



Racing Times

The Magazine of the Civil Service Offshore Racing Club

June 2003

www.btinternet.com/~csorc/



Editor : **Nick Bowles**
'Clevehurst'
12 Upper Edgeborough Road
Guildford Surrey GU1 2BG
01483 306954

csorc@madasafish.com

First, an apology for the delay since the last news letter. The season so far has been very busy (which is good) and hasn't left much time for writing about it all. It is still only June, and Wave Train has been round the Solent six times, out to the Nab, across to France three times east to Brighton and west to Brixham, and most recently right round the Isle of Wight.

The year started with the AGM, reported on below, and the usual "T-Cut and buff" or winter maintenance. By the end Wavey was looking as pretty as she has done in many a year and running smoothly too. Thanks are due to those who lent a hand.

Roger Walker skippered the Spring Series, giving up 6 weekends and putting his domestic arrangements in jeopardy (it's a hard life ...). Reports below. Chris Stebbings did the Nab Tower and Keith the first offshore races of the season: the Cherbourg JOG, the Cervantes RORC to Le Havre, the St Vaast RORC, the Myth of Malham and the Morgan Cup - the last four being Fastnet qualifiers. And Roger again took the wheel for the Round the Island. It's been good so far but there is a lot to come and plenty of spaces for those yet to book their sailing for the rest of the summer.

CSORC AGM 2003

The CSORC Annual General Meeting was held at the Raven Hotel, Hook, Hants. on Thursday 13th February - way back in the cold and dark days of winter. A couple of committee changes were agreed: Chris Stebbings was at last allowed a rest from crew bureau after a number of years doing a great job. Chris will now handle race entries and Nick Bowles is now the crew bureau. Contact Nick if you want to crew on races. Bill Taylor has come on board to handle publicity, which we felt was important enough to warrant a separate post.

The *Mosika Alma* Prize (comprising a mounted and very bent windex following a knockdown in the Fastnet) for the best offshore racing feat, was awarded to Chris Stebbings for his overall achievements in offshore races last season. The Helen Clarke Trophy, in memory of the contribution Helen made to the club until her recent death, was awarded to Roger Walker in acknowledgement of his contribution to the club's campaign in the Warsash Spring Series.

Winter maintenance

As usual Wave Train came out of the water over the winter for maintenance, anti-fouling and hull cleaning and polishing. The bootline was repainted and the interior varnish touched up; the engine winterised and the fuel system cleaned and overhauled; winches stripped and overhauled; and worn clutches replaced.

Lifejackets, fire extinguishers and gas systems have been checked, serviced and replaced as necessary. We now have an 8-man liferaft, more conveniently mounted on the pushpit. There is also a new dan buoy.

The saloon hatches and windows were removed and re-bedded and several guard rail stanchions have been replaced.

Bare Marine were brought in to replace the stern gland (with one that doesn't let in water), and to repair the gel coat on the starboard side. Finally, we have acquired some sails from the army to supplement our racing sails. Thanks to Andy Fernie.

Many thanks to all those who helped and particularly to Keith and Chris.

Return from Plymouth

Wave Train is expected to finish the Fastnet race at Plymouth sometime around Friday 15th of August. This is a fine opportunity for a charter from Plymouth, with maybe a short cruise in the west country before returning the boat to Southampton towards the end of the week. CSSA approved skippers who are interested should contact Trish Oakley (02392 785157 or triciaoakley@aol.com). If you are interested in crewing on such a trip then contact the crew bureau as it may be possible to put a crew together with a skipper.

JOG

If you are not familiar with offshore racing you may have been a bit baffled by the recurrence of the acronym JOG among the events in the race programme. Is this some sort of relaxed race – a jog rather than a sprint or run? Well, in a sense, but not really. JOG stands for Junior Offshore Group and it is a club that organises offshore races from the Solent, but with a relaxed feel. Here in their own words is what JOG are about:

“JOG races are typically intended to be completed in a weekend, including any return voyage. We cater mainly for smaller yachts. JOG racing is and always has been 'Corinthian', in that we do not permit advertising or sponsorship for individual yachts.”

