



Civil Service Sailing

Volume 45 No 4

September 2008

Steph Hills completes her transatlantic dream

Steph's back from her transatlantic crossing on 68 footer "Durban 2010 & Beyond".

Read her story - (back page).

Keep your magazine envelope, until you have checked the label!

See message from Ken Pavitt (Membership Secretary) on Page 5.

Littleton Sailing Club celebrates 50 years!



A new logo for Littleton

Littleton Sailing Club celebrated its 50th Anniversary in style over the weekend of 14/15 June with an exciting series of sailing and non-sailing events to mark the occasion.

The weekend began with the ceremonial unveiling, by club Commodore David Hartland, of a new club logo to sit alongside

the Civil Service Sailing Association burgee.

The winning logo, which had been voted on by club members over recent weeks, was designed by Solo sailor Vanda Young. The new logo was also used on various items over the weekend including prizes and rebranded club clothing-

Civil Service Sports Council (CSSC) Dinghy Championships 2008

Another successful championships!

A fleet of 40 turned out for the CSSC Dinghy Championships hosted by Netley Cliff Sailing Club on Southampton Water over 12-13 July. Despite the depressing weather during the previous week, the entry was

only slightly down on the previous year, which had been the Jubilee of the Civil Service Sailing Association.

As usual, the majority of entries came from the two London area clubs, Little-

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A massive 52 boats took part in serious racing which was conducted over both Saturday and Sunday, with Richard Cambrook (Solo) and Sue Antonelli and Jo Lloyd (RS200) fighting it out for winning honours. Only one



The Oppy - highly amusing and wet!

point separated them at the end of the weekend. (Full results online @ www.littletonsc.co.uk.)

The competitive side of things was interspersed with light-hearted events including an adult/youth Oppy Relay which proved highly amusing and very wet, a capsizing challenge for the youngsters, and an anagram treasure hunt around marks on the lake. Club members and their guests were treated to an evening of merriment on Saturday with a hog roast, live band and fireworks.



Mayor of Spelthorne, Councillor Simon Bhadhya

On Sunday afternoon, Littleton welcomed the Mayor of Spelthorne, Councillor Simon Bhadhya, founding club members, and guests from the Civil Service Sailing Association and Civil Service Sports Council, including Marian Holmes and Peter Chapman, to an afternoon tea and prize giving event.

The weather held out beautifully for the weekend with glorious sunshine allowing members to sit on the lawn watching the various activities and fun unfold. For those sailing, the wind taunted us with 180 degree shifts and light patches, but this didn't stop high spirited members, young and old alike, having a jolly good time.

Happy Anniversary Littleton! Looking forward to the next 50 Years!

What's on? Dates for your Diary.

Autumn Rally, Blackwater - 2-5 October

AGMs :-

CSSA - April 2009, details to follow

ECYD - Saturday 15 November @ The Roebuck, Ware. 14:30? (check website)

5ksc - Saturday 22 November @ West Kirby Sailing Club. 14:00

CSD - Saturday 22 November @ Portsmouth Offshore Group, Gosport. 12:00

IDOR - week commencing 1 June 2009

Caribbean Challenge events.

Helmsman competition 9 November @ Fishers Green SC.

Crew competition to follow

(Eligibility, those living or working within M25)

CSSC London
SPORTS & LEISURE
London

CSSC London
ST LUCIA
CHALLENGE

Winners of each event will be invited to represent CSSC London in St Lucia in late 2009.

- Golf pairs
- Men's Cricket
- Mixed Rounders
- Mixed Netball
- Ladies Football
- Men's Football 5a
- Mixed Volleyball
- Petanque Pairs
- Tennis Pairs
- Mixed Touch Rugby
- Tug-of-war 8s
- BK Run
- Dominoes Pairs
- Pool Pairs
- General Knowledge Quiz
- Pop Quiz
- Sports Quiz
- Badminton Pairs

For more information please contact CSSC London events team on 020 7976 7649 or email events@cssc-london.co.uk

All competitors must be CSSC members living or working in London within the M25 boundary. Employees in Government Departments and agencies, BT, Royal Mail and many other public bodies can join CSSC.

www.cssc-london.co.uk

Dinghy Championships (Continued from page 1)

ton (LSC) and Fisher's Green (FGSC), with individual entries from local and not-so-local sailors.

The Race Officer was once again Dave Beer of FGSC. Entries comprised a wide range of classes, with PYs from 920 (RS600) to 1432 (Cadet), which as always provided a challenge for the race team as well as for the competitors.

Saturday's forecast of F3-4 was proved conservative, with gusts of 5-6 and some "interesting" wind shifts experienced. After a delay of around 40 minutes, the first race got away shortly before noon and concluded without mishap, with Peter Jones (Felpham SC) in the Blaze ranked first on corrected time followed by Paul and Julie Rayson (RS200, FGSC) and Martin Hughes (Finn, Warsash SC).

After lunch, and despite a 30 minute delay to the programme to accommodate the earlier delays, some competitors were still approaching the start area when the second race began, which caused minor confusion and a slightly strung-out start. This time Mark Maskell, the overall winner in a Fireball from the previous year, came in first in his Solo, followed by Martin Hughes and Peter Jones.

Third race of the day was won by Martin Hughes, setting him up in first place for the start of the second day.

The evening's entertainment consisted of the traditional Netley Cliff barbeque and band, and despite a short shower and a cool wind these were enjoyed by all.

For the third year running, Sunday morning dawned with scarcely a breath of wind. Boats were rigged, sun cream was applied and all sat down to watch out for evidence of stirring leaves. Noon came and went, and the Race Officer decided to call for an early lunch in the hope of launching in the early afternoon. Meanwhile Netley Cliff's resident meteorologist, Dorcas Henry, had been studying the weather feeds and looked cautiously optimistic. Optimism paid off. The fleet launched in a respectable F3 and two of the day's three races were fitted in. In the first, Martin Hughes once again claimed first place and a commanding lead for the overall trophy, with Sue Antonelli and Sarah Skirton (RS200, LSC) in second and Vanda Young (Solo, LSC) in third. In the final race, the same three just redistributed the places: 1. Vanda Young, 2. Sue Antonelli, 3. Martin Hughes.

Overall rankings were: -

1. **Martin Hughes** Finn Warsash SC
 2. **Peter Jones** Blaze Felpham SC
 3. **Mark Maskell** Solo Fishers Green SC
- 1st Junior **Laura Glover** Topper Littleton SC

Martin Hughes therefore bagged both the *Seal Cup* (overall trophy) and the *Civil Service Rose Bowl* for the first CSSC member. The *Enterprise Bowl* for the first helm of the largest class in the event went to Mark Maskell (Solo) and the *Littleton Bell* for the top ranked Club (based on top 6 ranked boats) went to Fisher's Green.

