



Civil Service Sailing

Volume 48 No 3

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Congratulations Fishers Green SC on your 50th!

Ideas for reaching out to more members and new membership options means change at CSSC. Read all about it in Rob Stephen's note in "Commodore's Corner".

Our dinghy clubs are busy plus the Dinghy Champs are coming up very soon - 23/24 July.

Barbados Challenge Qualifier 10 Sept. Littleton SC. Apply by 26 Aug.

Offshore, ECYD are on their Long Trip to the Baltic CSD are in Brit-tany, 5KSC in Scotland.

The Fastnet is getting closer for CSORC - 14 August. Yes, it's a good CSSA summer again!

CONTENTS

Fishers Green SC	1/3
Commodores Corner	2
Victory Trophy	4
POR Wicor moorings	5
Hooev Point SC	6
5KSC	7
CSD & Day Sails	9
Fastnet & CSORC	12
IDOR	15
ECYD, Long Trip	13 / 16

FISHERS GREEN at 50!



Fishers Green Sailing Club celebrated its 50th Anniversary over the weekend 18th-19th June 2011.

A full two day programme was planned and even though the weather could have been kinder, everyone managed to enjoy themselves and have a great time.

Saturday morning began with a Handicap Race that pitted the Cadets, Toppers and Larks of the younger element against the

adults. The wind and weather were "interesting" and kept the safety boat crews on their toes!



In the afternoon, a Relay Race was staged as part of the RYA's "Sail for Gold" initiative, with five teams of eight (four helms and four crews) each sailing for 30 minutes around an Olympic style trapezoid course in a variety of boats.

As this race progressed the weather became ever more "interesting", culminating in 30+ knot gusts and horizontal driving rain which drove the hundred or so spectators to take shelter in the Clubhouse (cont'd P3)

RS100, Merlin-Rocket, Solos, Wayfarer and Firefly sailed by their parents and other

Commodore's Corner

A note from Rob Stephens, our Vice Commodore



In his contribution in the last magazine, our Commodore provided some context for the Review and other changes that CSSC are introducing. I thought it worth including in this edition an update on how things are going both in the Review and in relation to CSSC membership initiatives that were accepted

by the CSSC AGM in June, and that will also affect us all.

CSSC have appointed a Review Team of three, led by one of their executive vice chairmen, and I lead a similarly sized CSSA team dealing with Review matters. The General Committee are defining the association's negotiating position and acting as a conduit to ensure all members are being kept informed of progress. CSSC's aims in carrying out the Review are to:

- Confirm that the funds provided to CSSA by CSSC are being used to support CSSC members to enjoy the sport of sailing.
- Determine whether CSSA is managing sailing in a way that will encourage growth in participation.
- Confirm that CSSC funds spent by CSSA on representative sport are proportionate to the scale of CSSA's activities.

While these questions look deceptively simple, they effectively lead to a top to bottom review of the Association's financial and operational health. We had our first meeting with the Review Team in December 2010 and agreed the structure and timing of the investigations that would follow in 2011. At the end of January we supplied the Review Team with a considerable amount of documentation relating to the Association and to each of its clubs and divisions.

We met the Review Team again in February, when we briefed them on the scope and scale of our activities and received very positive feedback about our approach to several of the issues the General Committee had identified. Resource limitations will prevent the Review Team visiting all our clubs but a visit to a dinghy site was conducted in April, when Littleton SC demonstrated both a good management regime engaging all the multiple site users and a busy sailing programme, both of which im-

pressed the Review Team.

An equivalent offshore visit is scheduled for August, when the Channel Sailing Division's yacht will be used to take the Review Team to see the Portsmouth Offshore Group, while gaining some firsthand experience of sailing. Other meetings are planned for the Autumn which may involve some or all of our clubs being asked to discuss their position on local matters about which the Review Team are concerned. The Review will be completed by the end of the year and CSSA will have an opportunity to comment on the final report before it is submitted.

Separate from the review itself, but clearly relating to it, the CSSC Conference last year revealed an intention to introduce both a wider recruitment pool and a Family/Linked Membership scheme. Both these initiatives will have a significant impact on our Association and we have already had one meeting with CSSC to discuss them, with a further meeting scheduled after the 2011 Conference. In essence, CSSC proposed to:

- Widen significantly the eligibility criteria for membership of CSSC (and hence CSSA), with a view to mitigating the impact of the drawdown on Civil Servants.
- Enable each eligible CSSC member (termed Qualifying Member) to introduce up to 3 other people drawn from a CSSC-defined pool of eligible people (termed Linked Members). This pool may expand over time.

The 2011 Conference endorsed the proposal, which will probably be introduced by 1 August 2011. We expect to reach agreement soon with CSSC on how these schemes will be implemented in CSSA, and currently believe that, while issues exist, the schemes will not pose us insuperable challenges. It is likely that the introduction of these schemes will see the end of the Membership Plus rate in CSSA. Information on the CSSC proposals, with a commentary on the likely impact on our Association, has been sent to General Committee members.

So, our Association is being impacted by two major CSSC initiatives, a Review and new Membership schemes. CSSC has been very constructive, both in its recognition that its proposals may not be entirely advantageous to CSSA, and in its willingness to engage in dialogue to mitigate the effects of the changes, where necessary. We now all need to support our club management teams as they grapple with these changes.

Notwithstanding all this administrative effort, I wish you all a successful and enjoyable 2011 sailing season.

50 at Fisher's Green (continued from cover)



or the tents! The latter proved not to be a good option as the final gale-force gust comprehensively demolished several gazebos and tents. Nonetheless all teams finished the course and the winning team were rewarded with "Sail for Gold" gold medals provided by the RYA and FGSC 50th Anniversary mugs. All participants were presented with a "Sail for Gold" wristband and £50 was raised for the RYA's initiative.



A quiz with a nautical theme followed and then the barbecue was prepared by the lads of our Model Boat section in their heavy weather gear as the rain and wind persisted. Despite the inclement conditions outside, 160 members and guests Disco'd until well into the night, fortified by an excellent BBQ and many pints of specially purchased Norfolk Bitter. Eventually the happy dancers dispersed; some to travel home, but an amazing number elected to sleep over in tents, motorhomes, a mini cruiser and even a Wayfarer.

Sunday morning dawned to the aroma of frying bacon from the galley, sunshine and rather less rain and wind. The morning event was the annual RNLI Pursuit Race, and this was sailed in more reasonable conditions than the previous day's Relay and raised £125 in entry fees for the RNLI. Our friends from the Maldon Branch of the RNLI

had set up their stall in the Clubhouse and were doing a roaring trade, selling everything from Christmas cards (!) to teddy bears.



By this time the invited guests, dignitaries and VIPs had swollen the numbers present to over 230 and, after many happy reunions and a nostalgic lingering over the photographic history of FGSC, a lunch of Hog Roast and all the trimmings was served.

Lunch was followed by a prizegiving with the prizes being distributed by Marian Holmes, Chief Executive of the CSSC and the formal unveiling of a board listing the past Commodores of FGSC and a plaque commemorating the 50th Anniversary was unveiled by Alex Allan, Commodore of the CSSA.

Tom McHale, Commodore of Littleton SC presented a plaque complimenting FGSC on reaching our 50th Anniversary and Maurice Mumford of Maldon RNLI presented the club with a RNLI "With Grateful Thanks" Shield in recognition of the club's contributions to the RNLI over the years. After the speeches, a champagne toast was drunk to FGSC, past and future and the birthday cake was cut. The day culminated with a cream tea and the further reminiscences of past and present members and all concerned parted happily, looking forward to the Diamond Jubilee in ten years' time.

(with thanks to our FGSC photographers, more online Ed.)



VICTORY TROPHY 3 APRIL 2011



Littleton SC hosted the 48th running of this prestigious annual team racing event, with the Civil Service (CSSC/CSSA) team competing against the Navy, Army and RAF in Laser 2000 dinghies. Littleton once again excelled in their running of the event, with credit here due to numerous people both on and off the water but principally to John Dean for his overall organisational role and Ian Wood as Race Officer.

With our usual captain again being unavailable I took on the task of organising a team. Unfortunately some of the previous team members were also unable to sail (was a clash with Mother's Day a factor here?). However a full team was formed as follows:

- Boat 1 – Phil Kirk (MOD) as team captain and helm, crewed by Chris L (SOCA).
- Boat 2 – Rick Goddard (MOD) as helm, crewed by Liz Aldous (DEFRA).
- Boat 3 – Eddie Pope (retired) as helm, crewed by John Ponsford (UKBA).

We assembled for practice on 2 April at Littleton. We started off with a team meeting where we discussed our sailing experiences, sorted out roles and planned the day. Phil Kirk led a very interesting session on team racing tactics. John Dean arranged for us to borrow Littleton's RS Vision dinghies, and we also borrowed a club member's Laser 2000s. We spent a couple of hours afloat getting to know the water and each other, and practicing manoeuvres. All went well and we hoped to be competitive in next day's racing. We then enjoyed a good meal out that evening at a local pub.