“JOG is extremely friendly, encouraging new entrants to the sport with hospitality and advice. One of the reasons for our races popularity is our policy of racing to a channel port in time to allow crews to meet and converse over a glass of wine or beer before returning. In many cases there will be a designated 'watering hole' included in the Sailing Instructions.”

In practice, at least as far as CSORC is concerned, there is not a great deal of difference between the JOG and RORC races that make up much of our offshore programme, except that RORC races tend to be at the longer end of the spectrum. There are JOG races to Alderney, St Peter Port, Cherbourg and Poole still to go this year. Check the race programme below and contact the crew bureau if you are interested. At the time of going to press there are still places on all the JOG events.

Warsash Spring Series 2003

Again we campaigned the series with a core crew doing most of the races, with others joining for one or two races. Roger Walker skippered throughout. This arrangement certainly helped in crew coordination, and put us on a more even footing with those boats that sail with the same crew week in week out.

Race 1

The first weekend was a glorious combination of sun and wind - perfect for Saturday's training and Sunday's race. We made a good start, and this continued into the first upwind leg. We got to the second mark in the middle of the pack and put the kite up without a problem (thanks to lots of training on the Saturday). The second time round was good too, despite a problem getting the jenny down that had me hoisting Roger to the top of the mast.



Roger up the mast.

We held fifth until the last leg when we couldn't get the kite down properly and then had a problem with the number 2 genoa entangled on deck in the spinnaker sheets and guys. Five Sigmas took their chance leaving us among the tail-enders. We made up for it having fun flying the spinnaker back to Shamrock Quay.

Muriel Stosic

Race 2

For this weekend we had acquired some sails from the army – thanks to Andy Fernie - so we spent Saturday trying these out.

Sunday's forecast was for sunshine and moderate wind, though before the start the wind was over 20 knots up towards Ryde so we changed down to the number 2.

We went upwind to set up for a practice spinnaker run and only just made it back to the start in time against the strong east going tide. Nevertheless we managed a good start and made the first mark in about 4th place. Back down to Marsh where we gybed onto a spinnaker reach. Large ships moored in the channel were making life hard with their wind shadows. Difficulty easing the genoa luff revealed crossed and jammed halyards so Roger went up the mast (again). A flurry of errors and at one point we were flying two halyards and the topping lift from the masthead as Roger clung on in the freshening wind. This rather inefficient upwind technique and an element of helmsman distraction left us racing *Vitesse* for last place. On the final beat up to the line she crossed ahead of us and that was that.

Race 4

This was on the Sunday following the Nab Tower JOG so we didn't have the usual practice day. The wind was from the NE and the course was straightforward with plenty of spinnaker reaching but only one gybe. After a good start we had a short beat up to Marsh. The rounding was busy, then a spinnaker run back to N Ryde Middle during which we pulled back some ground from the leading pack. We lost a place gybing at the mark, then a short spinnaker reaching leg to S Ryde Middle. Another beat to Marsh then a long starboard pole spinnaker reach to Prince Consort. We got into dirty air with larger boats from another fleet and lost ground. A beat up to Seascope, port pole back to W Ryde Middle and finally a beat back to the finish for 11th out of .. er ...11.

Race 5

Saturday was F2 and sunny. The forecast for the Sunday however was for a warm front coming up from France, with F6-7, though in the event we didn't get more than about F3-4.

We divided the tasks up on the Saturday - I was on main sheet. We practised

Saturday afternoon, with Roger setting off up the mast to try and fix the wind indicator, to no avail. We went to the Folly Inn overnight. We were lucky with dinner, the Folly was full but offered a table provided we vacated it by 7.30. We had the best of the evening though, watching the sun go down over the river and by the time the table's proper owners arrived at 7.30, the sun was covered by cloud! We retired to WaveTrain for late drinks and cards. Izzy showed us a new game that I lost (twice). In bed by just about midnight.

