in the dinghy racing calendar!"

"It's an opportunity to participate in a wonderful event, which is memorable as a social as well as a sailing occasion. The championships cater for all levels of ability, and are an ideal opportunity to try out sea sailing in a safe environment."

Make it a family weekend - camping available.!

For further information: -

e-mail; camps@ncsc.co.uk

website; www.ncsc.co.uk

Caribbean Challenge

Peter Chapman introduced this in the March edition.

I am delighted to report that CSSC London region will be represented by a dinghy sailing team in the 2009 Caribbean Challenge. It will be a team of three boats, each with helm and crew.

A selection exercise is being planned jointly with CSSC (one possibility is 28/29 September at Fishers Green - but note that this is still awaiting confirmation.) Watch This space! Eddie Pope

accompanied by glorious sunshine. The course was again devilishly set by Richard Davison: rounding a series of buoys that wound themselves in a spiral of decreasing squares so all points of sail had to be used. The navigational skill was in deciding at which point to join the spiral in order to finish by 16.30 with Shotley Spit bearing 217°T. Unfortunately, with the sunshine the wind died and even with a shortened course only 3 boats managed to finish.

1st / ¥ ® - First 31 ¥ skipper David Tonge;
 2nd & « 'š Haarſe;342 - skipper Jean Rehill;
 3^d ' š a Y Hunter Channel 31 - skipper Phillip Nixon

Our thanks to Richard for his hard work only to be thwarted by the weather and we look forward to using the idea again when there is more wind.

The Passage Race from Clacton Pier to Languard had more luck with the wind and on corrected times there was only 10 minutes between the first and last places. Results:

- 1st 'Cheetah' - skipper Trevor Hill
- 2nd 'Imagine' - skipper Peter Jones
- 3rd 'Pegasus' - skipper Tom Kearney
- 4th 'Freyja' - skipper Tom Tooley
- 5th 'Sandling' - skipper Philip Nixon.

The Rally Dinner was held in the Lightship as usual with an excellent cabaret turn featuring an adapted version of the Laughing Policeman provided by two laughing ex-yacht-husbands - Tom Kearney and Paul Davies - and one crying yacht-husband, Tom Tooley.

During the dinner Hilary Tyrrell was formally presented with the Barge Trophy awarded by the CSSA in recognition of services to the Association. Jean Rehill had collected this on Hilary's behalf at the CSSA AGM in April, as Hilary had been unable to attend. Our congratulations to Hilary and thanks for all her hard work over the years as an amazing Yacht Secretary.

Training

ECYD is blessed with almost a surfeit of experienced skippers and instructors who give freely of their time to run courses and sailing opportunities to build skills for

members. As usual we have run a series of successful early season events, from Taster Days for complete novices and RYA Start Cruising courses to Passage Planning Cruises and RYA Radar, Comp Crew and Day Skipper Courses.

At the end of the season on the way back from the Baltic we have two legs that will be ideal for those who need to hone skills and gain further experience; before taking one of our RYA courses and exams in October.

Sea Time Cruise 1 from Rendsberg to Enkhuisen
 Sunday 6 September to Sunday 14 September:
 Skipper Richard Maxwell

Sea Time Cruise 2 from Enkhuisen to Amsterdam and via Haarlem to Shotley
 Sunday 14 September to Sunday 21 September
 Skipper Jeff Herschel

Your contact for berths: John Miller ECYD Crewing Bureau cruising@ecyd.org.uk

RYA Competent Crew and Day Skipper course
 Sunday 5 October (18.00hrs) to Friday 10 October (18.00hrs)

RYA Coastal Skipper Course
 Sunday 12 October (18.00hrs) to Friday 17 October (18.00hrs)

RYA /DoT Refresher Course and Certificates of Competence exam (optional)
 Friday 17 October (18.00hrs) to Friday 24 October (18.00hrs)

Contact for training places: Jackie Dyett : - jackieecyd@aol.com

The Autumn Rally
 The Dates: Thursdays 2 October to Sunday 5 October
 The Place: The Blackwater on the East coast
 The Winner: The prize-giving dinner Bradwell Quay Cruising Club
 Your Entry: Full details will be posted on the club website once programme is agreed

Visit our website for the latest information:
www.ecyd.org.uk

5 Kingdoms Sailing Club

www.5ksc.com

the northwest yacht division of the Civil Service Sailing Association

5KSC's programme for 2008

After being captive in Liverpool marina since work to refurbish the lock gates began in November 2007, *Artful Dodge* made an escape on one of the first manually operated lock cycles heading towards the Hebrides courtesy of Eric Deyes and crew.

There will be the usual opportunity to **cruise** and **train** in the beautiful Clyde estuary and the Hebrides from May through August.

Our yacht, *Artful Dodge* is a classic cruising and training yacht, very seaworthy, and maintained to the highest RYA standards.

RYA Practical Training

Our training is run by our own experienced RYA instructors who want you to enjoy the experience as you develop your skills at your own pace. And every course takes place in Western Scotland - *probably the best sailing waters in Europe!* The cost of each of the following courses is just **£308** for CSSA members.

Introduction To Sailing*	16 . 23 Aug	Largs
Competent Crew	16 . 23 Aug	Largs

*Just started sailing offshore? Or had a one day taster sail and want to do more?

5KSC have just the course for you. We are introducing a full week *Introduction to Sailing* course. It's based on the RYA 3 day course - but extending it to a full week gives you a real chance to become competent and confident about your basic sailing skills. At the end of the week you will have learned all you need to crew safely on any yacht. You will have your RYA Introduction to Sailing Certificate, and, if you make good progress, may well also gain your RYA Competent Crew Certificate.

Come and have fun learning to sail properly!

Extras: Fuel, food, marina fees, and any other incidental

expenses are shared by the crew.

Temporary and Family members must pay an 'Additional Fee' of £5 per day (or part day) spent aboard *Artful Dodge* in lieu of the subscriptions paid by full members of CSSA. The 'Additional Fee' for temporary members holding one share in CSSC is £2.50 per day.

Training berth 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: -

Dave Moran - e-mail: dav3mor@fsmail.net

Other news

Available for charter

The weeks 21 – 28 June, 28 June – 5 July, and 5 – 12 July are currently available. CSSA Approved skippers can privately charter *Artful Dodge* for £1050 for the week (or £150 per day for part week). Or if you're short of crew, an 'open' cruise - berths made available to all CSSA members - is just £32 per person per day (no minimum crew requirement).