The Trophy day on 3 April was blessed with fine weather and an ideal force 2 to 3 wind blowing down the lake, enabling the Race Officer to set an appropriate S-shaped course. The starboard rounding at the windward mark and short start line with port bias provided challenging conditions highly suitable for team racing.

Lots of team racing tactics were employed, leading to several tricky incidents for the Umpires David Peerless and Chris Simon to rule on, but they provided speedy and fair resolution.

Each team competed against the others 3 times and boats were swapped around to keep the competition as even as possible. It was apparent from the first race that the Navy would struggle to retain the trophy, because they were beaten by the RAF. But it was actually the Army who prevailed, winning 8 of their 9 races. RAF won 5 races to come second, followed by the Navy with 3 and the Civil Service with 2.

Our team struggled in the first 3 races, but the other 6 were fiercely competitive. We were unlucky not to win at least 2 more races.

Prizes were awarded by our Commodore Alex Allan and the winning captain was delighted to receive the trophy after a gap of 14 years since the Army last prevailed.

We learned a lot on the day and were not downbeat to lose to such accomplished opposition in boats they are highly familiar with. It was actually good fun and we are already looking forward to next year.

EDDIE POPE, RC(D)

What's on? Dates for your Diary.

23-24 July	CSSC Dinghy Champs at Netley Cliff SC
30 July - 7 August	Plymouth Week (Contact Hooe Point SC)
14 August	Rolex Fastnet Race starts @ Cowes, IOW
26 August	Closing date for Barbados Challenge applications.
10 September	Barbados Challenge qualifier event at Littleton SC alongside their Regatta.

See Yacht Divisions - online - for autumn rallies, training and taster days. Check your CSSC Region!

Wicor Moorings are Opened!

Saturday 26th March saw guests and many members descending upon the Sailing Centre for the opening of the Wicor Moorings.

Marian Holmes, Chief Executive of the CSSC was guest of honour and had agreed to cut the ceremonial ribbon. Also present were a number of other guests from the CSSC, the CSSA and many members. Members gathered in the clubhouse for coffee before embarking on a flotilla of craft for transport up the harbour to Heavy Reach.

The weather ordered up by the Moorings Officer duly materialised and the beautiful spring day was enjoyed by all present.



After Marian had cut the ribbon, the flotilla re-embarked for a pleasant tour of the harbour, including our moorings at Haslar. The boats finally ended back at POG where Lynda Gant and her team of ladies had prepared a delicious buffet lunch which, eaten in the clubroom, with the sun beating down, was as good an experience as money could buy.

In a short speech, Commodore Mike Childs thanked the many people who had contributed to the project. He commented that this was the first major project that did not have an immediately obvious business case as Wicor had been under-utilised for many years. Fortunately Vice Commodore Mike Finch was convinced that if we made the investment for pontoon moorings, we would find customers for such moorings and the long process of researching costs, identifying potential customers and once the business case was accepted, obtaining the 14 separate permission from many agencies, was ground out.

The final result was 35 deep water moorings on two separate pontoons, all of which had been allocated and of

those 22 new members of POG had joined the club. In addition, there was already a waiting list for the following season.



The Commodore thanked Marian Holmes for agreeing to open the moorings and Mike Finch for his determination in seeing the project through to fruition. He also singled out Derek Gant for his work in finding customers; John Anderson, Brian Bassett and Brian Molyneux for their work in plotting the best dredged areas and resulting volumes of spoil; Chris McDonald for ensuring optimism was replaced by realism; Brian Grubb and the CSSA for negotiating the loans and of course the CSSC for facilitating those loans.

In her reply, Marian Holmes said that she had enjoyed catching up with POG members and meeting new ones and had really appreciated seeing the new pontoons. She was aware that taking on this development had not been an easy decision but, as always, the POG Committee had made sure that it was carefully planned and all risks were identified and addressed. She was delighted to hear how popular these moorings have proved to be, fully justifying the decision to develop.

Contact POG at ; - www.pog-cssa.co.uk

We are online!

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

CSSA General Secretary, John Figgures

csgensec@yahoo.co.uk

Magazine Editor & Publicity, David Richards

civilservicesailing@yahoo.co.uk

Hooe Point SC – Spring update

Since the last newsletter Hooe Point has been a hive of activity. We have craned or launched all the boats back in and our moorings are once again fully occupied. The site has been restored to its summer status with sailing dinghies and small motorboats the only occupants ashore. Dinghy and yacht racing has resumed with reasonable turnouts in both fleets despite the windy conditions that seem to have prevailed almost constantly since April. Both the dinghy and yacht “A series” of races have been completed with Martin Kimber taking the honours for the dinghies and new member Christ Tempest taking the honours for the yachts. The first scheduled dinghy race day was cancelled due to bad weather, by the time we go to print we should have run the second day hopefully with better conditions.

A cruise in company planned for late May went ahead with a small fleet finding it's way to Fowey for the weekend. I'm told the trip back to Plymouth was far better than the trip west! Once (if) the weather improves further cruises, east to Salcombe or Dartmouth and west to Falmouth, are planned.

Our Open Day on May 14th went well and although the FA Cup Final and the weather (again) conspired to reduce the numbers we did still see quite a few visitors and new member applications are trickling in. The event was supported by the Plymouth Area Association and we also had a range of RYA Sail for Gold promotional material to hand out during the day.

The next big event for us will be the Regatta over the weekend of 20th/21st August. There will be a full day of yacht racing on the Saturday and again on Sunday morning with dinghy racing on Sunday afternoon. During the day on Sunday there will also be various activities for juniors and friends and family including a scavenger hunt, model boat racing, paddle-boarding and a crab fishing competition. The day is rounded off with a barbecue. All CSSA members are welcome to join us for the weekend.

The Port of Plymouth Sailing Assoc regatta (Plymouth Week) is running this year from Saturday 30th July through to Sunday 7th August with a range of yacht and dinghy racing events taking place including a white-sail series for cruising yachts. Several HPSC members will be taking part or helping out with the organisation and we would welcome other CSSA members to visit Plymouth and take part. HPSC can provide some dinghy and car parking and we would be happy to help with arranging yacht berthing or accommodation if you like the idea of

cruising and racing in this part of the world.

More details of Plymouth Week can be found here: www.plymouthregatta.co.uk

Finally, I'm sure many readers will have seen that the Americas Cup World Series is coming to Plymouth in September. It promises to be quite a spectacle and if any CSSA members are thinking of sailing to Plymouth to watch the racing berthing is still available at Yachthaven marina, which is closest to Hooe Point, in the village of Turnchapel. We have secured a deal that ensures CSSA members can have visitors berthing at standard rates rather than the premium rate being charged for the period of the event – electricity is also included in the berthing charges. If you are thinking of coming to Plymouth and would like to know more please contact secretary@hpsc.org.uk for more details.

Details of the marina can be found here: <http://www.yachthavens.com/plymouth>

Steve Whitting

5 Kingdoms Sailing Club

the northwest yacht division of the Civil Service Sailing Association

New for 2011 – Day Skipper charter of CSSA Yacht

Aspirant CSSA skippers require solo skippering experience once they have completed their RYA Day Skipper Practical as a pre-requisite for progression along the RYA practical syllabus. Such an opportunity has not been available aboard CSSA yachts for many years.

For 2011, 5KSC have set aside 9-18 July and 6-13 August for RYA Day Skippers and above to share taking solo charge of **Artful Dodger**. Holders of RYA shore based course certificates for GMDSS radio, First Aid, and Day Skipper or Yachtmaster theory and a Day or Coastal skipper practical course completion certificate are eligible to make enquiries. Day Skippers will be limited to fair weather (Force 4 or less) and daylight.

The Clyde offers hundreds of miles of cruising to innumerable destinations - anchorages, mooring buoys and pontoons or marinas – all well within 20 miles of a safe haven and with a hotel in most of the larger bays.

For further details contact Peter Doyle at: -

Captain@5KSC.com

5KSC's programme for 2011

5KSC.com has been updated to include a new on-line booking system backed by a small Crew Bureau team.

Artful Dodger is now in Scotland for the summer season for the usual opportunity to **cruise, race, and train** in the beautiful **Clyde estuary** and the **Hebrides** from now through August. Handovers will take place in Dunstaffnage (Oban) for the Hebrides and usually Largs for the Clyde. Handover ports are to be confirmed by skippers.

Skipped/Sea-time cruises and **RYA practical training (Start sailing, Competent Crew, and Day Skipper)** is scheduled throughout the season both from Largs and from Oban. These RYA courses are also offered, by arrangement, over a series of late season weekends from Liverpool.

Examinations for **RYA certificates of Competence** as Yachtmaster Coastal and Yachtmaster Offshore are offered from Largs in the period from Sunday 24 July until Saturday 30 July. The examination is usually on the Thursday and the early part of the week provides for intensive refresher training. **RYA Coastal Skipper** practical training may be substituted according to demand.

