



June 2002

The Magazine of the Civil Service Offshore Racing Club



The 2002 season is now well underway and CSORC has got off to one of the best starts in recent years. Wave Train competed in all of the Warsash Sailing Club Spring Series, the Nab Tower, the St Vaast JOG and the Deauville JOG. Race reports of these events are included here. New sails, and an overhaul of both the steering gear and the engine have made sailing the boat an even more pleasurable experience. See Ron Peasley's comments on the start to the season. Don't forget to send me your written contributions and photos on sailing, whatever your experiences, not just those on Wave Train. All contributions to me at the address at the top of the page – or email. I'll try to cope with any format.

Introductory day sails

If you want to go on an introductory day sail or if you know a non-member who is interested, then contact Ric Van Kempen who is organising these. The next one is scheduled for either the 1st, 2nd or 3rd of July and there maybe more than one depending on the amount of interest.

Web Sites

Now that racing is well underway you can keep track of the boat's progress by checking the JOG (www.jog.org.uk) or RORC (www.rorc.org.uk) sites and see how we did. Often the results are up within hours of the finish. Cowes week has its own site (www.cowesweek.co.uk) while keen trimmers should check out North Sails (www.northsails.co.uk/sigma38).

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Wave Train in Ireland

In July Wave Train is competing at Cork Week after which I am planning a return cruise starting on Saturday 20th July to arrive back in Southampton by Wednesday 31st July. The master plan is to hire a minibus to drive to Swansea on Friday the 19th to catch the overnight ferry allowing us to join WaveTrain on Saturday morning. We will then sail west for a few days before turning south for the Scillies where we stop for a day to recover and restock. We would then take time to stop off at several West Country ports en route back to Southampton.

This is the plan, however we would need to remain flexible with the proviso that the boat must be back in Shamrock to enable maintenance before Cowes week. If you are interested in this little escapade please contact me directly at home on 0118 981 4933, e-mail: keith.taylor@rya-online.net. For a crew of six the cost would be about £280 each plus car hire, provisions, harbour dues etc.

Keith Taylor

If you would like to take part in Cork Week then there are still places available at time of writing. Cork Week (the venue for the Sigma 38 National Championships), and Cowes Week are events in which we will be representing the Civil Service. The cost will be just £10 per day. Crew members for these event must be current members of the CSSC, the CSSA and CSORC. Get in touch with Chris Stebbings (see below).

Warsash Spring Series

The Warsash Spring Series took place on consecutive Sundays from the middle of March until the end of April with a break for Easter. The races start from somewhere off Hill Head and typically last for about 3 hours. The series is the traditional opener of the season and March and April being what they are we can expect the full range of weather from calm to very windy and very cold to warm. The series produced a varied range of weather: shorts and sun tan cream were in evidence on at least one occasion; two days saw racing postponed while we waited for wind, and two saw winds of force six and seven.

As an experiment one skipper, Roger Walker, skippered the whole series and as much as possible we fielded a core crew for the majority of the series, with several others joining for more than one race. This gave us more continuity over the series.

Race 1

The Saturday was used as a practice day to get used to the new sails and to get the crew working together. On race day 200 boats came to the start line, a particularly good start for this early in the season. Although winds were light at the start, which gave the early season sailors a gentle introduction, by the finish it was blowing Force 3-4. Wave Train finished 10th.

Race 2

Some light entertainment when a fishing vessel lifted the white group committee boat's anchor just before the start. With a pleasant day of sunshine and a steady Force 3 we managed another 10th.

Race 3

This was one of the windy ones with 25-30 knots of wind which brought problems aplenty for other boats including three crew overboard (safely recovered), 2 groundings (both Sigmas) and a broken rudder (a Sonata). The core crew was boosted by Sue Antonelli and her crew from a charter the previous week. We managed an impressive 5th.

Race 4

What little wind there had been died as 10 o'clock approached. The start for IRC 2 (including the Sigma 38s) was for 10.40 but there was still no wind, although radio contact between the Warsash committee and clubs further west in the Solent assured us that wind was coming. It was 12 o'clock before the wind filled in and consequently the course was shortened. Not one of our best efforts with an 11th.

