

Civil Service Sailing

Volume 47 No 2

March 2010

CSSA AGM - 22nd April 2010 @ 1800 hours - please join us - full details inside.



DINGHY SAILING CHAMPIONSHIPS



19 - 20 June 2010

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

For further details, please e-mail champs@ncsc.co.uk

www.cssc.co.uk Get Active

“ Dinghy sailors - this is a key event for your diary. It's an opportunity to sample racing on the sea in a safe environment as well as Netley's legendary hospitality. The racing caters for all levels of expertise, and this time we have moved the date earlier in the year to ensure no clash with the holiday period. As usual camping is available close by, but with no need to provide own food. “

Eddie Pope, Rear Commodore (Dinghies)



The new "Sea Essay of Hamble" quietly awaits her Commissioning

The Commissioning of the new Sea Essay of Hamble will take place at Mercury Yacht Harbour, (Hamble, Hants. SO31 4HQ) on Sunday 25th April at 12.00

The naming ceremony will be led by Alex Allan, the CSSA Commodore, with his partner Sarah Stacey who has agreed to name the boat. They will be accompanied by Marian Holmes, Chief Executive of the CSSC. Following the ceremony there will be a buffet and an opportunity to look over the new yacht.

Members are welcome to attend and those intending to do so are asked to notify Idris Curtis on idris.curtis@ntlworld.com so we have some idea of numbers for catering purposes.

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ECYD are celebrating 25 years this year. As part of that celebration Freyja will sail around Britain, starting in May, from Limehouse Marina in London.

Commodore's Corner



By Chris Malone, Rear Commodore Offshore

“RELAXATION IS WORK’S GREATEST ACHIEVMENT”.

Especially true perhaps of sailing where we need the wherewithal to fund our ongoing holes in the water, however the primary meaning of this cryptic “thought for the day” that I read on one of those little desk calendars many years ago is in my view that after a hard day’s work you relax with that bit of extra zest.

The same applies to sailing – a run ashore (or a relaxing meal on board once safely and securely moored up) is all the better following a hard sail, especially perhaps if some adverse weather conditions have been encountered. In this context I anticipate that Rob and his crew will have a rather splendid time upon arrival in Lerwick after their adventures in the North Sea on completion of their “Limehouse to Lerwick” passage this coming May. God speed and a safe sail.

So I believe that going ashore upon making port is a crucial part of the overall enjoyment of sailing, whether just to go to the pub or sailing club, or to walk through the countryside or along a riverbank or whatever. I recall an excellent visit to Rothesay Castle on Bute (and several to “The Argyle”) but we all have our many memories.

The quid pro quo is of course that if need be, no matter how close and enticing the prospect of “getting in” might be, good seamanship must prevail to the end including having a passage plan for the last mile or so right into the berthing area and also being prepared to abort late on if a particular entrance might be a dangerous prospect at that particular moment.

Racing is another matter – I must show my true colours and confess that the prospect of bashing across the Channel only to round a buoy almost within swimming distance of the delights of the bars and restaurants of

Cherbourg has never appealed or indeed made a great deal of sense to me.

Which is all the more reason to congratulate Trevor Drew and his CSORC team on their steady and dedicated efforts to bring CSORC back to life, in particular their completion of the Fastnet and of course all the effort that went into the qualifying stages and training. At this rate of progress who knows what they might achieve.....and largely at their own financial expense.

Indeed CSSA Offshore activities (including de facto Offshore operations) all seem to be ticking along nicely, thanks to the efforts of too many to name individually but certainly including our current Mr IDOR, previously known as Pete Shuttleworth, and of course the Divisional Commodores and/or Captains, Yacht Husbands, Mooring Officers, Bosuns et al. And all you individual members of course. And those who get involved in successfully renewing our yachts from time to time (the latest being the rather splendid new “Sea Essay” for CSD) – including the business case and all the associated attention to detail, worry and responsibility followed by relief and pleasure once the new yacht is actually safely to hand and afloat and with the broker still in business.....

Training is another area of activity that relies upon quality volunteer input and we all know that Peter Burry (a member of the RYA Council) has been our lead on this for a long while with support from all Divisions – and welcome to Len Creswell (5KSC) as Peter’s Vice Principal.