Late season will see a return to **weekend cruises** in the

Irish Sea, **taster sails, boat handling sessions** and **LYC racing**.

Trips starting from **Conwy** can be arranged for the opportunity to sail the Menai Straits and Anglesey without the need to make the 60 mile passage from Liverpool.

Racing with Liverpool Yacht Club will be on Sundays with spring tides from September through to the end of April (apart from, approximately, a six week period for the usual winter refit). Anyone wanting to know more on the racing calendar should contact crew_bureau@5KSC.org.uk LYC charges LYC non-members £1 for entry into their races. The boat entry fee is £2.

Boat handling sessions, spinnaker handling sessions and taster sails will be arranged to meet demand from September through to the end of April on Saturdays with spring tides. Let Crew.Bureau@5KSC.co know your interests.

For bookings and latest information on yacht and berth availability contact crew_bureau@5KSC.org.uk or see www.5KSC.com

¹ Sea-time and Training are offered as long weekends or full weeks and are tailored to crew wishes. Training can be Introduction to Sailing, Competent Crew, and Day Skipper courses, general sea time experience or "solo

Saturday Change-over dates	Trip type	Handover Port	Berths available
25 June - 2 Jul	Private charter	Largs – Largs	
2-9 July	Available for charter	Largs – Largs	
9-12 July	Training ¹	Largs – Largs	✓
13-18 July	Training ¹	Largs – Largs	✓
16 & 17 July	Clyde Muster – with 5KSC and SCSCC yachts		
18-23/24 July	Available for charter	Largs – Largs	
24-30 July	YM exam/Practical ²	Largs – Largs	✓
30 Jul - 6 Aug	Available for charter	Largs – Largs	
6-9 August	Training ¹	Largs – Largs	✓
10-13 August	Training ¹	Largs – Largs	✓
13-20 August	Delivery	Largs–L'pool	✓
Spring Weekends, Sep & Oct	Taster sails/skills honing	Liverpool	✓
Neap Weekends, Sep & Oct	Cruise Anglesey/IOM	Liverpool	✓
Sundays, Nov & Dec	Racing with LYC	Liverpool	✓



skipping”. If there is a high demand for training it may be possible to provide additional courses.

² The period 24-30 July is either for those who want to take their examination for an RYA Yachtmaster Certificate of Competence (Coastal or Offshore) or for those who wish to complete the RYA Coastal Skipper Practical course according to demand – contact Crew.Bureau@5KSC.co for more information.

5KSC berth fees 2011

The berth fees for cruising or racing aboard **Artful Dodger** are inclusive of all her equipment - tiller pilot, spinnakers, dinghy outboard, etc. as available.

Charter Type	Fee
Whole yacht/Bare boat charter per week [7days normally commencing noon Saturdays]	£1085
Whole yacht/Bare boat charter per day NB: A weekend charter from Liverpool is normally counted as 2 days with start time variable to suite tides.	£155
Training per berth per night Crew fees cover skippers berth fee	£45
Skipped charter/Sea time per berth per night . Crew fees cover skippers berth fee	£45
River Mersey Day Sail or Race per berth [inc fuel] NB: Lock out and back on same high tide.	£15
River Mersey Skipped Day sail per berth [inc fuel]	£30
Cruising berth per night NB: For small crew charters with own CSSA skipper.	£33
Extras: Fuel, marina fees, and any other expenses are shared by the crew unless noted otherwise above.	

Temporary and Family members must pay an ‘Additional Fee’ of £5 per day (or part day) spent aboard **Artful Dodger** in lieu of the subscriptions paid by full members of CSSA. The ‘Additional Fee’ for temporary members holding one share in CSSC is £2.50 per day.

Training berth and skipped charter fees are set to cover the cost of the trainer’s/skipper’s berth and include an element to contribute to the Club’s expenses. The cost of any course material required, e.g. from the RYA, is addi-

tional to the berth fee.

For bookings and latest information on yacht and berth availability contact crew_bureau@5KSC.org.uk or see www.5KSC.com

Clyde Muster 2011

A muster of 5 Kingdoms Sailing Club and the Scottish Civil Service Cruising Club will take place over the weekend of the 16 and 17 July. Contact Paul Brereton for further details Secretary@5KSC.com.

RYA First Aid shore based course

CSSA First Aid can offer First Aid training for CSSA Clubs in all parts of the UK by arrangement. E-mail pfbrereton@gmail.com if you would like further details.

Contacts for 5KSC :-

Captain: Peter Doyle	Other officers:
Captain@5KSC.com	Secretary@5KSC.com
01695 556788	Treasurer@5KSC.com
07834 774080	Crew_bureau@5KSC.org.uk

CSD South & South East Sailing Taster Day on “Sea Essay“ Fri 6th May 2011.

Have you ever fancied a “Taster Day” to try out sailing? Here’s one member’s experience aboard CSD’s Sea Essay.

I have always intended to sign up for a sailing taster day when I had a little spare time, but perhaps by way of avoidance I found I was doing something else. I love the water and admire people who get involved in all sorts of wonderful water sports and activities. I guess I have allowed the lack of knowledge and experience to generate sufficient fear to “un-inspire“ me.

After many years I eventually bit the bullet and signed up for the sailing taster day. It was oversubscribed but we agreed to hold on to my cheque in case of any cancellations. I was eventually contacted with details to attend at Mercury Marina on the 6th of May 2011 for 9am to sail at 10am.

I hit the traffic on the M25 and with severe delays coming over the radio I thought I was not going to make it , but what the hell I tried and maybe it was all for the best. I was still a bit apprehensive about going on a Yacht for the first time in my life at 53. The traffic cleared and I was soon at the wire gate entrance to the Harbour parking area. I mar-

velled at the sea of boats and still a trifle reluctant I thought that it could be well past noon by the time I found the boat. I soon found Chris, the Mate, who directed me along the pontoon to "Sea Essay" where I found myself being invited aboard by Colin Smith the Skipper. One at a time the crew came together while Colin made some hot drinks for everyone and someone broke out the biscuits while others contributed assortments of chocolate sponges and biscuits.

Eventually everyone were on board, the break was over, everything was washed and put away, we had all introduced ourselves. Both Colin and Chris spoke with the "Crew" and put us all right at ease, Health & Safety came next as Colin advised us of the procedures and requirements. Our crew of six ranged from people with limited experience to a couple of us who were complete novices.

When the deck was cleared and the talk was done, everyone's details were deposited with the Harbour Master just in case we had any kind of accident, we were ready to sail.

It was soon very apparent that we were in safe hands. Colin and Chris knew the waters like the back of their hands. As we navigated our way down the Hamble river to the open sea Colin and Chris gave us a guided tour, pointing out and explaining the different boats, ships and landmarks. Some of the crew were also familiar with the area. Soon we were all chipping in and after half an hour we were behaving like a sailing together for six months. Everyone was so wonderful, a pleasure to meet them all.

We did not have much wind but after a few stories, a lot of laughter, wonderful sunshine and a cool breeze, Colin eased one of the more experienced members to the controls. They sailed us gracefully along the calm waters under the eagle eyes of Chris and Colin coaching, guiding and intervening where necessary. Little did I think that in under an hour with the sails fully engaged I would be at the helm doing manoeuvres beyond my wildest dreams.

I don't know how Colin did it, I guess with his extreme calmness, his maritime expertise and his gentle but firm instructional voice which inspired me to take the helm. I was never alone, when Colin wasn't beside me Chris was nearby instructing me calmly and quietly which almost made his communication subliminal, about as intrusive as my guardian angel.

After basking in the indulgence of sailing in a straight line - well a relatively straight line - I was becoming increasingly perplexed as I felt I may be in a collision course with land. I was reassured by the Skipper not to worry as we would be making a 90 degree turn soon. I thought that someone else would be doing this and wondered what I would be

doing next. Then suddenly Chris and Colin sprung into action dishing out instructions to the crew. I watched as they all carried out their instructions and as I was given my orders I realised I was engaged in a process which meant a right angle turn was unavoidable. With all hands working like clock work I learned what one does when you get it wrong. We repeated this exercise several times circling again, positioning the vessel appropriately to engage the sails sufficiently to continue the journey. This made the crew work twice as hard pulling, winching, tying and untying etc. At all times we were under the close supervision of Chris and Colin. When we eventually got the turn right the lessons from my manoeuvres were teased out and diluted with a bit of humour and laughter. When we eventually mastered the turn we were all happy with our achievement, but I was completely over the moon. I could scarcely believe what I had achieved. If someone had stopped my car on the M25 and told me I would be in this position and enjoy it, I would know for sure that that there were people escaping from secure psychiatric units.



Over the course of the day we all took turns sailing and we got confidence from one another. I found everyone extremely friendly and helpful sharing biscuits, sweets and cakes, while Colin and Chris provided hot tea or coffee to wash it down.

We stopped off for lunch on a beautiful moored restaurant and bar. As we ate we watched the ocean liners and some small yachts reminiscent of the tenacity of a small terrier displaying the skills of a weekend skipper missing the larger vessels, it seemed more by chance than by skill.