Race 5

Slightly better for wind than the previous weekend although there was still a postponement after the IRM boats had started, as the wind died then shifted from South East to West before finally settling down to the Southerly forecast. This brought with it warm sunshine and much changing of clothing as we alternately sweated and cooled. Downwind the sun blasted down while the turn at the downwind mark brought a stiff breeze over the deck and chilled all that perspiration. By the end of the race we were experiencing 16 knots true near the island. Having only four on board didn't seem to matter as we flew a spinnaker on all the legs that allowed it and in the fairly undemanding conditions this worked o.k. Maybe not having too much weight was an advantage. After we crossed the finish line we carried on towards the island shore before turning round for a long leisurely spinnaker run back to the mainland. The sun had brought everybody out and Osborne bay had about 30 boats at anchor. 12th place and a discard.

Race 6

With forecasts for up to force 9 for sea area Wight on Sunday it looked like being an interesting one. As it happened the racing fell between very strong winds on Saturday night and again on Sunday night, but we still had up to 30 knots and shortened courses. The committee had problems finding places for the committee boat to shelter to start and finish the races and almost had to abandon when both committee boats were dragging their anchors. In the end they opted for a start in the North Channel and finished off Calshot. Many boats opted to retire before the start and the lower turnout helped us pick up 7th.

Warsash Spring Series Sigma 38 results

Position	Boat	Owner	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
1	RED ARROW	RAF,Sailing Association	1	2	(15)	(3)	2	1	6
2	MEFISTO	Sussmilch,Kevin	(3)	1	1	2	(5)	3	7
3	LIGHT	Denning,Robert	2	(4)	2	4	4	(5)	12
4	ALLIANCE	Brantley,John	(9)	(14)	3	1	7	2	13
5	BEEFEATER	Pugh-Jones,David	4	5	(15)	(18)	1	4	14
6	MUSTIGO II	Scholefield,Stephen	5	(8)	4	7	(8)	8	24
7	FLYING FORMULA	Haire,Penny	(15)	3	15	6	3	(20)	27
8	SUPERNATURAL	Brocklebank,David	6	7	7	9	(16)	(20)	29
9	WAVETRAIN	Civil,Service Sailing Assoc	10	10	5	(11)	(12)	7	32
10	VITESSE	Simcox/Taunt/England,Geoffrey	(17)	9	6	10	10	(18)	35
11	ZANZARA	Capital,Sailing Ltd	7	6	17	(18)	6	(20)	36
12	AQUADANCA	Oldland,John	(17)	16	17	5	11	(20)	49
13	DRAGONFLY OF BOSHAM	Griffiths,Paul	(17)	16	17	8	9	(18)	50
14	EUPHORIX	Martin,Joanna	(17)	(16)	15	12	16	9	52
15	ASSARAIN II	Mead,Edward	17	16	17	(18)	(18)	6	56
16	WITH ALACRITY	Hewins,Chris	8	16	17	(18)	18	(20)	59
17	FLYING BANANA	Mec,Sail	17	16	15	(18)	18	(20)	66
18	WIND'S WILL	Green Michael .	17	16	17	(18)	18	(20)	68

What a Good Start

I've been a member of CSORC for about 7 years now. Every year at the AGM or as soon as I get the race programme I study it along with other commitments such as concerts and holidays and aim for one sail per month. In a normal year (March to November) I have been lucky to get 6 sails out of the 9 applied for. Reasons for not getting out vary. Early in the season the boat might not be in the water due to delays in completing maintenance, or it might be the lack of a skipper or a shortage of crew. Similarly late in the season as the weather gets colder. Mid season it may be a skipper or crew shortage, particularly on bank holiday weekends, or a full boat due to popular venues! This year what a difference!

I am writing this in early May and I have already had 6 races. Admittedly the incentive of 10% off cost for anyone sailing in 4 or more of the Spring Series has meant that I did two Sundays in March and April. But success was not limited to my getting out so early in the season – the boat has been successful which is even better. Apart from the first race of the Spring Series when we trailed the fleet, we have crossed the finish line up the fleet. Congratulations to the skippers Roger (Spring Series) and Chris (Nab and St Vaast). Keep up the good work.

Ron Peasley

NAB TOWER – JOG Inshore – 13th April

With a 9am start time it was decided to spend Friday evening in Cowes rather than bash down Southampton Water at the crack of dawn. In the event a very civilised cruise over to the Island ended with a mad rush to secure alongside at Cowes Yacht Haven so as to make the guestimated 9pm cut off time for meals at the Union. On arrival,

Denis – the landlord – informed us that he actually stopped serving meals at 9.30, a time worth remembering for future excursions.