With all this competence and enthusiasm OSC has been able to operate with a relatively light touch (just as well from my personal perspective as I have had a somewhat dodgy year health wise – all the more reason for us all to “Carpe Diem” when the sun is shining and the wind and tide set fair.....).

However, OSC do have executive responsibility on behalf of GC for a whole plethora of matters but given the quality and commonsense of those at the sharp end (many of whom are on the committee in any event) problems or “issues” tend to be few and far between – although it can sometimes get quite exciting for a short while as and when they do arise! (When you think about it, a committee comprised primarily of experienced, minds of their own, sea dog skippers is bound to have its moments.....but overall it works very well and effectively, I am both glad and grateful to say).

And of course a lot goes on behind the scenes, involving e-mails, telephone discussions et al.

Having resolved the ML5 issue (mandatory for active instructors, who alone will be reimbursed, up to £80 – although all skippers are encouraged to obtain one) and training costs for new instructors (very rigorous process for advance financial approval implemented), and many other issues, current issues include:

- how (if we can) to take forward the perennial problem of Coastal Skippers (or Yachtmaster Coastal as they are now designated) wishing to undertake passages in CSSA yachts that exceed the mileage from safe haven requirement in circumstances where the most seamanlike option is the direct route from A to B but where this exceeds the requirement;
- longer/out of area passages (Jean Rehill is leading on this one, and of course Rob Stephens is skippering the Limehouse to Lerwick passage this year but no doubt with even more adventurous thoughts for the future);
- ongoing mix of instructors per Division (Peter Burry leading);
- possible options for development of IDOR including possibly experimenting with using a Committee Boat for at least some starts and finishes – but we are all wary of tinkering with such a successful event – Mr IDOR leading on this, however 2010 will retain the existing tried and tested structure;
- racing “bids” for limited funding support;
- assisting CSSA to obtain new members;
- how to better “activate” existing members of CSSA;
- consideration of options to “mentor” new and inexperienced members of CSSA;
- and lots of ongoing, new and upcoming issues besides, no doubt.....

Don't forget the AGM on the 22nd April – well worth attending (and showing your support including for our hard working General Secretary and Honorary Treasurer who between them largely make the nuts and bolts work for us all) and also including support to those receiving well earned awards or racing trophies - and NB free tea and buns afterwards aka wine and sausages etc.....).

Happy sailing - and “Carpe Diem”!

Chris Malone R-C (O)

Obituary

*Memories of **Ralph Milner**, who sadly passed away recently.*

I first came across this ancient CSD Sea Dog in early 2000 when I took over as Yacht Husband for Sea Essay, then a Bavaria 38. Ralph was the total chart person, coming down with his wife Ann on 2 or 3 days during the layup, he completed the chart amendment work on board. We, the CSD YH Team, usually started work around 0930, finishing about 4pm. Ralph usually arrived around 4pm & finished – so he said – around 0330am the following morning! What an amazing arrangement – every Yacht Husband's dream! He drove from a village near Bath & said he preferred to travel back late as he found the roads so traffic free!

He continued this method of working for a few years and did relate one amusing story of conflict with I think, a sheep, on one of his homeward runs. Another memory for me was the time we had given Hamble Yacht Services at Mercury the go ahead to launch Sea Essay completely forgetting that Ralph was in the fore cabin with his head bent over a chart. His dedication was such that when we retrieved the boat on the water and checked Ralph was OK he said that he had really not noticed! We did not tell HYS as I am sure passengers are contrary to their Health & Safety requirements!

Ralph's CSSA membership number was 90 (yes 90!) – reflecting his membership of the early CSSA General Committee. My number is in the 9 thousands, so I was impressed by this and learnt much from Ralph – firstly from Ann that he was ‘Raif’ but spelled Ralph and secondly from his work that he was a master of the craft of charts and chart amendments as well as the all important Chart Corrections Log. Ralph ‘retired’ from CSD around 2005 and was awarded the CSSA ‘Barge Trophy’ at the 2006 CSSA AGM for his dedicated, skilful, neat & accurate chart amendment work. Ralph's work has proved impossible to replace. It now takes 3 chart amenders as part of the YH Team and yet we still miss that Spring deadline for all charts on board & ready for the first sea time cruise of the year. With over 100 full size charts in the Sea Essay library - how did Ralph do it on time every year?