After an entertaining lunch, we prepared to start back. We were now all "experts" and sailing back would be a walk in the park. We knew almost enough to compare and evaluate other vessels sailing strategies. With the support we received from Colin and Chris, it was such a pity the day had to end. We moored up, tidied up, hosed down the deck to reluctantly hand "our Yacht" to another crew who

Your copy for "Civil Service Sailing".

Closing dates for contributions are usually 20th of the month *before* the month of publication (normally January, April, June/July & September). We print 16 pages, except for the AGM & Annual Report in April (20).

Most of our clubs have a dedicated contact person, but individual contributions are also welcome both for the magazine and general publicity. Photos are helpful to keep our image up to date! For commercial printing our printers prefer a resolution of >300 dpi. Where we have an overflow of material, or longer articles, we can add this to the online edition. Otherwise, copy in MS Word please; for sailing programmes etc please use tables.

Send to civilservicesailing@yahoo.co.uk Thanks!

Publicity & communication with our members.

Have you ticked the box? E-mails & e-newsletters can now be targeted to just those indicating that they are "interested in sailing". Register online & tick the box!

Regions - are an important aspect of recruiting new members, also some sailing events are promoted and run regionally. Do you read your Region's e-newsletter? Check out your Region's website on www.cssc.co.uk

BDEs are Business Development Executives. They are doing a grand job helping us to promote sailing and sign up new members locally. If you are a volunteer at your club they can help you. Have you met *your* BDE yet?

Our Websites & Forthcoming Events pages need regular updates, so remember to flag up your events in time!

were going to have it for the weekend, a whole weekend. I will have to find out how I can do a weekend next time.



After our goodbyes and exchange of e-mail addresses etc , I thought that the day definitely ranked at the highest level in my "most enjoyable experiences" list. The only regret I have is that I waited years to do it.

Thanks to Gavin for sending me the photographs he took, I have shown them to everyone from Ireland to Chicago USA and to my friend in the Philippines, they are a treasure. Thank so much to the crew who were fantastic, I would sail anywhere with you guys. A very special thank you to Skipper Colin Smith and Chris, I could not imagine being introduced to sailing by anyone else. This is where I play that song "O what a perfect day".

This is only the beginning..... Thanks

"A day without laughter is a day wasted" Charlie Chaplin

Patrick Mulloy.

More sailing opportunities on Sea Essay -

- **Boat Handling on Sea Essay, 3 days, Tuesday 25- Thursday 27 October 2011, £180 for Members**

You like this course so much that there is now an additional one scheduled. Four berths only.

Contact: David Hartland, CSD Training Secretary

david.hartland@btinternet.com 01483 280072

- **Seatime on Sea Essay, 3 days, Monday 22 August- Wednesday 24 August 2011, £162 for Members.**

Plan A is cross - channel, weather permitting. This will appeal to experienced sailors wanting qualifying passage accreditation and sea miles and night hours for log- books

Contact: Andy Smith, CSD SeaTime Secretary

csdseatime@yahoo.co.uk

Other contacts: -

Charters & group day sails, Idris Curtis

idriscurtis@ntlworld.com

Individual Day sails, Colin Smith

csddaysails@btinternet.com

Skipper familiarisation, David Hayward

davidhayward@btinternet.com

CSD Website www.channelsailing.org

Sea Essay Programme 2011					
From		To		Type	Skipper
	4 June		10 June	SC Sea Time Delivery	D Hartland
	11 June		17 June	SC Charter	D Hartland
	18 June		24 June	SC Charter	D Haward
	25 June		1 July	SC Charter	L Tait
	2 July		8 July	SC Charter	A Barnes
	9 July		15 July	SC Charter	D Price
	16 July		22 July	SC Charter	C Smith
	23 July		29 June	SC Charter	E Smith
	30 July		5 August	SC Charter	A Smith
	6 August	18.00	12 August	SC Sea Time Delivery	H Hickson
	13 August		14 August	In Reserve	
	15 August		16 August	Maintenance	
	17 August			CSD Auditor Day Sail	L Cole
	18 August			CSSC Day Sail	
	19 August		21 August	Day Sails - Contact Colin Smith	
18.00	21 August	18.00	24 August	Sea Time	D Hartland
	25 August		26 August	AVAILABLE	
18.00	26 August	18.00	29 August	Charter	G Carstensen
	30 August			Skipper Familiarisation	D Haward/C Smith
	31 August	18.00	1 September	AVAILABLE	
18.00	1 September	18.00	4 September	Charter	L Castillo
	5 September		6 September	AVAILABLE	
18.00	6 September	18.00	9 September	Charter (I Curtis)	
18.00	9 September	18.00	12 September	Boat Handling Course	
	13 September		16 September	Group Day Sails - Contact Idris Curtis	
18.00	16 September	18.00	18 September	Sea Time	
	19 September			Maintenance	
18.00	19 September	18.00	23 September	Charter	D Haward
18.00	23 September	18.00	28 September	RYA CC/DS Practical Course	
	29 September		30 September	Day Sails - Contact Colin Smith	
18.00	30 September	18.00	7 October	YM Prep Course/RYA Exams	
18.00	7 October	18.00	9 October	Sea Time	
	10 October		12 October	AVAILABLE	
18.00	12 October	18.00	16 October	Charter	R Stephens
	17 October		21 October	AVAILABLE	
18.00	21 October	18.00	23 October	Charter	G Carstensen
	24 October			Maintenance	
18.00	24 October	18.00	27 October	Boat Handling Course	
	28 October		4 November	AVAILABLE	
18.00	4 November	18.00	6 November	Sea Time	
	7 November		20 November	AVAILABLE	
	21 November			Maintenance	
	22 November		2 December	AVAILABLE	
18.00	2 December	18.00	4 December	Charter	D Hartland
	5 December		11 December	AVAILABLE	
	12 December		20 Jan 2011	Winter Maintenance	
	26 Nov 2011			CSD AGM at POG	

All Skippers intending to take the boat out will be required to attend a one day familiarisation before they do so. These sessions are run by the Yacht Husband team.

RYA Training Courses - David Hartland, training@channelsailing.co.uk

Courses and Examination by External Examiner for Certificate of Competence are available. Please let me know your requirements for Competent Crew, Day Skipper, Yachtmaster (Coastal & Offshore) Boat handling and Radar. Invitations for scheduled courses are sent out to Candidates in strict application order.

Rolex Fastnet Race 2011

Cowes/Plymouth, UK - 608 Nautical Miles.

A recent press release on the Fastnet gives some useful background to the race in which a team from CSORC, our Offshore Racing Club, will take a full part aboard their chartered 40 footer, "Blue Juice", a Beneteau 40.7.

"When the British Isles weather conspires to deliver conditions typical of the time of year it becomes a true test of human endeavour. It is for this reason that the 608-nautical mile race consistently attracts a large and varied fleet: man and machine set against the elements. The 44th edition, which starts from Cowes on Sunday, 14 August 2011, is no exception.

The entry list opened in early January and within ten days was closed. The 300-boat limit reached with record speed. The fateful 1979 race still holds the record for most yachts to start: 303. That number may well be broken this year. Organiser, the Royal Ocean Racing Club (RORC), inundated with requests from the 'professional' classes such as the Volvo Open 70s, the IMOCA 60s, Class 40s and Multihulls, has determined that these entrants will be counted above the 300-boat limit: an excellent decision for all those with an ambition to take on one of the biggest, offshore classics in the world of yacht racing.

The Rolex Fastnet traces its history back to 1925. Held biennially since 1931 (except for a break between 1939 and 1947) the race to the Fastnet Rock, off the southwestern tip of Ireland has attracted a mix of sailing's royalty – the stars of the sport, and, a huge number of more Corinthian of participants, (including our entry from CSORC), all ready to test themselves over the course.

Little surprise that two of the fastest, most advanced yachts of the age headline the entry-list. Course record holder Mike Slade and the 100-foot (30.5-metre) *ICAP Leopard 3* (GBR) are scheduled to go head-to-head with 2007 rival, American, George David. This year the odds may not favour Slade so much as they did four years ago when he set the benchmark monohull time of 44 hours 18 minutes. David has a new *Rambler*. *Rambler 100* to be precise, the former *Speedboat*, and generally regarded as *the Maxi* of her generation ... potentially. She has yet to be tested properly against the elite of Europe or the Southern Hemisphere. There are no guarantees in yacht racing, but if the winds are favourable, expect a dramatic dogfight all the way to the finish in Plymouth."

After a truly memorable first race in 2009, when they won overall, Niklas and Catherine Zennstrom are returning with

their all-conquering 72-foot *Rán 2* (GBR). The mostly British crew of the Judel/Vrolijk design have proved her ability on both long and short courses, wrapping up the inaugural Mini Maxi Rolex World Championship in 2010.

