



Civil Service Sailing

Volume 46 No 4

September 2009

CSSA/CSSC Civil Service Dinghy Championships

A lower entry - but better sailing weather - full report and results inside.

Autumn AGMs. Come along to your club/division AGM this year, check out the dates inside.

Obituaries. Frank Walker, CSSA founder member and our first Rear Commodore Cruising, and Martyn Blewett, the first Captain of Portsmouth Offshore Group (POG), have died. See page 3.

CSSC Conference 2009

Read about the CSSC Conference on-line at www.CSSC.co.uk, also - the strategy document.

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CSORC sails in the Rolex Fastnet 2009



There can be few offshore races in UK waters better known or potentially more challenging than the Fastnet. As the Royal Ocean Racing Club (RORC) who organise the event, said on their website, with all yachts returning home safely: -

"Whether they return clutching a piece of silverware or not, all competitors in the 608 nautical mile race will take with them a sense of pride and achievement at completing the course, which this year was tactically challenging and long."

This year's race was also special because two yachts entered had CSORC on board! (Skippers' reports Pages 12-15.)

Trevor Drew skippered CSORC's entry, a chartered Sigma 38 **"Flying Formula"**, with a full crew. Here they are soon after the start in the sunny Solent. (above left)

Richard Palmer entered his own yacht, J109 - **"Jangada Too"** in the demanding two-handed class. (yes, that's right - 2!) Here's Richard (below) at the Fastnet Rock, with the lighthouse behind him, in somewhat more murky weather.

A new feature, helping those left behind ashore was "the blog". Both vessels posted news on their on-line blogs during the race. This kept us up to date and even included pictures of the action such as Richard's picture at the rock.

RORC also had an interactive online tracker on their website which showed the position (+ course & speed) of every yacht taking part. Just the thing for armchair racers or concerned loved ones!



Commodore's Corner

A note from our Rear Commodore (Offshore),

Chris Malone



Firstly a couple of updates on Offshore matters.

I am very pleased that Len Creswell (5KSC) has agreed to become Vice-Principal of the CSSA Sea School.

Skippers having medical checks under the ML5 scheme should note that the ML5 is ONLY paid for by CSSA for ACTIVE CSSA Instructors. Please get prior confirmation before incurring costs as NO costs will be re-imbursed for new Instructors training or associated costs unless prior to incurring such costs have been approved by Rear Commodore (O) (Chris Malone) AND Hon Treasurer (Brian Grubb).

On a lighter note

I happened to be listening to the VHF when perchance I heard the following exchange:

Isle of Wight Car Ferry to Solent Coastguard: "A passenger's dog has just leapt overboard in the middle of the Solent".

A few minutes later:

Yacht XYZ to Solent Coastguard: "Just retrieved a dog from the Solent".

Solent Coastguard to Yacht XYZ: "What type of dog is it?"

Now, if it had been me on Yacht XYZ.....

Happy sailing.

Chris Malone RC (O)

Portsmouth Offshore Group - POG

POG Developments at Wicor

You may recall that you were circulated in a previous edition of Civil Service Sailing concerning any interest in a mooring in the upper reaches of Portsmouth Harbour.

Much work has been undertaken with this in view. The main project still has to get the approval of firstly the POG Management Committee and then the POG membership. However committee approval has been given to obtain a dredging licence as a prerequisite of any work. To date we have had a depth survey carried out by Lymington Technical Services and had sea bed samples taken at varying depths down to 1.75 metres below the sea bed as required by Cefas using the services of AJ Associates of Bristol. These samples are presently being analysed by Cefas. Presently a working group is designing the moorings layout in order to comply with the wishes of Natural England and other statutory authorities. The recommended design provides for a mix of 29 pontoon and pile moorings. This is the last area where the POG has not fully developed its moorings and is therefore the only opportunity we have to provide further mooring opportunities for the membership. The critical decision to be made if the project is to proceed will be how we fund it. We would be interested to hear from any CSSA members who are still interested.

Mike Finch POG VC Facilities

m.l.finch@ntlworld.com

What's on? Dates for your Diary.

AGMs - see details under the club reports.

14 November ECYD @ Ware, Herts

21 November CSD @ POG, Gosport, Hants

28 November 5KSC @ West Kirby, Wirral

Rallies

8-11 October East Coast Autumn Rally

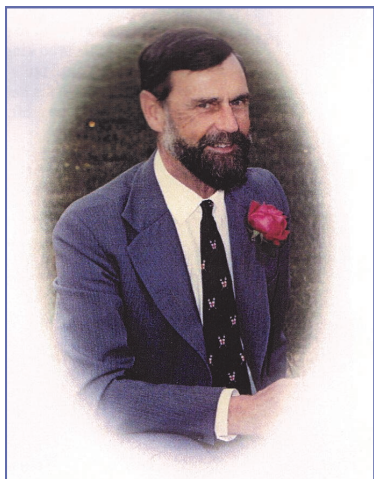
CSSA

28 October General Committee meeting
@ Littleton, 19:00

2010 ECYD celebrate 25 years!
IDOR 2010, Dinghy Champs

Copy for **Civil Service Sailing** - closing dates are usually 20th of the month *before* the month of publication. Photos welcome for the magazine and general publicity. Copy in MS Word please to civilservicesailing@yahoo.co.uk Thanks!

Frank Walker



I am sorry to report the death on 6th July of Frank Walker, who I believe to have been the last of the Association's early senior officers. Frank was a founder member of the CSSA and its first Rear-Commodore Cruising, in which capacity he set up and chaired the Cruising Committee.

He served in that office until 1963, and then again from 1970 to 1975. He was also a prominent member of the steering committee which set up Fishers Green SC and, with his wife Sheila, remained a strong supporter of that club. Both the CSSA and Fishers Green were represented at the memorial service for Frank.

Frank looked every inch a sailor from an old yachting magazine, upright in stance and manner, with a sharp beard, and often a monocle. A war-time RNVR officer, he dressed smartly, usually with a rose in his button-hole and, when in smart sailing gear a white-topped yachting cap. In addition to CSSA yachts, he loved sailing on an elderly sloop "Brunette", which had been in his family for some years, and regarded his outboard as a device to be used only in dire emergency. By profession, he was a barrister, serving in HM Customs & Excise, and was very precise with words. He set high standards, the results of which often became evident when, at the Association's annual cruising laying-up supper, he reviewed entries for the Cruising Log Cup which he had donated. Skippers who had, for example, recorded departing their moorings without starting the engine or setting sails, let alone more serious short-comings, were given short shrift. One of his interests was heraldry, and his expertise was demonstrated in the proper description of the Association's burgee.

In its early days, the Association attracted into membership civil servants who were already keen sailors - of which Frank was undoubtedly one, and a substantial number who, like me, were quite new to the sport. A number of meetings were held in London at which a few of those in the first category spoke about (most often) offshore cruising to the uninitiated. My first memories of Frank include him addressing such meetings, explain-

ing things in simple terms, and with a dry sense of humour, then answering questions. Some questions were seemingly technical and others more elementary, such as "When I go cruising, should I wear a skirt or trousers?" from a keen wife. With a smile he explained that, when mooring against a harbour wall, as a crew member, she might be expected to climb a good few feet up a ladder carrying a line while the skipper or other crew members held on to the ladder below. "If you choose to wear a skirt, madam, I, and every other sailor afloat, would be highly delighted." A good many of our early members had Frank to thank for their greater knowledge and understanding of sailing, and what the CSSA had to offer.

P.J.C.