CSD skippers & crews owe him a huge debt of gratitude for this ‘back room’ unglamorous work over so many years.

David Haward

CIVIL SERVICE SAILING ASSOCIATION - 52nd AGM

Members are invited to attend the 52nd Annual General Meeting of the CSSA, to be held on Thursday, 22nd April 2009 in the Westminster Hall at the CSSC Recreation Centre, 1 Chadwick Street, SW1P 2EP, commencing at 18.00 hours.

AGENDA

Presentation of awards and trophies

Commodore's address

Minutes of the 51st AGM

Adoption of the Annual Report for 2009

Treasurer's Report and Adoption of the 2009 Annual Accounts

Election of Officers and Committee Members

Appointment of Auditor

After closure of the AGM, members are invited to raise any matters for discussion.

Following any discussion, a free buffet will be available.

The minutes of the 51st AGM have been published in the online edition of Civil Service Sailing for June 2009. This is available on, www.cs-sailing.org or your club website. Additional copies will be made available at the meeting.



Full directions to the Chadwick Street Centre can be found at: -

www.cssc-london.co.uk/chadwickst/location.htm

Election of Officers and Committee Members

Nominations	
Commodore	Alex Allan ¹
Vice-Commodore	Robert Stephens ¹
Rear-Commodore (Offshore)	Chris Malone ¹
Rear-Commodore (Dinghy)	Eddie Pope ¹
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	Martin Hugo
Members (Max 9 members)	John Hall
	Peter Shuttleworth

Current Divisional Representatives ²	
CSD	Eric Smith
CSORC	Trevor Drew
ECYD	Jean Rehill
FGSC	Brian Conroy
HPSC	Roy Tootell
JSC	James Hodgkiss
LSC	David Hartland
NCSC	Paul Clark
POG	Mike Childs
5KSC	Peter Doyle

Notes

1. The current period in office for all the Flag Officers will end in April 2011.
2. Each Division has a seat on General Committee, filled by a representative appointed by the Division's Committee. The current appointees are shown.
3. The Chief Executive of the CSSC, Marian Holmes, has an ex-officio seat on the General Committee

What's on? Dates for your Diary.

- 22 April** **CSSA AGM @ CSSC Centre, Chadwick Street, SW1**
- 9 May East Coast Yacht Division - Anniversary Lunch, Cruising Association HQ, Limehouse, E14 8BT
- 7-10 June Inter-Departmental Offshore Regatta (IDOR) @ Cowes
- 19-20 June CSSC Dinghy Championships @ Netley Cliff SC.

Copy for **Civil Service Sailing** - closing dates are usually 20th of the month *before* the month of publication. Photos welcome for the magazine and general publicity. Copy in MS Word please to civilservicesailing@yahoo.co.uk For other CSSA contacts go to - www.cs-sailing.org

CSSA ANNUAL REPORT 2009

INTRODUCTION

Summary

Notwithstanding the effects of the general recession, the Association has maintained its level of membership and continued to provide a wide range of dinghy and offshore sailing opportunities for its members. The AGM in April 2009 confirmed the election of the Rear Commodores co-opted in 2008 and the General Committee has enjoyed a period of stability in its membership.

The RYA accredited schools saw a good throughput of students, in both offshore and dinghy categories. The offshore yachts cruised mainly in Scotland and France, with ECYD including one long passage in its itinerary as a precursor to undertaking a future voyage that would qualify as an RYA "Ocean" passage. CSORC entered a yacht for the Fastnet race, and the lead in race qualifiers. Their final mid-fleet position undersold the significant increase in capability that this division has achieved in recent years. The IDOR continued as a very successful regatta, with a full entry and some competitive racing. The dinghy sailors have also enjoyed a good season, with both the Victory Trophy and Dinghy Championships being well supported, although the latter suffered from an excess of wind. FGSC produced the Fireball European Champion and developed some notable junior sailors, including half the UK team for the Cadet World Championships in Argentina.

Civil Service Sports Council (CSSC)

The Association is grateful for the continued support of the Sports Council during this difficult financial period. The Association and its clubs and divisions embarked upon a piece of work in preparation for a wide ranging review of its activities by CSSC, albeit the date of the review was uncertain. Several CSSC staff were able to enjoy a day's offshore sailing on Sea Essay which enabled them to better appreciate the sport enjoyed by CSSA members, and to see how CSSC contribute to it.