Sunday dawned bright and conspicuously short of a warm front. I was pleased with how much I was learning on the main, tutored by Roger and Trevor. We had a couple of close encounters as we raced around the marks, but generally things were going well. We were about to go around the last mark when a line cut into Muriel's hand – no mere rope burn it had cut through to the bone. It only took a few moments to assess the seriousness of the injury and we diverted straight away to Hamble. Izzy did the honours as the first aider, dressing the wound then calling ahead for an ambulance.

After we dropped Muriel off at Hamble, it was a fairly subdued last few miles to Shamrock. A pity we didn't finish but the story will get better with the telling, so that each time that it is told we will have been closer to the lead. (Muriel has now fully recovered and is back sailing. *Ed.*)

Bill Taylor and Muriel Stosic.

Race 6

We only had a crew of five which made life a little interesting in the strong breeze - Izzy on foredeck, Hazel trimming, Kev on main, Trevor on helm and Roger filling in the gaps and helping the start.



Kevin and Hazel taking the Spring Series seriously

We got a really great start, coming out in the top few, then swapped helms, Roger calling the tactics and pit. The course led us all over the place. We rounded the top mark and got the kite up, where things got a little emotional as the rocking and rolling started. We got the kite down, still running the 1st

reef in the main and the no 2 genoa, and still going well. We finished 8th - not too bad - and we all survived in what were testing conditions for a short crew.

Roger Walker

Warsash Spring Series Sigma 38 results

Position	Yacht	1	2	3	4	5	6	7	8	Total Points
1	Highland Spirit	3	20	19	1	1	1	1	2	9
2	Alliance	4	1	19	4	4	4	2	4	19
3	Mefisto	1	5	19	7	12	2	5	5	25
4	Torbellino	5	6	19	19	2	6	3	7	29
5	Euphorix	6	3	19	6	8	8	4	3	30
6	Light	2	4	19	5	10	7	16	6	34
7	Red Arrow	13	18	19	3	3	3	18	1	41
8	Mustigo II	12	7	19	8	5	5	8	8	41
9	Wavetrain	7	9	19	13	7	9	6	10	48
10	Vitesse	10	8	19	9	18	10	18	18	73
11	Premier Cru	18	20	19	20	6	18	7	9	77
12	Rapscallion	20	2	19	2	20	18	18	18	77
13	Flying Formula	11	20	19	11	9	16	18	16	81
14	With Alcarity	9	20	19	10	20	18	18	18	92
15	Zanzara	10	20	19	12	20	18	18	18	95
16	Assarain II	8	20	19	20	20	18	18	18	101
17	Girlsforsail	20	18	19	20	11	18	18	18	102
18	Supernatural	18	20	19	20	20	18	18	18	111
19	Dragonfly	18	20	19	20	20	18	18	18	111

Publicising CSORC

The club committee is trying to widen CSORC's membership and this is a request for your help. Would you be prepared to place an advert for the club on the sports and social club notice board at your place of work? I will provide you with a notice, which is a single sheet of A4, showing a picture of Wave Train, a brief description of the club's racing activities and the club's web site address.

In addition would you be prepared to ask the web master of your in-house network to place a web-page version of the ad in the sports and social pages? Again, I can provide a version.

If either answer is yes, please e-mail me at wrtaylor@primex.co.uk or phone on 01344-311990.

Thanks for your help.

Bill Taylor
CSORC committee – publicity



Le Havre RORC

Saturday morning, an 0800 start from the RYS line in Cowes, and the fleet set off in a SW 15-17 knots. We headed east to the forts with a strong tide. A pleasant reach through the forts: a few yachts tried to hold kites, but failed. The forecast was for the wind to go lighter and more southerly throughout the day as the fleet headed across the Channel towards the French coast. The race committee decided to use the shorter of the two published courses and take the fleet direct to Le Havre.