Martyn Blewett

Martyn Blewett, the first Captain of the Portsmouth Off-shore Group, died on the 8th July this year at the age of 94.

For some years prior to the establishment of the Group as a Division of the Civil Service Sailing Association there had been an active Sailing Section of the Portsmouth Area Civil Service Sports and Social Club, in which Joe Mardell was a leading figure.

In 1965 the General Committee of the CSSA asked Martyn to set up a group at Portsmouth to train members of the CSSA in offshore sailing. The obvious move was to base this group around the existing section and so the Portsmouth Offshore Group was formed in 1965 with Martyn as Branch Captain and Joe as Secretary.

Martyn was instrumental in securing funding from the Civil Service Sports Council in 1970 for "Precedent", the first of the many boats since owned and operated by the CSSA, although operation of this fleet later moved to separate Divisions.

Before leaving the Group in 1970 (he later returned) Martyn opened negotiations with the dockyard about the possibility of land being made available adjacent to Royal Clarence Yard for use as a sailing base.

Although no longer involved in the running of the Group, Martyn maintained a close interest to the end in the development of our facilities. The last time I saw him at the Centre he expressed great satisfaction at how things had evolved way beyond everyone's wildest dreams at the start.

M.C.

CSSC Dinghy Championships 2009

29 boats assembled at Netley Cliff SC on 18-19 April for the 2009 Civil Service Sports Council Dinghy Championships, organised by the Civil Service Sailing Association. The entry was, disappointingly, reduced from the previous two years; the wind, on the other hand, was rather the opposite! This enabled those who had made the journey to reflect that those who had stayed away had missed some great sailing.

For the first time, HM Forces had been invited to participate in this event, and a single brave soul from the RAF Sailing Association showed up with his Contender. This, as will be seen, turned out to be a good decision.



Ed Presley of RAFSA, the overall winner

the first race. The course, with two windward legs connected by a long port-hand reach, made best use of the available room with the force 4 wind blowing more or less directly across Southampton Water.

The familiar mixture of classes and, if we're honest, abilities was in evidence. No single class dominated the entries, but there were enough Solos, RS200s and Lasers to provide those classes with some like-for-like comparisons. Several incidents with failing equipment forced retirements shortly before and after the start.

Ed Presley (RAFSA) set off smartly into the lead, closely pursued by Martin Hughes (Warsash SC) in the Finn, holder of the 2008 Overall trophy, and then Tim Riley and Lucy Faulds (Littleton SC) in Fireball 14182. The front of the fleet remained very much like this right through to the finish, with the Contender first across the line but with the Finn first on corrected time.

Lunch intervened, during which the wind backed to WSW and retained its strength, making the space available for upwind and downwind legs even shorter. The PRO set Course C, a fiendish variant on Course A involving two al-

As in the previous two years, Fishers Green SC provided the Principal Race Officer and Results team. The PRO, Dave Beer, arrived as usual with laminated course diagrams for each boat, and promptly declared that Course A would be used for



Alex Allan presents the Enterprise Trophy to Martin & Heidi Vinson of Littleton SC

appeared to be going well for the two leaders until they reached the fourth (second windward) mark. Presley led the way round this to port, followed by the Fireball; unfortunately this was a starboard rounding mark...

Hughes kept his head and the courage of his convictions, rounding the mark to starboard, and the rest of the fleet followed his example – those, that is, that were still in the race and not being rescued from a lee shore. On corrected times, Fisher's Green's Alan Bishop (Laser Radial) and Steve Conroy (Solo) gained second and third places.

The third race, using the same course, got under way at 15:35 with, you've guessed it, the Contender in the lead once more, chased by Fireball, Finn and, this time, also by an RS200 sailed by Paul and Julie Rayson (Fisher's Green SC). The eventual placings were Presley, Hughes and the Raysons, with by now 10 boats showing DNC, DNS or DNF; exhaustion and/or gear failures had taken their toll.

At the end of the first day, Martin Hughes was leading from Alan Bishop and Steve Conroy, the DNF awarded to Ed Presley having seriously dented his aggregate position despite having led the fleet for most of the day.

Saturday was rounded off in traditional Netley Cliff style with a hog roast and live music; luckily the band comprised of only two people, so the music could be enjoyed inside the clubhouse, well away from the squally weather.

Sunday dawned to a strengthening force 4-5 westerly that just kept building. 10:30 saw the first start using Course A again; the wind by this time firmly settled into force 5 gusting 7 and with two Lasers capsized near the pin end of the start line, it was clearly going to be an interesting day for the safety crews. A by now familiar pattern developed: Contender, Fireball and Finn in the lead. The Contender soon capsized approaching the first windward mark and was overtaken by the Fireball. A procession of retirements approached the beach in varying (*Cont'd Page 8*)

Rank	Helm	Crew	Class	Sail No	PY	Club	R1	R2	R3	R4	Total	Nett
1	Ed Presley		Contender	2406	993	RAFSA	1	(31.0 DNF)	1	1	34	3
2	Martin Hughes		Finn	GBR567	1066	Warsash SC	2		2	(31.0 DNF)	36	5
3	Alan Bishop		Laser Radial	195046	1101	Fishers Gm SC	4	2	-5	2	13	8
4	Martin Vinson	Heidi Vinson	RS200	1326	1059	Littleton SC	5	5	-9	4	23	14
5	Steve Conroy		Solo	4725	1155	Fishers Gm SC	6	3	6	(31.0 DNF)	46	15
6	Laura Glover		Laser 4.7	85228	1175	Littleton SC	-8	6	4	6	24	16
7	Paul Rayson	Julie Rayson	RS200	1070	1059	Fishers Gm SC	7	(31.0 DNF)	3	7	48	17
8	Tim Riley	Lucy Faulds	Fireball	14182	982	Littleton SC	3	(31.0 DNF)	12	3	49	18
9	Jonathan Jowett		Solo	4665	1155	Littleton SC	10	(31.0 DNF)	7	5	53	22
10	James Mead		Solo	4658	1155	Fishers Gm SC	9	4	13	(DNC)	57	26
11	Matt Sayer		Laser	160687	1078	Corus SC	-14	7	10	11	42	28
12	Mark Hardy	Peter Walcroft	Laser II	10107	1035	Netley Cliff SC	13	9	8	(DNC)	61	30
13	Eddie Pope		Byte C11	3130	1140	Littleton SC	-15	14	15	8	52	37
14	Jonathan Beer		Laser Radial	164828	1101	Fishers Gm SC	17	10	-18	10	55	37
15	Ken Daniels		Phantom	1350	1043	Fishers Gm SC	16	11	11	(31.0 DNF)	69	38
16	Brian Conroy	Barrie Ashwell	Wineglass	508	1080	Fishers Gm SC	18	8	14	(DNC)	71	40
17	Mo Allen	Sue Allen	RS200	997	1059	Fishers Gm SC	19	12	(31.0 DNF)	9	71	40
18	David Glover		Laser Radial	52435	1101	Littleton SC	12	13	(DNC)	31.0 DNF	87	56
19	Julie Harrison	Barbara Smith	RS200	1265	1059	Littleton SC	11	15	(DNC)	31.0 DNF	88	57
20	Raymond Bowdler		Laser	102560	1078	Littleton SC	21	17	19	(31.0 DNF)	88	57
21	Simon Payne	Hope Halstad	RS500	519	972	Cheltenham SC	22	20	16	(31.0 DNF)	89	58
22	Clive Friend		Laser	146280	1078	Littleton SC	23	18	17	(31.0 DNF)	89	58
23	Ann McHale		Topper	17384	1290	Littleton SC	24	21	20	(31.0 DNF)	96	65
24	Thomas McHale	Helen McHale	Laser 2000	21361	1089	Littleton SC	20	16	(31.0 DNS)	DNC	98	67
25	Robbie Wright	Greg Byrom	Fireball	GBR11	982	Netley Cliff SC	25	19	(31.0 DNF)	31.0 DNF	106	75
26	Lynda Beck		Topaz Uno	2688	1212	Netley Cliff SC	(DNC)	22	DNC	31.0 DNF	115	84
27	Stuart Beck		Laser	136082	1078	Netley Cliff SC	(31.0 DNF)	23	31.0 DNS	31.0 DNF	116	85
28	Pete Berry	Adam Senior	Javelin	3	926	Littleton SC	(DNC)	DNC	DNC	31.0 DNF	124	93
28	Adam Senior	Pete Berry	Javelin	3	926	Littleton SC	(31.0 DNF)	31.0 DNF	31.0 DNS	DNC	124	93
28	David Lemon	Colin Nichols	Lark	1173	1073	Netley Cliff SC	(31.0 DNF)	DNC	DNC	DNC	124	93

