

Civil Service

Commodore Alex Allan

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Included in this edition: -

- Come to CSSA's AGM on 17th April! We will be presenting our awards and trophies. AGM Agenda & papers inside.
- What's on? Dates for your diary
- Updates from our Offshore Divisions and Dinghy Clubs
- Across the Atlantic with Stephanie
- Victory Trophy – results
- Opportunities for all abilities with CSSA training – “from fun days to Fastnet”!

After the “IDOR”, the Atlantic...

Having taken part in the IDOR (Inter-Departmental Offshore Regatta!) as a complete novice, Steph Hills (STFC Rutherford Appleton Laboratory) was bitten by the sailing bug!

A year later, and a few more miles in her log book, she announced to her sailing friends that she intended to sail across the Atlantic before she was 40.

In May, she will start the biggest challenge of her life..... (continued back page)

“Civil Service Sailing” (e-version)

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On a cold winter's night in February.....

Littleton Sailing Club lit up the night sky in February, with an evening of instruction on the proper use of flares. As part of their excellent series of winter social evenings, the club hosted an "RNLI" evening.

Albert Goldsmith, Lifeboat Sea Safety Officer of the RNLI, based at one of the Thames lifeboat stations - at Teddington - gave an informative and "hands-on" talk on the different types of flares and their uses.

Albert's philosophy was quite simple - that it is better to get the flares out of the box now and discuss "What if?" with your crew, than to meet after the event (if you survive it!) and find yourselves saying "If only.."



Albert Goldsmith (RNLI) – (right) - supervising a member (centre) firing a handheld red flare

Members then left the warmth of the Clubhouse to try their hand at letting off different types of flares - armed with suitable safety kit and under Albert's watchful eye. Even on a solid pontoon it's not as easy as it looks, and is very hot! So if you haven't tried it yourself – now's the time to discuss "What if?" with your crew – and perhaps talk to your local RNLI Sea Safety Officer to arrange a demonstration!

Thanks Littleton for an interesting night out!

David R
Editor

What's on? Dates for your diary.

March

15th, 29th RYA First Aid Certificate Course
or 30th @ POG, Gosport (see below)

April

3, 6 RYA/MCA SRC/GMDSS VHF Course @ POG Gosport

19 CEVNI European Inland Waterways Cert. @ POG

May

5-8 The Cobweb Rally, Harwich ECYD

June

2-6 CSSC/CSSA Offshore Regatta @ (IDOR) @ Cowes

7 Open Day Rutland CSSC

July

12 – 13 CSSC/CSSA Dinghy Championships at Netley Cliff

"Civil Service Sailing" goes electronic.

Starting with this edition, we will make an electronic (pdf) copy of the magazine available for Clubs/Divisions to post on their websites. This online access will be on a trial basis at first and for privacy; only e-mail contact details will be included online.

VICTORY TROPHY

@

LITTLETON - 9th MARCH 2008

This annual event was again held at Littleton Sailing Club (LSC), with the CSSC team competing against the Navy, Army, RAF and LSC in dinghy team racing. The boats were Laser 2000s (minus gennakers) provided by the forces and LSC.

The weather was mostly kind, relative calm before the storms on 10 March! The wind varied between force 1 to 3, and was reasonably constant in direction.

The CSSC team comprised Damian Boreham (MOD) crewed by Eddie Pope (HMRC), Sue Antonelli (DEFRA) crewed by Sarah Steeds (Skerten) (DEFRA), and Steve Conroy (BT) crewed by Christian Ashwell (SOCA).

There were 2 flights of races, with each team meeting each other twice. Boats were swapped around to keep the competition as even as possible. The Navy proved too hot to handle, winning all 8 races to retain the Victory Trophy. But we gave them a lot to think about in the 2nd race. Second place was hotly contested between CSSA and Army, who had 4 wins apiece. The Army prevailed on countback, and we were left to rue an incident at the finish line of the last race which cost us 2nd overall. LSC and RAF each won 2 races, and finished 4th and 5th respectively after countback.

Everyone agreed that the event was run to a fantastic standard, and it was good to see the efforts of the officials (even the umpire) being recognised by the award of inscribed tumblers. The umpire praised the standard of sportsmanship, and the event's future looks very rosy.

We are already looking forward to next year, and are plotting how to "sink" the Navy!

EDDIE POPE

Rutland CSSC

The open day for Rutland SC takes place on 7 June and our keelboats will be available if you fancy sailing something different. In addition, there will be an assortment of member's yachts and dinghies to also test – all completely free of charge.

www.rutlandsc.co.uk has further details about the open day (1000 – 1600), and

information about the CSSA section may be found on www.rcssc.org.uk or contact pete@shuttleworth06.freeserve.co.uk

Fishers Green Sailing Club

RYA Dinghy Sailing Show

Once again FGSC and CSSA shared a stand at the Dinghy Show at Alexandra Palace, London, and it was good to see so many visitors to the stand from both. There was also a goodly number of potential recruits at what has become the primary exhibition for dinghy sailors in the UK and beyond, Despite the Sunday of the show being Mothers' Day ("Hi, Mum, how about coming to the Dinghy Sailing Show with us for a change? You'll love it!"); the volunteers manning the stand were kept busy answering questions from visitors right up to the last minute.

Volunteering

A consistent theme of both the Commodores' and Club Development and Funding Conferences at the Dinghy Sailing Show attended by FGSC and CSSA Members was "Volunteering".

The RYA have taken on board the fact that much of the success enjoyed by British Sailing and Sailing Clubs is due to the efforts of volunteers, and have initiated a programme designed to help Clubs locate, develop, train, retain and reward the volunteers that are essential to ensure that this success continues. This is consistent with the similar assistance offered by the CSSC in this respect, and the recognition scheme designed to recognise the efforts and achievements of volunteers within CSSC/CSSA clubs.

FGSC have been successful in submitting deserving Members for RYA Community Awards. Brian Conroy, our Commodore, received a Lifetime Commitment Award in 2006 and Richard Turner, our Safety Officer (Water) and Steve Proffitt, our former Cadet Squadron Captain, both received Outstanding Commitment Awards in 2007.

Volunteering will be one of the subjects discussed during the Open Forum after our AGM on 16th March, and a questionnaire has been prepared to assist in our Club Development Programme.

Another Sailing Year Ahead

2007 was a fantastic year for FGSC sailors of all ages, with considerable success in the 420 Youth European, Fireball European, Cadet National and World Championships and on the Solo Open Meeting circuit to name but a few! It will be a hard act to follow, but the auguries are good.

Already, in early March, Steve Conroy and Christian Ashwell from FGSC, representing the Civil Service in the Victory Trophy Tournament against the Sailing Associations of the Armed Forces, came second overall. The event was won by the RNSA, with the Civil Service third of the five teams (Army, RAF and Littleton SC being the other three).

Our Cadets are again represented in the RYA Regional and National Squads and our successful 420 sailors from 2007 are now trying their hand at 470s. We are already building our team for the CSSA Dinghy Championships at Netley in July and we are determined to win back the Littleton Bell and any other "pots" that might be going!

The Long and Winding Road

Blackburn, Lancashire no more! Our approach road, which, after all the rain we have had this winter was becoming parlous in the extreme, has now been repaired by our landlords, the Lee Valley Regional Park. Their contractors have cut back the holes, filled and sealed to a decent standard and made it almost a pleasure to drive on!

Thank you, LVRP!

info@fishersgreensc.org.uk

Portsmouth Offshore Group

POG Wicor Moorings in Portsmouth Harbour

Thanks you to all those who responded to the request to consider if development of the POG Wicor moorings would be of interest. The response from both CSSA and POG members has been good. The POG management committee has decided that we should move on to the next phase of producing a detailed business case. This is in hand at the moment and I will keep you informed of the progress.

Mike Finch
POG Marine Facilities Manager

m.l.finch@ntlworld.com

SHORT RYA SHORE-BASED COURSES @ Portsmouth

One day or shorter RYA courses or tests are to held at the clubhouse of Portsmouth Offshore Group, Weevil Lane, Gosport: -

RYA First Aid Cert, full £50 or renewal £30 on 15 March, 29 March, 30 March plus DK Red Cross manual 8th revised edition 2006 required.