Caribbean Challenge - St Lucia 2009

It's all systems go for the dinghy sailing event in St Lucia in October 2009, and this an exciting opportunity. Being in the hurricane season should make things particularly interesting!

The **helmsmen competition** will be held at **Fishers Green Sailing Club on 9 November**, and details are on the CSSC London website at: -

<http://www.cssc-london.co.uk/stlucia/index.htm>

To enter for the competition, which is sponsored by CSSC London Region, you need to live or work within the M25. A minimum of 10 entrants are needed to make the event viable, with the top 3 helms being selected.

The **crew competition** will follow.

Eddie Pope

CHANDLERY

Rectangular CSSA House Flags

Triangular CSSA Burgees

Sizes:	Large (30cm x 45cm approx)	£16.00
	Small (20cm x 30cm approx)	£13.00

CSSA Ties (Polyester) £10.00

P & P included. Please send your requests & cheques (payable to Civil Service Sailing Association) to:

Brian Grubb,

grubbs@stcross.fslife.co.uk

Civil Service Sailing Association 51st AGM

Members are reminded that the CSSA's 51st AGM will be held in April 2009.

Nominations for membership of the General Committee, as shown below, are invited and, in accordance with the Constitution, must reach the General Secretary :-

John Figgures,

csgensec@yahoo.co.uk

by **1st January, 2009**. Similarly, any motions proposed and seconded by members, must reach him by the same date.

Nominations are invited for: -

- General Secretary
- Treasurer
- Offshore Secretary
- Dinghy Secretary
- Membership Secretary
- Public Relations Officer
- Training Officer
- Safety Officer
- Members (maximum of nine)

Notes

1. The Commodore, Vice-Commodore and Rear Commodores are all within the term of the office for which they were elected.
2. The General Committee normally meets four times a year, usually at Littleton SC, Shepperton, Middlesex. (Travelling expenses are paid at CSSC rates.)
3. In addition to the officers and members listed above, each Division has a seat on General Committee, filled by a representative appointed by the Division's Committee.
4. The Chief Executive of the CSSC has an ex-officio seat on the General Committee

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News about our Commodore, Alex Allen

Most members will know that our Commodore, Alex Allan, was admitted to hospital in early July suffering from a severe case of pneumonia. After some weeks in hospital, including a significant period in intensive care, Alex has now returned home and is convalescing well. I am sure we all wish him a speedy return to full health.

Rob Stephens



**Chris Malone,
Rear Commodore
(Offshore) talks
about,**

EFFECTIVE COMUNICATION

**Mary Mary quite contrary,
How does your garden grow?
With silver bells and cockle shells
And pretty maids all in a row.**

Urghh?

When at nursery school I learnt this and other nursery rhymes parrot fashion, with no clue to the underlying meaning. Only very much later in life did I discover that this nursery rhyme, for example, alludes to Bloody Mary (NB also the tomato juice cocktail), the staunchly Catholic daughter of Henry VIII.

For further fascinating details visit websites such as <http://www.rhymes.org.uk/>, however in a nutshell this refers to the increasing size of graveyards ("garden") resulting from the execution of Protestant martyrs, silver bells were thumbscrews that crushed the thumb between two hard surfaces by the tightening of a screw, while cockleshells were instruments of torture attached to the genitals. The Maid was the original guillotine. All good stuff for 5 year olds! And completely ineffective communication at the time!

I would refer all those of you who do not already do so to visit the website of the Marine Accident Investigation Branch (MAIB) at

<http://www.maib.gov.uk/home/index.cfm>,

in particular the recently published full report on the loss of the motor boat *Last Call* in November 2007 off Whitby Harbour entrance.

So?

This contains a plethora of vital lessons for the uninitiated, including having a look outside the harbour before setting off, but one key message that comes across is the lack of effective communication, even though the doomed vessel barely got outside the harbour entrance before being overwhelmed and foundering, with the loss of all three lives on board – notwithstanding the almost immediate launch of the Whitby all-weather life-boat together with a rescue helicopter (resulting from the RNLI's correct reading of the developing situation that a tragedy was about to unfold).

The skipper appeared to have not digested (or possibly even read) the harbour authorities guide for harbour users, also he reportedly thought that the USA-manufactured VHF on his recently imported motor boat could not pick up UK Channel 16 (even though apparently it could) and was about to purchase a hand held VHF locally (but had not done so) - in any event there was no response to urgent calls to the boat on Channel 16 from the RNLI station to most definitely not venture out, (nor to shouts from the harbour wall to the same effect), and subsequently an off duty police officer's communications of his observations from the harbour wall to the RNLI by mobile phone ceased when his phone became soaked by spray, as did the mobile phone of one of the unfortunates on board, a female, who did manage to communicate briefly with the coastguard albeit only after the skipper and his brother had been thrown into the sea, shortly before the boat capsized throwing her in too.

So – be warned yet again of the limitations of mobile phones (and if you have a satellite phone for use in emergencies in the Pacific make it waterproof !)

On a more prosaic level, keep an effective listening watch on VHF and indeed do not hesitate to contact the coastguard if in any doubt about the conditions before committing to a potentially difficult or dangerous situation.

Emphasise to the inexperienced the essential need for adequate and effective training, including rough weather handling. And to have charts, VHF, almanacs, passage and pilot plans on board – *Last Call* had none (except the VHF referred to), nor a GPS.

And wear real life jackets – the buoyancy aids worn by two of those who lost their lives (one was not wearing any form of life jacket) were not designed for the very dangerous conditions (even though “just outside the harbour entrance”) – had life jackets suitable for the conditions been worn there is a chance (possibly slim in the conditions) that lives might not have been lost.

And above all, communicate to your sons and daughters, friends and relatives, the dangers of going boating with inexperienced people, especially relative strangers, especially in unfamiliar boats, possibly ill-equipped and unsuitable for the conditions.

And remember the RYA guidelines for power boating – essentially Force 4 is the maximum comfortable wind strength.

All of the above and even more so if in unfamiliar waters. Remember to seek local knowledge from all sources, including marina and harbour masters.

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Many years of happy and safe sailing to you all.