It's bonny in the Clyde

A Clyde Muster will be held on the east coast of Arran from 19 July. Charter and private yachts are welcome. Paul Brereton will be there with *Artful Dodge* from 19 – 22 July and has a spare berth (£96 for CSSA members).

Please Note!

The Coastal Skipper refresher and exam week (2 – 9 August) is now *fully booked*.

For bookings and latest information on yacht and berth availability contact: -

Dave Moran (as above) or;

check out our website – www.5KSC.com

Artful Dodger's Calendar – Summer 2008

A few people have been in touch asking about sailing with 5KSC in the summer – but most of what we had available was training. We have therefore arranged some additional opportunities to sail on *Artful Dodger* in the wonderful Western Isles of Scotland. Some weeks that were originally training weeks have now been re-scheduled as 'cruising' weeks, open to all.

Pete Doyle is skippering the week commencing **16 August** from Largs. The itinerary will be flexible according to the preferences and experience of the crew. The cost is £308* for the week or £44 per night for those who can't make a full week (arrangements for meeting and leaving the boat to be made with the skipper). Costs of food, fuel etc shared as usual between all on board.

We also have three weeks with no skipper yet allocated – but for which skippers can make themselves available as long as there is at least a minimum crew (2 or 3 depending on experience). These weeks are w/c **21 June** from Largs, w/c **28 June** from Largs and w/c **5 July** from Largs. Cost as above.

Anyone interested in joining Pete can book direct with Dave Moran.

Anyone interested in sailing on any of the other dates, please let Dave know and he'll match up crew with skipper. Some names are already pencilled in for certain weeks, so don't delay!

*CSSA members. £5 per day extra for non-CSSA members.

Note: Pete Doyle is an experienced instructor, so if anyone wants to obtain an RYA Introduction to Sailing or Competent Crew certificate, this can be incorporated into their cruising weeks at no extra cost – so have fun and gain your qualification at the same time.

For bookings and latest information on yacht and berth availability contact Dave Moran :-

E-mail: dav3mor@fsmail.net

Or check out our website – www.5KSC.com

Saturday handover dates	Type of trip	Skipper
(Handover port is Largs unless shown otherwise)		
21 June	Available for charter	
28 June	Available for charter	
5 July	Available for charter	
12 July	Maintenance week	
19 – 22 July (Clyde Muster)	CB	P Brereton
22 – 26 July	CB	P Brereton
26 July	CC/DS	P Doyle
2 August	CS Exam	L Creswell
9 August	PC	A Taylor
16 August	Skippered cruise	P Doyle
23 August	CB—Delivery	E Deyes Largs to Liverpool
30 August	Maintenance	

IS – RYA course – Introduction to Sailing

CC – RYA course – Competent Crew

DS – RYA course – Day Skipper

CS – RYA course – Coastal Skipper

CS Exam – Informal refresher training followed by RYA practical examination

PC – Private Charter/Bare boat charter

CB – Cruising berths available (£32 per berth per day - £224 for the week)

Artful Dodger's Calendar – Late season 2008

September and October will see a mix of weekend cruises to Anglesey** or the Isle of Man**, taster sails, and round-the-cans racing on the Mersey. Outline programme below but check out our website for the latest news.

Meeting times (unless the skipper advises otherwise) : -

⇒ for LYC races , at the boat, 90 minutes before the published start time;

⇒ for taster sails and skills honing, 60 minutes before the first lock opening.

**Weekend-day cruises usually depart early evening on Friday for an overnight passage and return during the Sunday to arrive for the evening dock Liverpool marina. Times below are BST until 25/10 thence GMT.

Date(s)	Trip type /event	Handover port / start / locking period	Skipper
Sat 6 Sept	Commodores Cup	LYC / 1445 Start	TBA
Sun 7 Sept	Taster sail	Liverpool 1443- 1816	TBA
Mon 8 Fri 12	Available for charter	Liverpool	TBA
Sat 13 Sept	Taster sail	Liverpool 0846-1306	TBA
Sun 14 Sept	EA 1	LYC / 0900 Start	
Mon 15 Fri 19	Available for charter	Liverpool	
Fri 19 Sept Sat 20 Sept Sun 21 Sept	Autumn cruise to Anglesey or Isle of Man	Liverpool HW 1431 Liverpool HW 1556	TBA
Mon 22 Fri 26 Sept	Available for charter	Liverpool	
Sat 27 Sept	Taster sail	Liverpool 0828-1301	TBA
Race team practice for CSSC Representative (11/12 October)			
Sun 28 Sept	EA 3&4	LYC / 0950 Start	Paul Brereton
Mon 29 Fri 3	Available for charter	Liverpool	
Fri 3 Oct Sat 4 Oct Sun 5 Oct	Autumn cruise to Anglesey or Isle of Man	Liverpool HW 1414 Liverpool HW 1517	TBA
Mon 6 Fri 10	Available for charter	Liverpool	TBA
CSSC Representative Event			
Sat 11 Oct	Autumn Regatta	LYC/ 0945 Start	Paul Brereton
Sun 12 Oct	Autumn Regatta	LYC/ 1030 Start	Paul Brereton

Date(s)	Trip type /event	Handover port / start / locking period	Skipper
Mon 13 – Fri 17	Available for charter	Liverpool	
Sat 18 Oct	Taster sail	Liverpool 0846-1306	TBA
Sun 19 Oct	EA 6	LYC/ 1330	TBA
Mon 20 – Thu 23	Available for charter	Liverpool	
Fri 24 Oct Sat 25 Oct Sun 26 Oct	Autumn cruise to Anglesey or Isle of Man	Liverpool HW 2053 Liverpool HW 2136	TBA
Sat 1 Nov	Skills honing	Liverpool 1027-1500	TBA
Sun 2 Nov	Late Autumn 2	LYC/ 1200	TBA
Sat 15 Nov	Skills honing	Liverpool 0950-1440	TBA
Sun 16 Nov	LA 3&4	LYC/ 1020	TBA
Sat 29 Nov	Skills honing	Liverpool 0935-1408	TBA
Sun 30 Nov	LA 5	LYC/ 1115 Start	TBA
Sat 13 Dec	Skills honing	Liverpool 0853-1341	TDA
Sun 14 Dec	LA 6&7	YC/ 1030 Start	TBA
Sun 28 Dec	Tinsel Star	LYC/ 1020 Start	TBA

5KSC officers

Captain:	Secretary	Treasurer:	Crew Bureau:
Paul Brereton paul.brereton@hse.gsi.gov.uk	Vacant	Martin Hugo m14@btinternet.com	Dave Moran dav3mor@fsmail.net

“Lessons learned” - what we are trying to do.