RYA/MCA SRC/GMDSS VHF full £50 or upgrade £30 plus RYA Cert. charge on 3 April, 6 April with short talk by Lee-on-the-Solent CG Officer.

CEVNI European Inland Waterways Cert. - test only - £10, hopefully before the POG AGM on 19 April.

Please book with Ken Pavitt,

kenwpavitt@aol.com

East Coast Yachting Division

Feeling rusty...want to brush-up or pick up new skills?

Are you really ready to handle Freyja with her new bow-thruster? And what about the new spinnaker? Well, we have just the refresher course for you, including passage planning and a special RYA radar course, including AIS. The demand has been good for our spring early-season courses but we still have places available, at prices that put commercial schools to shame:

Know someone who might like to take up cruising or who wonders what it's all about? Try our "Start Cruising".

Sailing opportunities for experienced crew on well equipped Sadler 32.

Mostly long weekends, but also Summer Cruise to S Brittany flying to / from Brest

Pat Mitchell

(Contact details see mailed copy of magazine)

Boat handling:	<ul style="list-style-type: none"> • Sunday 6 to Tuesday 8 April • Tuesday 8 to Thursday 10 April • Saturday 26 to Monday 28 April 	Starts & finishes 1800hrs
RYA Competent Crew and Day Skipper	<ul style="list-style-type: none"> • Sunday 13 to Friday 18 April • Sunday 20 April to Friday 25 April 	
RYA Radar Course:	<ul style="list-style-type: none"> • Friday 2 May, 	Starts Thursday evening - 1800hrs
Passage Planning	<ul style="list-style-type: none"> • Monday 5 to Friday 9 May 	
Start Cruising:	<ul style="list-style-type: none"> • Friday 11 to Sunday 13 April and 	
Taster Sails	<ul style="list-style-type: none"> • Saturday 26 April 	For total novices

Contact Jackie Dyett to book your place: jackieecyd@aol.com

The Cobweb Rally will be held over the first weekend - Friday 5 to Monday 8 May - in the Harwich area. Those joining from the Blackwater can take part in the Passage Race held on the Saturday. John Miller is your contact if you want a berth for the event or even to enter your boat. We can't guarantee the weather, but how about fun...even if it does blow a hooley.

The Crewing Bureau

This season's long trip to the Baltic is shaping up to be one of the best ever; a mixture of places we know well in the Netherlands and Denmark with the prospect of totally new waters off the north German coast, including handovers in some gorgeous Hanseatic ports. Places are limited but John Miller in the crewing bureau will help find the slot to suit you. Of note are the trips out across the North Sea at the beginning of the season; and then back in September via the very attractive canals of southern Holland, something we have not done for a number of years. Both will help those looking for long sea passages to eventually help qualify them for their Yachtmaster ticket.

Details are on the ECYD website or contact John: cruising@ecyd.org.uk

In the news – CSSC

Caribbean Challenge

Have you ever read about the Caribbean Challenge? You may have seen it in “CSSC’s Leisure Scene” or perhaps on the sports pages of your organisation’s in-house magazine.

Caribbean Challenges are events in which teams of CSSC members fly to a Caribbean island – currently Barbados or St. Lucia – for a week and compete in various sports or games against teams from generally comparable local employers.

The CSSA is investigating the possibility of future CSSC Caribbean Challenges including dinghy and offshore sailing events. UK teams are selected by competition on a Regional basis from Regions which agree to support the event and subsidise the cost. The aim of the exercise is to encourage people eligible for membership to join the CSSC and mix with some of those who are already members in attractive surroundings. In October 2007, some 230 CSSC members flew to Barbados for their Caribbean Challenge, competing in 19 games.

CSSA members will be kept informed about progress. (Peter Chapman)

WOULD YOU LIKE TO BECOME OUR CSSA WEBMASTER?

Are you skilled in the Internet? Do you have an interest in IT?

Could you become our “Webmaster”?

CSSA would like to recruit a volunteer (or two?) to manage their website:

www.cssa.co.uk

If you think you can help, or just want to know more, please contact Ken Pavitt (Membership Secretary)

e-mail: -kenwpavitt@aol.com

CSSC to issue new combined annual Membership & Countdown cards

CSSC has been keen to improve the range, value and breadth of the members’ offers available, particularly to gain more (discounted) access to well known high street stores, in addition to their existing offers.

From March all CSSC members will be given access to a bespoke range of discounts and offers run in partnership with Countdown. (the Countdown scheme has a normal membership fee of £49.85 and is offered by CSSC for free within their current membership charges!)

All members with a current address in CSSC records will receive a *joint* CSSC membership card and Countdown savings scheme card. The new cards will be *annual*, but your first card will be valid only until January 2009 and then renewed on a yearly basis thereafter.

More details will be in your special pack, to be issued during March, look in the Spring 2008 edition of “Leisure Scene”, or try online at: www.cssc.co.uk

Are you getting your e-news from CSSC?

CSSC issues regular e-news, giving you details of events (including sailing!) in your region. But have you registered on the CSSC site with your e-mail address? Whilst you are there, remember to click on “sailing” to identify your interest.

In the news - from RYA

Members, especially those who sail offshore, may have been following the reports on the tragic loss of the yacht Ouzo and her crew off the Isle of Wight.

In *RYA Magazine* (Spring 2008), James Stevens, RYA’s Training Manager & Chief Examiner gives his thoughts following the court case earlier this year. Discussion on “sailing defensively”, radar reflectors, radar & AIS also continues in the magazine.

Civil Service Sailing Association – 50th AGM

Members are invited to attend the 50th Annual General Meeting of the CSSA, to be held on Thursday, 17th April 2008 in the: -

**Civil Service Recreation Centre,
1 Chadwick Street,
London,
SW1P 2EP,**

commencing at 18.00 hours.

AGENDA

1. Presentation of awards and trophies
2. Commodore's address
3. Minutes of the 49th AGM
4. Adoption of the Annual Report for 2007
5. Treasurer's Report and Adoption of the 2007 Annual Accounts
6. Election of Officers and Committee Members (*See below*)
7. Appointment of Auditor
8. To consider the motion: "To appoint Peter Chapman an Honorary Life Member of the CSSA".

After closure of the AGM, members are invited to raise any matters for discussion. Following any discussion, a free buffet will be available.

Further information about the Chadwick Street Centre, including a map and directions may be found at: -

www.cssc.co.uk

CIVIL SERVICE SAILING ASSOCIATION

49th Annual General Meeting, 12 April 2007

Minutes of the 49th Annual General Meeting
of the Civil Service Sailing Association held on
Thursday 12 April 2007
at the Civil Service Recreation Centre,
1 Chadwick Street, London SW1, at 1800 hours.

1. Presentation of Trophies and Awards.

The IDOR trophies were presented as follows:

Eric Seal Memorial Bowl, for the overall series: HMRC (boat skippered by Gary Bowers). Paul Gray collected the trophy on behalf of HMRC and Gary Bowers accepted a Winner's Memento on behalf of Dave Curno, helmsman and tactician.

City of Plymouth Cup, for the inshore races, matched-class fleet: Garry Bowers, HMRC.

Rutherford Appleton Laboratory Trophy, for the offshore races, matched-class fleet: Garry Bowers HMRC.

Elite Cup, for the most improved yacht of the week: Meyrick Hadfield, HSE.

CSSA trophies for dinghy and offshore sailors were presented as follows:

Heathcoat Amory Cup: live Press for his outstanding service to the CSSA (Citation at Attachment 1).

Armstrong Cup, for the best racing performance by a member: Not awarded.

Barge Trophy, for craftsmanship: Tom Kearney for his excellent work over many years as Yacht Husband for ECYD yachts (Citation at Attachment 2).

Special Award (by CSORC): Presented by Trevor Drew to Robin Miller, in recognition of 22 years as Captain and inspiration of CSORC.

2. Commodore's Address

The Commodore noted the award to the CSSA of the Hayward Trophy for the best performance by a Sports and Leisure Body of the CSSC, presented by Sir Gus O'Donnell, Chairman of the CSSC.