Fishers Green Sailing Club

Fishers Green Celebrates 10 years of Cadet sailing

Last weekend (20/21 June) Fishers Green Sailing Club, a Volvo RYA Champion Club, located at Holyfield Lake in the Lee Valley, celebrated a fantastic and very successful 10 years of Cadet sailing at the club. The Cadet fleet has



produced Cadet national champions, 420 European champions and even round the world off shore racers! The weekend was a great success, seeing all ages represented from 3-4 year old children up to the oldies. Children of all ages got involved with dragon boat racing (which was very wet!!), a very competitive ex-Cadets' race, treasure hunts and football matches before a BBQ and some very bad karaoke by the squadron captain and



certain ex-Cadet!! There were also some guests, ex-Cadet families who turned up, which was great to see. The Cadet fleet at FGSC is flourishing and one of the largest in the country, a big thanks to the Lee Valley Park, the volunteers at the club, the parents, members and everyone else who has helped make Fishers Green Cadet Squadron a friendly, warm and great family environment; and to the club itself for taking us in 10 long years ago. Thanks to everyone, let's hope we can have another successful and fun 10 years at FGSC.

Sam Brearey

More FGSC News

Fishers Green sailors have had a good summer at various championships as well as at home. Our lake has suffered

somewhat from the dreaded Canadian Waterweed, but we have still managed a full racing program for those not "on the circuit". So far our successes have included:

We retained the Littleton Bell at the CSSC Dinghy Championships at Netley in hard and trying winds that were a considerable contrast to the conditions that have attended the Netley event in recent years. To finish a race that weekend was a victory in itself; to come well up the fleet a bonus!

Sophie Dingwall, crewed by Chris Sycamore – 2nd and Will Kennedy and Rhos Hawes 10th in the Cadet Europeans at Almeria . A contingent of six FGSC Cadet crews went to Spain , one of the larger UK club contingents. At the time of writing, part way through the Cadet UK Nationals at Pwllheli, FGSC Cadet Squadron has three boats in the top ten overall and FGSC representation at the Cadet World Championships in Argentina later this year looks certain.

Sophie Dingwall's success is particularly poignant because she is sailing the Cadet dinghy that her Dad, Brett, built when he was fifteen, rediscovered years later and restored for Sophie while he was being treated for cancer, from which he is happily now in remission.

The FGSC contingent at Salcombe YC Regatta was also in good form, with Alan Bishop 1st overall in the Laser Radial fleet and Brian Conroy and Barrie Ashwell winning in the Wineglass. Other FGSC representatives were 5th in the RS200 (Paul and Julie Rayson) and 6th in the Solos (Steve Conroy).

The final result just in is that Vince Horey of FGSC, crewed by Rob Gardner has won the Fireball Europeans at La Rochelle.

Not bad for a little pond club!

Alan Francis



EAST COAST YACHT DIVISION (ECYD)

The Long Trip

Our plans to take Freyja south as quickly as possible to La Rochelle and base her there for the summer got off to a flying start on Saturday 6 June when skipper Richard Maxwell and his crew Alan Pemberton, Rob Stephens, John Messenger, Dave Russell and John Wilson all met at Shotley to victual Freyja and then catch the early tide on the Sunday morning.

Ahead lay over 400 miles on non-stop sailing down through the English Channel, past the Channel Islands and round Cape Finistere to the South Brittany coast. By late afternoon on the Monday they had covered 200 miles and were just north of Cherbourg.

Their progress was being constantly monitored back in the UK by the club's captain Jean Rehill who had been responsible for putting this section of the long trip together.

Wednesday came the news that they had put into Camaret, just west and south of Brest having sailed 420 miles in three days. They were soon off again. The next evening saw them tucked up safely in Dornenez and on Friday they were anchored off Ile de Sein.

A week later on the Thursday Freyja was at Les Sables d'Olonne, some 300 miles from Brest and just 30 odd miles from the final destination of La Rochelle, 750 miles from home.

This long, long cruise is a first for ECYD and once we have had the opportunity to reflect on it will no doubt not be the last. After all, we do have a blue water cruiser.

What next for ECYD? Learn more at the Laying-up Supper and AGM.

Next year is the 25th anniversary of ECYD and the club committee have already started making plans for next year. They are bound to be exciting. Details and options will be presented at the club's AGM being held as usual at the Roebuck Hotel in Ware on Saturday 14th November 2009. The speaker will be Richard Dunn, Curator of the History of Navigation at the National Maritime Museum Greenwich. The subject of his talk will be Navigation before the World went Electronic.

Details are to be found in the box below and on the club's website. All CSSA members are invited, and are welcome. **See our website for up-to-date details:**

The Autumn Rally

The Dates: Thursday 8th October to Sunday 11th October 2009

The Place: The Blackwater on the East coast

The Winner: The prize-giving dinner – Bradwell Quay Cruising Club

Your Entry: Full details will shortly be posted on the club's website

Freyja is available for Charter

This autumn there are opportunities for all CSSA approved skippers to charter our gorgeous Swedish-built Najad 380. She is fully equipped with all the 'boys toys' including radar and chart plotter. 38 foot of sheer pleasure. Go to <http://www.najad.com/> to learn more.

The first one-week slot is from 6pm on Sunday 27 September through until 6pm on Friday 2 October. And then again for a period of three weeks from 6pm on Sunday 23 October through until 6pm on Sunday 15 November. The following week Freyja will be brought ashore and laid up for the winter. Find us on-line: - ecyd.org.uk

East Coast Yacht Division - AGM

The Annual General Meeting of ECYD will be held on **Saturday 14 November 2009**, at: -

**Roebuck Hotel,
Baldock Street,
Ware, Herts.
SG12 9DR**

Our AGM is combined with the Laying up Supper making it one of our main social events.

Tea is served from 2.30pm

2.45pm Resume of 2009 and plans for 2010

4.00pm Tea break

4.20pm Plans for 2010 follow up

4.40pm Talk by Richard Dunn

5.30pm AGM.

7.00pm Laying up Supper

Motions should be sent to Chris Robbins chris-robbins@rya-online.net by 2nd October 2009.

ECYD continued..

Autumn sailing...as good a time as any...

Freyja will return to Harwich after the long trip on Wednesday 23 September and a short period of time has been programmed in for our yacht husband Tom Tooley to check over the boat and undertake essential maintenance before she starts the autumn programme.

