



# Racing Times

The Magazine of the Civil Service Offshore Racing Club

Nov 2003

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*A lot has happened since the last edition of the Racing Times: the RORC St Malo, Cowes Week, the Fastnet and the first races of the Winter Series. And we mustn't forget the Junior Offshore Group (JOG) series. There was a pleasant surprise here when Wave Train finished best SIGMA 38 overall, that is inshore and offshore taken together, and won a model 1850 Garrison Gun, presented by the SIGMA 38 Association. There are just a handful of races left in the Winter Series - details below. The next issue will be in the new year and will include a full report on the Fastnet as well as details of the AGM and an outline of next years programme.*

## Hamble Winter Series – last races.

We are well into autumn and with it the rather pessimistically-named Hamble Winter Series. A series of eight weekends of 'round the cans' racing in the Solent, the Winter Series, run by Hamble River Sailing Club, has been an introduction to racing for many sailors, and old hands just keep coming back for more. As usual, this year we are running it as a two day event, practising on Saturday, overnight in Cowes or the Hamble, and racing on Sunday. Racing normally finishes about 13.30 after which we make our way back to Shamrock Quay. Racing started on the 12th October and goes on to 7th December so there are still a couple of races to get in some last minute sailing before hauling out and laying up for the winter. The cost is £60 per weekend. Contact the crew bureau to book your place.

## Cowes - St Malo RORC

*Crew: Keith Taylor (skipper), Trevor Drew, Nick Huxford, Crispin Allard, Nick Bowles, John Storey.*

This race was the last in the Fastnet qualifying campaign and also the longest at 160+ miles. We were a bit below strength crew-wise at 6, but as it looked like being a

light wind event this was no bad thing. The race started mid-afternoon on the Friday due to the length of the course.

There was little wind in Southampton Water but we started the race with a lively beat up the western solent with the tide and following the time-honoured route – inshore at Yarmouth then a tidal slingshot across to the other side. At the Bridge we encountered a big line of slop, then it was off into a smooth sea and light winds. The short midsummer night was a sea of lights as most boats sailed a similar course. Occasionally we took on another boat in a head to head but it was generally a mass cruise in company, at least as far as our turning point at the Casquets, off Alderney. Here we took a course to the Hanois light off Guernsey then a fairly direct route to the Minquiers – all under spinnaker. Much of the fleet went west here. We remained off Jersey most of Saturday afternoon as the wind went very light and the tide turned against us. With Jersey on the port beam Trevor went below off watch. Three hours later he came back on watch to see Jersey still there. I was definitely losing confidence at this point, unable to believe the rest of the fleet were not getting better wind or tide.

We debated going out west but in the end decided we needed to stick with our decision. The tide turned and we started to make good progress to the Minquiers, first the NW cardinal, then the SW. Through the evening we bore down on the finish line at La Balue, and spinnakers started appearing in numbers out of the west. Now we would find out where we were in the fleet. Boats were required to radio in as they approached the finish line so we were able to tell who was ahead before we saw them. It soon became apparent that not only were we in with the Sigmas but that we were well up. *Winds Will* was coming up fast from behind. We gybed onto a deep angle and were able to lay the finish, while they overstood it and gybed to reach up to the line. Tension was high as we waited to see

who would get there first. Alas *Winds Will* crossed first - a lesson in VMG for us. As we crossed the line it was getting dark, even though it was not far off the longest day. We dropped the sails and headed for the channel into *Les Bas Sablons* marina. This is quite a long haul and needed considerable concentration to avoid wrecking the boat on the scary rocks that dot the approaches to St Malo. We made it but it was nearly two o'clock French time before we were ashore and looking for a bar. *Le Cunningham*, right by the marina looked a bit crowded, smoky and noisy but we were grateful to sit outside on the wall and down a couple of cold ones after a long and highly successful race. I think I can honestly say I have never tasted better.