The Offshore Racing Club had suffered a severe blow when it had become necessary to sell the yacht, *Wave Train*; unfortunately this had taken time and the sum realised was less than had been expected. CSORC was now actively planning to compete in a series of races during 2007 using chartered yachts.

Work to reconcile CSSA membership details with CSSC records indicated that the CSSA would experience a serious loss of members, with a resulting reduced income. It was hoped that the eventual loss would be less than currently appeared, but that would only be possible if the considerable effort of the Membership Secretary, Ken Pavitt, was supported by all involved.

This AGM would see the formal departure from office of two distinguished officers who had served the Association for many years in a number of roles: Clive Press, recently Rear-Commodore Offshore, and Ted Giles, recently editor of CS-Sailing. They were fine examples of the volunteers who had built up the Association and the Commodore commended them to the meeting. Clive Press had previously been appointed as an Honorary Life Member of the Association when he retired as Treasurer. Ted Giles would be proposed for Honorary Life Membership later in the meeting.

CS Sailing had reported that several of the CSSA Clubs and Divisions had actively encouraged and supported sailing by youngsters. The Commodore had been impressed by the results some of them had achieved. Other youngsters had followed this path and had subsequently become National and International Champions; it was unfortunate that they had not followed their parents' footsteps and become Civil Servants!

This year would mark the Golden Jubilee of the Association. The IDOR was likely to attract a record number of entries, and would be followed by a Celebration Dinner at the Royal Corinthian Yacht Club. It was hoped that the Dinghy Championships at Netley would also attract a record entry, where arrangements had been made to accommodate more competitors with camping facilities. The Association proposed to produce a booklet to commemorate the Association's progress from an idea by its founder, Ann Kahn, MBE, to its present well established state, with more and better clubs, several yachts, and much more sailing.

The Commodore looked forward to attending many of the Association's events and planned to compete in the Dinghy Championships.

3. Minutes of the 48th AGM

The draft minutes of the last AGM had been published in CS-Sailing, Vol 43, No 2, May 06. Chris Malone proposed and Mike Childs seconded the motion that the minutes be accepted. Passed nem con.

4. Adoption of the 2006 Annual Report

The Annual Report (Attachment 3) had been published in CS-Sailing, Vol 44, No 2, March 07. Brian Conroy proposed and Anna Wetherall seconded the motion that the report be accepted. Passed nem con.

5. Treasurer's Report and Adoption of the 2006 Annual Accounts

Brian Grubb introduced the full Annual Accounts (Attachment 4), a summary of which had been published in CS-Sailing, Vol 44, No 2, March 07. The accounts had been prepared on a more detailed basis than before, and submitted for the first time for commercial audit. The auditors had given an unqualified clearance. Don Rayson proposed and Mike Childs seconded the motion that the Treasurer's report be adopted. Passed nem con.

6. Election of Officers and Committee Members

The Commodore's term of office ran until Apr 08. The nominations had been published in CS-Sailing (Vol 44 No.2); Jeff Hershel had withdrawn. There being no other nominations, the other Officers and committee members listed in Attachment 5 were declared elected.

(Change to published Agenda Order of remaining Items)

7. A Motion to amend the CSSA Constitution

Rule 9 (1)(b) - Delete 'one or more Honorary', so that the rule read 'appointing Auditors'

Rule 14 (4) - Substitute the whole of the rule with the following: 'Financial Statements as at 31 December shall be prepared annually on behalf of the General Committee by the Honorary Treasurer. They shall be prepared in accordance with United Kingdom Generally Accepted Accounting Practice and be subject to audit. The audited financial statements shall be submitted to the Annual General Meeting of the Association.'

In order to bring the Association's Constitution into line with current financial practice, the Association should be professionally audited. Brian Grubb proposed and Peter Chapman seconded the motion that the Constitution be amended. Passed nem con.

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 Peter Chapman seconded that C M Fellows Ltd be reappointed Auditors for 2007. Passed nem con.

9. A Motion to appoint Ted Giles an Honorary Life Member of the CSSA.

In recognition of his service to the Association, (Citation at Attachment 6) Peter Chapman proposed and Clive Press seconded the motion. Passed with acclamation.

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

Following closure of the AGM, several announcements were made.

Membership.

In response to a question, the Membership Secretary reported that there were approximately 1250 members of CSSC paying 2 shares at current rates for CSSA and approximately another 250 members paying at frozen rates. The membership numbers were still being assessed.

Offshore Secretary.

Although there had been no formal nomination for the post of Offshore Secretary by the closing date, Anna Wetherall had subsequently volunteered for office and her co-option would be recommended to the Committee.

CSORC.

The new Captain of CSORC, Trevor Drew, expressed CSORC appreciation for the support it was receiving from CSSA and invited CSSA members to participate in CSORC activities.

General Secretary
J. M. F. Figgures
April 08

Commodore
A. Allan
April 08

CSSA ANNUAL REPORT 2007

Introduction

The Association celebrated its Golden Jubilee in 2007. Our first half-century has seen the establishment of clubs in several parts of the country, and their further development. Training programmes have produced a flow of qualified sailors who have exercised their newly acquired skills. Dinghy members regularly compete in a range of events, while CSSA yachts cruise the Baltic, North Sea, Irish Sea and Western Scotland, the Channel and the coast of North-Western Europe. Many members also enjoy excellent facilities for their own vessels. All this has been made possible by the voluntary efforts of members in many capacities, and our thanks are owed to all of them. The year was marked by broadening the entry for the IDOR series, increasing capacity for Dinghy Championship sailors, and a lunch attended by Officers and Trustees of the Association. Ann Kahn MBE, our founder, was the Guest of Honour.

The AGM in April brought a number of changes to your General Committee: Rob Stephens took over as Rear-Commodore (Offshore), and John Figgures as General Secretary. Later, Anna Wetherell became Offshore Secretary, David Richards became Editor of CS-Sailing and John Magraw agreed to become PRO.

The year ended with the forthcoming departure from office of Peter Chapman, most recently Vice-Commodore, and former holder of several CSSA posts. His in-depth knowledge of CSSA and its history will still be missed but will continue to be available. Our thanks go to him and all other members who have played their part in serving the Association and its members.

It was with sadness that we reported the death of John Jones, a founder member of CSSA and, for 33 years, Commodore of Littleton SC Club, who died in July. His lifetime of dedicated service to CSSA and to the Littleton Club was widely honoured throughout the CSSA sailing circle and local Community. We were also sad to learn that Katie Allan, the wife of our Commodore and a well established artist and keen sailor, died in November.

Civil Service Sports Council (CSSC)

The CSSA has cause to continue to be grateful for the efforts and support of the CSSC, much of the work of which is not apparent to most members. However, one tangible outcome of our relationship was its formal agreement for the sale and replacement this year of the CSD yacht *Sea Essay* (necessary because it owns 'our' three yachts), and its guarantee for our bank loan towards the new yacht's purchase. The new *Sea Essay*, was commissioned in April by Katie Allan.

The work for the CSSA over many years of Clive Press (formerly Rear-Commodore (Offshore) and of Ted Giles (former Editor of CS Sailing) was recognised by the CSSC's award to each of them of Certificates of Recognition, presented by the Chief Executive, Marian Holmes, in December.

CSSA Membership

For the last 2 years, the CSSA and CSSC have conducted a combined exercise to compare, update, and rationalise their respective membership databases. Notwithstanding a great deal of work by Ken Pavitt and the CSSC team, it has so far not been possible to confirm the current CSSC membership of some 1,600 now former-CSSA members; although further efforts to reduce this number are being made by direct contact and with the help of club membership secretaries, that is the extent of the potential loss. At year end, the number of verified full members of CSSA paying the two-share 'Membership Plus' rate to CSSC stood at a little over 1400.

Publicity

Failure to find a member willing to produce and send out publicity material in the early part of the year was a considerable problem, but a three-page article about the CSSA, accompanied by photographs, was published in the Spring edition of 'Leisure Scene,' the CSSC's magazine.

Health & Safety

Martin Hugo, a 5KSC member, elected as the CSSA's first Safety Officer, is now bringing his HSE experience in health and safety matters to bear on the Association's activities. In particular he is helping develop accident/incident investigation and reporting procedures following the recent Wave Train incident, and assisting in the development of risk assessments.