The Rolex Fastnet, though, is a race that allows powerful legs to be stretched. "We've now done quite a lot of offshore races," remarks Zennstrom, "the Rolex Fastnet is probably the top race together with Rolex Sydney Hobart. As one of the world's oldest offshore races it has such a pedigree." Zennstrom believes the fact that it is held every second year is one of its key attractions along with the sheer number of participating yachts.

Winning in 2009 was understandably a "dream come true" for Zennstrom. With the disappointment of pulling out in the storm-ridden 2007 race still fresh, he is not assuming a second win will come easily. "Winning two races in a row is extremely unlikely. However when we planned this year's races [the Rolex Fastnet] was an obvious choice. We love the challenge and we know the boat is still very competitive in the right conditions.

But will we get the right conditions? Last time it was a big boat race, this time it may not and you may end up with a 40-foot cruising boat winning. That's the nature of the offshore handicap races.

With over one third of the fleet represented by boats of 40-foot or less, there are plenty of stories and rivalries to focus on. One of the lowest rated, and therefore slowest, boats is the *Contessa 32 Rainbow* (GBR), skippered by Lee Egan

The first signal for the start of the 2011 Rolex Fastnet Race sounds at 10:50 BST on Sunday, 14 August."

Regattanews.com

A 40-foot cruising boat winning? I hope our Skipper Trevor Drew read that! In his update at the end of last month Trevor said :-

"Yes - we're all set! The CSORC crew have now successfully completed all our safety courses, our training weekend and our qualifying races - the Cervantes Trophy - cross-channel to Le Havre, the De Guingand Bowl - "round IoW and Greenwich Light Vessel to port" and the Myth of Malham - from Cowes, around the Eddystone and back to North Head, which we completed in 30+ knot winds, with an elapsed time of

1 day, 12h 37m. Every race so far has seen high winds and rough seas at times - I currently hold the boat "white sail speed record" of 18.3 kt, surfing down a huge wave.. We've clocked up around 900 miles so far and most of the crew are also going with me on the Morgan Cup race to Cherbourg, next month, to keep sharp.

All our race reports will appear on

<http://csorc.blogspot.com>

- which, for the Fastnet, will be updated during the race. So, many thanks for your support, do enrol as followers on our blogsite and we look forward to you all joining us in your armchairs - though I hope at least some of you will be in your *bosun's* chairs!!"

Further information on the Rolex Fastnet Race and access to RORC's tracker may be found at: -

<http://fastnet.rorc.org>

Why not see the start? Check your chart for the best viewing points!

Cruising with ECYD - Father's Day, German style

Entering the marina on Norderney Island, in the German Frisian group we were met by noise of offensive and nuclear proportions. This headbangers paradise was created by loudspeakers blaring out German popular music and drinking songs as boats with parties spilt out onto the pontoon. The marina was chock a block full and we were lucky to find a berth. Why was this? It was Father's Day German Style. This celebration didn't bode well for our sleep that night so returning from the restaurant before 2200 I was astonished to find silence. Were they all unconscious? As it hadn't rained they must have been spirited away.

Your Sailing Secretary was happy, helping to deliver a superb Najad 380 from Shotley (near Harwich) to Kiel where it was to remain for the summer. We had delayed our start for 24 hours due to a SW F8. We left at first light next morning in a F5, half the jib out and doing 7 kts wind absolutely behind us and a quartering sea, by afternoon we were in 30knots and rolling almost gunwale to gunwale. We arrived at IJmuiden at 0400, cleared entry to the canal and carried on to the first stop at Enkhuizen in the Marker-

meer. Next day was bright and clear so across the IJsselmeer to the lock at Lemmer where the wind picked up to 30kts again, Missed the first lock due to an enormous barge getting priority. Engine revving hard in reverse just to stand still, thank God for bow thruster to make jilling around possible. Into the canal, a wide and busy waterway going East we were able to open half the Genoa and, in flat water, average 7.5 - 8kts. Waterproofs were given a severe test with horizontal rain, arrived in good time at Grouw where the marina was nearly empty. Why is it, with a choice of forty+ berths it is so difficult to agree which one to use? Tied up and sitting below with a welcome cup of tea, a casual voice from the cockpit, (Mary sitting outside) "there is a man in the water" What? Does he need help?, (said I) " Yes, I think he does " she said. With crew member Alan I dashed around to the next pontoon, the far end of course, where he was clinging to the decking three feet above. With a third pair of hands we eventually managed to get his leg up and over and rolled him onto the decking. He had fallen from a small, very basic German motor cruiser which was having difficulty in parking, no lifebelt thrown over, not really any concern from that quarter, not sure if they had actually missed him. Twenty minutes later they were still motoring into berths with our still wet swimmer trying to receive their lines. Excitement over, Mary went for a walk to find a restaurant for the evening returning with a bag full of young herring for us all UGH! Passing this raw delicacy over to David (who now had 6) the way to eat them is to dip them in onions, hold up by the tail and swallow whole, or as much as you can. I am sticking potato crisps.

Continuing along the canals, bridges opening mostly on our approach we reached Groningen where we waited to join a convoy as numerous bridges came up in quick succession. At 1600hrs the first bridge opened, so then onto the next which opened quite quickly and passing through we waved thanks to the operator sitting in his box. We were then bemused to see him rush out jump onto his bike and pedal to the next bridge and so on for the next six. There was no place to tie up and four other boats with us; by the time we were at the sixth bridge, it was his tea time, an hour's delay before opening the next bridge - would you believe it? We tied up to a lamp post and tree here (warning from Mary watch for any dogs approaching trees with our ropes round), eventually passed the remaining three bridges and tied up in box mooring in marina at Groningen. Then a much needed shower in two story oval glass, yes glass, structure on the quayside (well it was opaque-ish) Checking the charts for the following week we discovered we had a gap from Helgoland to Cuxhaven so needed to buy one. Chandlery closed (cont'd P16)

Civil Service Offshore Racing Club - CSORC

<http://www.csorc.org>

CSORC has been busy this year and we're about half way through the programme. We've entered 6 events so far totalling 12 races.

The Fastnet Crew have completed their training and qualifying races and are now ready for the Big Day on the 14th of August. The CSORC crew will be sailing "Blue Juice" a Beneteau First 40.7.

Armchair skippers will be able to follow progress via the RORC Tracking website at: -

<http://fastnet.rorc.org/blog/race-information/tracking/index.html>.

There is also likely to be a blog from the Skipper, Trevor Drew, via the club's website at: -

<http://csorc.blogspot.com/>. This site also has reports from the recent qualifiers.



Following the Fastnet we are planning a JOG race to Poole and another back, over the weekend of the 17th/18th September. The Skipper will be Richard Palmer and the cost £100 per berth.

Then it's back into the Solent for the Autumn and a set of Sunsail Regatta races over the weekends of the 24th/25th September, Oct 8th/9th and 15th/16th. There may also be a crew entered in the Sunsail Regatta Final over the weekend Nov 5th/6th. Berth fees will be £160 per berth per weekend. These races are ideal for beginners to yacht racing as the waters are more enclosed than the English Channel, the races are relatively short, 1½ - 2½ hours each, and there's a good night's sleep in a stationary boat in a marina. We collect the boat from Port Solent (inside Portsmouth Harbour close to the M27) on the Friday afternoon, around 5-6pm. There are two races on the Saturday and two on the Sunday and we hand the boat back around

3pm on the Sunday. There's usually some time to practice on the Saturday morning.

Yacht sailing provides a lot of fresh air, exercise and a sense of achievement. If you think that it might be you, contact Nick Bowles at:

crewbureau@csorc.madasfish.com

Finally here's a couple of shots from the recent IDOR, as the fleet races towards the Nab Tower and back to Cowes.



Hope to see you soon.

CHANDLERY

Rectangular CSSA House Flags

Triangular CSSA Burgees

Sizes: Large (30cm x 45cm approx) £16.00

Small (20cm x 30cm approx) £13.00

CSSA Ties (Polyester) £10.00

P & P included. Please send your requests & cheques (payable to Civil Service Sailing Association) to:

Brian Grubb,

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

IDOR 2011

As I write this, it is strange to think that only a week has gone by since we finished the **Inter Departmental Off-shore Regatta**. As usual it was an interesting and challenging 5 days with wind strengths ranging from force 1 to 7.

The most prominent change though was the new matched fleet of Beneteau F 40' that Sunsail have now acquired. They are described as the ultimate racer/cruiser and in higher winds you certainly needed a crew that could rise to the challenge - they are both awesome

yet exciting, difficult and challenging, hard work but rewarding. This resulted in the fleet being clearly split between entries from a crew consisting of experienced sailors, compared with those where there is a core of seasoned sailors but whose numbers comprise those who have never sailed before. And in a way this sums up the IDOR entries. You do not have to gather together 8 experienced sailors – the skipper can ensure that everyone, no matter what their sailing ability, has a chance to take part.