Introductory and taster sails have been arranged for Saturday 26 and Sunday 27 September and Freyja is available to charter for a few days until Friday 2 October when we start a six day RYA course for Coastal Skipper. Followed a week later by a RYA Competent Crew and Day Skipper Course from Sunday evening 11 October to Friday 16 October.

A seven day course for those wanting to gain the RYA Certificate of Competence starts on the evening of 16 October.

All these courses come at an ideal time for many members. After sailing in the summer many will have logged the sea miles they need and more importantly gained experience and confidence in their own skills and abilities.

Bookings with John Miller the club's crewing secretary.

See our website for up-to-date details: ecyd.org.uk

Dinghy Championships (cont'd from page 5)....states of control, but with the wind still building to a solid force 6 a hardy 11 boats made it to the finish, with Presley, Bishop and Riley/Faulds in the first three places on corrected times. It came as no surprise to see AP hoisted over H and the survivors ran for the beach. At 12:30, with the wind still increasing, all further races were abandoned. With the strongest gust of the day recorded at 40 knots (top of force 8), this decision seems, in retrospect, thoroughly justified.



To Laura Glover - the Junior Trophy

Trophies were awarded by Alex Allan, Civil Service Sailing Association Commodore, assisted by Rob Stephens (Vice Commodore) and Paul Clark (Commodore, Netley Cliff SC). Fisher's Green SC retained the Littleton Bell awarded for the best performing club. Laura Glover from Littleton SC retained the Junior Trophy.

5 Kingdoms Sailing Club

the northwest yacht division of the CSSA

About our club

We are based in Liverpool and during the autumn, winter and early spring we race and day sail on the river Mersey and organise weekend trips to North Wales, the Isle of Man or Cumbria. During late spring and in the summer we cruise the Irish Sea and the beautiful West Coast of Scotland. Our yacht, **Artful Dodger**, is a classic cruising and training yacht, very seaworthy, and maintained to the highest RYA standards.

New faces are always welcome – regardless of experience.

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. For those who are new to sailing or have tried a taster sail and want to do more, we have an **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!

5KSC autumn 2009 programme

Our current programme for the autumn 2009 is below. If interested contact Dave Moran at crew.bureau@5ksc.com. Or visit www.5ksc.com

5 Kingdoms Sailing Club - AGM

The Annual General Meeting of 5KSC will be held on **Saturday 28 November 2009**, at: -

**West Kirby Sailing Club,
Sandy Lane,
West Kirby,
Wirral.
CH48 3HZ**

The meeting will start at **14.00** For further information, see our website - www.5ksc.com

Artful Dodger Programme 2009		
Date	Trip type	Location
Friday 11 September – Sunday 13 September	Weekend cruise	Start Liverpool (itinerary TBC)
Saturday 19 September	Taster Sail	Liverpool
Sunday 20 September	Racing	Liverpool
Friday 25 September – Sunday 27 September	Weekend cruise	Start Liverpool (itinerary TBC)
Saturday 3 October	Taster Sail	Liverpool
Sunday 4 October	Racing	Liverpool
Friday 9 October – Monday 12 October	Competent Crew course	Conway
Monday 12 – Friday 16 October	TBC / available for charter	Conway
Friday 16 October – Monday 19 October	Competent Crew course	Conway
Friday 23 October – Sunday 25 October	Weekend cruise	Start Liverpool (itinerary TBC)
Saturday 31 October	Taster sail	Liverpool
Sunday 1 November	Racing	Liverpool
Sunday 8 November	Racing	Liverpool
Saturday 14 November	Taster Sail	Liverpool
Sunday 15 November	Racing	Liverpool
Sunday 22 November	Racing	Liverpool
Saturday 28 November	Taster Sail	Liverpool
Sunday 6 December	Racing	Liverpool
Sunday 20 December	Racing	Liverpool

5KSC Contacts 2009			5KSC Website	www.5skc.com
	Captain	Secretary	Membership	Crew Bureau
Contact:	Paul Brereton	Emma Francis-Walker	Martin Hugo	Dave Moran
Tel:	Please use e-mail contacts below or see our website for alternative contact numbers			
E-mail:	captain@5ksc.com	secretary@5skc.com	membership.secretary@5ksc.com	crew.bureau@5ksc.com

CHANNEL SAILING DIVISION

CSD Contacts 2009			CSD Website	www.channelsailing.org	
	Approved Skipper's Charters and Group Day Sails	Sea Time Berths	Training Courses	Days Sails (Individuals)	Skipper Familiarisation
Contact:	Idris Curtis	Andy Smith - CSD Crew Bureau Secretary	Nikki Shearman	Colin Smith	Ken Pavitt
Tel:	Please use e-mail contacts below or see our website for alternative contact numbers				
E-mail:	idriscurtis@ntlworld.com	csdseatime@yahoo.co.uk	training@channelsailing.co.uk	csddaysails@btinternet.com	kenwpavitt@aol.com

BCOT Solent Cruise

RYA students from Basingstoke College of Technology and Newbury College joined forces and sailed on a cruise organised by their tutor, CSSA Approved Skipper, John Magraw, designed to allow the students to put the classroom theory into practice on the waters of the Solent.

As part of a private charter, they maximised the use of "Sea Essay" during a brief unused period in its programme. The trip aboard the 36' Sun Odyssey class of Yacht included 4 hours of night sailing.

By paying a contribution to the overall running costs, the students of the RYA Day Skipper shore-based course helped the sailing association's funding during the period of their voyage, which took them along the three arms of the Solent.



Simon Walker, pictured here, said, 'Having had very limited sailing experience before the course, this is a very effective way of experienc-

ing those topics learnt in our shore based theory class.' 'Our sailing was limited to the Solent and we managed to cover 70 nautical miles during our trip.' The students, having completed their course, will go onto take their Practical which involves 5 days on board including 4 hours of night sailing. Further shore based courses can

lead to a professional worldwide career, achieving qualifications up to commercially endorsed Yachtmaster Ocean.

'I would encourage anyone to utilise these opportunities which whilst fully participative and requiring some physical effort, are truly rewarding and memorable experiences where lasting friendships are made', added Simon.

John, who himself learned to sail at Naval College, reports that Mark, another of the students, recently joined Simon in completing his Practical course, and is applying to the Association to help continue the preservation of our nautical skills and heritage.

JM.

Channel Sailing Division - AGM

The Annual General Meeting of CSD will be held on **Saturday 21 November 2009**, at: -

Portsmouth Offshore Group (POG) clubhouse,
Weevil Lane,
Gosport
Hants
PO12 1AZ

The meeting will start at **12.00**. A buffet will be laid on for members.

Nominations for Committee posts should be sent to Idris Curtis by 1 November 2009.