DINGHY SAILING

The Victory Trophy Tournament between three-boat dinghy teams representing the Navy, Army, RAF and CSSC, took place in April, and was won by the Royal Navy. (As in the America's Cup, there is no second place.) The CSSC team, captained by Damian Boreham, battled well, as also did a crew from Littleton SC, although the host club was ineligible for the trophy. Conditions were so ideal that competitors continued to race even after the event ended.

43 dinghies competed in the CSSC & CSSA Dinghy Championships on Southampton Water in July, hosted by Netley Cliff SC. Ideal conditions on the Saturday were followed by a sunny but windless Sunday morning. The wind came suddenly in the early afternoon, rising quickly to W4 and then 5. The CSSC Dinghy Champions were Roger and Elizabeth Pescod in a Taser; overall Winners were Mark Maskell and Jon Watkins in a Fireball. Littleton narrowly beat Fishers Green SC for the Littleton Bell. The committee and members of the host club combined as usual to ensure smooth organisation of the event and excellent hospitality.

The notable achievements of club members, recorded in club reports, show again that our youngsters outshine their elders.

Fishers Green Sailing Club (FGSC)

2007 was quite a year for the success of FGSC sailors. Josh Pistol won the Cadet Class National Championship, Sam Brearey won Gold and Jonny Moss Silver in the 420 Youth Europeans, and other members of our Cadet Squadron won numerous other trophies in the course of their participation in the Cadet Worlds and sundry other Open Meetings. Their elders had successes in Fireball and Solo Championships and Open Meetings, the CSSA Championship at Netley and at Salcombe Regatta. In addition, an FGSC crew put together by parents from the Cadet Squadron entered the CSSA Inter-Department Offshore Race and came home with two "pots"!

Richard Turner, club Safety Officer (Water) and Steve Proffitt, former Cadet Squadron Captain, were recipients of RYA Outstanding Achievement Awards – Richard, for his contribution to Safety Powerboating at FGSC and elsewhere and Steve, for his work in building the FGSC Cadet Squadron and, subsequently, as Chairman of the UK Cadet Class Association, which latter included a lead role in the organisation of the 2007 Cadet Worlds.

Membership numbers fell a little in 2007, but remain well within the "comfort zone". The project to extend the available space and enhance the comfort and appearance of the Clubhouse has almost been completed. Officers continue to work with CSSC Eastern Region to bring FGSC to the notice of their members and encourage interest and participation in dinghy sailing.

Hooe Point Sailing Club (HPSC)

Membership, around 126, was stable for 2007. , Yacht Racing had a good season, with entries frequently in double figures. Particularly pleasing, was a best ever turn-out of seventeen yachts for the Regatta. Dinghy Racing, however, had a disappointing year, although numbers picked up towards the end of the season. The Club had a successful cruise to Guernsey, rounded off by a homeward leg in thick fog all the way, an experience apparently to be missed!

The Club's moorings were again full, with a waiting list. More than 50 yachts have been accommodated on fore-and-aft trots and mud berths. 30 sailing dinghies were removed from site for the winter, enabling 76 vessels to be craned or hauled ashore.

With the granting of a five year lease, the opportunity has been taken to improve facilities ashore. Members are fitting toilet, changing and shower, facilities to a newly-acquired portacabin.. The Club has also obtained 5 redundant MOD pontoons. A Plymouth boatyard has taken most of the old pontoons away. A grant and loan from CSSA has enabled the club to replace its ageing safety boat, and the demise of the facilities at Beacon Down enabled the replacement of clubhouse lounge chairs and tables.

Jumbles Sailing Club (JSC)

2007 has proved to be another good year for Jumbles Sailing Club: a full reservoir all year, a busy racing programme and a number of enjoyable social gatherings.

The year started off with the Christmas Cracker novelty race where it is more important to have the best dressed dinghy and crew than to win the race. This year's display was outstanding with more Santas, helpers and snowmen than you could throw a Christmas pudding at. The Boxing Day 'Icebreaker' was, as usual, strongly contested.

February saw the laying up Supper where we welcomed the Commodores of Bolton Sailing Club and Delph Sailing Club to our annual dinner and prize-giving. Absent prize winners were represented by some of our younger members and a cartoon cut out of the missing sailor. Sailing never really stops during the winter months and the racing season recommenced in March. The annual weekend at Lake Windermere attracted 22 dinghies for the Lake District Trophy race. A work party made short work of the refurbishment of the club's jetty – necessary after seven years of use by club members and abuse by the local goose population - and the installation of a safe fuel store for the rescue boats. As yet, the club's lease (from United Utilities to the CSSC) has still not been renewed.

Littleton Sailing Club (LSC)

A full, innovative and well supported, sailing programme was run every normal weekend, and there was the usual Summer Thursday evening Twilight series. Littleton also hosted the inter-Service Victory Trophy team sailing event and won the Littleton Bell at CSSA Dinghy Championship. Many LSC members were successful on their own account in winning or being highly placed in national and international events.

The Charter and Training fleet increased in number and was renewed in part. Special emphasis was given to sailing for young sailors and providing a pathway for new sailors by offering boats from the Club's Approved Classes for taster periods of charter. A programme of pontoon renewal and upgrade was started using prefabricated industrial products. Dutyman, an internet-based Club Duty Management database, has been instrumental in facilitating duty changes and has also reduced the number of members who were previously unable to do their duties. The Club assisted other water borne organisations in the Community by assisting them to run events on our water. This is positive publicity for future membership. Littleton SC secured renewal of recognition as a RTE by

RYA. RYA Safety Boat support operations has produced an admirable number of graduates; RYA Level 1 & 2 certification courses continue for all sailors.

2008 marks the club's 50th Anniversary. A programme of celebration has been devised with the central theme of publicity to acquire new Members which will help us to flourish.

Netley Cliff Sailing Club (NCSC)

2007 proved another successful year for NCSC, despite the challenging summer weather. The cruisers planned programme of events was badly hit by the poor weather, although ironically the challenge for those competing in the Autumn Shield was to move anywhere in the right direction there was so little wind. On the other hand, the dinghy events went mostly to plan and were relatively well attended. The weather even decided to co-operate for the Kids Regatta.

There were no new shore-side initiatives this year, given what has been undertaken over the last few years. However, maintenance work always needs to be done and as usual the Club's members rose to the challenge.

All the social events have been well supported. This year saw the departure of a couple of members who has previously been pivotal in the organisation of the kids events, but it was good to see a number of newer members stepping forward to provide some great ideas and entertainment for our younger members.

OFFSHORE MATTERS

ECYD, 5KSC and CSD all pursued extensive sailing programmes and have again held a number of Competent Crew, Day Skipper and Coastal Skipper courses, together with a variety of other formal and informal courses. The ECYD yacht, *Freyja*, and the Association's first yacht, *Melanie*, both spent some days in Cowes during the IDOR, enabling the race crews to see old and the new examples of the CSSA fleet. The CSD yacht, *Sea Essay*, also made a brief visit.

Following the sale of *Wavetrain* last year, very little offshore racing has been carried out, and no CSSA representative crews were entered for any event. Although a new committee has formed in CSORC, the future of the club is still seen as uncertain.

During the year, two members were approved as offshore skippers and three as coastal skippers. This is again a disappointing total and, if the trend continues, will in time result in a reduction of the sailing opportunities the Association can offer. Reflecting the more general exercise ongoing to rationalise the CSSC/CSSA membership records, work has started on reviewing the Approved Skipper records in an attempt to build an accurate picture of the numbers and trends in the skipper population.

The CSSA Sea School remains very active and there has been a net increase of one Cruising Instructor during the year. The annual skippers' training day continues to prove popular and is an opportunity to discuss topical issues.

The 5KSC yacht, *Artful Dodger*, suffered an engine fire while at sea and the rescue services were called. In a good example of the value of training and good crew management, the fire (in the engine starter motor) was extinguished and the boat recovered to the nearest harbour without injury or further damage. The incident was fully reported to the appropriate organisations and will be used as a "lessons learnt" example at the next skippers' training day.