### RORC Cowes-St Malo results - Sigma 38

Boat	Finish Time	Elapsed	Corrected	Finishing Place
El Greco	5 Jul - 21:13:21	1 - 05:43:21	1 - 05:34:26	7
Highland Spirit	5 Jul - 21:21:03	1 - 05:51:03	1 - 05:42:06	12
Mefisto	5 Jul - 21:21:44	1 - 05:51:44	1 - 05:42:46	13
Billy Whiz	5 Jul - 21:22:14	1 - 05:52:14	1 - 05:43:16	14
Degree of Latitude	5 Jul - 21:37:42	1 - 06:07:42	1 - 05:58:40	20
Winds Will	5 Jul - 21:49:17	1 - 06:19:17	1 - 06:10:11	26
Wave Train	5 Jul - 21:49:46	1 - 06:19:46	1 - 06:10:40	27
Arbitrator	5 Jul - 21:51:35	1 - 06:21:35	1 - 06:12:29	28
Alliance	5 Jul - 21:55:57	1 - 06:25:57	1 - 06:16:49	31
Euphorix	5 Jul - 22:02:52	1 - 06:32:52	1 - 06:23:42	32
Mustigo II	5 Jul - 22:25:21	1 - 06:55:21	1 - 06:46:04	36
Pendulum	5 Jul - 22:29:40	1 - 06:59:40	1 - 06:50:22	38
Premier Cru	5 Jul - 22:29:58	1 - 06:59:58	1 - 06:50:40	39
Vitesse	5 Jul - 23:05:41	1 - 07:35:41	1 - 07:26:12	49
No Fear	5 Jul - 23:16:45	1 - 07:46:45	1 - 07:37:13	51

### Sigma Nationals at St Malo

*Crew: Robin Miller (skipper), Graham Porter, Alison Parr, Nigel Poole, Phil Jones, Richard Palmer, Crispin Allard, Nick Bowles*

The 2003 Sigma Nationals were held in St Malo as guests of the Yacht Club de Dinard. This was the same arrangement as two years ago when it went so well, and apparently the bar takings at the club had been so impressive, that they had practically pleaded with the Sigma Association for a return. The Nationals followed the RORC Cowes-St Malo, and results from the race over counted towards

the overall championships. In addition to this offshore race there were to be two days of inshore racing in the bay off St Malo and a short offshore race to Jersey.

We had a partial change of crew for the inshore bit, with four taking the ferry back and seven new arrivals. Sunday night was the occasion of a cocktail party at the Yacht Club de Dinard. Various RIBs and powerboats were assembled to carry us over the water Dunquerque-style. The pre-race cocktail party was an excellent idea as we were able to get to know the other crews we were to sail against in the next few days, and it made for a much more

sociable event. After the cocktail party we set off for the old town for dinner. Meanwhile, further crew arrived until by Monday morning we had nine.

The weather stayed fine and settled with light northerly winds supplemented by some sea breeze in the afternoons. Race starts were determined by the time we were able to get over the marina sill. Monday's racing started at midday and consisted of two races with a short interval between them. On Tuesday we started a little earlier and fitted in three races. The races were a mixture of windward/leeward 'sausages' round laid marks and 'coastal races': races round the existing navigation marks. We had some good starts but generally we struggled to get boat speed and finished last in all but one race. Some races we did well upwind but not downwind, and some it was the other way round. One race on

Tuesday we got a fantastic start – so good in fact that I dived below to get my camera to photograph the fleet from ahead. Then all the boats tacked off to a totally different mark – we'd got the course wrong, and that was the end of our best chance.