This year we had 22 teams entering with representatives from Met Office, Diamond Light, SOCA, DWP/HASSRA, UK Border Agency, HM Revenue & Customs, HMG Communications Centre, GCHQ, DSTL, Health & Safety Executive, MOD, Fishers Green SC, Littleton SC, CSORC and 5 Kingdoms SC. A very diverse group consisting of 170 people – our 2nd highest attendance ever!

As usual we met up at Port Solent on the Sunday evening, stored our gear and renewed old acquaintances (who somehow always seem to appear at the bar). Then it was straight down to “practice” as we made our way to Cowes on the following day. Except there was very little that could be learned as the wind was typically Force 1 and we motored most of the way there!

Never mind, Tuesday was a better day with comfortable force 3 South Easterly’ on our race to Nab Tower. Everyone started with spinnakers and became an interesting tactical match balancing tide and a North Easterly course over ground with experiments to see how the boat should be best set up. Congratulations go to Simon Zavad of DSTL who lead the first 5 boats to finish with only three minutes between them. The second race of the day was then a short couple of hours round the cans which finished off a very enjoyable 9 hours of scheduled racing.

Then came Windy Wednesday! Steady force 5 gusting 7 and a day of short races and numerous spinnaker hoists that tested everybody. I think we were all glad to get back that evening, some bearing bruises and burn marks where the main sheet could not be brought in quick enough before a gybe! Others with damaged boats. We learnt a lot about yacht design and in particular how to sail these challenging yachts.

But after a good nights sleep it was up for 5:30 ready for our long race into Christchurch Bay with force 3 to 4 winds. Another excellent days racing with Matt Adams (Met Office) leading everyone home. Again though the

competition was tight with the first 10 boats arriving within 6 minutes of the each other. With such an early start there was time to relax before attending the evening’ Regatta dinner at the Royal Corinthian YC.

After a bit of a casual start to Friday we drifted back to Portsmouth in our final race and just as people started to think about retiring, the wind picked up from the West, the back markers began to threaten the leaders and we had another race on our hands. All in all, another enjoyable week of racing.

Not all of the results are in yet but the following results can be announced.

- City of Plymouth Trophy – Awarded to the boat with the least score from the combined classes (A & B). Andrew Moss (Fishers Green SC)
- Pairs competition – Awarded to the team with the lowest average score. Alan Becket (SOCA) and GCHQ boat 2).
- Silver Jubilee Trophy – Awarded to the boat in class B scoring least points in racing up to Thursday evening. Andrew Moss (Fishers Green SC)
- CSORC Shield – Presented to the CSSA affiliated club entry with the least points in racing up to Thursday evening - Andrew Moss (Fishers Green SC).
- Round the Island Trophy – presented to the winner of the weeks longest race. Matt Adams (Met Office).
- CSSA Charity Cup. Awarded to the team who have raised most money in sponsorship for a charitable organisation. GCHQ – who raised over £3,000 for the Life Boat Fund and Severn Rescue Association.

peteshuttleworth123@btinternet.com



Our roving reporter watches the IDOR fleet depart!

(from P13) on Mondays but opened by the very helpful Haven Meisterin who only had packs at 90 Euros. Needs must as the devil says, so €90 lighter she then warned that the seas off Norderney and the Elbe Estuary were the most dangerous in the World - don't go if the wind has any North in it. Just what I really wanted to hear.

Next stop Delfzijl (pronounced Delfsisle as in Isle of Wight), a marina in a very large commercial port. Excellent restaurant for the last night for those crew returning home here. Food and particularly restaurant prices in Holland were very high, but enjoyed nonetheless; we discovered a very good beer called Herzog which we enjoyed on board on arrival at each port. We negotiated 12 locks and 59 bridges during the week.

New crew arrived, after introductions we victualled for the next few days and broke out charts for the German Frisian Islands. There is only one route, no plan B possible, so next day left with the tide at Midday for the island of Borkum which has a large, very run down harbour. After we had we tied up to a massive concrete jetty putting out long lines to allow for the tide, we discovered it was actually floating. No facilities but an excellent restaurant with prices half those of Holland. We left Borkum for Norderney in little wind and arrived early afternoon just in time to grab probably the last mooring. Enough said about Father's Day.

Left Norderney for Helgoland, wind blowing 17/18 knots from the North East, on the nose! We sailed the course for half of the day, but had to motor in the end. Around 1900 we arrived in the huge walled harbour with pontoons around the edges with boats rafted out, joined a shorter raft (only 16th boats out, more joined us). On next raft I counted 26, not a shore line anywhere. This harbour was full of music, singing and partying – yes, you guessed it, it was Father's Day. Father's Day is a weekend starting on Thursday and celebrated with much enthusiasm. Must tell my family! A little relieved that the German Bight was not the most dangerous sea in the World, not a patch on our crossing of the North Sea in Thames area. A 6am start next morning was met with good humour and our extrication from the scrum went with astonishing ease.

Not a breath of wind for our 39 mile trip to Cuxhaven, good facilities there but Frau Dragon seemed to spend her life in there cleaning. Each time I entered I was kicked out with parade ground orders "I CLEAN, YOU WAIT" and key was turned in the door. We had to buy a plastic card to access everything here water, electricity including showers; the card had to be inserted in the shower for the duration of hot water use. The card was passed down the crew, eventually coming to me. Wonderful hot, soapy shower when the money ran out! I flannelled off, got dressed all very

sticky, went to office to renew the card, returned to shower "I CLEAN, YOU WAIT".

Good sail on to Brunsbuttal (on the nose of course), locking in to the Kiel canal. We stopped overnight in the adjacent marina. Dreadful night with big ships, engines thumping literally only twenty yards away as they went into the locks. Passage through the canal to Rendsburg interesting but uneventful. Arriving on the fuel berth at Rendsburg, we were well looked after by a most helpful Haven Meisterin. She seemed to run everything, the harbour office, the fuel berth, the shop, the club, the café, no limit to her talents. We were now directed to a box mooring nearby, I like these moorings which are common in non tidal areas. You drive in between two posts, hooking stern lines over each and the bowman leaps, or tumbles ashore over the anchor to secure the bow. Don't put out fenders though as they can be ripped off passing the posts. Experience can be a hard teacher, and as we moved off the fuel berth the heavens blackened ominously and there was a roll of thunder. Prudence being my watchword I shot below and dived into full oilies. On going into the box the cloud burst, rain lashing down like stair rods turning to hail. The helm and deck crew had the boat in and tied off with Olympic speed and vanished below. I tidied up, secure in my waterproofs, then realised Richard was still ashore. I hollered at him to get aboard, but once the bow ropes were secure ashore, the engine had been turned off and the boat had sprung back on the stern lines. He couldn't reach the ladder over the stem. By the time I had readjusted everything and got him aboard he may as well have been in swimming. Below, the saloon was soon looking a bit like a Victorian laundry on a Monday morning. I wonder if the next boat could incorporate a mangle in the spec?

A short journey from here, through the final lock at which payment has to be made and into Kiel, another lovely box mooring, look for a green disc and pile in. The disc system in Baltic marinas is good; a red or green disc is hanging in each berth, red keep out, green all yours. A final dinner in Kiel, we cleaned ship next morning and taxi to the airport.

Last time I traversed the Kiel Canal it was mid March, about four years ago, and snow lay in drifts several feet deep. I had not given a thought to this possibility but apparently that is normal up there, so it was good to see it all again in 26C, everywhere now green and sunny. The second week was much kinder weather-wise apart from the one thunder storm. A thoroughly interesting trip, a lot of motoring unfortunately but the boat was delivered on time despite the adverse elements suffered early on. Would I do it again? Of course!

Vic.

Go to www.ECYD.org.uk for more on ECYD's "Long Trip".



Civil Service Sailing - Extras

Items that “missed the tide” and didn’t make our copy date, or where we didn’t have enough space in the printed edition :-

- EAST COAST YACHT DIVISION - ECYD Summer update.
- Did you go to the AGM? Here are the minutes of our 2011 AGM held on 14th April
- The AGM also includes our award winners. Congratulations!
- The poster for the Annual Dinghy Championships at Netley Cliff SC. Are you going?

EAST COAST YACHT DIVISION - ECYD SUMMER UPDATE

East Coast Yacht Division

Freyja is back in the Baltic

Six am Tuesday 24 May saw Freyja finally slip from her berth at Shotley and head out past Felixstowe for the first leg of the 2011 long cruise. Departure had been delayed by a day due to a F10 storm in the North Sea and three lows coming in from the west. Prudently the crew had sat tight waiting for a slightly better weather window to open. Daylight saw them off the Dutch coast at IJmuiden where after clearing customs they headed for Enkhuizen, and in order to make up time skipped the usual stop at Sixhaven in Amsterdam. Arrived Enkhuizen 4pm local time having travelled 179 miles non stop.

Winds still strong with frequent showers, but the weather continued to get steadily better as they followed the standing-mast route from Stavoren to Groningen and finally to Delfzil. Tally: 12 locks and 59 opening bridges.