The fleet split with boats which allowed themselves to go east with the tide being the first to find the new wind, as it backed from 220 to 140. Those who sailed high to begin with, expecting a southerly, became trapped on the right side of the course. The big boats had the benefit of strong flood tides flowing up the river Seine at the finish, with Class 2 and 3 boats having to beat against a foul tide. The finish line was hard to find and apparently several boats failed to finish correctly but we claimed 26th place out of 37.

St Vaast

Once again we had a full crew for this, our second Fastnet qualifier. We left Shamrock on Friday afternoon in pouring rain heading for the 1950 start on the Royal Yacht Squadron line. By the time we arrived off Cowes the sun was shining. It was a spring tide (full moon) pushing strongly eastwards: the course was out via the Nab Tower. Gradually the boats gathered, holding station in the current and the southerly wind, reluctant to get too near the line for fear of being swept over. At the gun we were well upstream but rapidly moved down over the line at more than 8 knots over the ground. We stayed well out and were reasonably well placed as we hardened up round the forts. Once out past the Nab the fleet spread out as the light began to fade. The wind was basically southerly so we were on starboard tack for a good while. Plenty of tricolours could be seen for some while as we headed out across the shipping lanes, tacking at long intervals. Later as boats spread out more we saw fewer lights but there were always some around to reassure us that we were going in the right direction. At one point we had to bear away to avoid a coaster and at another time a ferry passed close by going in the opposite direction and lit up like Blackpool, even though it was after 2 a.m. It was daylight as we closed the Cherbourg peninsular and yachts started to close in. We approached from the west of Barfleur tacking onto starboard to get a ride from the strong eastgoing tide. Round the corner the tide carried us down the peninsular to St Vaast. Nearing the bay we noticed another Sigma further inshore but some way behind. She seemed to be catching up so final reserves of concentration were called for. We tacked inshore in front of her, then she tacked, we tacked, each time we crossed she seemed nearer. We crossed the line a few boat

lengths in front of her. A finish more suited to a Solent round-the-cans than an 80 mile 14 hour cross-channel race. Sorry, *Billy Whiz*. We finished 26th out of 39 entries. So what do we have to do to get a better place?

We hit *Le Channel* for lunch – in common with many of the other crews by the look of it. We dined on *moules frites* (no ‘freedom fries’ here), *soupe de poissons*, *steake au sauce poivre vert* and beers (“Large?”, the *patron* asked somewhat rhetorically, obviously well-versed in the ways of English crews). Then we took a tour of the M. Gosselin’s shop – a “must see” if you are ever in St Vaast. Again most of the crews seemed to be here.

We left at 20:30 for the return trip. Gradually the wind rose until we had two reefs in while making a steady 6-7 knots with the wind on the quarter. By the time we were in the eastern solent it was a steady F6 with very few boats out (O.K. it was only 9 o’clock). By lunchtime we were back home and tied up with two weeks to catch up on sleep before the next Fastnet qualifier.

Some interesting/amusing quotes from the RORC race report:

“Piet Vroon’s “Tonnerre” went aground just off the RYS losing 16 inches of rudder. Piet commented at the end of the race that by the time he had got Tonnerre home to Breskens he would have sailed 600 miles to get to the start and then home, all for an 83 mile race.”

“The Race Committee at the start observed three boats going the wrong side of Snowden, one OCS who did not come back, one starting in the wrong class and four boats obviously late at the start and after turning their engines off not exonerating themselves with turns.”

And a reminder:

“Remember in RORC races a harness and lifejacket shall be worn

- between the hours of sunset and sunrise
- when alone on deck
- when reefed
- when the true wind speed is 25 knots or above
- when the visibility is less than one nautical mile.”