Saturday dawned bright and crisp with a stiff N-NE 5 and brass monkeys everywhere. The course was to start on the JOG line (between the shore and Gurnard buoy) off Cowes Green going east, through the forts, leave the Nab Tower to starboard, back

Nab Tower continued

through the forts to finish across the JOG line.

With an onshore wind and strong east-going tide off the Green, there was a very confused sea in the starting area. This prompted the decision to stand off and come in to the line on a broad reach. A risky manoeuvre where the door could be shut, but all went well and Wave Train crossed the line cleanly, albeit a few seconds late (first race nerves and there were 22 of us out there).

The race itself turned out to be a bit of a drag race with constant trimming of main and genoa to keep Wave Train on the pace.

With the wind freeing slightly after the forts several yachts cracked spinnakers. The gusty conditions coupled with the shy

spinnaker reach produced some interesting broaches with the boats affected being set down below the rhumb line for the Nab. With an early gybe at Nab we were able to sneak inside a couple of boats and gain a couple of places on the water. The return leg proved to be pretty much a repeat of the outward leg and with constant trimming by Stewart and Philip we were able to gain ground on the yachts in front.

4 hours 3minutes after the start Wave Train crossed the finish line to score a creditable 13th out of 22 starters. A very enjoyable race, pleasing result and a good opener for the JOG season.

Crew: Chris Stebbings (Skipper), Ric van Kempen, Keith Taylor, Philip Hunt, Stewart Wass, Ron Peasley.

Report of the JOG race to St Vaast

Crew: Chris Stebbings (Skipper), Ron Peasley, Adrian Payne, John Storey, David Kingston-Smith, Ric Van Kempen, Mark Dyer, Stewart Wass, Nick Bowles.

We set off down Southampton water on Friday afternoon in sunshine but with a cool NNE wind. The start was at 19.00 from the JOG start line off Cowes. We arrived with over an hour to the start so we sailed along the coast getting a feel for the strong westerly tide. There was a good turnout of 21 boats for the tricky downtide start but Chris on the helm got us a good start, over the line in the first half dozen, followed by a closish reach up the western Solent.

Most of the boats went upwind but out of the strongest tide to the mainland shore. This enabled them to bear away a touch and hoist spinnakers. We kept nearer the island and forewent the spinnaker in favour of stronger tide. A couple of Sigma 38s went a step further hugging the shore closer and this proved to be a successful tactic as they made a little ground on us. Nevertheless we emerged from the solent into a very sloppy sea off the Needles still well up the fleet.

At this point most of the fleet continued with spinnakers still flying on starboard tack southwesterly with the tide. We gybed, hoisted the spinnaker on port tack and went with one other boat SE heading about 150 degrees, somewhat against the tide – the

thinking being that we would gain as much ground eastward as possible so as not to end up downtide (west) at the French side. We were able to hold onto the spinnaker into the early hours but gradually the wind veered. In daylight we probably would have held onto the spinnaker but with only four crew on deck and the reach a bit shy we opted for an easier life with just main and genoa. Our port tack companion having long been left behind we were pretty much on our own as the red lights of the rest of the fleet faded away to starboard.

We thought about whether we had done the right thing (it takes some courage to stick with a decision when the rest of the fleet bar one has gone the other way) but couldn't see a better way. Daylight (5 a.m.) gradually revealed a couple of other sails over to the west, but we couldn't be sure they weren't cruisers over to Cherbourg for the bank holiday weekend.

By now we realised we had been a bit over-cautious in view of the fast crossing. We would experience much less of the west going tide than we had calculated (based on a slower crossing), so we bore away towards St Vaast. We sailed a bit further than we had needed to and we could have held onto the spinnaker for longer if we had born away. Nevertheless we had made a very fast time. As we approached the finish line we converged with a couple of other boats further inshore who just pipped us over the line. 12 hours 36 minutes and nine seconds from the start off Cowes we crossed the line.

St Vaast continued

There were quite a few boats already at anchor in the bay outside St Vaast harbour, mostly flying JOG flags. We anchored up to wait for the gates to open. St Vaast harbour and marina has access through gates that only open for about 5 hours each tide and a sill that further restricts entry and exit. The gates had closed 2 hours earlier and weren't due to open until 13.18 BST a wait of 5 hours.