Inter-Departmental Offshore Regatta (IDOR)

IDOR 2007 was scheduled for Monday 21st May to Friday 25th, using a matched fleet of chartered Sunsail 'Sunfast 37' yachts, and with crews able to take over the boats on Sunday evening. The participants this year included entries from GCHQ, HMRC and the Health and Social Security Recreational Association (HASSRA, for the DH and DWP), Rutherford Appleton Laboratories, DEFRA Veterinary Laboratories, HSE and the Meteorological Office. Crews from three CSSA clubs - Littleton Sailing Club, Fishers Green Sailing Club, and the Civil Service Offshore Racing Club (CSORC) also participated. The crew winning the premier award, the Seal Memorial Bowl, came from the Meteorological Office skippered by William Collins (son of a former CSSA Vice-Commodore).

Channel Sailing Division (CSD)

The 2007 season was the first with the new *Sea Essay* and, although sailing did not start in earnest until mid-April, a full programme of charters, sea time, courses and day sails was achieved. In total, *Sea Essay* was in use on 194 days which included ten weeks based at St Malo for the summer cruise. She is proving to be a quick and lively boat and impressions have been generally favourable.

The number of members sailing remained static although 15 new members sailed for the first time. 22 skippers took the boat out which included 1 new skipper. 26 students took part in various courses and 3 Competent Crew, 7 Day Skipper and 5 Coastal Skipper course certificates were awarded. In addition 3 candidates (1 CS and 2 YM) were successful in their skipper assessments.

CSD remains in a healthy financial position.

East Coast Yacht Division (ECYD)

Freyja travelled 4,815 miles during the 2007 season with a utilisation rate of 93%. The log book shows that she stayed in 66 different ports during 209 days sailing. Over the winter refit, two steps were fitted to the bottom of the mast to help the vertically challenged attach the halyard to the mainsail. An AIS engine and Radar enhancer were the main upgrades fitted.

27 RYA certificates were issued ranging from Start Yachting to Coastal Skipper to Radar. We also have two new Cruising Instructors. Several informal Boat Handling courses were run and a Passage Planning course was held at the beginning of the season. The usual rallies were held in the Spring and Autumn which together with our AGM and meal are the main social events of the year when we get to meet more than four or five other Division members at one time.

The 'long trip' this year went to Brittany starting out from the East Coast in mid May. *Freyja* arrived in the Solent in time for the CSSA's 50th anniversary celebrations at Cowes during the IDOR week. She then continued on her way to her most southerly port, La Rochelle, and returned to the East Coast by mid September. The 'long trip' involved 17 changes of crew and 14 skippers, a tribute to Hilary Tyrrell's organisational skills and persistence. *Freyja* is now on the hard at Fox's for 2007/2008 maintenance and refit.

CS Offshore Racing Club CSORC)

CSORC has re-established its mission to offer a unique sailing experience by offering racing opportunities to members of all the other CSSA clubs. .

In the 2007 season, club members made a strong entry in the IDOR, with a CSORC-crewed yacht. The yachts entered by the Veterinary Laboratory and Littleton SC each had CSORC racing

skippers. CSORC members also joined club Treasurer, Richard Palmer, to take on the challenge of the world famous Fastnet race in his J109 'Jangada Too'. (The season's campaign had started the year before, with the Cherbourg RORC and continued in the 2007 season, with RORC qualifying races to Le Havre, Jersey & St Malo, along with RYA training in First Aid and Sea Survival.)

With the Met office issuing a severe weather warning and winds forecast to gust 50-60 mph the start of the Fastnet race was delayed by 24 hours. Gale force winds struck the fleet during the first night along the South Devon coast. With talk over the radio of lifeboats launched, dismastings, broken legs, and numerous boats retiring, combined with a member of our crew ill, the prudent decision was taken to seek shelter in Plymouth, thereby joining another 210 yachts that also retired from the race. Only 80 mainly larger yachts battled on to complete this epic race. CSORC members taking part raised over £1300 in aid of the Gipsy Moth IV fund.

Five Kingdoms Sailing Club (5KSC)

The season was satisfactory with the Club selling sufficient berths aboard Artful Dodger to cover the operating costs, to make a substantial repayment against the loan from CSSA and to generate sufficient additional funds to cover some upgrading of Artful Dodger prior to the 2008 season. Income in 2007 fell short of the business case predicted for purchase of Artful Dodger by about £3,000. This was a slightly better situation than for 2006. There was a notable trend away from cruising and into training – a trend looking set to continue into 2008. 5KSC was continuing as a viable business operation providing civil servants with opportunities for sail cruising a racing.

Portsmouth Offshore Group (POG)

The weather was the dominating factor for POG in 2007. During April and a bit of May, mostly when members were busy fitting out for the season, the weather was superb and everyone looked forward to sailing for the remainder of the season in those conditions. However, the main theme was of ruined summer cruises, boats stuck waiting to cross the channel, boats stuck across the channel waiting to get back, and unrelenting wind and rain that kept many boats tied to the pontoons.

However, members were for the most part lucky in having brief spells of brightness for the main rallies of the season. Those who endured a F6 bash on the nose were rewarded with the hospitality of the Island Sailing Club for the Cobweb Rally. The Folly Jolly was enlivened with a wonderful display from the Red Arrows (IOW festival time!). The Newtown Rally happened at POG due to the weather. The Nab 'n Back Race had wonderful conditions of warm F3ish breezes. The Round the Cans Race started as a drift and ended with 19 knots of wind but was good fun. The late season rally to Yarmouth was blessed with good weather but that to Lymington for the season ending event was vigorous, but pleasant once in the Lymington Town Club House.

There were few obvious changes to the fabric of the club but the normal busy schedule of maintenance via work parties ensured that wearing pontoon boards were replaced, extra lighting was installed and all things needing a check up and clean were checked and cleaned. The Management Committee conducted a business review of the club and made extensive changes to ensure that the club officers who allocate moorings, record members and take care of finances, had duplication eliminated, as also were small fees. A single club database is now all but finished and will shortly "go live".

CSSA TREASURER'S REPORT and ABRIDGED FINANCIAL STATEMENTS FOR 2007

2007 Results

1. The Association's surplus for 2007 was £9,571, compared with £10,729 for 2006 (as restated - see below). There were no 'exceptional' items of income or expenditure in 2007 whereas 2006 operating income exceptionally included £7,027 refund of Stamp Duty Land Tax in connection with the Portsmouth Offshore Group site, and expenditure exceptionally included £1,342 in administrative costs to cover partial repayment of the SDLT refund (determined on re-assessment by HMRC); £5,426 in legal fees; and a provision of £6,500 for the expected shortfall in loan repayment by CSORC. Without these exceptional items the 2006 surplus would have been £6,241 greater. By contrast, although not exceptional, 2007 figures include expenditure on grants of £6,500 (against nil in 2006).

Restatement of 2006 Results

2. As result of additional efforts to collect Associate Membership subscriptions due to the Association, arrears of £3,733 were collected in 2007. £600 of these related to 2006 and £3,133 to earlier years. None of the arrears had been accrued in past years' accounts and their inclusion in 2007 would have been contrary to stated accounting policy - and would have materially distorted income. Accordingly, 2006 comparative figures have been restated to include the additional £600 Associate Membership subscription income, increasing the surplus for the year to £10,729. And the General Fund brought forward at 1 January 2006 has been increased by £3,133 for the amount of the arrears relating to earlier years. Corresponding adjustments have been made to 2006 debtors and elsewhere in the accounts.

2007 Financial position and highlights

3. The Association's financial position remains strong and it has substantial reserves. Financial support for its clubs continues to be mainly in the form of loans. No new commercial borrowings were taken during the year and the Association was able to make early repayments of £50,000 on existing borrowings without penalty. Such borrowings had been taken to finance interest-bearing loans to Divisions and the repayments were translated into interest-free loans to the Divisions concerned, saving them significant amounts of interest. In addition, a final tranche of £24,560 was provided as an interest free loan to the Channel Sailing Division towards the purchase of its replacement yacht, and £6,000 as an interest-free loan to Hooe Point Sailing Club (HPSC) towards a replacement rescue boat. The provision of £6,500 made in 2006 against partial under-recovery of a loan made to CSORC proved sufficient, and CSORC repaid the whole of the remaining balance of £33,140 in 2007 on the sale of its yacht.