The Officers and Committee Members of CSSA, whether at Divisional or Association level, have to deal with a whole range of matters relating to the safe and efficient running of our yachts and dinghy clubs. A wide range of subjects are covered, from finance, all kinds of best practice, equipment, safety, training, insurance and so on...

From time to time incidents do occur and these need investigation. Once that is done, it is important that the outcomes and any “lessons learned” are shared with our members. We are a training organisation, so there may also be learning for those working their way through RYA training.

“Lessons learned” is an unfortunate phrase to use in some ways, because it is so often heard from politicians these days - but it does describe what we are seeking to do rather well.

Here, Chris Malone, our Rear-Commodore Offshore gives some thoughts following a recent incident involving *Sea Essay*.

Editor.

LOOK OUT, IS THERE A POTENTIAL COLLISION ABOUT?

Lessons learned from the recent (April 2008) collision involving *Sea Essay* in the Swashway in the vicinity of Portsmouth Harbour.

A Board of Inquiry has looked into this incident, reported its findings to the CSSA Offshore Sailing Committee (OSC), confirmed completion to CSSA General Committee and taken appropriate action.

The incident was regarded as serious for a number of reasons, including that it was entirely avoidable (visibility was good), significant damage was caused to both yachts involved putting both out of commission for several weeks and, although thankfully no injuries whatsoever occurred on either yacht involved, could have resulted in death or serious injury. *Sea Essay* was on port tack at the time of the collision, which occurred fairly shortly after *Sea Essay* had turned to port towards the Swashway.

It has been agreed by OSC and GC that it would be helpful to publish the lessons learned from this incident, together with a few additional tips. These have been writ-

ten in plain English and so please do refer to the COL-REGS etc as appropriate for chapter and verse as need be.

Lessons Learned (and additional tips):

1. Maintain an EFFECTIVE lookout at all times, including the leeward side when under sail.
2. Be alert to blind areas and the need for extra vigilance.
3. Keep the “Big Picture” in mind especially when there is little traffic – note other distant traffic and look out for it.
4. Bear in mind the possibility that a small vessel may be hidden behind a larger vessel, fort or similar obstruction.
5. It is good practice to sail with the spray hood down in busy waters – which indeed *Sea Essay* was doing.
6. Clearly delegate roles and responsibilities – especially skipper and mate, including where there is regular but infrequent sailing together as a team. Specifically, the skipper and mate should spend a (possibly short) period of time prior to sailing going over the basics.
7. The mate should consciously and automatically take over the skipper’s cockpit role each and every time the skipper goes below, without prompting (but all the better if the skipper does also prompt, subject to care being taken to deliver consistent and clear communications).
8. If both the skipper and mate absolutely need to be below at the same time, it would be essential to ensure that a competent person is aware that he “has the deck” and is clearly aware of all relevant information, such as navigational hazards. (This is something that could be addressed at the time of the standard safety briefing for the crew, and outline the immediate procedures required should (say) the (skipper) become (say) seriously injured where the mate is the only available first-aider).
9. Each skipper’s style and approach is different, however skippers should consider delegating, wherever appropriate, tasks that involve going below at critical moments such as when in busy pinchpoints such as the Swashway.
10. Had a simple passage pilot been prepared in addi-

tion to the passage plan this would have in all probability obviated the need for the skipper to go below at that particular time.

11. Emphasise to the helm the essential need to ask for a (leeside) lookout in the event of a blind area at any time (this could also include critical moments such as when raising or lowering sail). This should be particularly emphasised to junior crew on the helm, including that they should not hesitate to ask others to act as lookout or to move if they are obstructing the helm's view including sight of instruments.
12. Where a relatively inexperienced helm is sailing with a much more experienced crew, emphasise to the helm and crew that the helm must ask for assistance if felt warranted, and not assume or take for granted that the more experienced crew will have the situation fully in hand. It follows that more experienced crew should be extra vigilant as appropriate.
13. The stand on vessel has a duty to keep a good lookout, warn of her presence and take appropriate evading action if need be (although action that could cause confusion should be avoided). In this context a warning shout of (say) "starboard" may not be sufficiently audible to be heard at the critical moment – it is therefore recommended that skippers and mates should keep a whistle readily to hand (for example on the lanyard of a yachtsman's knife), also one for general use (albeit only to be used, in principle, on the authority of the skipper or mate) for use to better alert another vessel if need be when the skipper's vessel is the stand on vessel.
14. Overall, remember and apply the old adages: "Use the Mark 1 Eyeball, Sail the Boat, not the Chart Table".
15. In the Solent area, vessels within the area of jurisdiction of QHM must listen out on Channel 11 (and do bear in mind that the QHM's area of control extends significantly beyond Portsmouth Harbour itself). This provides, inter alia, greater awareness and warning of movements, not only Royal Naval vessels but also commercial, and can be especially helpful if visibility is poor (as can observation and analysis of Pilot

Boat movements).

Channel 12 (VTS Southampton) is similarly useful, especially in the Cowes / Hamble area.

Similar considerations and local practices should be taken into account when sailing in other waters.

This is an opportunity to add two points relating to safety even though not related to this incident, namely:

(i) that it is *very good practice* when lifejackets need to be worn for each member of crew to ensure that all other crew members are wearing a lifejacket, especially pertinent regarding those returning to the cockpit after going below.

(ii) be aware that a transistor radio equipped with Long Wave enables the BBC Shipping Forecast to be received in (say) France. They can be purchased for next to nothing ranging up to £30 or more. Deaths of experienced yachtsmen have directly followed on from a failure to understand a local (French) weather forecast.

We need to bear in mind that although one isolated incident may or may not have too drastic an impact on insurance premiums and excesses, a series of serious incidents within a relatively short timescale would almost certainly have an exponential adverse impact, with premiums and excesses (in particular) rapidly heading towards becoming unaffordable (perhaps, for example, £10,000) – which would have obvious adverse implications for the future viability of operating a yacht.