Neck and neck with the leaders off St Malo

### Sigma 38 OOD National Championships 2003

Boat	St Malo	Inshore					Jersey	Total	Place
		1	2	3	4	5			
Mefisto	6	2	2	3	2	3	6	24	1
Arbitrator	12	4	4	1	1	2	1.5	25.5	2
El Greco	2	5	3	7	3	4	3	27	3
Higland Spirit	4	1	1	2	12*	1	9	30	4
Billy Whizz	8	3	10	6	5	7	10.5	49.5	5
Alliance	14	6	5	4	4	6	12	51	6
Premier Cru	18	8	6	5	8	8	4.5	57.5	7
No Fear	20	7	9	9	6	5	13.5	69.5	8
Wave Train	10	10	11	11	11	11	7.5	71.5	9
Mustigo	16	11	8	10	10	9	16.5	80.5	10
Light	24	9	7	8	9	10	15	82.5	11

#### \* = 50% Penalty

The most interesting race was the second on Tuesday which involved a long spinnaker reach along the coast then a tack and back along the reciprocal course. I think it was Mefisto that showed us all how to do it by dropping the spinnaker on the deck at the mark, dipping the pole on rounding, then hoisting on the other tack. Most others (including us) hoisted genoas well short, tacked, then hoisted a hastily repacked spinnaker, all wasting valuable time.

Tuesday there was another 'do' at the yacht club, this time a full dinner and with transport over in a larger boat. Dinner was delayed due to a couple of boats resorting

to law over a start line collision. Wine was consumed on an empty stomach and before long even the grim faces on Highland Spirit had lightened up a bit. Boat races of a different sort took place and *Wave Train* finally took the lead in the singing, ably skippered by Ron Peasley who is genetically engineered for this sort of thing. We variously found our way back on the boat to St Malo proper and quietly retired to bed, or *le Cunningham Bar*, to sleep. Next morning we had an extra lie-in waiting for the tide to rise sufficiently for us to get over the sill.

The race to Jersey took place in the same warm sunny weather with the same

northerly breeze on the nose all the way. We went east to get the best tide and just held on until we thought we could lay the finish. Up to then the only cloud had been high cirrus, but on our way in towards the Jersey coast we encountered some low cloud/mist and a much stronger breeze which kept us singing along for an hour before it dropped just short of the finish. approaching the finish we realised we were going to be just behind *Mefisto*, the overall Nationals winner, in what turned out to be 4<sup>th</sup> place. Whether it was the tide, the patch of wind or both, we had clearly got the

strategy right. By the time we reached St Helier the wind had dropped to nothing. Next day I left the boat to make an appointment back home, but *Wave Train* went on to do Alderney to Shamrock in 9 and a half hours.

A really excellent week in all and if we didn't sparkle in the inshore races we at least ate better than *Alliance*, feasting on pork and apple sauce sandwiches while they were apparently eating pot noodles.

Our thanks go to the Sigma 38 association and the Yacht Club de Dinard for a superb event.

## Cowes Week 2003

The fickle winds of Cowes Week played true to form with delayed starts and a lot of light wind work. After an inauspicious first day when an under-rehearsed crew fell apart with the first spinnaker hoist, we pulled ourselves together on the Sunday and posted a rather impressive 8th place. Thereafter *Wave Train* maintained a steady performance and went on to finish a respectable 15th out of 25 SIGMA 38s overall, and with suntans all round.

A major campaign by Girls For Sail, with four Sigmas entered, didn't pose a real threat in the competition though they did

grab the limelight with a spread in the Sunday Times.



### Cowes Week 2003 results - Sigma 38

	Boat	Sat	Sun	Mon	Tues	Wed	Thur
1	MEFISTO	2	6	5	3	1	2
2	RED MACAW	3	4	3	1	2	10
3	BIG DEAL	OCS	1	2	4	8	1
4	ALLIANCE	4	14	1	5	3	5
5	SKANDIA CREATIVITY	NOD	2	4	2	16	4
6	RAPSCALLION	1	3	6	12	17	11
7	LIGHT	5	10	10	6	18	7
8	WIND'S WILL	8	11	7	14	6	9
9	SUPERCHARGER	22	7	11	11	13	3
10	GAUNTLET OF TAMAR	7	15	13	7	14	8
11	NO FEAR	9	5	OCS	16	4	18
12	BEEFEATER OF ST HELIER	22	12	8	8	12	13
13	FLORENCE AGNES 2	11	19	9	9	9	16
14	ARBITRATOR	6	13	23	10	23	6
15	WAVE TRAIN	13	8	12	15	10	15
16	ASSARAIN II	22	17	14	19	11	12
17	MUSTIGO II	22	16	23	13	7	17
18	GIRLSFORSAIL BOLLY DOLLIES	NER	20	NOD	17	5	20
19	GIRLSFORSAIL MUMMS MINX	NER	NOD	NOD	18	15	14
20	PREMIER CRU	10	18	23	NER	NER	NOD
21	DRAGONFLY	NOD	9	25	NER	NER	NER
22	GIRLSFORSAIL CLICQUOT CHIC	DNF	NOD	NOD	20	19	19
23	BELLEROPHON OF WIGHT	12	NOD	NER	NER	NER	NER
24	TORBELLINO	NER	NER	NER	NER	NOD	NER
25	GIRLSFORSAIL KITTENS	NER	NOD	NOD	NER	NER	NER