4. In addition to interest-free loans the Association made grants of £6,000 to HPSC – also towards its replacement rescue boat - and £500 to Fishers Green Sailing Club to help sponsor two of its members, very successfully, in international competition. Support has also been given towards training costs in the offshore divisions to keep instructors up to date.

The Future

5. It is envisaged that future financial support will continue on similar lines. For this reason, as a matter of policy, the Association aims to retain a minimum of around £65,000 in its bank and

deposit account reserves. This is to allow for any difficulties that Divisions may face in matching the repayments that the Association is committed to paying on its commercial borrowings; provide short term loan financing for divisional projects; and be a safety net against unforeseen contingencies suffered by the Association or its clubs. Within those constraints and other operational requirements the Association aims to make as much of its reserves as possible available to member clubs by way of interest-free loans, so that clubs rather than the Association receive the benefit. And to the extent that its limited annual income allows, the Association is prepared to consider making modest grants towards specific projects where there is a case to do so.

6. A joint CSSC/CSSA exercise to establish CSSA's true membership numbers has yet to be finalised. However, results suggest that past figures on which Membership Grant – the Association's main income source - has been based may have been substantially overstated. This might lead to calls for a future reduction in grant although the Association has a strong case for maintaining the present level. No indications have yet been given by the CSSC.

7. A motion to reappoint CW Fellowes Limited as auditor for 2008 will be proposed at the annual general meeting.

Financial Statements

8. The Income and Expenditure Account and Balance Sheet for the year ended 31 December 2007 are attached. They are drawn directly from the audited financial statements. Copies of the full (12 page) financial statements - including the Audit Report (which contains an unqualified audit opinion), Cash Flow Statement and Notes - will be available at the forthcoming AGM. Copies may also be obtained as follows:

By e mail request to grubbs@stcross.fslife.co.uk

By provision of an SAE (A4 envelope) to me at:

64 St Cross Road
Winchester
Hants
SO23 9PS

Brian Grubb
Honorary Treasurer

12 March 2008

CIVIL SERVICE SAILING ASSOCIATION**Income and expenditure account for the year ended 31 December 2007**

	2007	2007	2006	Restated 2006	Restated
	£	£	£	£	
Income					
CSSC membership grant		23,535		22,849	
CSSC representative events grant		3,664		8,957	
Associate membership subscriptions		3,996		4,133	
Training income		-		87	
Interest on bank deposits		3,191		3,054	
Other Income		43		7,143	
		<u>34,429</u>		<u>46,223</u>	
General Expenditure					
Committee costs		3,058		3,630	
Other administrative costs		1,406		7,865	
Functions		1,210		787	
Grants funded by CSSA		6,500		-	
Training expenditure		995		952	
Magazine		6,843		4,948	
Advertising and publicity		464		445	
RYA subscription		366		354	
Loan default provision		-		6,500	
Trophies and citations		352		242	
		<u>21,194</u>		<u>25,722</u>	
Representative events expenditure					
Offshore racing		-		6,350	
Dinghy championships		1,705		1,669	
Victory Trophy		634		815	
Interdepartmental offshore races		1,325		938	
		<u>3,664</u>		<u>9,772</u>	
Gross Surplus			<u>9,571</u>		<u>10,729</u>
Loan interest and rents					
HSBC loan interest and charges		11,888		16,711	
Less: amounts recharged to divisions		(11,888)		(16,711)	
		<u>-</u>		<u>-</u>	
CSSC rents		64,922		64,922	
Less: amounts recharged to divisions		(64,922)		(64,922)	
		<u>-</u>		<u>-</u>	
Net Surplus to General Fund			<u>9,571</u>		<u>10,729</u>

CIVIL SERVICE SAILING ASSOCIATION**Balance sheet at 31 December 2007**

	2007	2007	Restated	Restated
	£	£	2006	2006
			£	£
Loans to Divisions				
CSSA-financed interest-free loans	157,925		138,130	
HSBC-financed interest-bearing loans	128,513		224,367	
	<u> </u>	286,438	<u> </u>	362,497
Current Assets				
Chandlery stock	858		1,066	
Sundry debtors	71,822		72,945	
Deposit accounts	102,887		111,884	
Bank current account	5,214		7,187	
HSBC current accounts	1,303		2,932	
	<u> </u>	182,084	<u> </u>	196,014
Current liabilities				
Sundry creditors	43,640		47,640	
Corporation tax due	788		495	
	<u> </u>	44,428	<u> </u>	48,135
Current assets less current liabilities		137,656		147,879
Total assets less current liabilities		424,094		510,376
Long term liabilities				
Loans from HSBC		128,513		224,366
Total assets less total liabilities		295,581		286,010
		<u> </u>		<u> </u>
General Fund				
Balance brought forward		286,010		275,281
Surplus for year		9,571		10,729
		295,581		286,010
		<u> </u>		<u> </u>

Brian Grubb**Honorary Treasurer - for and on behalf of the General Committee****12 March 2008**

6. Election of Officers and Committee Members

<u>Nominations</u> (see notes below)	
Commodore (<i>See Note 1 below</i>)	Alex Allan
Vice-Commodore	Robert Stephens
Rear-Commodore (Offshore)	
Rear-Commodore (Dinghy)	
General Secretary	John Figgures
Treasurer	Brian Grubb
Offshore Secretary	Anna Wetherell
Dinghy Secretary	
Membership Secretary	Ken Pavitt
Public Relations Officer	
Training Officer	Peter Burry
Safety Officer	Martin Hugo
<u>Members</u>	John Hall
	Chris Malone
	David Richards
	Peter Shuttleworth

<u>Current Divisional Representatives</u>	
CSD	Eric Smith
CSORC	Trevor Drew
ECYD	Jean Rehill
FGSC	Brian Conroy
HPSC	Alan Pitt
JSC	James Hodgkiss
LSC	David Hartland
NCSC	Paul Clark
POG	Mike Childs
5KSC	Paul Brereton

Notes:

1. The Commodore is elected by the General Committee and, we are pleased to report, has recently been re-elected to serve for a further three years
2. The Vice-Commodore is also elected for a term of three years, Rear-Commodores for two years.
3. Until it became clear that Rob Stephens' nomination for office as Vice-Commodore was the only one, it was uncertain that there would be a vacancy for the office of Rear-Commodore (Offshore). Now that there will be a vacancy, the General Committee proposes to co-opt Chris Malone to that office.
4. Subsequent to the closure of nominations for the General Committee, it was learned that Edwin (better known as Eddie) Pope would be willing to serve as Rear-Commodore (Dinghy Sailing). The General Committee proposes to co-opt Eddie Pope to that office.
5. The General Committee proposes to co-opt David Richards to serve as PRO, but is pleased to report that he will continue as Editor of CS Sailing. (It is now very important that we pay considerable attention to increasing awareness of the opportunities for sailing by CSSC members and their families. David would welcome the assistance of any Association members willing to support this PRO role. Please contact him directly.)
6. Each Division has a seat on General Committee, filled by a representative appointed by the Division's Committee.
7. The Chief Executive of the CSSC, Marian Holmes, has an ex-officio seat on the General Committee

5 Kingdoms Sailing Club www.5ksc.com

The northwest yacht division of the Civil Service Sailing Association

Our yacht, *Artful Dodger*, 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

5KSC's programme for 2008

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

spent aboard *Artful Dodger* in lieu of the

Introduction To Sailing*	16 – 23 August	Largs
Competent Crew	17 – 24 May	Oban
	12 – 19 July	Largs
	26 Jul – 2 Aug	Largs
	16 – 23 Aug	Largs
Day Skipper	17 – 24 May	Oban
	12 – 19 July	Largs
	26 Jul – 2 Aug	Largs
Coastal Skipper	28 Jun – 5 Jul	Largs

subscriptions paid by full members of CSSA.

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)

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 - dav3mor@fsmail.net

Other 5KSC news

Warmer hands and cooler beer! – For the 2008 season *Artful Dodger* will boast a brand new diesel powered heating and hot water system *and* a new fridge / freezer unit.