Sea Essay Programme 2009					
From		To		Type	Skipper
18.00	28 August	18.00	1 September	Private Charter	V Crawshaw
18.00	1 September	18.00	3 September	Private Charter	R Stephens
09.00	4 September	18.00	4 September	Day Sail	
18.00	4 September	18.00	6 September	Private Charter	G Cartensen
18.00	6 September	18.00	7 September	Private Charter	N Shearman
18.00	7 September	18.00	11 September	Private Charter (I Curtis)	
18.00	11 September	18.00	14 September	Boat Handling Course	
09.00	15 September	18.00	18 September	Day Sails	
18.00	18 September	18.00	20 September	Private Charter	L Tait
18.00	20 September	18.00	25 September	RYA CC/DS/CS Practical Course	
09.00	26 September	18.00	27 September	Day Sails	
	28 September			Maintenance	
18.00	28 September	18.00	2 October	Private Charter	D Haward
18.00	2 October	18.00	4 October	Private Charter	N Shearman
	5 October		9 October	AVAILABLE	
18.00	9 October	18.00	11 October	Sea Time	
	12 October		16 October	AVAILABLE	
	17 October		18 October	Training (To Be Confirmed)	
18.00	18 October	18.00	25 October	CS/YM Prep Course/RYA Exams	
	26 October			Maintenance	
	27 October	18.00	30 October	AVAILABLE	
18.00	30 October	18.00	1 November	Private Charter	K Jolly
18.00	1 November	18.00	8 November	Private Charter Bid	P Armitage
	9 November	18.00	22 November	AVAILABLE	
	21 November			CSD AGM	
	23 November			Maintenance	
	24 November	18.00	27 November	AVAILABLE	
18.00	27 November	18.00	29 November	Private Charter	K Jolly
	30 November	18.00	4 December	AVAILABLE	
18.00	4 December	18.00	6 December	Private Charter	D Hartland
	7 December		13 December	AVAILABLE	
	14 December		22 January 2010	Winter Maintenance	
There are still a number of approved-skipper charter slots available. Please contact Idris Curtis with your bids.					

Nine Civil servants complete the Fastnet in the CSORC boat.

The CSORC crew under skipper Trevor Drew and in a Sigma-38, Flying Formula, finished the 2009 Fastnet Race at around 1am on Saturday 15th August having been at sea for just over 5 days and 13 hours. The race was characterized by light winds which meant a challenging time given some of the spring tides along the south coast. The weather varied between bright sunshine for the start to fog as Flying Formula rounded the Fastnet Rock.

CSORC exists to provide Civil Servants with yacht racing opportunities that would otherwise not be available. It is particularly pleasing that the crew contained two members who had not been yacht racing before the Fastnet campaign began in May. The three qualifying races provided over 300NM of practice, experience and team building. CSORC finished 192nd in IRC overall, out of 277 entrants, 275 starters and 266 finishers and was 41st out of 56 in IRC3 (boats about 38ft long).

CSORC Treasurer Richard Palmer was also a Fastnet competitor, this time in the 2-handed class where he and his (one other) crew finished 8/30 in the 2-handed class.

Meanwhile other CSORC crews were not idle. Nick Bowles skippered the CSORC entry in the Sunsail Series Round 4 over the weekend, 18th-19th July and Round 5 over the weekend 22nd-23rd August. These races are in-shore, around marks in the Solent where each race is typically around 2 hours with 4 races over two days. Nick comments on the 18th-19th July event, *"The Round 4 weekend brought winds up to force 7 but the racing went ahead and we nailed a 5th, 1st and 3rd place before racing was called off after lunch on the Sunday. This was enough to give us 2nd place overall. Not good enough to qualify for the final so we'll have to try again. A great result nonetheless. The second event, in August, was a very different story, at least in terms of weather. Perfect sailing breezes and sunshine meant that we were able to display our spinaker handling skills and enjoy a bit of T-shirt and shorts sailing at the same time. With 9 boats out on the course we were very happy with 3rd place at the end of the weekend."*

These Sunsail events are an excellent introduction to yacht racing. The event takes place over a weekend so there isn't the requirement to use up annual leave, the waters are relatively sheltered, the races last about 2 hours each so the "manic-ness" doesn't last too long

and at the end of the day, there's the sense of achievement, especially as happened in one of Nick's races, with a first place, a shower and a pub dinner with a decent night's sleep. For £125 per berth per weekend, this represents excellent value.

There are still racing opportunities to come this year with some more of the Sunsail weekends (26th-27th September, 10th-11th and 24th-25th October and 7th November), and a possible RORC race to Cherbourg over the weekend 4th-6th September. This race would start on the Friday evening around 6pm from Cowes, finishing at Cherbourg around 6am Saturday, sleep till lunchtime, shower and look around Cherbourg during the afternoon, dinner in a restaurant, some sleep and then depending on the tides, depart for home around 2am Sunday, arriving about 3pm. Nick Bowles is the club crew bureau and any questions or firm commitments should be addressed to him via the Events page of the club website; www.csorc.org

Both Trevor Drew and Richard Palmer "blogged" during the Fastnet and these blogs are available via the club website with photos of the two crews and a photo of a foggy Fastnet Rock.. (For Trevor's, go to the CSORC Fastnet blog. And for Richard's go to the CSORC Fastnet blog. Then under "other links" to *Jangada Too* blog

Now some details, Trevor Drew comments on the Fastnet.

"Crew: Trevor Drew (Skipper), Phil Armitage (First Mate & Grommit Watch Leader), Tracey Hindmarsh (Wallace Watch Leader), Brian Ash, Phil Bartlett (PJ), Chris Benson, Keith Richie, John Storey, & George Tetley.



The crew assembled the night before (well, all except George, who was still partying at the end of Cowes

Week) and woke up bright and early for the big race. Most of the boat prep had already been done, spraying lube on the lubable bits and doing a full inventory to make sure we didn't forget anything. We had the thumbs up that the tracker was working, so, after rigging our storm trysail and jib as required by RORC, we dropped them and made our way to Cowes under engine, to pick up George. Mission accomplished, we hoisted the two hankies and motored to the registration gate. That sorted, we set the proper sails and mooched



around, soaking up the increasing tension as the start time came closer. I'd been scoffed at when I predicted a spinnaker start, the evening before – but not today! It was light, but a perfect run so we didn't even bother with the jib, hoisting the number 1 spinny directly. We took a position at the middle of the line, gybing and cutting south to pick up the countercurrent off Gurnard as the last of the flood died, before it turned to our advantage.

We stayed well up in the field, all the way to the forts, gybing down the course to obtain max VMG. The wind died at Hurst narrows but soon returned, from the southwest, necessitating a beat that was to stay with us for most of the night.

We took a southerly route out of the Needles channel, staying fairly well offshore. But it was soon clear we weren't going to make the critical tidal gate of Portland, so we tacked north to provide the option of a kedge in shallower water. However, there was sufficient wind to

stem the bulk of the foul tide. We zig-zagged through the night and, as the tide finally turned again, we were only about a mile back from our original position - could have been a lot worse! Finally, the wind strengthened and we started racing again.

The dawn of Tuesday found us in Marazion Bay, in a benign sea with a hint of ocean swell remaining. The wind was light and nor'westerly, so we had a difficult choice – go north or go west. We tried the westerly course for a while, but found it to have quite a lot of south in it, and would add complications to our navigation, since it would mean skirting the Scillies so we opted for the northerly route, threading our way between the west coast and the Traffic Separation Zone, and, once clear, tried to make some westerly again. But the north-westerly persisted, so we finally started north, much favoured by the VMG data. This set the scene for the next 24 hours, as we climbed north-east towards the Fastnet rock.

We had a pretty good day and some dolphins came to cheer us up even further. We tried our best to make some westing but a windshift made our northerly route significantly favoured, so up we went. But Wednesday morning gave us a nasty surprise, in the form of a flat domestic battery, despite routine charging sessions. We never got to the bottom of the problem, but increasing the charging to twice a day kept us in the race.