So – enjoy your sailing! However.....

Chris Malone

Rear Commodore (Offshore)

Apology from the Editor :-

The last edition of *Civil Service Sailing* was a larger than usual magazine due to the inclusion of AGM papers. Whilst the weight was tested before it went to print, the final version came out a little over the maximum weight for 2nd Class postage. Some members were surcharged by the Post Office. I am sorry for any inconvenience this may have caused.
DR

CHANNEL SAILING DIVISION—Sea Essay Programme 2008					
From		To		Type	Skipper
18.00	13 June	18.00	16 June	Boat Handling Course	
18.00	16 June	18.00	20 June	CC/DS Practical Course	D Price
18.00	20 June	18.00	27 June	Private Charter	D Haward
18.00	27 June	18.00	4 July	Private Charter	P Armitage
18.00	4 July	12.00	12 July	Summer Cruise Sea Time Delivery	K Pavitt
12.00	12 July	12.00	19 July	Summer Cruise Sea Time	E Smith
12.00	19 July	12.00	26 July	Summer Cruise Charter	D Roessler
12.00	26 July	18.00	1 August	Summer Cruise Sea Time Delivery	D Hartland
18.00	1 August	18.00	3 August	Private Charter	N Shearman
	4 August			Maintenance	
09.00	5 August	18.00	6 August	Group Day Sails – I Curtis	
09.00	7 August	18.00	7 August	ONS Day Sail	N Shearman
09.00	8 August	18.00	8 August	Radar Course	
18.00	8 August	18.00	10 August	Sea Time	D Price
18.00	10 August	18.00	25 August	Private Charter	D Collins
	26 August			Maintenance	
09.00	27 August	18.00	27 August	CSSC Day Sail	
09.00	28 August	18.00	29 August	Day Sails – G Erskine	
18.00	29 August	18.00	31 August	Sea Time	N Shearman
18.00	31 August	18.00	5 September	Private Charter (I Curtis)	
18.00	5 September	18.00	7 September	Private Charter	N Shearman
09.00	8 September	18.00	8 September	ONS Day Sail	
09.00	9 September	18.00	12 September	Group Day Sails – I Curtis	
18.00	12 September	18.00	14 September	Sea Time	A Smith
09.00	15 September	18.00	16 September	Day Sails – G Erskine	

Civil Service Sailing - June 2008

	17 September	18.00	17 September	RYA Radar Course	
18.00	17 September	18.00	19 September	RYA Start Yachting Course	
18.00	19 September	18.00	21 September	Boat Handling Course	
18.00	21 September	18.00	28 September	Private Charter	T Drew
	29 September			Maintenance	
18.00	29 September	18.00	3 October	Private Charter	D Haward
18.00	3 October	18.00	5 October	Private Charter	D Hartland
18.00	5 October	18.00	10 October	RYA CC/DS/CS Practical Course	R Bone
18.00	10 October	18.00	12 October	Sea Time	A Lumb
	13 October		19 October	AVAILABLE	
18.00	19 October	18.00	26 October	CS/YM Prep Course/RYA Exams	
	27 October			Maintenance	
18.00	27 October	18.00	30 October	Private Charter (To be confirmed)	P Everett
	31 October	18.00	31 October	AVAILABLE	
18.00	31 October	18.00	2 November	Private Charter	D Hartland
	3 November		23 November	AVAILABLE	
	24 November			Maintenance	
	25 November		5 December	AVAILABLE	
18.00	5 December	18.00	7 December	Private Charter	D Hartland
	8 December		14 December	AVAILABLE	
	15 December		25 January 09	Winter Maintenance	

CSD Contacts 2008	CSD Web Site: www.channelsailing.org			
Approved Skipper's Charters	Sea Time Berths	Training Courses	Days Sails	Skippers Requiring Familiarisation on Sea Essay
Idris Curtis,	Andy Smith - CSD Crew Bureau Sec	Nikki Shearman	Gerald Erskine	Ken Pavitt,
Idris.curtis@ntlworld.com	csdseatime@yahoo.co.uk	nikki@meadenvale.co.uk	csdaysails@tiscali.co.uk	kenwpavitt@aol.com

COMMODORES' CORNER JUNE 2008

When I joined CSSA I had no expectation, or intention, of becoming one of its Flag Officers, and I recognise that following someone of Peter's calibre length of tenure is not going to be easy. I shall, needless to say, be talking to him regularly! However, I believe the new team is a strong one and I am delighted we now have a full complement of officers, with Chris Malone and Eddie Pope becoming RC (O) and RC(D) in April and with Brian Grubb and John Figgures continuing to provide excellent contributions as Hon Treas and Gen Sec respectively. We are also fortunate that our Commodore, Alex Allan, is an experienced sailor.

Although I have done some dinghy sailing I am primarily an offshore sailor, and in the last millennium I did most of my sailing with the armed forces. I joined CSSA when starting a second career, with the Civil Service, in 2000 and have regularly sailed the Association's yachts since then. I hope to visit all the clubs and divisions over the next year or so, both to learn at first hand how they operate and to give as many members as possible the opportunity to talk to me about how they want the Association to develop.

What do I see as the greatest challenge facing us now? In common with most other sports in CSSC, we are experiencing a decline in membership. Recruiting, and equally importantly retaining, new sailors will be a significant issue over the next few years and we need to focus particularly on attracting the younger sailor or our Association will just fade away. There are other issues, some generic, some specific to individual clubs, but we are a strong, well-organised Association with over half a century of achievement in helping Civil Servants to enjoy boating - and I have every expectation that the next half century will be equally successful.

Rob Stephens, Vice Commodore

WISTFUL

One of the better things that happened to me during my sailing career was being asked to get a crew together to deliver a yacht from Lyminster to Wolverstone Marina. This duly done Ken, Ted and Mike

with his girl friend and I gathered to collect the yacht. There was a little difficulty in doing this although the berth fees were a little in arrears but we saw to this bearing in mind we were getting a lot of sailing for free.

Wind light and delightful and a happy unadventurous day was spent getting to Ramsgate where we spent the night. Next day with weather unchanged we breakfasted at sea sailing over the Goodwins watching large ships go past. From outside the hazards off the Essex coast we turned west aiming for the SUNK lightship. The unadventurous part of our voyage was about to end.