Available for charter - The weeks 21 – 28 June and 5 – 12 July are currently free and

available. CSSA Approved skippers can privately charter *Artful Dodger* 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 Dodger* from 19 -22 July and has a spare berth (£96 for CSSA members). Or why not join him for a whole week's cruise (19 – 26 July) – just £224 for CSSA members.

Too Late! – but hurry! – The Coastal Skipper refresher and exam week (2 – 9 August) is now *fully booked*. However if you're looking to step up from Day Skipper there are still a couple of berths available on Len Cresswell's RYA

Coastal Skipper Practical course (28 June -5 July) - £308 for CSSA members.

Locked in? – Delays to the work on the lock gates at Liverpool marina are threatening to disrupt our early season programme (i.e., we can't get out). The escape committee will meet soon. A tunnel has been suggested. But even if

it means taking *Artful Dodger* to bits and rebuilding her in Oban, we're determined to be in Scotland in May.

For bookings and latest information on yacht and berth availability contact Dave Moran - dav3mor@fsmail.net

Or check out our website –

www.5KSC.com

<i>Artful Dodger's</i> Calendar Summer 2008			
Saturday Changeover Dates	Type of Trip	Handover Ports	Skipper
3 May	CB – Delivery	Liverpool to Oban	E Deyes
10 May	PC – Private charter	Oban	M Metcalfe
17 May	CC/DS	Oban	Peter Doyle
24 May	PC - Private charter	Oban to Largs	P Brereton
31 May	PC – Private charter	Largs	J Murray
7 June	PC- Private charter	Largs	Peter Doyle
14 June	PC – Private charter	Largs	A Taylor
21 June	Available for charter	Largs	
28 June	CS course	Largs	L Creswell
5 July	Available for charter		
12 July	SC or CC/DS course	Largs	Steve Wing
19 – 22 July	CB or IS/CC course	Largs (Clyde Muster)	P Brereton
22 – 26 July	SC or IS/CC course	Largs	P Brereton
26 July	SC or CC/DS course	Largs	P Doyle
2 August	CS/YM Exam	Largs	L Creswell
9 August	PC – Private Charter	Largs	A Taylor
16 August	SC or IS/CC course	Largs	P Doyle
23 August	CB – Delivery	Largs to Liverpool	E Deyes
30 August	Maintenance		

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. Details to be announced – or check out our website

(**Weekend 2-day cruises usually depart early evening on Friday for an overnight passage and return during the day on Sunday to arrive late evening in Liverpool).

- 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)

5KSC Officers			
Captain:	Secretary:	Treasurer:	Crew Bureau:
Paul Brereton	Vacant	Martin Hugo	Dave Moran
paul.brereton@hse.gsi.gov.uk		m14@btinternet.com	dav3mor@fsmail.net

Civil Service Offshore Racing Club (CSORC)

Looking for something a little more exciting than cruising a yacht around the Solent or across the Channel? Ever thought of racing it?

The CSORC was formed to provide access to yacht racing for people employed within the Civil Service. The club identifies a skipper for a race, then finds a crew and hires a yacht.

Inshore races take place on weekends during the spring and autumn. The crew practice together on the Saturday with the race taking place on the Sunday in the Solent.

Offshore races are organised by the Royal Ocean Racing Club (RORC) or the Junior Offshore Group (JOG) and are held during the summer months, CSORC is planning to enter a selection of these. The racing programme below shows the details.

These offshore events offer a real taste of living at sea, with a competitive edge and normally a taste of French cuisine and wine on arrival. The sail home is often as eventful

as the race itself but is more relaxed and is an ideal opportunity to change jobs and gain experience in other aspects of sailing.

CSORC welcomes beginners as well as the more experienced. There are various jobs to be done in a race usually with time to practice.

If you're interested in racing, either as crew, or skipper under the CSORC banner, please speak to Nick Bowles in the first instance, details below or on the web site: _

<http://www.csorc.org>

CSORC AGM

The club held its AGM at The Raven Hotel, Hook on 22nd February.

The Captain, Trevor Drew, reported that it had been a quiet year for the club with an entry in the Interdepartmental Offshore Regatta (IDOR) in May and an entry in the Fasnet Race on the Treasurer's yacht. This had been abandoned off Plymouth (with about 200 other yachts) due to bad weather. The

club had developed an outline racing programme for 2008 to reflect its changed circumstances. Robin Miller has stood down from the position of Secretary. The Captain recorded his gratitude to Robin for leading CSORC for the 23 years since its foundation in 1985. The committee wish him well for the future.

Now that the club charters yachts from companies that may have different skipper competency requirements to those of the CSSA, the meeting decided that the CSSA's standards would prevail.

The planned 2008 racing programme

The 2008 racing programme is shown below. These events will require early commitment on the part of skipper and crew. However we can be flexible in the boats we sail.

May 2 nd	offshore	St Vaast
June 1 st -6 th	inshore & offshore	IDOR
June 14 th	offshore	Weymouth JOG
June 28 th	offshore	Round-the-Island
July 11 th	offshore	RORC St Malo
July 19 th //20 th	inshore	Sunsail Racing Series 4
August 16 th /17 th	Inshore	Sunsail Racing Series 5
September 5 th	offshore	Cherbourg RORC*
September 6 th /7 th	offshore	Poole JOG
October 18 th / 19 th	inshore	Sunsail Racing Series 6
October 25 th /26 th	inshore	Sunsail Racing Series 7
November 8 th /9 th	inshore	Sunsail Racing Series 8

*The Cherbourg RORC is a qualifying race for the 2009 Fastnet which we hope to enter. Priority for places in this race will be given to those who have committed to the 2009 Fastnet.

Skippers and crews interested in taking part in any of these races, please contact Nick Bowles, the CSORC Crew Bureau, on 01483-306954 or send a completed form (on the last page of the **June 2007 Racing Times** or on the CSORC website under membership) to his home address.

Do please keep an eye on the website for latest racing details and prices: - <http://www.csorc.org>,

Channel Sailing Division (CSD)

Please see our website, www.channelsailing.org and our latest Training Newsletter (*inserted in the printed edition of Civil Service Sailing*) for details of our current sailing opportunities.

Scottish Civil Service Cruising Club - 2008 Programme

This year we aim to continue our programme of various sailing opportunities with weekend and longer trips on the Clyde, sails on the West Coast, and our weekend rally with 5KSC folk.

Cruising Weekends: Firth of Clyde			Estimated costs **
*Kip -	Westerly Tiger 25'		£25/day
		12 – 13 April	
		17 - 18 May	
		5 – 6 July	
		9 – 10 August	
		23– 24 August	
		20 - 21 Sept	
Clyde Rally Weekend		18 - 20 July	

** £15/day introductory price to potential members wishing to try sailing (first trip only – max 2 days)

Cruising Weeks: Firth of Clyde			Estimated costs
Faslane	Bavaria 36'	25 April – 1 May	t.b.a
Largs -		23 – 29 June	
		13 – 20 July	t.b.a
		3 – 10 August	
Oban	Jeanneau 43'	24 – 31 May	t.b.a
West Coast Trip		22 May – 22 June	£25/day

*The Westerly Tiger is scheduled to sail from Kip on or about 22 May through the Crinan Canal to Oban returning to Kip by 22 June. This will have separate legs skippered by SCSCC & NELSC folk. Further details available from the Secretary.

Holiday Cottage on Skye: in addition there is the opportunity to rent a cottage on Skye. The terms are weekly.

There is also the opportunity for RYA practical courses through our connections with 5KSC.

There may well be other sails - we can put you in touch with other Civil Service sailing opportunities in Scottish waters. Further information regarding the Club, details of the above programme and other sailing opportunities in Scottish waters can be obtained from the Club Secretary: -

Roger Ede.

(Contact details see printed copy of magazine or CSSC Scotland link.)

SCOTTISH CIVIL SERVICE CRUISING CLUB

Secretary's Report - 2007 Season

This has been a year of mixed fortunes. NELSC found itself in a stronger position than it had been and this was good news for us as it ensured the continued maintenance & improvements to Foxfire. In addition we were delighted to take advantage of our association with Neptune Sailing Club and were successful in having the pleasure of getting to know their new Bavaria 37' Scorcher IV. On the downside we had fewer of our members asking for sails, which resulted in one of our weekends being cancelled.