## The Fastnet 2003

The crew: Nick B, Keith, Nick H, Trev, Mark, Kev, Ric and Dave (see right)

Over 600 miles and five nights at sea - four times the length of the St Malo - six days of interrupted sleep and "limited facilities". Then there are the pluses: plenty of time to get your sea legs, get a feel for the boat and get to grips with trim and techniques.

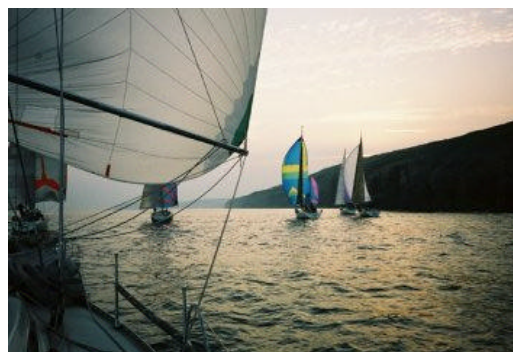
This year the race started in one of the heat waves which were such a part of this summer. The wind was from the northern and eastern quarters throughout. From Cowes to Lands End winds were largely light. Crossing the Celtic sea we had a bit more wind, but it was not until the return trip that the wind really kicked in properly and held for the remainder of the race. We had a superb close reach across to the Bishops Rock in a good F5 before hardening up for the final stretch to Plymouth. Most importantly we had no rain, which went a long way to making domestic life pleasant.

Highlights of the race were dinner at anchor on the first day; dolphins and porpoises racing through the becalmed fleet; homemade fruit cake at four o'clock every afternoon; and singing happy birthday to Nick H, accompanied by a glass of single malt. Best of all was probably the Chinese meal in Plymouth after 6 days at sea.

Full report in the next Racing Times.

## Wave Train Fastnet 2003 Results

	Time	Position	IRC2	Sigma 38
Fastnet rock	3 - 04:32:00 3 - 04:09:02 (corrected)	145/227	57/85	16/22
Finish	5 - 04:38:42 5 - 04:01:18 (corrected)	136/220	59/73	17/22



*Light winds off Anvil Point ...*



*... and strong winds at the finish.*

## Publicising CSORC

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 wrbtaylor@tiscali.co.uk or phone on 01344-311990.

Bill Taylor  
CSORC committee – publicity

## St Peter Port JOG

We had very fluky winds until the Little Russel and a thick sea mist from about 5 miles off the Casquets until a mile from the finish. We picked up a huge bunch of seaweed round the rudder in the early morning and naturally thought that we were doing something wrong as boats we'd overtaken overtook us. Four hours later Steve noticed this weed swimming at the same speed as us! We had a pantomime getting it off, including a "man overboard" exercise to recover the boat hook. We started to go faster and got the kite up about 3 miles off the Little Russel. This enabled us to overtake two boats which were under genoas. Unsurprisingly they hoisted kites but too late. We finished 10th out of 21.