Chris Malone

Rear Commodore (Offshore)

Association & CSSC News

CSSC Conference 2008

A note by John Figgures - General Secretary

On behalf of CSSA, I attended the CSSC Conference in June. Including the 30 Staff from CSSC Head Office, there were approx 270 people at the Conference. The general impression that came across from the various presentations was that CSSC cares and is trying very hard to support the various bodies, groups and individuals that comprise CSSC. In particular, the role of the Volunteer and how to encourage, retain and reward him/her was frequently stressed. While I had not thought of my role in CSSA as a ‘CSSC Volunteer’, all

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who contribute to the running and management of the CSSA are CSSC volunteers. CSSC has a "Volunteer Development Manager", with the remit to improve life for and support volunteers. Details of practical aspects of volunteering are on the CSSC web site.

CSSC is also working on a number of new initiatives. Primarily these concern maintaining and increasing membership in a shrinking Civil Service as an integrated part of the Civil Service. Fortunately, the Permanent Secretaries see CSSC as a valuable asset to the Civil Service; although there is often difficulty in getting the message through at local levels, where access is sometimes very difficult. The Countdown card, recently issued to all members, is demonstrating serious savings. The number of organisations offering discounts is increasing all the time, so the CSSC web site should be checked.

CSSC Website CSSC is continuing to develop its website and is actively encouraging the various affiliate clubs and organisations to ensure that there are links from the CSSC web site to individual sites. CSSC appears to have considerable expertise available to assist in this.

CSSC Strategic Plan. There was a brief presentation of the CSSC Strategic Plan (available on the CSSC web site). Individual groups from the Conference considered how the CSSC should be organisation 'to ensure that it best supports the objectives of the organisation and the needs of our members'. Part of the difficulty faced by CSSC is the overall interaction between Regions, Area Associations, Departmental Associations, Clubs, Activities and Sports & Recreation Bodies. Different areas have strong loyalty issues, often for historical reasons, and may be resistant to any change

CSSC AGM The minutes of the AGM are on the CSSC website. Membership/subscription rates were increased (2 shares £1.58pw, £6.30 pm, £75.60 py), however, during the year, there will be a number of draws/lotteries of all members on the books with prizes. Details will be published soon.

Overall, I was left with the impression that CSSC provides much valuable support for its members, including CSSA.

JF

CSSC Sports & Leisure website is an important information source for members:-

www.cssc.co.uk

MEMBERSHIP CHECK

As many members will be aware, we have been carrying out a reconciliation of membership records. The label on this mailing gives your personal membership information.

Here's a request from Ken Pavitt our Membership Secretary to check your membership status:-

If your CSSA membership number is followed by the word "Basic" or "One" above your address on the label you are not paying to the CSSC at the required "Plus" rate for Full CSSA membership.

You need to upgrade soon or you will not receive this newsletter again and you are not a CSSA member.

For help in upgrading your membership, contact CSSC on 01494 888418 or kenwpavitt@aol.com or find the CSSC form on the CSSA website www.cs-sailing.org.

Your magazine

It's just over a year now since I took over as Editor of "Civil Service Sailing" It's been a busy year! My thanks to my predecessor, Ted Giles, and the Officers and members who have offered advice, guidance and not least - contributions! (& especially photographs!)

So where next?

Feedback suggests that the magazine is still meeting many of our needs and should continue in a printed format. We will take a look at the options for the printing, style and format of the magazine..

However, so much information is delivered electronically now, we cannot ignore the fact that some members may prefer to receive an e-zine as an alternative to, or perhaps as well as, a printed copy by post.

I have made a start on this, by making a "pdf" version available to your club webmasters, so that you can read or print this from your club website.

If it is agreed that the pdf trial is a success we will look at the concept of an e-zine next, (but progress may depend on how quickly or not, we can add e-mail addresses to our member database). DR, Editor.

East Coast Yachting Division - EYCD

ECYD AGM - Saturday 15 November 2008 at The Roebuck, Ware (afternoon start)

If you have not already put the date in your diary, **do it now**. This is one event that nobody should miss. We have been very fortunate to have had a whole series of interesting guest speakers and a first-class laying-up supper for those who are able to stay on for the evening.

Full details will be sent to ECYD members, but all CSSA members are welcome and details are to be found on our website, but the afternoon starts at about 2.30pm.

Of particular to all will be the discussions about the options for where to take Freyja next year; especially if we are able to include longer off-shore cruises to put her on station early enough for most members to enjoy cruising 'new waters'.

For the latest ECYD information visit our website:

www.ecyd.org.uk

Longer non-stop, blue water cruising

Have you ever wanted to extend your sailing experience by sailing non-stop for 2, 3 or even 4 days?

ECYD is proposing to run such cruises once or twice a year. This will enable us to help Freyja get to her main summer cruising area more quickly and enable members to spend more time sailing in our chosen area. This could be done on the outward or return trip or both depending on the take up.

Among the cruises we could consider is a trip from Falmouth to Kinsale in southern Ireland. This could eventually lead to more adventurous cruises to Spain from say Brighton; or to Bergen in Norway. All these cruises would qualify as being off-shore Ocean Passages enabling members to qualify for the practical element of their Ocean Yachtmaster.

If you would like to know more or be put on the 'blue water' mailing list contact Jean Rehill : - email her at jeanrehill@ecyd.fsnet.co.uk

Freyja is still available for charter this autumn

Freyja gets back to Shotley on Sunday 21 September from her enormously successful summer long-trip sailing in the Baltic, taking in the north German coast and the southern islands of Denmark.

Before she comes out of the water for the winter she has a programme of courses and private member's charters. But there are still a few slots available:

- *Tuesday 30 September 18:00hrs to Thursday 2nd October 18:00hrs an ideal, short two-day charter*
- *Friday 10 October 18:00 to on Sunday 12 October. 18:00 a two day weekend charter*
- *Friday 24 October 18:00hrs onwards; for example another weekend charter, or even for the full week.*

During this period Freyja costs just £174 a day, a very reasonable £29 per person per day when sailing with six on board. A real steal.

All inquiries to the yacht secretary Hilary Tyrrell

New CSSA members go sailing

We want to do everything we can to recruit new members. The best way is to get them to come sailing with us in the best months of the year, summer. But with Freyja away in France or elsewhere on the 'long trip' it's not been practical for many that have expressed an interest in an 'introductory' sail. So for the first time ECYD chartered Pegasus - our 'old' Jeaneau 36 still berthed at Shotley - to run a 'Come Sailing' course in June. It was very successful. So much so that everyone signed up for one of the courses we run in the autumn.; to meet demand, we are running an additional:

- **Day Skipper/Competent Crew** course from Friday 17 to Wednesday 22 October; for which, at the time of writing, there remain one or possibly two free berths, and an:
- **Introductory Sail and Boat Handling course** from Wednesday evening 22 October until Friday evening 24 October.