Publicity and communication remains an area that could be improved by utilizing the CSSC Scotland page on www.cssc.co.uk. If members provide photos & brief reports of trips, the website manager at NELSC will be happy to convert e-mailed reports & photos into articles – these can also be passed on for publication on the CSSC Scotland web page or in 'CS Sailing' – so get clicking & writing!

Those that did get sailing this year enjoyed some fine sailing. Our Girvan folk festival weekend sail was from the Friday to Monday at the beginning of May. We set off in hazy sunshine with a helpful F2/3 from the NE that allowed us a nice sail off Bute and down to Little Cumbrae. We made for Troon where we went ashore to an excellent Italian restaurant, Cecchini's, where we dined very well to the accompaniment of a good singer with his electric piano organ. Saturday morning we set off for Girvan motoring nearly all the way due to the S/SW wind. At Girvan we managed to get shore power, which was welcome in conjunction with the fan heater! After a very good fish tea at the harbour cafe we adjourned to the Harbour Bar where I clearly didn't drink my Bruichladdich quick enough as the bar staff took my glass away when I wasn't looking. Sunday saw a forecast of SW 5/6 occ 7 so we decided to stay put for the day exploring Girvan & chilling out – literally. Monday we left early to get over the bar and motor sailed with a

SW wind to get back to Kip during the afternoon – a long day.

At the beginning of June six of us eagerly went to Rhu to get to know Scorcher IV. It was a thorough hand over – the most memorable part being the instruction that no paper must go down the heads. It was a fine sunny hazy day with barely a breath of wind when we left in the early afternoon so we eased ourselves in by motoring. We went around Toward Point & up the East Kyle in lovely sunshine, down the West Kyle & up to Tarbert for the evening. The next morning after a good Scottish breakfast ashore we motored out with very little wind under an overcast sky and headed for Otter Ferry for an hour before returning to Ardrishaig where we were allowed to tie up at the waiting pontoon outside the sea lock of the Crinan Canal. Bill Johnston stayed aboard whilst the rest of us explored Ardrishaig & the canal. This provided a good learning point as Bill witnessed the force of the water coming out of the sea lock as it was emptying. With still no wind we returned to Tarbert for the evening. The next morning was lovely with blue sky, but still no wind. A walk along the White Shore path from the head of the pontoons took you quickly from a harbour to woods by the sea loch amongst ash, rowan, and birch with flowers and reeds by a stream with a view to the town in the sunshine a mile or two distant. We left Tarbert and motored virtually in a straight line to Troon under a cloudless blue sky where we revisited Cecchini's. Tuesday morning after the mist burnt off we left for Campbeltown. We motor sailed along the south coast of Arran after being accompanied by some porpoises off Pladda and later some dolphins in the afternoon sun. The wind picked up to a SW 3/4 so for the final 1½ hrs we had a good sail into & up Campbeltown Loch. Ashore saw two of us looking for the track of the old Campbeltown to Machrihanish railway which closed in 1935; apparently it was built in the 1890's to take steamer passengers to the golf course & view the Atlantic shore. It also hauled coal.

The next morning it was cooler and blowing a

4/5. The forecast was for more wind later so we were keen to get back nearer home. We went up Kilbrannan Sound along the west shore of Arran with the jib set for a while. Rounding the Cock of Arran & off Garroch Head the wind freshened to a 4/5 ENE. As the forecast was then saying going to a F5/7 from the E/NE we were glad to be heading for Largs marina which we were glad to reach at 7pm after a spell of a F6. Thankfully it had stayed dry. We went by taxi into Largs for a good curry at the Koh-I-Noor. Thursday morning was the day we had to have the boat back to Rhu. It was dry but the wind was up to 30mph blowing down the glen from the east. This left us concerned given the size of the boat and having to go astern into the wind to get off the pontoon. However by 13.30 the wind dropped to 18mph so we went for it and successfully returned to Rhu in the early evening. A very nice boat but I hope they change or adapt the heads!

Later in June Adrian Johnstone & Walter Robertson took Foxfire out of Dunstaffnage visiting Puilladobhrain, and then Tayvallaich which they advised was a lovely place to visit. They then went across the water to a marina at Glenarm during which passage the rain was so solid that it flattened the sea with little wind. They returned to the Clyde visiting Troon & Lamlash before returning to Kip.

In July Adrian took some folk on a weekend sail around the S end of Bute & up to Tarbert before returning to Kip via the Kyles and some sunbathing in Caladh Harbour.

The Clyde Rally was held in August this year. I took Foxfire from Kip, Frances Taylor took her lovely new 'Namaste', a Dufour 34', from Rhu and Paul Breerton had 5KSC's Artful Dodger from Largs. The original idea was to visit Whiting Bay or Lamlash however the forecast was against us again so we decided on Troon.

En route we were involved with Artful Dodger in a Mayday where we stood by with a couple of other boats – it was a good learning curve to see how the lifeboat, helicopter, and Coastguard co-coordinated

and what they asked. Thankfully all was fine except for a damaged engine. In Troon we found another good Italian restaurant La Toscanelli. The next morning we had an envious look aboard Namaste before setting off with a NW 2/3 and some drizzle, which cleared as we entered the Largs Channel allowing a nice run back to Kip. The next day with a partly changed crew we woke up after heavy rain during the night to a forecast of W/SW4/5 occ 6. However we experienced nothing more than a F4 during the day. As we motored down to Toward Point we were passed by the 'Waverley' – always a joy to see on the water. At Toward Point we turned and set the jib and headed up towards Dunoon encountering a squall or two. From there we put 2 reefs in the main and sailed back to Kip where the wind eased and the sun came out as we entered the marina.



Foxfire in the Crinan Canal (May 2006)

In September Adrian took Foxfire to Kilchattan Bay, Kilbrannan Sound, and Lamlash followed by a lovely broad reach back to Kilchattan Bay and then to Kip.

My thanks to all members who have helped us during the year and I hope 2008 brings more enjoyable sailing.

Now that I'm retired you may forget my office number – as I have! Please contact via my home number.

Roger Ede
Secretary

After IDOR, the Atlantic (continued from page 1)

Steph (pictured below) will be taking part in the final leg of the Clipper 07-08 Round the World Race from Jamaica to Liverpool via New York, Halifax and Cork.



She will join the crew of ***Durban 2010 and Beyond***, one of 10 identical 68ft yachts, each sponsored by a city.

Roughly half of the 16 crew have taken part in the whole race but the rest are 'leggers' like Steph.

Each boat has a professional skipper but the crew are all amateurs. Some were complete beginners when they signed up for the race but everyone took part in a comprehensive three-week training programme.

The final week of training in July 2007 coincided with the severe weather that caused widespread flooding in the UK. As Steph explains, "We were racing from Gosport to Rotterdam and then from Rotterdam to Hull. It was Force 10 throughout and a steep learning curve. When it's 3am, lashing with rain, bitterly cold and the boat is slamming into the waves, you learn a valuable lesson about the realities of ocean racing. I now know that I can cope with these conditions, and still have a good time!"

As you would expect, there are few creature comforts on board. The crew sleeping area doubles up as the sail locker, and showers are rationed to one a week. With three watches, everyone takes their share of domestic duties as well as keeping the boat racing as fast as possible 24/7.

The race finishes in Liverpool on 5 July. More than 40000 people lined the quayside to see the yachts start the race in September last year and the city has promised an even more spectacular finish this year as part of its European Capital of Culture celebrations.

Steph is also using her challenge to raise money for Cancer Research UK. If you would like to sponsor her, please go to

www.justgiving.com/sailorsteph

For more information and to follow the progress of the boats, please go to: - www.clipperroundtheworld.com.

Update on the CSSC / CSSA IDOR 2008

Most teams have now expressed an interest in racing and it looks as if we are going to have a record breaking 20 entries. Best wishes are passed on to ECYD, 5 Kingdoms and UKHO who are all entering for the first time.

There is still time to join the regatta for the week commencing 2 June and even if you cannot get a team together, then let me know if you would like to attend on an individual basis as berths occasionally become free. Who knows, the experience may inspire you to organise a departmental entry for 2009.

Pete Shuttleworth
IDOR organiser

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