As we reached the SUNK we entered a patch of fog such that a man at the tiller could not see the pulpit. Only a little dismayed we thought it prudent to shorten sail and then to check the sounder as the Felixstowe shore is muddy and manageable. Then we found a starboard hand buoy and sailed round it until we were sure of the tide and found the next one by DR. We were attentive to find the bend into the estuary when we came out of the fog patch and found a mooring in a fit of panic as the pubs were shutting.

Next morning, in poor visibility, we went tentatively up the Orwell on the withies and berthed and told ourselves we had had a good trip. We should have, but didn't, give a thought to the unfortunate generations who would follow us and, being lumbered with GPS and suchlike, would miss half the fun.

Lunch time and a lovely day. We had a carefree stroll down to Pin Mill and over the rims of our tilted pots looked at the Thames Barges and blessed whoever was in charge for having created such a beautiful world.

Ted Giles

Are you watching out for Steph?

Remember CSSA's Steph Hills is crossing the Atlantic on board Durban 2010 and Beyond? Check on Steph's progress in the final leg of Clipper 07/08 on :

www.durbanclipper.com

She returns Liverpool 5th July - be there if you can!

On 10th June Steph was in Nova Scotia where they had a short race (Race 12) The boats will be there whilst Nova Scotia celebrates 250 years of democracy & then onwards towards home. We wish them well on the final leg!

Read more in Steph's online report. You can still sponsor Steph on her voyage, by going to: -

www.justgiving.com/sailorsteph

The Civil Service Offshore Racing Club

www.csorc.org

The Civil Service Offshore Racing Club (CSORC) provides an opportunity for Civil Servants to race in a yacht at a reasonable cost.

In March and April we race in the Solent. During the Summer we venture out into the English Channel with races to, for example, Weymouth, Poole, Cherbourg and St Malo. Then in Autumn it's back into the Solent. Racing usually takes place over a weekend so that we can all be back at work on Monday.

How much?

CSORC is part of the Civil Service Sailing Association (CSSA) which is itself part of the Civil Service Sports Council (CSSC). To sail with CSORC crew members need to be members of CSSC which costs about £5 per month for 2 CSSC shares and of CSSA (which costs nothing). Crew members pay a share of the yacht charter; for example £120 for the Sunsail racing in July, plus groceries for the weekend and probably a pub dinner.

So far this year...

Sunsail Series #2, March 14th/15th

Under skipper Trevor Drew... Racing took place in the Solent between Portsmouth and the Bramble Bank, over courses of about 8 miles with two races on the Saturday and two more on the Sunday.

Saturday 14th dawned bright and sunny and racing started at 1.30pm. Racing skills turned out to be rather rusty after a winter of inactivity but even so, tacking and gybing became quite slick by the end of the day. During the second race heavy rain arrived so the tumble drier in Haslar Marina came in very useful

during the evening. We had a good dinner in Landers on Saturday evening and dry clothing for the following morning.

Sunday was cold and windy with occasional force 7, which made the racing quite lively for the day's two races. Although the stand-on vessel, we were forced to take avoiding action at Browndown and there was confusion among competitors when the course was changed just before the start. A good day's racing though.

Sunsail Series #3 March 29th/30th

Skipper Trevor Drew writes "Strong winds meant racing was called off on Saturday, so we had a lively sail to Cowes in a 34 knot wind and had a highly successful shopping expedition, also celebrating Tracey's birthday in The Union, complete with a surprise cake.

Sunday was dead calm, with race 1 timed out, when we were in 6th position and race 2 cancelled. We were anchored off Hill Head for about an hour and, with the vote of the crew, decided that, rather than risk a whole day without sailing, like many others, we'd retire and motor to Ryde, where we picked up some wind. Race 3 did eventually happen, but was very short and without us. But we got in much more sailing, with some spinnaker and MOB practice, so everyone was happy".

What's next?

CSORC is planning to enter the Sunsail Regatta races in July and August and then to Cherbourg or Poole in September. The club is also putting together some training events in the week 22-26th September. Would you be interested in some sail trimming for beginners, or some general practice or even something more advanced?

Would you like to skipper a CSORC entry?

Provided that CSSC and CSSA membership requirements are met (see above), and you are a CSSA approved skipper, you could skipper a CSORC entry in a race. CSORC would advertise the race, call for a crew, make a preliminary booking of the boat and collect the money. The skipper usually has to complete the booking form and collect the boat from the charter company. The choice of races is not necessarily restricted to those on the CSORC website.

Fastnet 2009?

CSORC is looking into the possibility of entering the 2009 Fastnet. Are you interested in joining the crew?

The entry requirements mean that crew members are committing to about three qualifying races at about £250 each over the year preceding the race as well as about £1100 for the race itself, though subject to CSSA approval, the CSSC would fund some of the costs of the actual race.

Contacts

If you are interested in any of these topics, please contact CSORC by phone or e-mail:

Nick Bowles at: - csorc@masafish.com

Trevor Drew at: - trevor@rya-online.net.

CSORC Mailing List

The club is compiling a list of those interested in racing with us, who would be notified by e-mail of impending races. If you would like to be on this list, please e-mail Nick Bowles with your details including: -

- ⇒ Name, address & postcode;
- ⇒ contact phone number (home or mobile);
- ⇒ e-mail address.

Attention CSSA members - would you like to help on the CSORC Committee?

CSORC is looking for a committee member to help organise racing events. There are a variety of jobs to do and the workload isn't onerous.

If you're interested please contact Trevor Drew at:-

trevor@rya-online.net

Notes from the Offshore Secretary

1. I have a small supply of 'Approved Skipper' ties available. They are navy blue with a single CSSA logo on them (the anchor fouled by red tape). If any approved skippers are interested in having one, please send a cheque for £10 per tie to me, made payable to Civil Service Sailing Association, with an A5, or long

thin, self addressed envelope.

2. If anyone is interested in becoming an approved skipper, the basic requirements are that you are a CSSA member, have passed the Coastal Skipper or Yachtmaster exam, have current VHF and First Aid certificates, and can provide two satisfactory references. Being an approved skipper enables you to charter any of the club yachts, once you have been familiarised with the relevant boat(s). The requirements are outlined on the CSSA website on the Offshore Cruising and Racing pages. Please feel free to contact me if you need more information about the requirements or the process and I will be glad to help.