The strong westerly that we had beaten against, all the way from Land's End, finally decided to leave us to our fates, dumping us 6 miles from the rock. We spun for a little while, before the weather gods decided to have a bit more fun and blanketed us in fog. And, just to add a little spice, the water gods decided to join in and threw a in tidal current, carrying us straight for the rock. After about an hour, at 4-ish in the morning, by which time Grommit watch had taken over, we noticed a gentle breeze - from the east! It was hardly enough to flutter



the Rolex pennant on the backstay but we soon had the main and jib pinned out. The old girl was game, but hardly moving. We hauled out and launched the No 1 spinnaker and were slowly on our way. We passed quite a few boats on our journey past the rock - none seemed to have detected or thought of the spinny and, of course, in the thick fog, had little notice of our presence. We finally rounded the rock on Thursday morning at 05:17 in fog so thick we sometimes couldn't even see the



light.

We had a straightforward sail all the way from Pantenus, and were able to launch the No2 spinnaker again about halfway across the Irish Sea, which we held

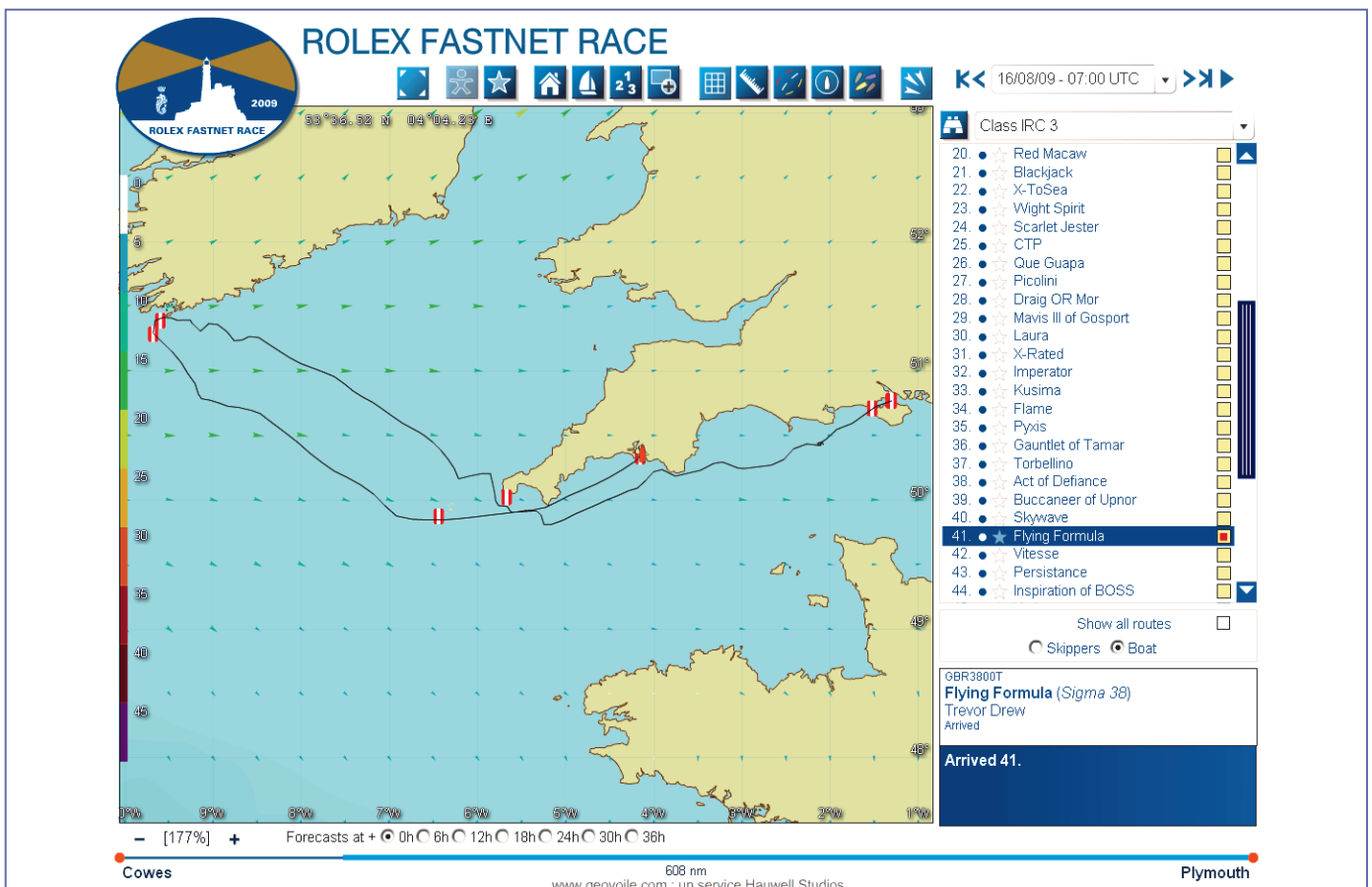
all the way to Bishop Rock. The dolphins returned, spurring us on our way. The spinny had to come down a couple of times after the Lizard but was soon up again. We finally turned the corner into Plymouth Sound without mishap and finished the race under spinnaker in the early hours of Saturday morning, dropping it in a neat handbrake turn behind the breakwater.

Less than two days from the rock! Our elapsed times were 3d 16:57:47 to the rock and 5d 13:08:06 to the finish. We were lucky to be given a berth in Sutton Harbour, so really enjoyed the party atmosphere - needless to say, champagne and a few beers were drunk on our arrival! Well done to all the crew and, in particular Tracey, who kept us so well fed that our morale was never at risk!

You can replay our race (IRC3) on the RORC website at <http://fastnet.rorc.org/2009-fleet-tracking.html>

Trevor Drew.

With grateful thanks to Chris Looney on RIB "Raven" for the off-boat photos."



RORC's Fastnet pages are full of interest. This is the tracker, showing the route taken by "Flying Formula" You can also see Richard's "Jangada Too", she's in the Class 2 listing. <http://fastnet.rorc.org/2009-fleet-tracking.html>

Richard Palmer comments on his 2-handed entry in his J109, Jangada Too.

“Fastnet 2009 Double Handed - “You must be mad!”

Our campaign to race to the Fastnet Rock and back culminated in Plymouth with the crew off another yacht saying “2-handed, you must be mad”!

It all started two years ago after J109 Jangada Too and my crew agreed to abandon racing in the face of Force 8 gales and seek refuge in Plymouth. And whilst “under the influence” in a Plymouth bar I vaguely recollect a phone call to Jeremy in which he said something about doing it 2-handed next time. So, determined not to renegade on my promise, the challenge was on.

Word was put out on the “Petit-Bateau” website – any advice for shorthanded newbies? A variety of helpful comments bounced back – single furling headsail, remote control for the self steering, trail halyards behind you on the sail drops, stay clipped on, and don’t piss over the rails..... But most important of all “it’s not physical, it’s mental - preparation and anticipation”.

Our campaign started with the JOG race to Cherbourg and back, with a win in Class. Riding on our success, North Sails convinced us of the need to carry a light-weight No.3 Jib for under 8kt winds, a Jib Top for reaching in stronger winds and a Staysail to gain the extra 0.5kts with the spinnaker. So much for keeping it simple with one headsail! But at least it would keep us busy with sail changes.

The qualifying races, including a drift around the Ed-dystone Lighthouse, turned out to be good training for the Fastnet race itself. Light winds prevailed with the emphasis on tidal strategy. Anchoring in 40m off St Albans was our toughest moment, especially when the hook refused to come up, and probably the only moment that I wished we had more crew.