*Robin Miller*

## Cowes-Poole JOG 26th-28th September 2003

*Crew: Richard Cambrook, Fiona Wright, Thom Race, John Storey, Kevin Lugg, Crispin Allard, Stewart Wass, David Hartland*

*Wave Train* had to make her departure promptly on Friday night because equinoctial springs meant we would have got stuck in the marina mud if we had left any later - Bramble Bank was just uncovering as we passed it. The night berth was collectively agreed to be Cowes in the interests of a 'lie in' on Saturday morning until kettles at 0630. Slipping was at 0730 for arrival in the vicinity of the start line at Egypt Point/ Gurnard at 0830 for the 0900 start. The requirement of Race Committee for pre-start accreditation on this occasion was for the crew to be presented on the start line in lifejackets. We decided to wear clothes as well.

The morning forecast from Portland coastguard at 0720 said NE veering NW 3. The forecast for inshore area East said NE backing NW. We should have been warned. Of the 3 possible courses, a short one was picked - going west, leaving N Head to port, and finishing at Poole Bar No 1. We had an Easterly blowing around 10 knots true and had to stem around 3 hours of foul stream before getting a fair stream. There was therefore a choice of shores to hug with the spinnaker leg west. The North shore would be generally preferred for shallow water and more wind across the Solent but the penalty for crossing the Solent would be very high in the raging foul stream. The previous start seemed to prefer

the Island shore so the consensus was for the Island shore because we could sail shallow, the cliffs are not so high as to block the breeze and there is a good eddy off Gurnard and along the coast. The start was a broad spinnaker reach with clear air and the aid of the GPS to time our arrival at the start line. We were a little late but up with the pack inshore with 40% of the fleet.

And lo the others went to cross the Solent. How we chuckled as they got washed away in the foul stream. Around Gurnard we went, but no eddy in the extra spring tide. Over the next hour we saw the northern fleet creep up on us whilst we held our southern lead comfortably over *Dragonfly*, *Premier Cru* and the *Sunsails*. Things were redressed against the northerners before Yarmouth when we got 1 knot of eddy to Fort Albert but we had to cross the foul tide to Hurst and the northerners had got their Hurst eddy to help so we ended up around a mile behind them. We opted for sailing rhumb in the interests of minimum distance and a stronger fair stream. The northerners fanned out. We gained slowly but the wind fell light so the tidal influence strengthened proportionately. Instead of navigating, I was busy coaxing the pasties and quiche to heat up for lunch and did not think about the onset of the ebb flush out of Poole harbour which, in the lighter breeze, would disadvantage offshore boats faster than inshore boats. Too late we realised what was happening and struggled to the finish. We narrowly lost out to a Sigma 38 in front who had been washed away in the Poole harbour ebb. Our final position was 21st out of 37. We recommend "Trawlers" rather than the previously favoured Crown as the eatery of choice.

## Poole -Cowes

A Sunday lie in, with kettles at 0700. The start line was at E Hook off Hook Sand bar outside the harbour for 0915. After an on-time departure we were called on race channel 37 by *Mefisto* who had consented to return Crispin (crew member). Sorry Crispin. We had left without him. Good thinking had got him a lift ... On Friday I counted everybody before we left. On Sunday I didn't. The forecast was for NW going W F4. We had a wonderful sailing course in a raging flood stream until around noon in the central Solent.

The start was a port pole close spinnaker reach to N Head and the finish line the same as Saturday's start line. The start line had a bias to the rhumb line with the committee boat at the positive bias