Anna Wetherell

CSSA Offshore Secretary

anna.wetherall@btinternet.com

CSORC in the IDOR 2008

For the second time CSORC had an entry in the IDOR, once again skippered by Nick Bowles. Last year we didn't exactly set the regulars trembling with our performance in the very light winds, so this year we were hoping for a bit more of a breeze, in keeping with our "rough tough offshore image". The forecast wasn't promising, and Monday (practice day) was drizzly with not much wind. But the light wind suited the plan as the crew were largely new to each other if not to sailing and needed to practice with the spinnaker.

However the weather turned out much better than expected and after a wet and grey but reasonably windy Tuesday for the four inshore races (which put us in 12th place) we had perfect F4 to 5 sunshine for the round the Island race. A superb beat round the back of the island meant that the Needles "came up a little bit quicker than thought" and we had the choice of punching the ebb over the Bridge or going for the North Passage. All seemed to be going for the Bridge so we joined the throng. It turned out to be a very "life enhancing experience" (a quote from David Hartland of the Littleton boat) with several boats on the edge of broaching as the tide held them in the waves over the Bridge itself. A lucky surf at 10 knots enabled us to



Kim Stone & crew of Sunsail 10 (HMRC)

break free and make up a number of places, followed by a spinnaker run back to Cowes and a sprint to the finish against Chris Malone's Hasla DWP boat. Amazingly after 9 hours 27 minutes and 2 seconds we beat them by two seconds, to finish seventh.

Elated with that result, the following day was the Off-shore Race which took us out round the Nab and back to Cowes. Once again the sun shone. The wind was lighter and a spinnaker reach took us back to Osborne bay, but rounding the point we were completely headed and only just managed to drop the kite and beat inshore to avoid being swept over the line by the strong tide off the Medina. We were in fourth place.



Trevor Drew & crew of Sunsail 22 (Vets Lab)

That night we dined in the Royal Corinthian Yacht Club and finished the meal off with the bottle of port we had won in the draw. Friday was to be the last

race and we felt we had earned a bit of a late night already. Anything else was a bonus.

Friday's start was in light winds and an east-going tide so it was important that we didn't get swept over on the downwind leg out to Browndown. We started inshore and sailed high to get the best boatspeed. By the time we closed with the main fleet nearer the mainland we were in second or maybe third place. Slowly we worked over the top of the leader and rounded Warner in the lead. A beat back up the island shore to N Sturbridge and then a bear away set had



us still ahead. A spinnaker wrap left us only two boat lengths clear, but the finish at Spit Sand fort was came up quickly and we held on.

A superb event, that for CSORC ended perfectly. Our thanks to Pete Shuttleworth who worked so hard to organise everything, and to the sun and wind for putting in an appearance together.

The CSORC crew were Chris Stebbings, Gian Fazio, Alan Brooke, Tracey Hindmarsh, Phil Armitage, Nick Huxford and Nick Bowles.



"Mr. IDOR" - Pete Shuttleworth - event organiser

CSSA is affiliated to the Civil Service Sports Council

Commodore Alex Allan

General Secretary John Figgures

csgensec@yahoo.co.uk

Membership Secretary Ken Pavitt

kenwpavitt@aol.com

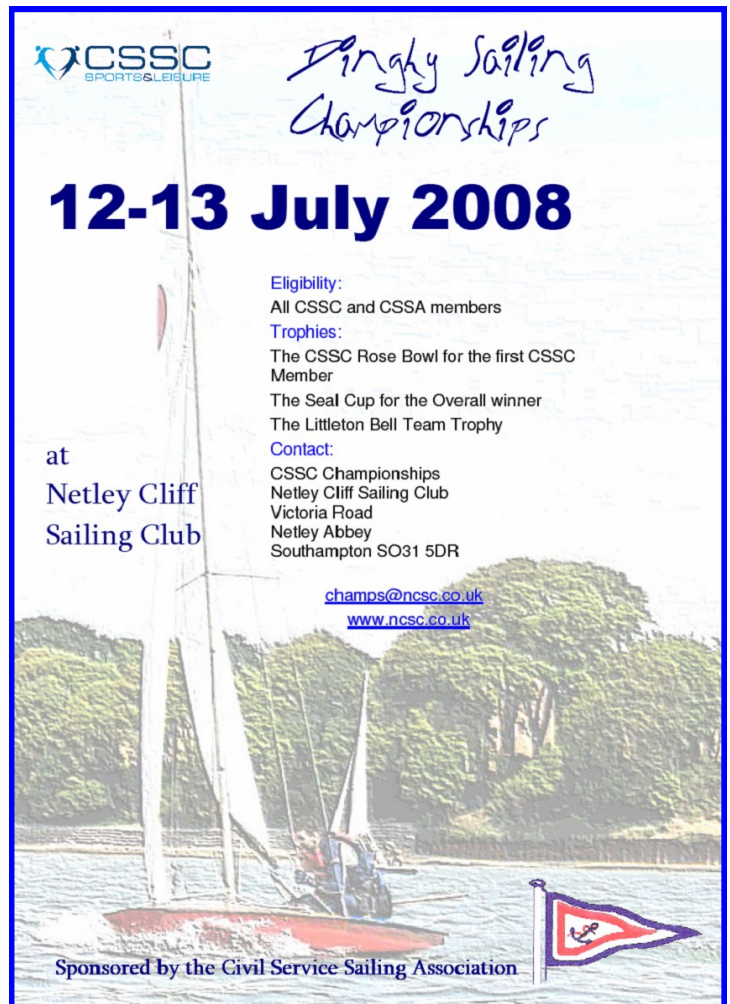
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The magazine of the Civil Service Sailing Association is published in mid January, March, May/June & September.

Please e-mail any contributions or photographs to the Editor. (Copy in Microsoft Word please, using tables if appropriate.)

CSSA website: - www.cs-sailing.org



The poster features the CSSC logo (Sports & Leisure) and the event title 'Dinghy Sailing Championships' in a handwritten style. The dates '12-13 July 2008' are prominently displayed. It lists eligibility for all CSSC and CSSA members and details trophies including the CSSC Rose Bowl, the Seal Cup, and the Littleton Bell Team Trophy. The event is held at Netley Cliff Sailing Club, with contact information for championships@ncsc.co.uk and www.ncsc.co.uk. A photograph of a red dinghy with a white sail is shown on the water, with a pennant flag in the foreground. The event is sponsored by the Civil Service Sailing Association.

