



Racing Times

The Magazine of the Civil Service Offshore Racing Club

June 2007

www.csorc.org



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

www.csorc.org

Since the last newsletter CSORC has sold Wave Train, our Sigma 38, and will continue by chartering boats according to demand. Initially this will mean a slimmed down programme, as any planned event will require considerably more organisation and early commitment on the part of skipper and crew. However it does mean we can be more flexible in both the boats we sail and the events we enter. In the long term we would like to buy another boat and return to a full programme. Meanwhile we live in interesting times.

CSORC AGM

The AGM was held at the Raven Hotel, Hook, Hampshire on 8th March 2007.

Robin Miller stood down as Captain having served the club in this role almost from the start. Trevor Drew was elected Captain, and Robin as Secretary. Richard Palmer was re-elected as Treasurer. Keith Taylor agreed to stand as Membership Secretary, and Chris Stebbings is to continue looking after race entries.

Interdepartmental Offshore Regatta (IDOR) 2007

The IDOR has been held every year since the late 1960's, starting as a race to Cherbourg. Over the years it has evolved into a mixture of inshore and offshore races held over five days, mainly in the Solent but including a race round the Isle of Wight. Entry is open to Civil Service and affiliated departments, and in recent years this has been extended to include CSSA clubs, such as Fishers Green and Littleton. This year the regatta was hosted by the Island Sailing Club, Cowes, and the boats used were from Sunsail's fleet of Sunfast 37s. No independent boats entered.

This year the Civil Service Offshore Racing Club (CSORC) decided it was time that we entered a boat and I was encouraged to

skipper. In a fit of enthusiasm I said yes – this was to be my first race as skipper, despite having sailed with CSORC and the CSSA for nearly 15 years. Next morning I contacted Sunsail and reserved the boat in my name (gulp!). That night I dreamt of collisions, runnings aground and marina mayhem causing damage running into millions of pounds, as I proved myself completely unsuited to taking command of a boat.

Nevertheless I was committed, and had to get on with organising. Luckily I soon had Pete Shuttleworth, the IDOR organiser, on board (I mean literally), and as mate I had CSORC skipper Chris Stebbings, so there was no real excuse.

The IDOR Entrants

Team 1	HMRC (Gary Bowers)	GCHQ (Paul Yabsley)	
Team 2	Littleton SC (David Hartland)	Fishers Green SC (Yiorgos Palierakis)	
Team 3	HSE (Steve Wing)	DWP (Neal Gibson)	
Team 4	HSE (Meyrick Hadfield)	CSORC (Nick Bowles)	
Team 5	RAL (Chris Greenough)	GCHQ (Ivor Keates)	
Team 6	VLA (Trevor Drew)	HSE (Ian Brearley)	
Team 7	DWP (Chris Malone)	Met Office (Matt Adams)	HMRC (Kim Stone)

Sunday

I arrived at Port Solent late afternoon and headed for the bar to wait for my crew. There were a few familiar faces milling around – Dave Hartland skippering the Littleton boat; Trevor Drew and his VLA crew, and bit by bit the assembled CSORC crew: Crispin Allard (ex-Dera/Qinetiq and Navigator for the week), Hazel Bagnall (BT), Mark Dyer (ex-MOD), Janet Segerry (HSE), Pete Shuttleworth (HMRC), and Chris Stebbings (ex-AWE). Nick Huxford (ex-Royal Mail) was to join us in Cowes the next day.



Crispin, Mark, Chris, Janet, Pete, Nick H, Hazel

Once assembled we were allocated our boat and went through the inventory check, then went to find food in the lovely Port Solent eating zone. Finding a “pub” we ordered food and drink. Over an hour later the food arrived, though mine hadn’t actually defrosted! Great start to the week. Next time we’ll bring food with us for the first night.

Monday

20 miles

Monday was reserved for practice, though we also had to pick Nick up from Cowes, and to act as committee boat for a practice race at four o’clock. We also wanted to get in a bit of practice ourselves, particularly spinnaker gybing, which proved to be awkward with only two winches on each side. Nothing went well, it was grey and drizzly, so we put into Cowes at to see if we could find Nick and warm up and dry out

over lunch. Crispin ran into Nick walking along the High Street and so we were now a full crew. Back out into the murk for more practice and things started to come together.

The evening centred on the Island Sailing Club who provided dinner and hosted the skippers briefing. Rod Nicholls, race officer of the Island Sailing Club (ISC), was in charge, and it soon became obvious that some of the crews were taking things very seriously.