Next crew took Freyja to Borkum and along the East Frisian Islands with a diversion to Helgoland arriving to find the harbour jam-packed and a wild party in full swing. It was Father’s Day, which in Germany lasts longer than just one day! Rafted 16th boat out with new boats joining all the time, the raft alongside Freya’s having 26 boats with not a shore-line in sight. But come the morning extrication from the scrum was easy and good-natured with lots of help.

The run up the North Sea Kiel Canal was uneventful and the good weather continued, except for one but heavy thunderstorm that gave the boat a thorough wash. With refuelling opportunities limited tanked with diesel at Rendsburg where the crew had their first lesson in the

fine art of box moorings; before exiting the canal and making their way down to Kiel.

Boat delivered to the club’s summer cruising ground; on time and in good condition.

Our **Summer Trip Blog is at** : - www.ecyd.org.uk

We want you to join us...and even charter Freyja

As part of our recruitment drive the club chartered a 38 ft Bavaria yacht in July to offer potential members the opportunity to go sailing. Usually with the club yacht being away on the long trip the club does little to provide for those stuck at home in the UK or who would like to use any good summer weather to try and see if sailing is for them.

We are pleased to say the project has been a great success and has every prospect of being repeated next year. But there is still the another opportunity for those who might have an interest: join our START YACHTING event from 1800 hrs on Saturday 24 September until 1800 hrs on Monday 26 September. Full details on the website or speak to John Miller who runs the club’s crewing bureau.

Then in October Freyja will be available for charter by members...and if necessary we might even be able to provide a skipper.

Turning miles and experience into Certificates of Competence

Have your sailing experience recognised, and your weak areas turned into strengths by joining one of our autumn courses. Though most of the training berths are already booked for this autumn there are a few left on one of our

Coastal Skipper courses being run by ECYD out of Shotley **The Autumn Rally** in October.

Start 1800 hrs on Friday 7 October and finish 1800 hrs on 14 October 2011.

Remember to that this course is also ideal for Day Skippers to join the boat as crew and sailing beside those who are doing the brush-up and exam. You will learn a lot, more than you imagine. It is also a great way to improve your confidence in yourself as a skipper.

Latest details are on the club website www.ecyd.org.uk

Whether you have a competitive streak in you or just enjoy sailing, the club's Autumn Rally is bound to appeal to you. Besides the availability of berths on board Freyja (still three to go) there are also berths on some of the other yachts chartered for the event by experienced club skippers.

Dates: 1800 hrs on Thursday 29 September to 1800 hrs on Sunday 2 October 2011.

Contact John Miller at cruising@ecyd.org.uk

Minutes of our 2011 AGM , held on 14 April. (You may wish to print / retain or save these minutes?)

CIVIL SERVICE SAILING ASSOCIATION
53rd Annual General Meeting, 14 April 2011
Minutes of the 53rd Annual General Meeting
of the Civil Service Sailing Association
held on
Thursday 14 April 2011
at the Civil Service Recreation Centre,
1 Chadwick Street, London SW1,
at 1800 hours.

Present – There were 31 members present.

The Commodore welcomed all present. As not all the Trophies had yet arrived, the presentation of awards and trophies would be the last Agenda item. The Commodore also apologised for the printing errors in the Agenda published in the March 2011 edition of CS-Sailing; the revised Agenda was available for all present.

1. Commodore's Address

I thought I would preface my remarks this year by offering some context about the wider Civil Service sporting scene. The Civil Service Sports Council is going through some big changes, including a reduction in demand for the sort of facilities it traditionally provided. It is also facing a substantial cut in its grant from the Cabinet Office, and in the number of civil servants. It has therefore been conducting reviews of all its activities and divisions, and the CSSA will be under the spotlight in 2011. It is worth reminding ourselves of the focus of the review, which is:

- a. To confirm that the funds provided to CSSA by CSSC are being used to support CSSC members in enjoying the sport of sailing.
- b. To determine whether CSSA was managing the sport in a way that would encourage growth in participation.
- c. To confirm that CSSC funds spent by CSSA on representative sport are proportionate to the scale of CSSA's activities.

We have had two meetings with the CSSC review team already; we have developed a comprehensive approach and will be taking them to see some of our dinghy and offshore activities over the summer before they have sessions with each individual club in the autumn; indeed, the review team were at Littleton Sailing Club last week. I'm confident we will

come out of the review well – though there may be some changes – but we do need the support of everyone in dealing with the review.

The Commodore traditionally records the thanks of the Association for the support given to it by its parent body and, notwithstanding their ongoing review of our activities, I acknowledge that we would not enjoy the wide range of facilities we do without their considerable support.

Looking now to the past year, our membership is stable, notwithstanding the decline in the number of Civil Servants, and our Association finances are sound. We continue to buy new yachts and sail them on extensive cruises, such as ECYD's circumnavigation of the UK last year and during which they celebrated their Silver Jubilee. The Inter-Departmental Offshore Regatta has been revitalised and now attracts keen competition as well as introducing many relative novices to racing; the award of the Golden Jubilee Plate recognises Pete Shuttleworth's major contribution to this revival. The dinghy clubs remain active and successful on all fronts and training by our RYA accredited schools, in both dinghies and offshore, continues to generate newly qualified sailors at all levels.

None of this would be possible without the huge contributions of time and effort by many individuals, including those who run the individual clubs, those who participate in events, and particularly all those who volunteer to help with events or club activities. Needless to say, we are always short of volunteers to help manage our activities at both Association and Club level and I would ask you to consider contributing in this area, even if only for a limited period.

Finally, I would like to thank the Flag Officers, Treasurer, Secretary, and all the General Committee for their work during the year and for their preparation for the CSSC Review.

2. Minutes of the 52nd AGM

The draft minutes of the last AGM had been published in CS-Sailing July 2010. Peter Chapman proposed and Anna Wetherell seconded the motion that the minutes be accepted. Passed nem con.

3. Adoption of the 2010 Annual Report

The Annual Report had been published in CS-Sailing, March 2011. The entry concerning Fishers Green Sailing Club was incorrect. The corrected version is attached to these Minutes. Brian Conroy proposed and Pete Shuttleworth seconded the motion that the amended report be accepted. Passed nem con.

4. Treasurer's Report and Adoption of the 2010 Annual Accounts

A summary of the CSSA Annual Accounts, together with the Treasurer's report, had been published in CS-Sailing, March 2011. Brian Grubb introduced the full Annual Accounts, circulated to those attending, and summarised the Association's financial position, noting that it had adequate reserve funding to cover anticipated expenditure in the coming year. The accounts showed a significant bank deposit (page 7); this had been held in the event that 5KSC might replace their yacht in 2011. As this requirement had been postponed, CSSA had reduced the outstanding interest bearing loans with HSBC, converting them to interest free loans from CSSA. Mike Childs proposed and Peter Chapman seconded the motion that the Treasurer's report be adopted. Passed nem con.

5. Election of Officers and Committee Members

The nominations for Officers and Committee Members had been published in CS-Sailing, March 2011. There being no other nominations, the Officers and committee members listed in Attachment 2 were declared elected. The Commodore noted that the General Committee would welcome more volunteers.

6. Appointment of Auditor

The Treasurer, Brian Grubb, reminded the Meeting of the steps taken to identify suitable Auditors for the Association prior to the 2006 AGM. C M Fellows Ltd had been chosen and had provided valuable advice. Brian Grubb proposed and Chris Malone seconded that C M Fellows Ltd be reappointed Auditors for 2011. Passed nem con.

7. Amendments to the CSSA Constitution

The CSSC had been reviewing all the Constitutions of its member Departments, Associations and Clubs. This had provided an opportunity for CSSA to revise its own Constitution, which had last been amended in 2007. Peter Chapman was invited by the Commodore to outline the rationale for the changes. Peter Chapman proposed and John Figgures seconded the motion that the CSSA Constitution be amended as follows (new words in *italics*):

Paragraph 5(4)(e) to invite the resignation of, or to expel, or to suspend for a specified period, any member or Affiliated Club for conduct prejudicial [...] before the General Committee.

Paragraph 11(3) A quorum shall be twenty voting members, of which at least one member shall be a Flag Officer, the General Secretary or the Treasurer.

Paragraph 12. A Division of the Association established under Rule 5(4)(b) shall set up its own organisation and frame and amend its own Rules subject to the prior approval of the General Committee, [...] Full Members of the Association...

Passed nem con.

8. Presentation of Trophies and Awards

Heathcote Amory Cup The Heathcote Amory Cup is awarded for outstanding seamanship or signal services to the Association. The Cup is not awarded for 2010.

Golden Jubilee Plate To mark the Association's Golden Jubilee, Lord Turnbull, the previous Commodore of the CSSA, had presented to the Association an Armada Plate. This trophy acknowledges the significant self-help and volunteering aspect provided by members of the Association as the CSSA Volunteer of the Year. The Trophy was then presented to **Pete Shuttleworth**. (Citation at Attachment 1)

Armstrong Vase Awarded for the best performance in outside competition in the past year. For leading the CSORC entries in the Sunsail Regatta series, the Armstrong Vase is awarded to **Nick Bowles**.