IDOR 2008 - our biggest matched fleet yet!

The 2008 IDOR (Inter-departmental Offshore Regatta) took place from 1-6 June and it was one of our biggest yet! 22 yachts and 176 people.

The fleet, chartered from Sunsail was based at Cowes. We enjoyed some eventful racing, both around the buoys of the Solent and further offshore to the Nab and "around the Island" (Isle of Wight).

CSSA clubs were well represented, with Littleton & Fishers Green for the dinghy clubs and 5 Kingdoms, East Coast and CSORC, the offshore divisions.

Amongst the leaders, some of the previous winners (including Gary Bowers - HMRC; Bill Collins - Met Office) were challenged hard for the top places. At the time of going to print we are still awaiting the confirmation of the final results.

As usual it was good fun too. All week and throughout the fleet there were a mixture of incidents which provided ample discussion over a few drinks back in port!

Some boats managed to fly their spinnakers in shapes

which did not look like sails at all!, there were a few groundings and, unfortunately an excess of engine failures. The weather, apart from a wet and miserable day early on, was kind. Wind mostly NW 3/4. All returned safe and sound. We celebrated at Royal Corinthian YC well into the early hours. Such is the "spirit of IDOR", which welcomes all levels of ability.



Sunsail 12 (HSE) enjoys a lively return to the Solent

Online edition of Civil Service Sailing

The following pages are additional to the printed edition of the magazine. They include: -

1. Citations for the award of the Armstrong Cup to Sue Antonelli & the Barge Trophy to Hilary Tyrrell.
2. Historical Notes on Chief Link by Peter Chapman
3. Full copy of the minutes of the 50th AGM held on 2008

1. **Citation for the awards of :-**

Armstrong Cup .

Awarded for the best racing performance by a CSSA member in the past year to **Sue Antonelli**, hard-working Rear-Commodore Sailing at Littleton SC.

“Despite her petite size (5 stone below the recommended weight for the class), Sue Antonelli is a formidable sailor, racing throughout the year and in (almost) all weathers in her RS200, a very competitive class. 2007 started off well at Rutland’s Winter Championships, where Sue finished 2nd overall, just behind the current National Champion. After several other Open Meetings, the RS200 National Championships saw a week of windy weather in which Sue’s boat, although 31st overall, was the top female crewed boat out of 127 entries. After performing well in other Open Meetings, in November, Sue won the RS200 Club Championships, an event in which the top qualifying helms from clubs racing that class competed over two days.”

Barge Trophy

Awarded to Hilary Tyrrell.

“The person awarded the Barge Trophy this year has been associated with the CSSA for 30 years. When Sea Essay was the only boat run by the Civil Service Sailing Association she ran the Crew Bureau and was active in the planning the season’s activities. She has the distinction of being the first female Yachtmaster in the CSSA and is a role model for those who have followed.

Around 1982 she joined the newly formed East Coast Yacht Division and took on the job of Yacht Secretary. This post she has held ever since. Over time the concept of a long trip was developed. The seed of the ‘Long Trip’ is sewn at the ECYD AGM in November. By the end of January this has developed into a full blown ‘Long Trip’ with firm commitments and deposits paid. Between November and the end of January in her capacity as Yacht Secretary she undertakes many negotiations to agree dates, length of each leg, changeover ports and the likelihood of a full crew for each leg. This takes commitment, good interpersonal and organisational skills. The Yacht Secretary’s attention to detail and persistence in solving conflicts of interest is unsurpassed. This has been done with patience and wit year on year since the ECYD was formed and the post of Yacht Secretary taken on. In addition, constructive ideas and encouragement to others is demonstrated in and out of committee meetings. Other divisions have not enjoyed the continuity and certainty shown by her dedication and loyalty for more than 25 years.

The success of the East Coast Yacht Division owes much to this long-term outstanding service by its Yacht Secretary, Hilary Tyrrell.

It gives me great pleasure to award the Barge Trophy to Hilary Tyrrell for her skill in engineering the success of the ECYD’s ‘Long Trip’ and her unswerving contribution to ensuring the success of the division in so many ways.”

2. **Historical Notes on Chief Link by Peter Chapman**

In his obituary to Ross McTaggart Peter Chapman refers to the “Chief Link”. For those who joined the Association more recently, Peter has included an explanatory note.

Historical Note - The ‘Chief Link’.

Each month, for the first thirty or so years of the Association’s existence the Chief Link had all the copies of the CSSA’s magazine – in our early days called ‘Notice to Mariners’ - delivered to his office by the printer, where a small working party of members packed them into parcels or envelopes, addressing them – initially by hand, and later with labels produced on an addressograph machine - to the members identified as the Departmental Link in each office. Distribution of these packages was free, courtesy of the ‘Inter-departmental Despatch Service’. The members identified as Departmental Links then enveloped and addressed a magazine from the package to each of the CSSA members on his list for internal distribution. The Chief Link was responsible for maintaining the list of links, and up-dating them with new name and address member details. As the CSSA grew, this became a formidable task, particularly when a link moved or retired. It ended in 1986 when the first CSSA membership database was constructed and computer-printed labels facilitated direct mailing to members’ home addresses by normal post.

3. Full copy of the minutes of the 50th AGM held on 17th April 2008

CIVIL SERVICE SAILING ASSOCIATION

50th Annual General Meeting, 17 April 2008

Minutes of the 50th Annual General Meeting

of the Civil Service Sailing Association held on

Thursday 17 April 2008

at the Civil Service Recreation Centre,

1 Chadwick Street, London SW1, at 1800 hours.

Present - There were 33 members present.

The Commodore welcomed all present.

1. **Presentation of Trophies and Awards**

Armstrong Cup For the best racing performance by a CSSA member in the past year. Awarded to **Sue Antonelli**. (Citation at Attachment 1)

Barge Trophy Awarded for craftsmanship, which can take many forms. Awarded to **Hilary Tyrrell** (Citation at Attachment 2). The award was accepted by Jean Rehill on behalf of Hilary Tyrrell.