Tuesday

12.5 miles

Sunshine at last, but not very much wind. The course for the first race was Royal Thames, W. Ryde Middle, Trinity House, Prince Consort, Gales HSB, and finish at the ISC line. We were slow in the light airs and ended up near the back. We hung off the Cowes moorings to eat lunch and await more wind for the second race. Eventually wind came in from the west and the second race was more lively. Upwind to Gurnard, then downwind to Gales HSB for two laps - across the Medina entrance. The excitement came from the Cowes ferry which obliged us to do a 360 to avoid a collision, when we were well up the fleet, while others were pushed into the Medina and a foul tide. Despite this we managed fourth and discovered that we were very competitive with a decent bit of breeze. The final race was a bit more of the same albeit without the ferry incident, though the wind was dropping. All in all a great day with varied sailing.

Wednesday

19 miles

The round the island race was moved from Thursday to Wednesday so that a late finish wouldn’t interfere with dinner at the Corinthian though neither day was looking particularly promising. Nevertheless we got up for a six o’clock start and headed expectantly with the tide towards Yarmouth. The morning was beautiful, positions

swapped freely, but by the time we reached Yarmouth it had become clear that nobody would reach the Needles before the flood made things hopeless. Our boat abandoned off Sconce when we started going backwards, and we left the leaders to struggle round Fort Albert but no further while we put in to Yarmouth for lunch, ice cream and a stroll along the pier. Back into the Solent at two o'clock and there was enough breeze for a decent spinnaker run back to Cowes. By this time the race had been officially abandoned.

During the week three boats made a guest appearance in the marina: *Sea Essay*, the Jeanneau 36i of the CSD; *Freyja*, the Najad belonging to the ECYD, and *Melanie*, a 42 ft. wooden ketch built in 1919 which became the first CSSA boat in 1956. Sailors were invited to look around the yachts, and *Freyja* in particular was very impressive with her solid woodwork and walk-in engine compartment. Definitely not a racer but luxury for an offshore cruise.

That night Sunsail 38 (CSORC) was entertained by Sunsail 30 (VLA) where we discussed matters of a nautical nature over a sherry or two before repairing to bed some 20 hours after getting up.

Thursday

23 miles

The programme for Thursday was to have a short inshore race and see what the wind was doing, then hopefully run a passage race out to the east. The first race (E Lepe, Quinnell, finish) was slow. Entertainment was provided by the leading boat's VHF pleas for an extension to the time limit. They hadn't read the race instructions, so thought they'd missed the cutoff by five minutes, whereas in fact they still another hour. We were somewhere at the back, demonstrating the light wind skills that we'd obviously failed to master.

With a forecast of variable 3 or less the short offshore race wasn't looking too promising. The course was set out past the forts to Warner and back, with a downwind start with the tide and we set off on a very light wind run. Somewhere short of Ryde the wind failed completely and we pirouetted aimlessly, waiting for a breath. When it came it was from the east, spinnakers were doused and we started to make progress upwind. We rounded Warner in second place which we held back to No Mans Land, passing inside. Once

again the wind died and after some more drifting we calculated that we would need to average over 6 knots to make the finish within the time limit. So, on with engine and the real race, for pole position in the showers, began in earnest.



Flat calms and light winds were a feature of this year's regatta.

Thursday night was Golden Jubilee dinner night with a really superb spread at the Royal Corinthian yacht club. Prizes were awarded by Alex Allan, the CSSA Commodore, and it was another late finish.

Friday

18 miles

Weather – Light north westerly, occasionally very light. SPF 40. The course was from the ISC line east through the forts to Warner (a red can), then back to Portsmouth to finish with the war memorial bearing 090M. Boats were to note their own finish time and the sail numbers of boats in front and behind. With a foul tide at the start the logical choice was to go inshore until the tide changed. With a downwind start a spinnaker was the choice, and in the light wind a series of high reaches and gybes seemed favourite. Initially the inshore boats did well but then lost the wind almost completely. We were at the back of the fleet reaching high when we spotted a lone boat creaming along way out to the left in the tide, and headed out to join them. This turned out to be CSORC captain Trevor Drew's VLA boat, gambling all on an

unconventional tactic to give them an early lead which they held to the end.

We trundled round in the middle to lower part of the fleet gaining and losing the odd place. At Warner a slow kite drop and gybe lost a place at the mark, which we immediately regained upwind. The beat to the finish was enlivened a bit more as one or two boats were marginal in clearing Southsea beach. We grabbed an extra place here before Crispin called the finish.



Clearing Horse Sand fort

Rather than rush back to join the melee at Sunsail HQ we decided to look in on the Portsmouth Offshore Group (POG) marina and enjoy our lunch in a bit of peace and quiet. Here we spotted *Melanie* who had been at Cowes the day before. This is a delightful spot in the sunshine, nicely tucked away behind an island. After polishing off the last of the victuals we returned to Sunsail base and said our farewells. And there was no deduction from the security deposit! So ended my first regatta as skipper.

I'd like to thank the CSORC committee for encouraging me to break my duck as skipper, to the crew for making my job so easy, and to Pete Shuttleworth for his work in organising it all. To anybody thinking of giving it a go – do it. Roll on next year.

Results and more pictures will be posted on www.csorc.org as soon as they are available.