Barge Trophy Awarded for craftsmanship, which can take many forms. For leading the Boat Husband team responsible for maintaining several generations of the Channel Sailing Division yacht, *Sea Essay*, the Barge Trophy is awarded to **David Haward**.

IDOR Awards

The Commodore noted that some of the IDOR trophies are presented at the IDOR Regatta Dinner.

Eric Seal Memorial Trophy Awarded to the department in Class A whose boat has the lowest combined inshore/offshore points in the series. It is currently held by the Meteorological Office. The 2010 winner was again **Matt Adams** of the Meteorological Office, who was unable to be present, and would retain the trophy.

City of Plymouth Cup Awarded to the skipper of the boat with lowest points for inshore races in either Class A or B: The winner was **Matt Adams** (Met Office). The trophy will be presented to him at the IDOR dinner in June 2011.

Rutherford Appleton Cup Awarded for the lowest points offshore in either Class A or B: The winner was **Nick Rees** (Diamond Light - contractors to Rutherford Appleton Laboratories).

Elite Cup Awarded to the most improved boat in either Class A or B. The winner was **Andrew Ramsey** of MHRA, and was accepted on his behalf by Leo Syron, a member of his crew.

There being no other business, the meeting closed at 1835. Following closure of the AGM, members were invited to raise any matters for discussion: -

Fishers Green Sailing Club would be celebrating its 50th anniversary. CSSA members are invited to the Club on 19 June 2011.

Commodore
A Allan
April 2012

General Secretary
J M F Figgures
April 2012

ATTACHMENTS.

1. Citation for Golden Jubilee Trophy
2. List of Officers and Committee members for 2011
3. Corrected entry for the CSSA 2011 Annual report – Fishers Green SC

ATTACHMENT 1 TO 53rd AGM 2011

CITATION FOR GOLDEN JUBILEE TROPHY 2010

The recipient of the Golden Jubilee Trophy is **Pete Shuttleworth**

Over several years, Pete Shuttleworth has developed the Inter Departmental Offshore Regatta (IDOR) into CSSA's flagship event, and one that is used by CSSC as an exemplar of good event organisation. The IDOR regularly attracts over 20 entries, and uses yachts chartered from the Sunsail fleet sailed by 8-person crews, many of whom are new to sailing. Apart from offering a week of challenging competition and exuberant socialising, the IDOR provides a fertile recruiting ground for CSSA, and showcases a side of sailing that is particularly attractive to younger people. Pete devotes considerable time organising the event, usually competes in it, manages the preparation of the results, and acts as compere at the Regatta dinner. His infectious enthusiasm and sense of humour are key to smoothing out issues as they arise, and result in sailors returning to the event year after year. The 2010 IDOR was a typical example of this well supported Solent-based event, for which the Golden Jubilee Plate provides some much merited recognition.

ATTACHMENT 2 TO 53rd AGM 2011

Election of Officers and Committee Members (see overleaf)

Notes: -

1. Alex Allan was re-elected as Commodore for a further period of 3 years at the General Committee Meeting on 9 March 2011.
2. The period in office for all the Flag Officers ended in April 2011; the Vice-Commodore's period in office will expire in April 2014. The period in office of the Rear-Commodore (O) and Rear-Commodore (D) will expire in April 2013. At the end of their period in office, they will not be eligible for re-election to those posts.
3. Each Division has a seat on General Committee, filled by a representative appointed by the Division's Committee.
4. The Chief Executive of the CSSC, Marian Holmes, has an ex-officio seat on the General Committee.

Election of Officers and Committee Members 2011

<u>Nominations</u>	
Commodore	Alex Allan
Vice-Commodore	Robert Stephens
Rear-Commodore (Offshore)	Chris Malone
Rear-Commodore (Dinghy)	Eddie Pope
General Secretary	John Figgures
Treasurer	Brian Grubb
Offshore Secretary	Anna Wetherell
Dinghy Secretary	Vacant
Membership Secretary	Ken Pavitt
Public Relations Officer	David Richards
Training Officer	Peter Burry
Safety Officer	Vacant
Members (<i>Max 9 members</i>)	John Hall
	Nick Rees

<u>Current Divisional Representatives</u>	
CSD	Eric Smith
CSORC	Trevor Drew
ECYD	Jean Rehill
FGSC	Brian Conroy
HPSC	Roy Tootell
JSC	Jonathan Hodgkiss
LSC	Tom McHale
NCSC	Peter Hardy
POG	Mike Childs
5KSC	Peter Doyle

ATTACHMENT 3 TO 53rd AGM 2011**Corrected entry for 2010 CSSA Annual Report - Fishers Green SC**

As we prepare to celebrate the 50th Anniversary of Fishers Green Sailing Club in 2011, there are exciting and interesting times ahead for our club and those of us who live in and around the Lee Valley. Several of our members have volunteered to get involved in the organisation and marshalling of the 2012 Olympic Games, both on our doorstep in North and East London and at Weymouth for the yachting events. Others associated with our Club are helping to coach potential yachting competitors and one of our members who is a department head in the HSE is involved in the Health and Safety at the Olympic Park construction sites.

The Olympic White Water Rafting facility has already opened a couple of miles down the valley from FGSC and watersports are bidding fair to be a focus of the attention of the Lee Valley Regional Park Authority (LVRPA), (who are one of our landlords) for at least the next couple of years. We at FGSC will play our part.

Early in 2010 we were asked by the LVRPA if we could accommodate a bunch of model boat enthusiasts who were being displaced from their water elsewhere in the valley. We found a corner of our lake that was of little use for dinghy sailing, showed it to the model boat people and they jumped at the offer. This resulted in our acquiring a number of new members who, apart from providing a pleasant distraction for our members when there is little or no wind to sail with, have proved to have a talent and an enthusiasm for site maintenance that is entirely laudable!

We are also in the process of setting in place an arrangement with the MoD Headquarters at Northwood to offer membership of FGSC and the use of our facilities to MoD and military personnel based there. It will be interesting to see how this relationship develops.

The weed that had clogged our sailing water and marred our summer in 2009 was successfully kept in check in 2010, thanks to judicious use of barley straw and the efforts of members using the lake mower and harrow attached to the heavy duty steel workboat that we acquired at some expense for the purpose.

We have had another good year from the point of view of our sailors' results. Tom Gillard, crewed by Sam Brearey of FGSC, won the Fireball European Championship in the Czech Republic. Sam had already come 4th in the Fireball Nationals and 11th in the World Championships in Barbados, crewing for Vince Horey (also a FGSC member) and went on with Tom to win the Inland Nationals at Draycote Water.

FGSC youngsters ended 2009 representing Cadet Team GBR in Argentina and kept up the pace when seven of the fourteen sailors in the British squad at the 2010 Cadet World Championships in Germany were from FGSC. Nearer home, our contingent at the Salcombe Regatta came home with successes in the Slow Handicap, Solo, RS200, Laser and Topper classes and, notably, a first place for Paul and Julie Rayson in their Merlin-Rocket. We failed to retain the Littleton Bell at the CSSC Dinghy Championships at Netley, but had the consolation that several of our members enjoyed a good weekend's sailing and that FGSC contributed to the Race and Safety Management of the event.

Back home, we reintroduced Saturday racing for all comers with some success, and we are encouraging two new classes – Toppers and LARKs, of which the latter will, it is hoped, add a two handed boat that will not only keep the interest of our young sailors as they grow out of Cadets and Toppers, but also bring back the family sailing element that has tended to be overwhelmed by the trend to single handed boats such as the Laser and Solo. Our Wednesday evening racing season was the best-supported we have had for years, often bringing as many as 18 boats to the line.

It can fairly be said that dinghy sailing at FGSC is in good shape!

With the assistance of funding from the RYA, we have also run First Aid and VHF courses and have appointed a Training Development Officer to enhance the training and coaching available to members of all ages.

The Winter of 2009-10 saw Holyfield Lake frozen over for the first time in a number of years, temporarily disrupting both our sailing programme and our plans for site maintenance. December 2010 brought similar conditions, only sooner. At the time of writing, we are waiting for the thaw to complete so that we can go about our self-appointed volunteer tasks of maintaining the club and its infrastructure, ready for another year's sailing in our Golden Anniversary year of 2011.

John Figgures

CSSA General Secretary



A windy 50th Anniversary at Fishers Green SC



Dinghy Sailing Championships 2011

23 - 24 July 2011
Netley Cliff Sailing Club

Victoria Road, Netley Abbey, Southampton, SO31 5DR

Trophies:

CSSC Rose Bowl for the first CSSC member, The Seal Cup for the overall winner, The Littleton Bell Team Trophy, The Portcullis Trophy for the leading Department, Junior Trophy for the leading Junior.

For further information please contact Peter Robins on
champs@ncsc.co.uk

For an entry form please contact Daniel Craggs on
01494 888417 on email daniel.craggs@cssc.co.uk

www.cssc.co.uk