Looking back on the Fastnet Race now, it seems to have passed very quickly. Unlike previous races to the Rock where I have spent the first 24 hours sat on the rail recalculating our ETA in Plymouth each time the wind speed changed. With only two of us onboard we only had two roles – “Head in the Boat”, navigating, cooking, cleaning, blogging, sleeping, and “Head Out of the Boat”, lookout, trimming for speed, tweaking the autohelm, always watching the numbers. The first 24 hours were the hardest, sleep was fitful and not enough food consumed. Jeremy so tired that he started to hallucinate on

watch. Myself so tired that sea-sickness briefly took its toll. By day 2 sleep was deeper – we knew because of the vivid dreams, even if we were only down for two hours.

Our efforts were rewarded with 8th place in the fleet of 30 double-handed boats, only one place behind the 2007 winner J105 Voador. And second J109 ahead of the current IRC2 series leaders Jibe.



And my answer to that crewmember who questioned our sanity – “fully crewed, all that time sat on the rail, how dull”! It was a challenge, but great fun and never boring. And only the beginning with the 2010 Double Handed Round Britain and Ireland now calling.....

Richard Palmer

www.jangada-too.blogspot.com

www.jangada.co.uk

www.petitbateau.org.uk

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Brian Grubb,

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

Association Membership updates

2010 CSSA Associate Membership Subscription Rate

“ Following CSSC’s recent decision to increase the 2-share CSSC membership subscription rate to £78 pa from 1 January 2010, the CSSA Associate Membership rate for 2010 will be £94.00. (The CSSA AM rate is set at 120% of the CSSC 2-share rate, rounded up to the nearest pound.

Treasurers will receive my ‘round robin’ by e-mail.”

Brian Grubb
CSSA Treasurer

Are you paying the right subscription to CSSC for sailing?

Membership Status

Your magazine address label gives your CSSA membership category at the end of the first header line above your name.

If this says "Basic" you are not currently paying for CSSC "Membership Plus" and you are not a Full Member of CSSA. Your name will be removed from the distribution list at the end of 2009. To upgrade to CSSC Plus contact CSSC on 01494 888418 or send in the CSSC form from the Membership section of our website www.cs-sailing.org Please email me to let me know you have upgraded at kenwpavitt@aol.com. Thank you!

Ken Pavitt,
CSSA Membership Secretary.

CSSC Conference 2009 - have a look, it's all on-line!

The CSSC Annual Conference was held in Manchester from 15-16 June. This year's event was a very busy and lively affair, with delegates from all over the UK. There was a special emphasis this year on Area Associations.

CSSC's website explains what took place during the packed 24 hours, where the sessions included: -

- An update on membership levels and recruitment
- Info on the Head Office membership recruitment & business support team
- Presentation of CSSC's "Volunteer of the Year Award" and CSSC's other Major Awards;
- News on the CSSC Members' Draw and presentation to the first car winner
- A debate on Area Association funding and how Areas support members that live and work in their patch

- A key session on the roles & responsibilities of Area Associations as well as a session on possible future changes to our organisational structure
- An update on progress against CSSC's Strategic Plan
- A closing address from our Chairman, David Bell

The highlight of the event was the presence of Darren Campbell, Olympic Gold Medallist, as the guest speaker. You can see a video at CSSC on-line of the "Parkinson-style" interview of Darren by our Chairman. Now if only all conferences had such a feature.....

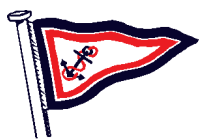
For our Association perhaps the Conference emphasised mutual, urgent, but common problems around the need for more members. Listening to the Area Associations it's clear that there are good opportunities in building up our communication and relationships with them; and also doing more with the CSSC Regional structure. You never know, some might even fancy going sailing! D R, Editor.

We are online! Try our online (pdf) version from www.cs-sailing.org, your club or CSSC website! Later, if you wish to opt out of the printed version, e-mail kenwpavitt@aol.com - include your membership details & use "UNSUBSCRIBE" as the subject. Thanks! Ed.

CSSA is affiliated to the Civil Service Sports Council

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Civil Service Sailing - Extras

Sometimes our printed edition is short on space, or copy can “miss the tide” - you will find any overflow here. This month in “Extras” we have :-

- A few more photos of the CSSC Dinghy Championships;
- A chance to read what it's *really* like offshore with CSSA. Mary Gandy cruised in Brittany aboard Freyja - and gained her Competent Crew certificate; Andrew Ramsey skippered the return of Sea Essay from the West Country - Sea Time!
- News from the Southampton Boat Show 2009 - including RYA Club of the Year, RNLI Safety Guide, The Ellen MacArthur Trust + photos.

CSSC / CSSA Dinghy Championships at Netley Cliff SC, 18 - 19 July 2009



Better sailing weather at Netley this year



Second overall - Martin Hughes - first CSSC member



Brian Conroy carries off the Littleton Bell to FGSC



Tea break! Our thanks to the hosts and their team!

And next year, why not come along yourself? ?

Aboard the good yacht Freyja - Brittany 2009

I think I always wanted to sail, but for most of my life it never seemed a possible option. However, luck was eventually on my side when I got to know someone who was looking for new friends to sail with and, as a result, went on several very enjoyable Mediterranean flotilla holidays. This led me into the CSSA and so it was that I joined Jeff Herschel's "Brittany Corsairs" sailing Freyja from Brest to St Peter Port this August.

What a great week we had! With three highly experienced yachtmasters aboard, as well as two other knowledgeable crew members, I soon realised that I had struck gold as far as learning potential was concerned. Although we lost the first day to bad weather, from day two onwards we were lucky with tides and weather, facilitating some really good sailing. I found Brittany delightful – full of character, rugged, but with a laid-back elegance. From Brest our route took us to L'Aber Wrac'h, Trebeurden, Treguier, and Saint Quay Portrieux, before crossing to St Helier and finally St Peter Port.

For me who had done very little sailing in tidal waters, and no passage planning, this was a new world. I learnt the necessity of a full and complete understanding of tidal flows and how making detailed calculations is essen-

tial to passage planning. I quickly understood the concepts of "wind against tide" and "lumpy" sea!

One incident deserves special mention. During our crossing from St Quay to Jersey, we suddenly felt a scraping along the underside of the boat and realised we had picked up a pot buoy, which was now visible under our stern, clearly still attached in some way, and likely to be fouling our prop and/or rudder. Valiant attempts by James to free it with the boat hook got us nowhere so Jamie volunteered to dive, attached, of course, by a line. His first dive established that there was a tangle of fishing line and floats caught on the rudder; thankfully the prop appeared clear. In two more dives, armed with a bread knife, he managed to cut the obstruction free and landed a large tangled ball of fishing gear and line. He was definitely hero of the day! However, it was the unanimous agreement of the crew that boat safety equipment should include, as a minimum, swimming goggles and a designated suitable blade for dealing with this kind of incident. This was the culprit (below)!

And my personal highlights?

- Setting out from Brest before dawn on our first day's sailing





I enjoyed the unfailing good company of our crew!

- Doing the pilotage up river into Treguier, followed by the overnight stay in that pretty town
- Successfully learning to do a “one handed” bow-line
- The crossing from St Quay to St Helier – great sailing in perfect weather
- Taking the helm in challenging conditions around the SW point of Jersey – for me probably the most exhilarating half hour of the whole week

Overall my confidence increased and I was pleased to have Competent Crew signed off. But I also greatly enjoyed Brittany, as well as the unfailing good company of the rest of the crew, which made the whole trip very special.