shore end. We could lay the mark and thought that the stream was stronger offshore and the wind lighter inshore. There was no problem with seaway and as the start was with spinnaker we did not want dirty wind so we started, on time, two thirds down the line and were fortunate to have clear air. Joy, joy. At the inshore end there was noise, thrashing kites and general distress as they all tried for top dog. We were in a pack of half a dozen boats straining nerves for speed. Every twitch counted. The curling spinnaker luff was monitored ... are the clews level? High speed sheet winching and the sheet man constantly easing, searching for the extra point one of a knot; tweaking the pole near and off the forestay; calling the puffs and headers and lifters, with the weight on the rail. They all increase boat speed. We had a strong crew and watched with rapture as other leading boats lost 5 lengths in the water every time they suffered a collapse. We had less than our share of that. The wind playfully veered a bit instead of backing and we could not lay the mark for 30 minutes but went with the idea that the strengthening fair stream at Hurst would correct our line. It did. Richard was helming every ounce of wind, luffing and bearing away to secure speed and position. We neither ate nor drank for 2 hours such was the excitement of staying ahead in marginal broaching conditions when boats were constantly creeping up on us and then falling away. Some boats could not lay the mark and sagged below us. We put the genny up and made a ragged kite drop at Hurst as we stayed in the middle to keep the strong stream - I learned that one only last year when Colin Dobner and Sue Pinnell in *Hannchen* overtook me there less than 3 boat lengths away. We headed up around 15 degrees and made 13.5 knots over the ground through Hurst narrows. We were bracketed by the top three big boys in the class that started after us as we crossed the line at 1202, just as the tidal gate shut. *Wave Train* was second Sigma 38 and 4th in class of out of 32.

*Dave Hartland*

## **Hamble River Winter Series #2**

Having missed the first race, this was our first race of the season. Saturday we practiced, heading up to the forts last seen in the Round the Island, getting to know each other through the manoeuvres, changing headsails (congratulations Kevin and Suzanne), running under the kite, and even ... gybing! It looked good for the race

day. After four hours at sea, we headed for Cowes, to enjoy a good meal out, and avoid the crowds at Hamble. Unfortunately in Cowes the season seemed to be over, and worse, the Union Jack pub was in the process of changing owner, and could not provide food. My taste-buds still remember the last sole I had there. We were so frustrated that we decided to act very, very British, heading for the most appealing Tandoori.

Morning was chilly but it didn't bother the cheerful crew. After a huge corn-flakes and hot breakfast bap with tea, from the local mobile catering nicely placed next to our berth, skipper Chris set the helm towards the start line. The wind was blowing 30 knots, and we were thinking of hoisting the number 2 and maybe reefing too, later in the day, if it picked up any more.

We were early enough at the start to see the start of the first three classes. Then our start was announced and the course given over the radio. Our two new navigators were struggling in the cabin to locate the marks. It was then 10 minutes to the start and we knew by then which would be the first mark. The wind dropped, and we changed to the number 2 in the last 10 minutes before the start. We crossed the line almost exactly where the skipper wanted us.

The first beat was to Marsh. I suggested heading inshore, remembering the stronger winds there. Half the fleet did the same, but we had to cross another fleet coming towards us under spinnaker, so we decided to tack. We followed the leading group towards the mark where it was decided that we could go for the spinnaker, as the wind had got even weaker, now blowing a gentle 12 knots. There we were, under the spinnaker, enjoying the run as much as one can. We had to gybe at the second mark. We were prepared ... everyone at post ... when Trudy, centring the main, was hit by the boom. It was decided to abandon the race and head back to Cowes and get her checked up at the hospital. While she was escorted to A&E we stayed at the quay, enjoying the October sun and our sandwiches. Trudy came back three and a half hours later having been stitched up. By then, the wind had gone mad, and we headed towards Southampton under engine only. A yacht in front of us with number 2 and two reefs in the main was struggling to stay in control. Entering Southampton Water we hoisted the number 2 and finally arrived at our berth around five thirty.

*Muriel Stosic*



**Civil Service Offshore Racing Club - Crew Bureau / Membership form – 2003/4**

Name:			Department/Agency etc.:																																									
Address (home):			Address (work):																																									
Postcode:			Postcode:																																									
Phone (home):			Phone (work):																																									
Mobile:			Next of kin (name, address and phone no.):																																									
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CSSC No.:	CSSA No.:	NI Number:																																										
<p><b>Your experience:</b> 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				
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<p><b>Racing events:</b> 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 <a href="mailto:csorc@madasafish.com">csorc@madasafish.com</a>) 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:																																						
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<p><b>Cruising/Training events:</b> 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, "Clevehurst", 12 Upper Edgeborough Road, Guildford, Surrey GU1 2BG