Contact for training places: Jackie Dyett

jackieecyd@aol.com

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The Autumn Rally

- The Dates:** Thursday 2 October to Sunday 5 October 2008
- The Place:** The Blackwater on the East coast
- The Winner:** The prize-giving dinner – Bradwell Quay Cruising Club
- Your Entry:** Full details are to be found on the club's website

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.

Autumn short cruises **skipped or bare-boat**

Tide times provide for only 3 weekends of short cruises this year.

Anglesey and return is usually readily achieved in 2 days. A popular option is for departure on the Friday evening tide from Liverpool aiming to provide a night hours Yachtmaster qualifying passage through the Swellies arriving in Port Dinorwic in the small hours. On Saturday morning a pleasant time can be had continuing on to Caernarfon or Abermenai Point before returning through the Swellies' tidal gate late afternoon to berth or raft up on Menai Bridge pier or pick up a buoy off Beaumaris to take a break ashore. On Sunday you will depart early in the morning to catch the evening flood tide back into Liverpool.

The Isle of Man and return can be achieved in 2 days but at least 3 days is highly recommended to give you time to look around once you have arrived. Douglas is a popular destination for at least one day in port. The harbour is an easy walk from the town centre and has ready access to public transport – steam train to Port

Errin and Bushy beer, electric trams for Snaefell and horse busses for trips along the prom. If you want to maintain a mainland pace of life there are always the regular motor busses, taxis and hire cars.

Assuming a trip to the Isle of Man lasting 3 days or more, departure on the evening tide from Liverpool can provide a night hours Yachtmaster qualifying passage through the oil and gas fields of Liverpool Bay arriving in Douglas in the small hours. During the summer months there is a holding pontoon available behind the breakwater or you can raft up to a work boat while waiting for the tide to give you access to the inner harbour. After a day or two ashore exploring Douglas and the surrounding area you can leave early morning to catch the evening flood tide back into Liverpool.

Taster sails **skipped**

If you are a complete sailing novice, or new to offshore sailing, why not join us on one of our 'Taster Sails' on the Mersey in September/October? Our Saturday sessions have proved more popular than ever and have already sold out through to the end of October so we are trying to arrange a few supplementary mid-week sessions. We may also convert some of the skills honing and racing sessions scheduled for November and December if there are sufficient novices prepared to face the cooler weather. Dave Moran has the details.

After coffee and introductions, an experienced Skipper and Mate will take you through a full safety and equipment brief. Then it's out through the marina lock system and onto the river Mersey. Wind, tides and weather permitting, you'll have the chance over the next few hours to helm, tack, gybe, raise and reef sails and learn to tie some simple and very useful knots. So if you don't know a sheet from a halyard, a jib from a main or even a port from a starboard, this is your chance to find out.

We provide all safety equipment, drinks and light refreshments. You bring yourself, some warm and waterproof clothes and footwear with non-marking soles. We can provide wet weather gear by arrangement – but we can't guarantee a good fit.

RYA practical training and other skills honing

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. RYA practical train-

ing is available over a number of weekends by arrangement. Opportunities to hone your skills are available most Saturdays throughout the winter (subject to tides) from Liverpool – spinnaker work, close quarters handling under motor, MOB, picking up buoys under motor or sail, etc. Let us know what you want and we will try to lay it on!

Racing with Liverpool Yacht Club

Artful Dodger races with up to 7 crew. LYC run Club series racing around the cans in the Mersey on most Sundays at times to suit the tides. A series usually comprises about 8 races – 1 race per day. Once you have developed your sailing skills during our skills honing sails why not put them to the test as part of the race team? Club racing is an ideal way to practice your manoeuvres and measure your performance against other crews. Choose your skipper carefully – some give priority to the pizza, others are out to win!

Racing CSSC Representative Event

5KSC has plans to enter a CSSC representative team into a major Scottish event during 2009 – the Scottish Islands Peaks Race or West Highland Week, for example. For experience in managing a CSSC representative event 5KSC will be entering a CSSC representative team aboard **Artful Dodger** in the Liverpool Yacht Club autumn regatta.

We are looking for a crew of 7. We anticipate that at least 2 crew will be local to Liverpool and sleep at home leaving **Artful Dodger** free to accommodate up to 5 visitors.

The race crew will assemble on Friday evening 10 October ready for a lock out at about 08:45 on the Saturday morning. There will be three races per day – probably a race to the mouth of the Mersey (17+ miles), a race in Liverpool Bay, and a race back to the marina ready to lock in on the evening tide. It is usual for there to be a social event on the Saturday evening.

We plan to run a race team practice during 2 LYC ‘round the cans’ races on Sunday 28 September.

5KSC have the offer of CSSC sponsorship of £50 per day towards expenses – travel, yacht charter, etc. – for each crew member for the three days of the race weekend. Competitors in CSSC Representative events are

eligible to apply for special leave – though in this case that is only likely to apply to travel time for those who need to travel on Fridays and Mondays.

Racing Crew – if you would like to take part in this event make yourself known to Dave Moran. Please provide a short cv summarising your racing experience and preferred crew position(s).

Racing Skippers – if you would like to lead 5KSC’s team in this first CSSC representative event entry, please make yourselves known to Dave Moran. Please provide a short cv summarising your experience as a racing skipper. In the absence of other volunteers, Paul Brereton will skipper a well fed and watered team.

Fees

Berth fees: Cruising berths cost £30 per day per person, i.e. £60 for a cruise lasting from Friday evening through Sunday evening. Taster sails and skills honing sails cost £30 per berth. Racing berths cost £10 per LYC race within the duration of a lock opening plus race fees (£2 per yacht plus £2 for non-members of Liverpool Yacht Club). Bare-boat yacht charter for weekday cruising, full days racing, etc. is £150 per day.

Extras: Fuel, food, marina fees, and any other incidental expenses are shared by the crew during cruising (including weekends to Anglesey or the Isle of Mann) but are usually covered by the charter fee for races, taster sails, etc. that stay within the Mersey – check with your skipper.

Temporary and Family members must pay an ‘Additional Fee’ of £5 per day (or part day) spent aboard **Artful Dodger** in lieu of the subs 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 - dav3mor@fsmail.net

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

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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. .

Meeting time at the boat for **LYC races** is 90 minutes before the published start time unless the skipper advises otherwise. For **taster sails and skills honing sails meeting** is 60 minutes before the first lock opening unless the skipper advises otherwise.