Intros

In Whitsun week we ran a three day ‘intro’ for four newcomers to sailing. The weather was kind so it was no baptism of fire. After a leisurely introduction to the boat and an

extended safety briefing we set sail in about 10 knots under a thin veil of cloud. The wind almost went completely, going down Southampton Water but by the time we got into the Solent the wind was back up to 10 knots. Already our novices were taking turns on the helm while the others tacked the genoa as we beat up the western solent with the tide under us. We arrived off Yarmouth around 5.30 so we put in for the night. A quick tour of town ended up in the Bugle for huge plates of sausage and mash, then back to the boat ready for an early-ish departure.

Wednesday dawned still and sunny so we motored off for Poole into the increasing mist. Visibility decreased to the point where we were able to try out the fog horn. We had intended to go on to Lulworth but settled for Studland Bay in the conditions. As we approached Swanage the fog cleared, although a bank of fog was still visible further out to sea. After we anchored, the wind picked up and blew the rest of the fog away to unveil Poole, then Bournemouth, and finally the Needles in amazing clarity. The activities of numerous fishing and pleasure boats, and the scary Condor ferries reminded us how much had been going on just outside our vision during "The Fog". We put into the new marina at Poole for the night.

Next morning we were up at 6.30 for the return trip. Again the early morning sun beat down and the wind was really light. It was nice to see Poole harbour before the masses were out and about, although the Condor ferry was already heading out for France. We took advantage of the wind still in the North East to launch the kite, though after a half hour or so it collapsed and the wind died. The rest of the day was pretty much a straightforward motor back up to Shamrock in Mediterranean weather. We tried the sails a couple of times but the tide was against us in the Solent and we had to get back. The wind had been light too often but at least those for whom this was their first experience of sailing didn't go away thinking it was all cold grey lumpy seas and rain. Next time maybe.

Myth of Malham

The forecast was F1-3 and, in their wisdom, the committee selected the longest of the three published courses: 158 miles. Fog on Saturday led to a few exciting moments off St Catherine's where we suddenly found ourselves rather too close to the shore. Later

we floundered about off Littlehampton, becalmed for the whole night; sticking the hook in briefly. By Sunday morning we were mid-fleet, somewhere off Brighton; had not even got to our furthest point; and, having covered under two miles in as many hours, calculated that at that rate we'd be back sometime Wednesday morning. At 6 a.m., after a vote, it was decided to retire and motor the 50 miles home. We left a pack of 15 boats all within a mile with sagging spinnakers. In the event the wind did get up and quite a few made it home soon after us. It was a shame to have given up, but it was a difficult call.

Morgan Cup

Crew: Keith Taylor, David Hartland, Rick Van Kempen, Nick Bowles, Nick Huxford, Kevin Lugg, Peter Young, Mark Dyer.

The elements of sailing are wind and tide - too often too little of the one and too much of the other, as it proved this weekend. The plan was to carry the tide from Cowes past the forts and out to the Nab where a timely reversal would help us on to St Catherine's and beyond, however first the start was delayed by a large container ship, and then the wind died.

The boats drifted eastwards together, in an intimacy which was strangely irritating. Boat to boat stuff is all very well for Cowes Week, but in a RORC one is entitled to expect a certain amount of sea room. After nightfall consternation was caused by a large dark shape with 3 vertical red lights, rapidly approaching, but it weaved its way through the fleet without mishap. As the tide turned we briefly kedged near Ryde Middle until a faint breeze enabled further progress. The watch taking over at 0200 were surprised that the forts had still not been negotiated, and that we were somewhere near Gilkicker with No Mans on the beam. Then we had a couple of hours sail in probably the best breeze of the whole weekend out to the Nab Tower.