St Vaast from the air

Well that's the penalty of a fast crossing and we weren't really complaining as the swell was very modest and we were all really tired. So after breakfast the sound of snoring was heard across the bay and as far as Cherbourg.

The entry into the marina was a test of boat handing with much jockeying for position. All those startline skills were more in evidence than ever, with everyone pushing and shoving to get in first and get a decent berth. I didn't actually hear any calls of "up, up, up" or "water" but it wouldn't have surprised me. Deeper keeled boats were unable to get over the sill at first and having got into the marina it wasn't always possible to get onto the allocated pontoon due to the depth. Eventually we all got sorted and nerves were settled with the odd "serieuse" at the bar on the harbour wall while others mustered euros for the showers.

The JOG committee had organised a reception at the yacht club where results were announced. We got 13th place out of 22. Not a bad result but of course we could maybe have done better if we had been slightly less cautious about the west bound tide and ... well that's the benefit of hindsight.

The cruise back

That evening the restaurant was tested to the extreme as a father and son team failed miserably to cope with the influx of hungry sailors. It was about 9.30 when we got our main courses and 10.30 by the time we left to get some sleep for a 4.15 start to get over that sill again.

Off to Cherbourg at dawn the next morning taking in views of the Barfleur light and some quite impressive overfalls. The wind continued in the north east, cold at first but warming a little in the sunshine. Cloud and a bit more wind set in in the afternoon by which time we were in the marina at Cherbourg. I was surprised how quiet the town was compared to English towns on Sundays particularly as it was also the day of the last round of the presidential election.

That evening we had a rather more successful meal in the Café de Paris which is highly recommended (4 anchors in the CSORC good food guide). Chris regaled us with tales of his early trips over to the coast of Gaul. This was followed by a very early night and a departure for Blighty shortly before midnight. The wind remained determinedly in the north and we finally arrived back at Shamrock some 18 hours after we had left.

Thanks to Chris for putting up with us all; to Ric for relinquishing long term ownership of his dinner in exchange for sweating over the chart table on the return trip; to John for generosity with his flan and to everyone else for standing at the mast on a heaving coach roof; making coffee in the middle of the night – all those things that make a crew a crew rather than just nine people on a boat.

Skippers

The club is always in need of more skippers. In order to skipper Wave Train you will need to be a CSSA Approved Skipper requiring a minimum shore based theory qualification of RYA Coastal Skipper, VHF, First Aid and RYA Certificate of Competence (by practical examination) as Coastal Skipper and two suitably qualified CSSA skippers as referees. CSSA approval is not automatic. In addition to this you will need a familiarisation trip on Wave Train and approval by the CSORC Committee to race.

Results for 2002 so far

Race	Skipper	Position(no. entered)
Warsash Spring Series overall	Roger Walker	9
Nab Tower JOG	Chris Stebbings	13(22)
St Vaast JOG	Chris Stebbings	13(22)
Deauville JOG	Roy Stillman	18(24)

Contacts

Below is a list of the people you might want to contact, and the jobs they do. Of course they may change from time to time, in which case we will keep you up to date here.

If you want to crew in a race that is in the programme then phone **Chris Stebbings** (01189 416130). Chris has been racing since boats were invented so he can advise you on what each event involves and if an event is full he can suggest other events that might suit.

If you want to go on an introductory cruise or training course contact **Ric Van Kempen** (01256 353822 or ric@vankempen.freeserve.co.uk). Ric may be able to arrange extra introductory events if there is sufficient demand.

CSSA approved skippers can charter Wave Train when she is not otherwise in use. Contact **Trish Oakley** (02392 785157 or triciaanddave@aol.com).

If you are an approved CSORC skipper and want to skipper an event then contact **Nick Bowles** (01483 306954 or nickbowles2000@yahoo.com). Nick is also the man to contact if you wish to become a CSORC skipper.



Chris Stebbings in a rare moment away from the phone.

James Latch handles the membership. He sends out the newsletter and occasional mailshots so if you want to be added to or removed from the list or you change address then email James on james.latch@ntlworld.com. If you are receiving this newsletter then you are on James list.

Wave Train Programme for 2002

The Round the Island is already fully booked but there are places in most of the other events. The programme is included in this issue including one or two changes. We have also included a crew bureau form. All you have to do is to fill this in with the events you are interested in and send it off to Chris Stebbings at the Crew Bureau. If you're not sure what you would like to do then give Chris a ring to discuss it.