Mary Gandy



At the Southampton Boat Show Dee Caffari MBE launched RYA's “Club of the Year”. Here are the details:

RYA

~~~~~

## CLUB OF THE YEAR AWARD

In the UK there is an amazing array of people who work together to create vibrant clubs that keep our sports alive. To recognise and promote their outstanding achievements we launched this Award for clubs in 2007.

### *'Is your club successful at.....?'*

- ✓ Encouraging young people to get on the water
- ✓ Providing a range of quality and safe activities for all
- ✓ Attracting new club members and volunteers
- ✓ Engaging with the local community, particularly young people
- ✓ Demonstrating good governance and club management

### *'Could your club be the best in the UK?'*

Clubs are invited to apply by **23rd November 2009**

Applications will be considered by RYA Awards panel. Five clubs will receive Awards and an overall winner will be announced at the Dinghy Sailing Show in March 2010.

### *A great opportunity to put your club on the map!*

Three clubs will also be put forward to the CCPR Sports Club of the Year Award 2010, which has a first prize of £6000.

For more information and an application form go to:

[www.rya.org.uk/club of the year](http://www.rya.org.uk/club%20of%20the%20year)

Or you can call RYA Sports Development: -

02380 604 192 / 199

## RNLI

RNLI had both an exhibition stand at the show, and a Severn Class lifeboat from the relief fleet in the marina. But no access to the flying bridge, nor below was allowed at the show - apparently someone had done a risk assessment!

Talking to the fund-raising volunteers it seems that the RNLI is suffering from a cut back in donations at present, especially in the area of legacies - which were a prime source of funding in years gone by. CSSA members are often Individual or Offshore members in addition to our help through events such as IDOR which raised a lot of money this year - so we are doing our bit!

RNLI puts a greater emphasis on preventive measures and publicity now, such as the recent lifejacket campaign (are you still wearing yours?) and opportunities for boat owners to consult RNLI trained safety advisers.

There is a new booklet out - "Sea Safety THE COMPLETE GUIDE". This includes a DVD that can be updated online if things change. I am told that the interactive tests on lights & buoyage are both testing and fun...

## ***The Ellen MacArthur Trust & Skandia Round Britain 'voyage of discovery'***

It's not every day that you get to share a boat or even a marina pontoon with a record breaking Round-the-World Yachtswoman - at this year's boat show you could have your choice of two - Dame Ellen MacArthur MBE and Dee Caffari MBE.

Ellen was promoting her charity which has one cause - to

### ***"Inspire Young People's Cancer Recovery Through Sailing"***

The figures so far - and her crew - proudly on the deck of "Scarlet Oyster" and alongside her, certainly were inspirational!

- 2000 nautical miles
- 132 days
- 85 young people
- 61 places and 17 hospitals visited

The pictures which follow say it all.

Visit [www.roundbritain.org](http://www.roundbritain.org) where you can buy a mile of the voyage for the bargain price of £10.



As the media continue their photo call aboard Scarlet Oyster - the last remaining naval steamboat (?) glides alongside

## **Sea Essay returns to Hamble after her summer in the West Country**

Sea Essay was based in Plymouth for the summer. Having volunteered to take her home as a "Sea Time" trip, we all waited by our e-mails, oilies at the ready whilst Andy in the crew bureau sorted out dates. In the end demand for the boat in the SW dwindled so we all met in Plymouth - a little earlier than expected - on Friday evening 17th July. The departing crew all seemed in good spirits but said they were "a bit damp" (worrying, but the boat seemed OK!)

We began with an evening meal in town, followed by shopping on Saturday for our week ahead. We all appreciated Andrew's thorough check of the on-board inventory, which wasn't easy. Departed for Dartmouth & arrived around 5pm. Dinner in the pub up the hill. (*this theme was to be repeated - both pub and up the hill..*)

The plan was to return via the Channel Islands and as usual we sought the best options on tide. That meant that on Sunday we woke at 2.30am & departed Dartmouth in the dark for Guernsey. The sea had built up with a week of strong South Westerly's - leaving us an uncomfortable ride in strong winds. As daylight arrived we lost a couple of crew to the horizontal position. A quick & busy crossing saw us make good time to Guernsey with a storming sail along the coast from Les Hanois round into St Peter Port where a calm sunny summer evening awaited us. Dinner in the pub (yes, up the hill!)

Monday was a day off. I went with Bill to explore an old haunt from my youth (romantic hotel at Jerbourg!) - only to find it had burnt to the ground. We met up with everyone and had a round the island trip - on a bus this time - for 60p each!!!

Next stop Alderney. Tuesday started with another early (4am) departure to best manage the strong tides. After an impressive re-arrangement of boats to allow us to go early, Andrew took the scenic route into Braye, arriving at 10 am. Moored to a buoy we lunched aboard, then took the water taxi to shore, shower, wander around town. Cream teas all round, and a fine restaurant meal - good fish. The taxi back was badly timed in the midst of the heaviest rain we saw all week. Could have been worse - we could have used the dinghy!

Time to cross back to the South Coast, Wednesday started with a more leisurely 8.30 start. We had a fine crossing, with not too much wind, nor too much sea. The commercial traffic was light and no trouble being more



Sea Essay delivery crew:-

Andrew our Skipper, in St Peter Port harbour;

Peter helms, whilst David (your Editor) lunches;

Bill - with one eye on the weather;

Cliff - nearly home, tops up his tan.



dispersed outside of the traffic separation zones. But we didn't quite make the 5 knots needed to benefit from both tides in our passage across, ending up further west. We took up the option of an earlier arrival and an over-night in Weymouth.

Thursday - Weymouth to Yarmouth - with lunch whilst anchored in Studland Bay. Very civilised! The day had an interesting start across the Lulworth firing ranges. We went out the full 12 miles, but it was interesting to see the range patrol craft trying to sweep away rogue vessels in the firing zone. One stray yacht simply replied "Do you speak French?" We couldn't hear the answer... It was not until 11.00 that they had the area cleared and firing began. We had a lively passage across Christchurch Bay in the moderate SW swell. The trip along the Dorset coast is really nice and was one of my first coastal passages - with Ken Rust - many years ago. It remains a favourite. Dinner in the King's Head at Yarmouth.

So the trip was nearly over, Sea Essay now almost re-positioned in the Hamble ready for her autumn cruises

(possibly her last - if a new boat is purchased by CSD).

We had some good sailing, with winds up to Force 7. We learned about the weather from our own on-board (retired) meteorologist. Sadly this didn't improve the forecast, but at least we knew more about its degree of certainty and why it was raining!

As well as some superb re-positioning amongst the closely moored craft in St Peter Port marina, Andrew also introduced us to the skill of tacking around clouds. Some of these were clearly accompanied by squalls and nasty down-drafts, one even appeared to be developing a tornado like water spout; he soon had us going in the opposite direction.

Friday - We arrived Mercury Marina at about 10am after doing 8 knots over the ground. Sea Essay then had the deepest clean in many a long voyage, she sparkled when we'd finished.

David Richards (Ed)

(With thanks for Andrew's photos & Bill's diary of events.)

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### ***Every yacht should have some of these!***

In this picture "***Escala***", ***Britain's Got Talent*** stars, provide some fine musical accompaniment at the Southampton Boat Show for the launches of ***Sunseeker's*** newest models. Bond-style boats with £ multi-million price tags!

But what about those shoes? Knowing how difficult it can be getting aboard a Sunseeker at these shows anyway, how did they manage to sneak aboard in those high heels ?!