There ensued a frustrating wallow of many hours to reach Portland in a foul tide by around 1500 on Saturday. The navigators, official and unofficial, were in dispute as to the merits of gybing angles and the significance of something called VMG. We were carried into the edge of the race and shipped water for the only time in the whole weekend (*one wave and it hit me Ed.*). By 1700 we were becalmed again. A little later we replaced the spinnaker with the No 1 and shot past another boat still

fighting to keep a yellow spinnaker filled. But as the orange sunset turned to purple over Lyme Bay the sea became ever more glassy. Every adjustment we tried made the situation worse, and when we went back to the original settings, it made it worse still. This, however, was a race we absolutely had to finish, to make sure of qualifying boat and enough crew for the Fastnet. Watchkeeping became a matter of observing the reflections of the full moon in the oily swell, noting the slow progress of phosphorescence and trying to ignore the slatting sails. Towards dawn on Sunday, the occasional returning boat threshed past, the beat of the engine audible for miles.

At dawn a F2 came up from the NW, and we made better progress towards Brixham, finally finishing the race at 0702. With no time for leisurely breakfasts and showers we started the engine and made for home. During a brief spell we sailed, but for most of the next 18 hours we motored. We missed the tide again at Portland, but had such favourable tide at the Needles that we exceeded 10 knots SOG going past Hurst. At last, in the very early morning of Monday we tied up at Shamrock and dispersed to return to so-called normal life. We finished 24th out of 43.

Mark Dyer

Round the Island

First sailed in 1931, today the race, run by the Island Sailing Club, attracts 1500 yachts, from maxis to Shrimpers, with Admirals Cuppers competing alongside families having fun.

Heading down Southampton water early Friday evening we found ourselves in company with Robin Knox Johnston on Suhaili, the first to sail solo non-stop round the world and winner of the 1969 Round the World race. The day had been very hot but by the evening it was getting cool as we put in an hour of practice to loosen up before putting into Cowes. Off the green we passed Endeavour, one of the three remaining J class yachts, on the moorings. In the Medina we were immediately sorted with a berth by the harbour master – excellent service guys.

An early night was followed by a 6 a.m. alarm call. We headed off into the Solent and a fine day. Already the exotica was out and preparing to start, while we hung around the waiting area assessing the best position for a downtide and downwind start. The tide was west-going for the first two

hours by which time we expected to be round the Needles. Spinnakers were starting to go up and a few seconds before 7.30 ours joined them. We crossed the line slightly late but better safe than OCS.

Our tactics were to stay mid stream in the deep water all the way to Yarmouth where we moved over to the island shore, then back to the middle through Hurst. After the Needles the fleet split into those that went out to sea and those that kept inshore on the beat up to St Catherines. We were in the latter group. Again the tide was with us and we maintained 7 or 8 knots over the ground. Round St Catherines we were able to crack off a few degrees but it was not until Bembridge Ledge that the spinnakers went up and the race started to get really interesting. Up until now the only real interest had been on the radio as boats protested each other elsewhere on the course. Now as we surged towards the forts on a spinnaker reach we were involved in a series of luffings and duckings with other boats of various sizes. Unlike last year the fort rounding was not followed by a scrape along inshore as the tide was yet again with us. A few more jousts, still under spinnaker, until finally the finish line appeared. A quick dive to the chart table to get the race instructions clarified the finish line (three committee boats, but we had to go between the correct pair for our class) and we were over, and still only 16.20. We noted the sail numbers of the boats before and after us, and our finishing time, then we dropped sail and looked for the barge to hand in our declaration. The queue of boats was enough to convince us to go into Cowes and make the declaration there, while taking our chance with the hoards. Yet again the organisers had the whole thing under control and we were soon on a berth stretched out in the cockpit with the Pimms and canapes (well ... prawn crackers).



Post race Pimms in a very crowded Cowes

Another superb RTI, but this year made all the better by fine warm weather. Later, in the Island Sailing Club we got the results: 30th out 39 in class. Nothing to shout about and we were surprised as we thought we

had sailed our socks off. But the results were close and only forty minutes separated us from the class winner so ... maybe next time.