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

Date(s)	Trip type /event	Handover port / start /locking period. (BST until 25 Oct, then GMT)	Skipper
Mon 15 Sept – Fri 19 Sept	Available for charter	Liverpool	
Fri 19 Sept - Sun 21 Sept	Autumn cruise to Anglesey	Liverpool HW 1431	Eric Deyes
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 Sept – Fri 3 Oct	Available for charter	Liverpool	John Murray
Fri 3 Oct - Sun 5 Oct	Autumn cruise to Anglesey	Liverpool HW 1414	Peter Doyle
Mon 6 – Fri 10 Oct	Available for charter	Liverpool	TBA
CSSC Representative Event CSSC Representative Event			
Sat 11 Oct - Sun 12 Oct	Autumn Regatta Autumn Regatta	LYC/ 0945 Start LYC/ 1030 Start	Paul Brereton Paul Brereton
Mon 13 Oct – Fri 17 Oct	Available for charter	Liverpool	
Sat 18 Oct	Taster sail	Liverpool 0846-1306	TBA
Sun 19 Oct	EA 6	LYC/ 1330	TBA
Mon 20 Oct– Thu 23 Oct	Available for charter	Liverpool	
Fri 24 Oct - Sun 26 Oct	Autumn cruise to Anglesey or Isle of Man	Liverpool HW 2053 Liverpool HW 2136	John Murray
Sat 1 Nov- Sun 2 Nov	Skills honing Late Autumn 2	Liverpool 1027-1500 LYC/ 1200	TBA TBA
Sat 15 Nov Sun 16 Nov	Skills honing LA 3&4	Liverpool 0950-1440 LYC/ 1020	TBA
Sat 29 Nov Sun 30 Nov	Skills honing LA 5	Liverpool 0935-1408 LYC/ 1115 Start	TBA TBA
Sat 13 Dec Sun 14 Dec	Skills honing LA 6&7	Liverpool 0853-1341 LYC/ 1030 Start	TBA TBA
Sun 28 Dec	Tinsel Star	LYC/ 1020 Start	TBA

Notice of the 10th Annual General Meeting of the 5 Kingdoms Sailing Club on 22 November 2008

The 10th AGM of the 5KSC will be held on Saturday 22 November at West Kirby Sailing Club, Sandy Lane, West Kirby, CH48 1HZ.

The outline plan for the day is:

- 14:00 Guest lecture – Chris Malone, Rear-Commodore (Offshore) CSSA
- 15:00 Presentations and discussion
- 17:00 AGM
- 18:00 Dinner at the Green Room, Banks Road, West Kirby.

Agenda for AGM

1. Opening
2. Apologies
3. Minutes of the AGM of 24 November 2007
4. Matters arising from the minutes
5. Captain's report
6. Treasurer's report
7. Election of auditor for 2008
8. Debate of motions received
9. Election/Appointment of Officers and Committee Members for 2009

Notes on the AGM

Lunch

A selection of rolls and will be available at lunch-time from the bar in the main room of West Kirby Sailing Club.

Lectures and discussions

Chris Malone, Rear Commodore (Offshore), CSSA will be joining us to give his view from the bridge.

From 15:00 we will begin development of our programme for the 2009 season, agree fees, and discuss ambitions for 5KSC and our yacht. We will also have presentations of information likely to be of interest to members of 5KSC including experience of laptop chart plotters.

Laying-up supper

A Laying-up Supper has been organised at The Green Room, Banks Road, West Kirby from 18:00. This will provide opportunity for further discussion of, amongst other things, ideas for the cruising, racing, and training programmes for 2009.

We can confirm numbers on the day but places are limited and if you want to assure your place please inform Paul Breton of your intent to join us –

paul.brereton@hse.gsi.gov.uk

Apologies

If you can't join us, please send your apologies to Martin Hugo at m14@btinternet.com or care of one of the postal addresses below.

Motions

Proposed motions should reach Martin Hugo at m14@btinternet.com or care of a postal address below by 8 November 2008.

Nominations to the Committee for 2009

Nominations are invited for three Club Officers – Secretary, Treasurer, Crewing Bureau Secretary; plus 5 Members.

Nominations for the Committee should reach Martin Hugo at m14@btinternet.com (or care of a postal address below) by 22 October indicating the proposer, a seconder, and agreement of the nominee to hold post. A thread of e-mails containing the address of each is sufficient as an alternative to a nomination on paper with the signatures of each.

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

CHANNEL SAILING DIVISION (CSD)

CSD has had another successful season this year, with Sea Essay venturing over to Holland for her long trip, amongst a full and varied programme of cruising, training and charter..

The autumn period still has sailing opportunities for members, please check out our website for the latest information: -

www.channelsailing.org

Civil Service Sailing Association

CHANNEL SAILING DIVISION (CSD)

The **Annual General Meeting of CSD** will be held at the Portsmouth Offshore Group clubhouse, Weevil Lane, Gosport on Saturday 22 November starting at 1200 hrs.

Nominations for CSD Officer and Committee posts are invited, and interested members should contact the CSD Captain, Eric Smith.

The 2008 Officers and Committee will present reports on the 2008 season.

After the AGM there will be a programme planning session for 2009 where approved skippers will be able to provisionally book Sea Essay for charter.

Note – members wishing to make 2009 Sea Essay charter bookings should send their requests to Idris Curtis by email please (idris.curtis@ntlworld.com) by the 31st October please.

Members are invited to join the Committee for a buffet lunch afterwards, and a speaker may also be arranged.

Training - > μ " ¥ § § ¥ ' ' α j š @ © š a

2008 has been a successful year for training within Channel Sailing Division.

The season started with us taking advantage of the Radar on Sea Essay to run a number of RYA Radar courses, which so far 23 people have passed.

These courses have been very popular and the opportunity to teach in the environment of the boat has benefited the students greatly.

April began in dramatic fashion, with the accident to Sea Essay occurring 24 hours before the Yachtmaster/Coastal Skipper RYA prep week and exams were due to start. At short notice we were able to charter a boat from Sunsail and Bob and the students battled bravely against Arctic conditions to ensure the course was a success.

In May this year we ran a Spinnaker and Sail Trimming course. This course was oversubscribed and so we hope to run more of these in 2009, hopefully we will be able to arrange them in prior to the IDOR week in order to give those who may be planning to enter the IDOR the opportunity to gain valuable experience in these techniques.

Through out the year we have run a number of RYA Course and at time of going to press 17 students have attended 5 courses resulting in 1 Yachtmaster pass, 1 Coastal Skipper pass, 2 Coastal Skipper (practical), 4 Day Skippers, 7 Competent Crew. In addition we have run 3 boat handling courses with 10 people attending these.