IDOR Awards: :-

Eric Seal Memorial Trophy Awarded to the department in Class A whose boat has the lowest combined inshore/offshore points in the series. The **Meteorological Office**. **Matt Adams** accepted the trophy on behalf of the Meteorological Office and **Bill Collins** accepted a memento tankard as skipper of the winning boat.

City of Plymouth Cup Awarded to the skipper of the boat with lowest points for inshore races in either Class A or B: **Bill Collins** (Meteorological Office)

Rutherford Appleton Cup Awarded for the lowest points offshore in either Class A or B to **Trevor Drew** (Veterinary Laboratory).

Elite Cup Awarded to the most improved boat in either Class A or B. **Chris Greenough** (Rutherford Appleton Labs). The award was accepted by John Magraw on behalf of Chris Greenough.

2. **Commodore's Address**

This meeting is the 50th AGM of the Association. It has come a long way since its beginnings in 1957. By early 1958, it had already got its first dinghy club site – a bare gravel pit at Littleton – and members with off-shore interests had planned cruises that took newcomers to sea that year for their first sailing experiences. That was a quite remarkable beginning: the CSSA almost burst into being, sparked by the letter from its founder, Ann Kahn. Its rapid development was then led by members who combined a love of sailing with considerable administrative experience. Where else would one expect to find that but in the British Civil Service? The rate of growth showed how much suppressed demand there was: members were soon busy

all over the place. Those were the days when home-built plywood boats were just coming into their own, and many seized the opportunity with considerable success. There were lectures on offshore sailing, and before long a CSSA yacht in which to go to sea. CSSA grew and grew.

Last December, a number of us celebrated the Association's 50th birthday with a lunch at which Ann Kahn was our guest of honour; we were also pleased to be joined by two former Commodores: Lord Turnbull and Sir Michael Partridge. Unfortunately, Sir Peter Middleton, who became Commodore as far back as 1986, could not join us; we also welcomed Sir Anthony Battishill, a former Chairman of the CSSC and our newest Trustee, and Marian Holmes, CSSC Chief Executive. Reference was made to the close association this Association has had with the CS Sports Council for almost all of our existence, and it is appropriate to say how much we appreciate all the support from the Sports Council that we have enjoyed over the years, without which many of the developments we have made would have been at best long delayed, certainly much more expensive, and sometimes impossible. That good relationship continues to this day.

Fifty years on, we have stable clubs established around the country that have premises of which we are rightly proud. Offshore, our yachts are active, cruising much of the sea around our coast, and from the Baltic to Biscay. Our dinghy sailors race regularly with enthusiasm and enjoyment, but it continues to be their children who seem to win most of the big prizes. Offshore racing on the South Coast has sadly been in decline in recent years, but we hope the efforts of the new CSORC committee led by Trevor Drew will be able to rekindle interest. Our new magazine editor, David Richards, has made a splendid start, and I understand we may soon have a new webmaster. Ken Pavitt continues to struggle valiantly with our membership records, but it does appear that we have lost a substantial number of members, and must do all we can to recruit many more.

One new light on the horizon is the Caribbean Challenge, in which the CSSA hopes to take part. With the CSSC, we are exploring the prospect of taking a small team of dinghy sailors to St Lucia next year as part of a major CSSC recruitment and retention exercise, showing what can be done as CSSC members.

In conclusion, although I have mentioned by name only a few of the volunteers whose efforts take the CSSA and its clubs forward, I am very conscious that we are dependant on the contribution made by many members in a variety of ways – as officers, often carrying considerable responsibility; committee members, instructors, boat and site maintenance crews – so I take this opportunity to say a sincere thank you to you all.

3. **Minutes of the 49th AGM**

The minutes of the last AGM had been circulated to those attending. Martin Hugo proposed and Jean Rehill seconded the motion that the minutes be accepted. Passed nem con.

4. **Adoption of the 2007 Annual Report**

The Annual Report had been published in CS-Sailing, Vol 45, No 2, March 2008. Peter Chapman proposed and Rob Stephens seconded the motion that the report be accepted. Passed nem con.

5. **Treasurer's Report and Adoption of the 2007 Annual Accounts**

A summary of the CSSA Annual Accounts, together with the Treasurer's report, had been published in CS-Sailing, Vol 45, No 2, March 2008. Brian Grubb introduced the full Annual Accounts, circulated to those attending, and summarised the Association's financial position. The auditors had given an unqualified clearance. Clive Press proposed and Brain Conroy seconded the motion that the Treasurer's report be adopted. Passed nem con.

6. Election of Officers and Committee Members

The nominations for Officers and Committee Members had been published in CS-Sailing (Vol 45 No.2). There being no other nominations, the Officers and committee members listed in Attachment 3 were declared elected. The Commodore presented Flag Officer's 'swallow tails' to the new Vice-Commodore and Rear-Commodores Offshore and Dinghy.

7. 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 Chris Malone seconded that C M Fellows Ltd be reappointed Auditors for 2008. Passed nem con.

8. Award of Heathcote Amory Cup

Awarded for outstanding seamanship or signal service to the Association. This year it goes to **Peter Chapman**. (Citation at Attachment 4)

9. A Motion to appoint Peter Chapman an Honorary Life Member of the CSSA.

In recognition of his service to the Association, Alex Allan proposed and Rob Stephens seconded the motion. Passed with acclamation. Peter Chapman then spoke briefly on his retirement from the General Committee.

There being no other business, the meeting closed at 1840.

Following closure of the AGM, members were invited to raise any matters for discussion.

Medical Standards for Skippers.

In response to a question, the former Rear Commodore (Offshore) outlined the General Committee (GC) proposed policy on the subject. All CSSA Approved skippers had individually confirmed their 'fitness to skipper', but this declaration had been made only once: at the time of their initial application to be an Approved Skipper. The CSSA does not operate on a commercial basis; nevertheless, the CSSA operates in an environment comparable to commercial sailing organisations and needs to respond to its 'duty of care' responsibility. For 2008, the GC was encouraging all skippers providing sailing opportunities (including racing) and training on CSSA owned or chartered craft to obtain the ML5 medical certificate (see www.mcga.gov.uk) or an equivalent on a voluntary basis. The CSSA would refund associated costs for skipper's medical assessment, other than for those chartering the Association's yachts only for private purposes, up to a maximum of £80. The policy would be reviewed at the end of the year.

General Secretary

J M F Figgures

April 09

Commodore

A Allan

April 09