Round the Island 2003 – Results for Class 6

Name	Finished	Elapsed	Corrected	O/A	Pos
Exactly	15:36:43	08:06:43	08:04:46	53	1
Arbitrator	15:47:04	08:17:04	08:14:35	118	2
Mefisto	15:49:09	08:19:09	08:16:39	135	3
X Rated	15:51:15	08:21:15	08:19:15	157	4
Cabaret	15:53:13	08:23:13	08:21:12	165	5
Degree Of Latitude	15:54:50	08:24:50	08:22:19	173	6
Vision	15:56:06	08:26:06	08:23:34	189	7
Alliance	15:56:31	08:26:31	08:23:59	194	8
No Fear	15:56:47	08:26:47	08:24:15	199	9
Zanzara	15:58:40	08:28:40	08:26:07	213	10
Gauntlet Of Tamar	16:00:47	08:30:47	08:28:14	227	11
Big Wednesday	16:01:39	08:31:39	08:28:35	229	12
Dragonfly Of Bosham	16:01:46	08:31:46	08:29:12	233	13
Vitesse	16:02:44	08:32:44	08:30:10	240	14
El Greco	16:02:52	08:32:52	08:30:18	242	15
Chronology	16:03:56	08:33:56	08:31:22	251	16
Bellman	16:04:43	08:34:43	08:32:09	254	17
Scarlett O'hara	16:05:20	08:35:20	08:32:14	256	18
Flying Formula	16:04:55	08:34:55	08:32:21	258	19
Euphorix	16:06:20	08:36:20	08:33:45	269	20
Light	16:09:28	08:39:28	08:36:52	289	21
Supercharger	16:11:30	08:41:30	08:38:54	299	22
Bellerophon Of Wight	16:12:43	08:42:43	08:40:06	303	23
Goody Two Shoes	16:13:15	08:43:15	08:40:07	304	24
Mustigo II	16:12:44	08:42:44	08:40:07	304	24
Assarain II	16:14:50	08:44:50	08:42:13	322	26
Beefeater Of St Helier	16:14:59	08:44:59	08:42:22	323	27
Flying Banana	16:15:05	08:45:05	08:42:27	324	28
Pavlova III	16:15:07	08:45:07	08:42:29	325	29
Wave Train	16:20:34	08:50:34	08:47:55	354	30
Blue Max	16:21:25	08:51:25	08:48:14	359	31
Sigmagician	16:21:30	08:51:30	08:48:51	362	32
Wind's Will	16:26:09	08:56:09	08:53:28	390	33
Xcess	16:27:15	08:57:15	08:55:06	401	34
Monet	16:38:56	09:08:56	09:06:11	434	35
Peanut	16:43:06	09:13:06	09:10:53	440	36
Hissyfit	17:15:26	09:45:26	09:42:30	475	37
Prim Tease	18:03:43	10:33:43	10:31:11	488	38
Katya	18:47:41	11:17:41	11:14:58	492	39

Wave Train Race Programme 2003 (to the end of September)

Start date	Finish date	Event	Berth Fee £
Fri 4 Jul	Sun 6 Jul	RORC St Malo	120
Mon 7 Jul	Wed 9 Jul	Sigma Nationals St Malo	TBA
Fri 25 Jul	Sun 27 Jul	JOG Alderney	120
Sat 2 Aug	Sat 9 Aug	Cowes Week	120
Sun 10 Aug	Fri 15 Aug	RORC Fastnet	†
Fri 22 Aug	Sun 24 Aug	JOG St Peter Port	120
Fri 5 Sep	Sun 7 Sep	RORC Cherbourg	120
Fri 12 Sep	Sun 14 Sep	JOG Cherbourg	110
Sat 27 Sep	Sun 28 Sep	JOG Poole	100

N.B. In addition to the berth fee any costs for food, fuel and marina fees are divided among the crew.

† Rules for competing in the Fastnet stipulate that at least half the crew must have completed 300 miles in RORC events. The cost of the series will be the cost of the qualifying events.