Finally I'd like to thank our team of instructors, Bob Miller, Ken Pavitt, Dave Price, Roger Bone and Lindsay Cole for all your help and excellent work this year.

CSD Contacts 2008

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	csdsevertime@yahoo.co.uk	nikki@meadenvale.co.uk	csdaysails@tiscali.co.uk	kenwpavitt@aol.com

Inter-Departmental Offshore Regatta, IDOR!

As I write this we are half way through the Olympics and team GB are piling on the medals. Obviously there is no way that I can compare the collective CSSA efforts with those of our national team but in their own way, the competitors that take part in the IDOR are just as inspirational as those that we are watching on TV.

Take the entry from DWP for example. Hassra sponsors two boats to enter the weeks racing and whilst there is a core crew for safety reasons, the remaining members are selected from a lottery system and tend to have no experience. Talking to them on the Sunday evening when we are waiting to board the boats you can catch an edge of nervousness and apprehension, probably thinking what on earth made them take up an offer for a place on the boat. Chat to them at the end of the week and you see a completely different person. Confident, amazed at their different experiences and often in awe of the knowledge and leadership shown by their skippers. They leave as different people and with memories that will last a life time. The IDOR is our Olympics. Some are winners but everyone is a participator and I am sure they have that feeling of pride with what they have achieved. As Civil Servants, we are so lucky to have organisations like the CSSC and CSSA to provide us with those "moments" in life.

What a record entry we had this year though with 22 boats competing in early June for a plethora of awards. We had our moments (like wind against tide at the Needles), but most noticeable was that we had the right conditions to complete the schedule of 7 races. Many people remarked that it was the best event ever. The fleet is divided into 2 classes. Class A consists of the official departmental entries (8 entered this year from Met Office, HSE, UKHO, RAL, DWP, Vets Lab, HMRC & GCHQ) whilst class B are the 2nd (or 3rd) departmental entries together with the CSSA affiliated clubs (Littleton, ECYD, Fishers Green, 5 Kingdoms and CSORC). Both groups start together and race over a series of inshore and offshore courses using spinnakers. By Friday we had the following results (**a full analysis is available**)

So, next year is a new challenge which starts in the week commencing 1 June 2009. If you fancy putting a departmental team together or simply taking part as an individual (by joining one of the CSSA entries), then let me know.

Pete Shuttleworth

pete@shuttlewortho6.freemove.co.uk

Eric Seal Memorial Trophy (Provisional)

Available to class A boats only, this goes to the boat with lowest combined inshore/offshore result after one discard.

1 st	Matt Adams.	Met Office	16 Points
2 nd	Gary Bowers.	HMRC	21 Points
3 rd	Chris Greenough	Rutherford A Labs	65 Points

City of Plymouth Cup

Open to both class A & B, this is awarded to the winner of the one design inshore series.

1 st	Garry Bowers.	HMRC	11 Points
2 nd	Matt Adams.	Met Office	16 Points
3 rd	Chris Greenough.	Rutherford A Labs	20 Points

Rutherford Appleton Trophy

Open to both class A and B and awarded to the winner of the offshore series.

1 st	Matt Adams	Met Office	10 Points
2 nd	Garry Bowers	HMRC	16 Points
3 rd	Nick Rees	Rutherford A Labs	22 Points

Silver Jubilee Trophy

Awarded to the boat in class B with the lowest combined inshore/offshore results up to Thursday evening.

1 st	Nick Rees.	Rutherford A Labs	21 Points
2 nd	David Hartland.	Littleton SC	31 Points
3 rd	Debbie Hemming.	Met Office	40 Points

Elite Cup (Provisional)

Open to both A and B classes, this is awarded to the yacht showing most improved performance during the race series.

1 st	Rob Light	GCHQ	23 Points
2 nd	Yiorgos Palierakis	Fishers Green	38 Points
3 rd	David Shannon	UKHO	41 Points

Pairs Competition

Awarded to the team with the lowest average score for all races up to Thursday evening.

1 st	Y Palierakis. Fishers G SC & Nick Rees	113 Points
2 nd	D Hartland Littleton SC & D Shannon	113 Points
3 rd	UKHO (Yiorgos had better placing) N Bowles, CSORC & P Yabsley	56 Points

CSORC Plate

Awarded to CSSA affiliated entry with the lowest combined inshore/offshore results up to Thursday evening.

1 st	David Hartland.	Littleton SC	47 Points
2 nd	Nick Bowles.	CSORC	71 Points
3 rd	Yiorgos Palierakis.	Fishers G SC	85 points

Round The Island Trophy

Open to both class A & B and awarded to the winner of the round the island race.

1 st	Matt Adams.	Met Office
2 nd	Gary Bowers.	HMRC
3 rd	David Hartland.	Littleton SC

CSORC - Race Report - Sunsail race series 4, 19th-20th July

By Gian Fazio

I recently had a discussion with a friend on how people get into sailing. We concluded that you are either born into a sailing family or you have to make a conscious effort to take it up, and pay accordingly. I guess I would belong to the first group as my childhood memories of the summer months invariably involve sailing. However, although my family had some fairly technical books on the subject (including a Glénans treatment on how to best tackle the Bay of Biscay), sailing was definitely more of a recreational activity than a sport.

In the last few years, however, I have been realising that even if racing is not the ultimate aim, it is the most effective way to develop a good level of knowledge and experience (regardless of how many RYA courses/certificates one collects over the years). So, having had a taste of the podium with CSORC in the IDOR, I decided to put my name down with CSORC for race 4 of the Sunsail Racing Series.

The crew met over a drink in the Sunsail bar on Friday evening and I quickly became comfortable knowing that my own level of preparation was well within the crew's spectrum which had two CSORC skippers at one end (with a Fastnet each under their belts and plenty of experience in making things go fast) and Darren at the other, who had tried sailing once on a corporate day. We then discussed our strategies during dinner on the boat which involved a home-cooked sauce on pasta (good enough to be eaten by an Italian), fine red wine, and chocolates from Belgium.

The first race on Saturday saw us underperforming somewhat on the start line. In all honesty, I was partly to blame as I was not doing a great job with the main sail. However, after a few "honest" words of encouragement from the helmsman we made up a place and came in 7th out of 8. The afternoon proved just as exciting and, as the crew started to gel, we performed considerably better making it to 3rd place. Then disaster struck.