	From	To	Days		Charter fee £	Boat charter per day £	Berth fee £
July	Mon 1	Wed 3	3	Introduction / day sails			35/day
	Thu 4	Thu 4		Maintenance day			
	Fri 5	Sun 7	3	St Malo RORC			120
	Mon 8	Fri 12	5	Delivery to Cork			Free
	Sat 13	Fri 19	7	Cork Week (Sigma Nationals) ‡			70
	Sat 20	Wed 31	12	Irish cruise and return	1,740		
Aug	Thu 1	Thu 1		Maintenance day			
	Fri 2	Fri 9	8	Cowes Week ‡			80
	Sat 10	Sun 11		Available for charter or cruising		200	
	Mon 12	Fri 16		Available for charter or cruising		160	
	Sat 17	Sun 18	2	Sigma August Regatta			120
	Mon 19	Fri 23		Available for charter or cruising		160	
Aug	Sat 24	Sun 25	2	St Peter Port JOG			120
	Mon 26	Fri 30		Available for charter or cruising		160	
	Sat 31	Sun 1		Available for charter or cruising		200	
	Mon 2	Fri 6		Available for charter or cruising		160	
	Sat 7	Sun 8	2	Poole JOG			120
	Mon 9	Fri 13		Available for charter or cruising		160	
Sept	Sat 14	Sun 15		Available for charter or cruising		200	
	Mon 16	Fri 20		Available for charter or cruising		160	
	Sat 21	Sun 22		Available for charter or cruising		200	
	Mon 23	Fri 27		Available for charter or cruising		160	
	Sat 28	Sun 29	2	Sigma September Regatta			120
	Mon 30	Fri 4		Available for charter or cruising		140	
Oct	Sat 5	Sun 6	2	HRWS #1			50
	Mon 7	Fri 11		Available for charter or cruising		140	
	Sat 12	Sun 13	2	HRWS #2			50
	Mon 14	Fri 18		Available for charter or cruising		140	
	Sat 19	Sun 20	2	HRWS #3			50
	Mon 21	Fri 25		Available for charter or cruising		140	
Nov	Sat 26	Sun 27	2	HRWS #4			50
	Mon 28	Fri 1		Available for charter or cruising		112	
	Sat 2	Sun 3	2	HRWS #5			50
	Mon 4	Fri 8		Available for charter or cruising		112	
	Sat 9	Sun 10	2	HRWS #6			50
	Mon 11	Fri 15		Available for charter or cruising		112	
	Sat 16	Sun 17	2	HRWS #7			50
	Mon 18	Fri 22		Available for charter or cruising		112	
	Sat 23	Sun 24	2	HRWS #8			50
	Mon 25	Fri 29		Available for charter or cruising		112	

2002 Civil Service Offshore Racing Club - Crew Bureau / Membership form 2002

Name:		Department/Agency:		
Address (home):		Address (office):		
Postcode:		Postcode:		
Tel no:		Tel no:		
Email:		Email:		
Civil Service Sports Council No:	Civil Service Sailing Association No:	National Insurance No:		Tick if under 25 Tick if vegetarian
Your experience: To assist the crew bureau with trying to ensure that there is sufficient experience on board to sail an event, please tick the appropriate boxes below as an indication of your experience.				
	Racing, offshore	Racing, inshore	Racing, dinghies	Cruising
Foredeck				
Mast				
Winches				
Spinnaker trimming				
Genoa trimming				
Mainsail trimming				
Runners				
Navigator/Tactician				
Helm				
Watchkeeper				
Skipper				
I hold the following RYA certificates (please state the highest level only):		CSSA approved skipper Inshore / Offshore		
Racing events: I am interested in the following racing events (refer to the sailing programme enclosed): (Berths are allocated on a first come first served basis, please note that popular events fill up quickly). Contact: Chris Stebbings (01189 416130) for availability during the season				
Event:	Date:			
Cruising/Training events: I am interested in the following training events (Intro Cruising, Intro Racing courses, Delivery trips). Training Contact: Ric Van-Kempen (01256 353822) with queries or availability during the season. Charter/Cruising Contact: Tricia Oakley (0239 278 5157)				
Event:	Date:			

Please send completed form together with a cheque for £5 for membership (payable to CSORC) to:
Chris Stebbings, 10 Pierces Hill, Tilehurst, Reading, Berkshire . RG31 6RB.