For crew bookings contact **Nick Bowles** (01483 306954, csorc@madasafish.com)

Hamble Winter Series

Still some way off, but from September we will be competing in the Hamble Winter Series so start thinking about which dates you would like to do. More details nearer the time, or watch the web site.

Membership

A reminder to all those who have not sent in their membership/crew bureau forms this year to do so. The crew bureau relies on these forms to keep updated on contact details and as an indicator of what events you are interested in doing. A form is attached, or you can download one from the website. CSORC membership is only £5 which goes towards postage, this newsletter, and other administrative costs.

In order to be a member of CSORC you need to be a member of the CSSA. Non-members can sail on Wave Train by paying an extra £5 per event, over and above the berth fee, but this is really for those sailing on a trial basis and anybody sailing on the boat more than 2 or 3 times should join the club. If you join after 1st October in any year then your membership carries over to the next year. See our website for full details.

This newsletter is sent out to everyone on our mailing list – current and recent

members, but also those who have expressed an interest in the club. Wherever possible we like to send it out by email (cheaper and less envelope stuffing) so if you are currently receiving a paper copy but have an email address please let us know. Next year, to cut down on unnecessary work, we would like to have a shakeout of our mailing list and will only be sending the Racing Times out to club members and those who have sailed on the boat recently. If you are not in either group but would like to receive the newsletter then please let me know as I am happy to send it out to anybody that is interested.

From time to time the crew bureau sends out details of last minute crew vacancies by email. Again, if you are interested in receiving these then make sure I have your email address.

Crew bureau/Editor

Charters

When not racing Wave Train is usually available for charter. Charter skippers must be CSSA-approved. Contact **Trish Oakley** (02392 785157 or tricioakley@aol.com).



Civil Service Offshore Racing Club - Crew Bureau / Membership form – 2003

Name:			Department/Agency etc.:																																									
Address (home):			Address (work):																																									
Postcode:			Postcode:																																									
Phone (home):			Phone (work):																																									
Mobile:			Next of kin (name,address and phone no.):																																									
Email:																																												
CSSC No.:	CSSA No.:	NI Number:																																										
<p>Your experience: To assist the crew bureau in ensuring that there is sufficient experience on board, please tick the appropriate boxes below to indicate your experience.</p> <table border="1"> <thead> <tr> <th></th> <th>Racing, offshore</th> <th>Racing, inshore</th> <th>Racing, dinghies</th> <th>Cruising</th> </tr> </thead> <tbody> <tr> <td>Foredeck</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Mast</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Main</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Navigator/Tactician</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Helm</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Watch leader</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Skipper</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						Racing, offshore	Racing, inshore	Racing, dinghies	Cruising	Foredeck					Mast					Main					Navigator/Tactician					Helm					Watch leader					Skipper				
	Racing, offshore	Racing, inshore	Racing, dinghies	Cruising																																								
Foredeck																																												
Mast																																												
Main																																												
Navigator/Tactician																																												
Helm																																												
Watch leader																																												
Skipper																																												
RYA certificate (highest level only):			CSSA approved skipper Inshore / Offshore																																									
<p>Racing events: If you know which events you are interested in then please list them below. Berths for most events are allocated 'first come, first served'. Contact Nick Bowles (01483 306954 or csorc@madasafish.com) to discuss suitability and availability.</p> <table border="1"> <thead> <tr> <th>Event:</th> <th>Date:</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>					Event:	Date:																																						
Event:	Date:																																											
<p>Cruising/Training events: If you are interested in introductory sails or cruising then please write it below. Training Contact: Ric Van-Kempen (01256 353822) with queries or availability. Charter/Cruising Contact: Tricia Oakley (0239 278 5157)</p>																																												

Please send completed form with a cheque for £5 for membership (payable to CSORC) to:
Nick Bowles, Flat 4, "Clevhurst", 12 Upper Edgeborough Road, Guildford, Surrey GU1 2BG