As we were getting fenders and warps ready to harbour in Cowes, we realised that no water was coming out of the exhaust. We quickly put our freshly rehearsed manoeuvres into practice and we gybed out into open water (at this point Darren, who had been

suffering in the F6 Solent chop, considered jumping off and swimming ashore). Eventually, after having diagnosed the problem as a failed water pump drive belt, we managed to harbour in Cowes where, with the aid of one of Sunsail's mechanics, our problems were solved. Then, of course, we dined and drank at the Union.

Although the forecast had predicted a calmer scenario for the Sunday, we raced in similar conditions and, this time, I was re-deployed as pitman (an ideal role as one can enjoy the race without too many interruptions - especially if it ends up being a white-sails job!). Sunday's morning race was exciting and, I think, we performed incredibly well going upwind. However, having successfully hoisted and used the kite on the downwind segment we were not so good at bagging it and, among shouts and instructions, I heard the distinctive noise of fabric ripping against a stanchion (then again, it might have been the wind).

To be honest I am not sure what place we came in overall - I think we were 4th out of eight [5th actually]. What I can say is that it was two days of excellent sailing in, what I would say, were perfect conditions.

So, to conclude, regardless of whether you have sailed across the Southern Oceans or whether you are trying to get started in the sport, CSORC is a good way to do some quality sailing, in good company at a very reasonable price.

The Civil Service Offshore Racing Club

www.csorc.org

CSORC is having a good year with 6 events entered so far, totalling 21 races, a mix of inshore, in the Solent, and offshore, including to Weymouth and Round-the-Island.

Results have been a bit mixed but we've had a 1st in one of the IDOR races and club Treasurer Richard Palmer was just 23 seconds from a prize in the Hayling Bay JOG in his own J-109. There have been disappointments as well, with one weekend's sailing wrecked by a gale on the Saturday and calm on the Sunday! We've organised some training, and plans are underway for next year's Fastnet, see below. CSORC member Chris Stebbings joined in at Cowes week for 2 days, club Treasurer Richard Palmer is lying **th in the J-class 2 hander series and club member Bill Taylor took part in a Coastal Skipper

course in April and woke one morning to find 1cm of snow on the deck!



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Finally, see Gian Fazio's thoughts on a typical weekend's racing. See the website for approaching events, or e-mail Nick Bowles to be put on the list of those to be notified of these coming races.

Race training/experience days 22nd - 26th September

CSORC has chartered Sea Essay, the CSD yacht, from the Hamble. Here's your chance to sail with some experienced race crew, to get a flavour of what's involved in racing and to pick up some tips and advice. As a minimum, we'll be covering sail trim, spinnaker work and starting tactics, but will be pleased also to cover anything else that might be interested in. We will be setting out from Mercury Yacht Harbour, on the Hamble and intend to do two sessions of two days and a one-day session on the Friday.



So, please let us know if you're interested in coming along, for how long and what you'd like us to cover. As a rough guide, it will cost £50 a day, plus overnight berthing fee for the two-day sessions.

Fastnet 2009

Here's your chance to train and compete with us and experience one of the greatest yacht races in the world. The thrill of "rounding the rock" and romping home to Plymouth is not to be missed. We're setting up our 2009 campaign, led by CSORC Race Captain Trevor Drew, and are starting to assemble a list of potential crew.

Our plan is to charter a Beneteau First 40.7 for a series of four races, a training weekend and the Fastnet itself, on 9th August '09. As well as being a requirement to compete, this mileage ensures we work safely as a team and you are fully prepared for the race itself.



The CSORC Fastnet 2003 crew at the rock

There are also some other training requirements for a percentage of the crew. We hope to compete in one of the RORC races later this year, to provide some of the required mileage. The yacht we intend to charter is a Bruce Farr cruiser racer design, with an impressive sail plan. A three spreader racing rig and choice of spinnakers makes this an extremely competitive yacht, both within her class and racing against similar yachts. This boat is increasing in popularity among race crews, due to its comparative comfort, compared to many fast cruiser racers, providing accommodation for 8, with a maximum of 10. We are planning eight or nine crew and anticipate this will cost about £2200 per person in total, for the whole campaign. This compares well with the £3500 charged by commercial companies!

So, if you're interested, get your name to Nick Bowles of the CSORC Crew Bureau : - csorc@madasfish.com **as quickly as possible**. Commitment is more important than experience, though, for such a race, you need to be reasonably fit.

Crossing the Atlantic

by Steph Hills

Exhilaration, exhaustion, delight, desperation, disappointment, relief; these are just some of the emotions that I experienced as I raced 5,500 miles from Jamaica to Liverpool in the final leg of the 07-08 Clipper Round the World Yacht race. Sometimes conflicting emotions were just a wave apart!



This was taken just after we arrived in Crosshaven having just crossed the Atlantic I was laughing, crying (and enjoying my first pint for almost two weeks), all at the same time!

I joined the crew of *Durban 2010 and Beyond* in Jamaica, one of six new leggers in a crew of 17. Seven of the crew had been onboard since the start of the race, winning two legs and surviving a dramatic mid-Pacific dismasting. Having not seen or sailed Durbs for nearly a year, we leggers were all anxious about how we would gel with the rest of the crew and whether we could remember anything from our training.

Over seven weeks, we struggled with a lack of wind, too much wind, seasickness and the pressures of living in close proximity to each other. I learnt to patch and pack a spinnaker the size of a tennis court in 10 minutes, helm without writing my name in the wake and wash my hair with three cups of water. We laughed all the time, especially when the chips were down.

At dawn and dusk we were often joined by pods of dolphins zipping in and out of our bow wave. We had whales lazily breaching alongside and sharks checking us out. When the sky was clear, there were shooting stars, spectacular Moon rises and Venus visible just above the horizon.



I loved helming in the big Atlantic seas

CSSA is affiliated to the Civil Service Sports Council

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General John Figgures

Secretary csgensec@yahoo.co.uk

Membership Ken Pavitt

Secretary kenwpavitt@aol.com

Editor civilservicesailing@yahoo.co.uk

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

Please e-mail any contributions or photographs to the Editor. (Copy in Microsoft Word please.)

CSSA can be found at - www.cs-sailing.org

On my mother watches I made fresh bread in the early hours, pumped the bilges and cleaned the heads, and attempted to turn tuna pasta bake into something we could all look forward to. I never thought I could be a shift worker but I've discovered that it is perfectly possible to sleep soundly through the middle of the day while a full sail change or spinnaker pack takes place next to you - if you're tired enough!

On the stopovers we enjoyed exuberant Jamaican parties, the buzz of downtown Manhattan, old fashioned Nova Scotian hospitality and genuine Irish craic. After a thrilling race up the Mersey we arrived at Liverpool's Albert Dock where an astonishing 60,000 people were waiting for us.