Nick Bowles 28th May 2007

IDOR Results - Golden Jubilee Cup

Department	Skipper	1	2	3	4	5	6	7	Position
Met Office	Bill Collins	5	1	2	32	2	32	8	1
Littleton	David Hartland	3	2	4	32	5	32	12	2
Fishers Green	Yiorgos Palierakis	1	5	1	32	6	32	16	3
Rutherford Appleton	Chris Greenough	13	6	5	32	1	32	4	3
HSE	Meyrick Hadfield	8	8	7	32	3	32	10	5
Vets Lab	Trevor Drew	10	11	12	32	9	32	2	6
HSE	Ian Brearley	2	7	9	32	10	32	18	7
DWP	Chris Malone	4	13	6	32	4	32	20	8
HMRC	Gary Bowers	6	3	3	32	8	32	28	9
HSE	Steve Wing	9	9	16	32	11	32	6	10
DWP	Neil Gibson	11	10	10	32	12	32	14	11
GCHQ	Ivor Keates	7	12	13	32	7	32	22	12
CSORC	Nick Bowles	14	4	8	32	14	32	24	13
GCHQ	Paul Yabsley	12	14	11	32	15	32	26	14
HMRC	Kim Stone	16	15	16	32	13	32	30	15

Wave Train Race Programme 2007

From	To	Event	Berth Cost £
Sat 28 July	Sun 29 July	Weymouth JOG	250
Fri 7 Sept	Sun 9 Sept	RORC Cherbourg	tba
Sat 15 Sept	Sun 16 Sept	Poole JOG	tba
Fri 21 Sept	Sun 23 Sept	Cherbourg JOG	tba
Sat 29 Sept	Sun 30 Sept	JLP Regatta	tba

Los Jangadieros set their sights on the Fastnet

Members of the Civil Service Offshore Racing Club recently joined the Treasurer on board his J/109 "Jangada Too" for an action packed weekend of race training in the Solent. Led by Olympic Coach, Jim Saltonstall, the event was held in blustery conditions with seven other One Design J/109s.



This is part of a Fastnet campaign that started last September with an exhilarating race to Cherbourg, finishing 5th in IRC Class 2. With 30 knot winds at times we reached speeds of 16knots, spray in abundance.

The training weekend was further enhanced with Island Charters skipper, Angus Trapp providing on board coaching. He was able to focus on refining our boat handling technique and sail trim, and more importantly ensure we got the best out of the asymmetric spinnaker –

no mean feat in 20+ knots of wind. We must have done something right with only one minor broach whilst many yachts around us lay on their sides exposing their bellies or in one case, returning with their A-Sail in tatters.

And with the benefit of Jim's excellent coaching, we now have our sights set on the Fastnet Race along with qualifying races to Le Havre, St Helier and St Malo in the programme.

Richard still has a couple of berths available this season. So if you can bring experience to the team or are simply looking for a challenge, please contact him (Richard@rich-webs.co.uk or 07734 052406). All he asks in return is your commitment and a donation toward the Gypsy Moth IV fund.

Crew on the training weekend were Trevor Drew, Nick Bowles, Keith Taylor, Steve Pope, Simon Truelove and owner Richard Palmer.

For further information:

www.jangada.co.uk

www.rorc.org

www.csorc.org

www.gipsymoth.org





Civil Service Offshore Racing Club - Crew Bureau / Membership form 2007

Name:			Department/Agency etc.:																																				
Address (home):			Address (work):																																				
Postcode:			Postcode:																																				
Phone (home):			Phone (work):																																				
Mobile:			Next of kin (name,address and phone no.):																																				
Email address(es):																																							
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" style="width:100%; border-collapse: collapse;"> <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 style="background-color: #cccccc;"></td> <td></td> </tr> <tr> <td>Mainsheet</td> <td></td> <td></td> <td style="background-color: #cccccc;"></td> <td></td> </tr> <tr> <td>Navigator/Tactician</td> <td></td> <td></td> <td style="background-color: #cccccc;"></td> <td></td> </tr> <tr> <td>Helm</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Skipper</td> <td></td> <td></td> <td style="background-color: #cccccc;"></td> <td></td> </tr> <tr> <td>Other</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						Racing, offshore	Racing, inshore	Racing, dinghies	Cruising	Foredeck					Mainsheet					Navigator/Tactician					Helm					Skipper					Other				
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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'. 'Representative' events are only open to CSSC members. Contact Nick Bowles (01483 306954 or csorc@madasafish.com) to discuss suitability and availability.</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;">Event:</th> <th style="width: 30%;">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> </tbody> </table>					Event:	Date:																																	
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<p>Cruising/Training events: If you are interested in introductory days or cruising then please specify below.</p>																																							

Please email the completed form to csorc@madasafish.com or print and send to:
Nick Bowles, Flat 4, "Clevehurst", 12 Upper Edgeborough Road, Guildford, Surrey GU1 2BG