The highlight of the trip was undoubtedly helming with the kite up and surfing down the massive Atlantic swell. You really can't beat that feeling! And - we came 6th Overall!

My ambition was to sail across the Atlantic before I hit 40. It has been a fantastic experience and I can't wait to get back on the water.

CSSC / CSSA National Dinghy Championships - results



CSSC Dinghy Championships 2008 Netley Cliff SC - 12-13 July 2008



Final Results

PRIZES AWARDED

The Best Cup - Martin Hughes (Warsash SC)
CSSC Bona Bowd (First C89C Shareholder) - Martin Hughes (Warsash SC)
Enterprise Bowd (First in largest boat - Solo) - Mark Maskell (Fishers Green SC)
Junior Prize (First Under-18 Competitor) - Laura Glover (Littleton SC)

Littleton Bell (First Club Year) - Fishers Green SC

Sailed:5, Discards:1, To count:4, Ratings:PY, Entries:43, Scoring system:Appendix A

Tally	Rank	Helms	Age	Crew	Club	Class	SailNo	PY	C89C status	R1	R2	R3	R4	R5	Total	Nett
12	1st	Martin Hughes			Warsash SC	Finn	567	1066	C89C	(3.0)	2.0	1.0	1.0	2.0	9	6
38	2nd	Peter Jones			Felpham SC	Blaze	683	1047	C89C	1.0	3.0	2.0	(7.0)	4.0	17	10
20	3rd	Mark Maskell			Fishers Green SC	Solo	4571	1155	Associate	5.0	1.0	4.0	5.0	(7.0)	22	15
27	4th	Vanda Young			Littleton SC	Solo	4620	1155	Associate	7.0	8.0	(44.0 DNC)	3.0	1.0	63	19
34	5th	Paul Rayson		Julie Rayson	Fishers Green SC	R3200	1070	1059	Associate	2.0	7.0	6.0	4.0	(8.0)	27	19
42	6th	James Mead			Fishers Green SC	Solo	4658	1155	Associate	(10.0)	5.0	3.0	9.0	6.0	33	23
11	7th	Julie Harrison		Heldi Vincent	Littleton SC	R3200	949	1059	C89C	8.0	(13.0)	7.0	10.0	5.0	43	30
26	8th	Jonathan Jowett			Littleton SC	Solo	4665	1155	Associate	(11.0)	4.0	10.5	11.0	10.0	46.5	35.5
16	9th	Roger Castle			Fishers Green SC	Solo	4793	1155	C89C	(19.0)	10.0	10.5	12.0	12.0	53.5	44.5
36	10th	Tim Hare			Littleton SC	Solo	4446	1155	C89C	13.0	13.0	9.0	(15.0)	14.0	63	48
4	11th	Laura Glover	Under 15		Littleton SC	Topper	29343	1290	Associate	12.0	9.0	8.0	(35.0)	21.0	85	50
15	12th	Ken Daniels			Fishers Green SC	Phantom	1115	1043	C89C	(23.0)	19.0	20.0	6.0	13.0	81	58
37	13th	Helen McHale			Littleton SC	Europe	349	1139	Associate	18.0	6.0	(44.0 DNC)	16.0	18.0	102	58
14	14th	Christian Ashwell			Fishers Green SC	Phantom	1119	1043	C89C	9.0	26.0	(44.0 DNC)	14.0	9.0	102	58
41	15th	David Appleton		Nathan Thomas	Fishers Green SC	R3200	994	1059	Associate	15.0	18.0	13.0	(22.5)	20.0	88.5	66
7	16th	Brian Conroy		Barrie Ashwell	Fishers Green SC	W Ingham	508	1080	C89C	(24.0)	15.0	15.0	19.0	17.0	90	66
30	17th	Patch Fillery		Sarah Skilton	Littleton SC	R3200	59	1059	C89C	4.0	14.0	5.0	(44.0 DNC)	44.0 DNC	111	67
2	18th	Edwin Pope			Littleton SC	Comet	804	1173	C89C	17.0	22.0	14.0	(33.0)	15.0	101	68
9	19th	Elizabeth Pescod		Roger Pescod	Littleton SC	Taser	2638	1023	C89C	6.0	11.0	12.0	(44.0 DNF)	44.0 DNC	117	73
6	20th	Peter Dean			Fishers Green SC	Laser	179856	1078	Associate	16.0	20.0	16.0	21.0	(38.0)	101	73
19	21st	Tony Cook		Caroline Scullt	Littleton SC	R3200	950	1059	Associate	22.0	(24.0)	21.0	13.0	23.0	103	79
8	22nd	Chris Henry		Dee Henry	Netley Cliff SC	Keelie	1618	1038	C89C	(26.0)	16.0	17.0	24.0	22.0	105	79
23	23rd	Richard Piper			Fishers Green SC	Solo	4112	1155	Associate	(25.0)	25.0	22.0	17.0	19.0	108	83
28	24th	Mo Allen		Christina Allen	Fishers Green SC	R3200	997	1059	Associate	14.0	23.0	19.0	(44.0 DNF)	34.0	134	90
30	25th	Sue Antonelli		Sarah Skilton	Littleton SC	R3200	59	1059	C89C	(44.0 DNC)	44.0 DNC	44.0 DNC	2.0	3.0	137	93
3	26th	David Glover		Alexander Beer	Fishers Green SC	Laser	167844	1078	C89C	20.0	(44.0 DNF)	44.0 DNC	2.0	16.0	144	100
24	27th	Jonathan Beer	Under 15	Pete Wallcraft	Netley Cliff SC	Laser 2	9155	1432	Associate	29.5	27.0	18.0	(36.0)	29.0	139.5	103.5
33	28th	Mark Hanry			Netley Cliff SC	Laser 2	8029	1035	C89C	21.0	17.0	23.0	(44.0 DNC)	44.0 DNC	149	105
10	29th	Steve Conroy			Fishers Green SC	R3600	898	920	C89C	(44.0 DNC)	44.0 DNC	44.0 DNC	8.0	11.0	151	107



Dinghy Championships, 2008
(photos by Brian Conroy, Fishers Green SC)

< **Paul & Julie Rayson**
5th Overall
(RS 200)

Leading group off Netley Buoy >



< **Mark Maskell**
3rd overall (Solo) with Rob Stephens,
CSSA Vice Commodore

James Mead >
6th overall



< **Brian Conroy receives the Littleton Bell**
First Club Team - Fishers Green SC