CSSA Membership

The exercise to rationalise CSSA and CSSC membership databases has drawn to a close, with membership stable at around 1500. Maintaining the accuracy of these databases will be a significant ongoing task for both the Association and CSSC. An annual membership turnover of about 100 has also remained stable, notwithstanding the current recessionary pressures.

Publicity

Civil Service Sailing continues to be published 4 times a year, with both printed and electronic copies available to members. The electronic version is published on Club & Divisional websites as well as on CSSC Sports & Leisure online. The change of printers last year has provided more choice in the use of photographs and colour to which both contributors and readers have responded positively. We have been active with other publicity through CSSC electronic mailings, targeting those interested in sailing and including items for Leisure Scene. Clubs continue to contribute to the general sailing media. The importance of good communication with Regions and Area Associations was emphasised by the CSSC Conference and we are exploring ways in which we can engage more effectively with Departmental Sports & Leisure Associations.

DINGHY SAILING

Summary

The Victory Trophy Tournament between three-boat dinghy teams representing the Navy, Army, RAF and CSSC took place in Laser 2000 dinghies in March, hosted by Littleton SC. The event was won convincingly by the Royal Navy although the CSSC team, captained by Damian Boreham, sailed competitively and was placed second. A team from Littleton also competed, although ineligible for the trophy. Wind conditions were good for team racing and the event was run to its usual high standard.

29 dinghies competed in the CSSC Dinghy Championships hosted by Netley Cliff SC in July. The number of entrants was lower than in recent years, despite the Armed Services being invited for the first time. Gusts of Force 5-6 were experienced on the Saturday, coupled with wind shifts, and the full three races were held. Sunday dawned with even more wind and after one race the conditions were deemed too dangerous to continue. Ed Presley of the RAF in his Contender was the winner overall. Martin Hughes in his Finn from Warsash SC was second and retained his title as CSSC Dinghy Champion. Laura Glover from Littleton SC won the junior prize in her Topper. Fishers Green SC again won the Littleton Bell. The Committee and members of the host club combined as usual to ensure effective organisation of the event and excellent hospitality, ably backed by Fishers Green SC which provided race officer, safety cover and results compilation.

Fishers Green Sailing Club (FGSC)

Another good year for FGSC, we retained the Littleton Bell at the CSSC Dinghy Championships, we lost to King George Sailing Club in our annual local derby for the Golden Rudder Trophy, and temporarily lost part of our sailing water to *elodea canadensis*, the Canadian water weed.

FGSC members had some good racing at home and away. The golden achievement for 2009 was Vince Horey's victory in the Fireball Europeans. Our offshore team did well at the IDOR, winning two cups in the process.

Our youngsters entered a team racing competition for youth sailors from all over the country and came first at their first attempt. Admittedly, they had the benefit of coaching from RYA Team Racing Coach (and former FGSC Cadet) Guy Brearey, but it was still a great effort as they were sailing in boats that were largely unfamiliar to them. Our Cadet Squadron supplied three crews for Team GBR at the Cadet World Championships in Argentina, with the reserve crew also being from FGSC. The highest placed FGSC boat at the River Plate event was 7th. FGSC continue to be represented in regional and national squads in Cadets and the regional squad in Toppers.

Back at Holyfield Lake, we held a full program of Open Meetings in 2009, alongside our regular Club series racing. Turnouts picked up a little this year, but the weed made it necessary to postpone one of our biggest events, the Solo Open, to November, which reduced the attendance considerably.

Our "Wednesday Crew" celebrated the award to them of the CSSA Barge Trophy in recognition of their hard work on our Clubhouse and other facilities. The major project for this Winter has been the refurbishment of our original clinker-built wooden displacement safety boat "Kingfisher", including the fitting of a new (electric start) diesel engine to make her ready to participate in the celebration of our 50th year in 2011. We are developing with our landlords, the Lee Valley Regional Park Authority, contingency plans to deal with any recurrence of the weed in 2010. We are also re-introducing racing on Saturday afternoons and hoping to improve the coaching and training that we offer to members of all ages.

Hooe Point Sailing Club (HPSC)

Membership remained stable in 2009. Of note was the death in November of Arthur Gibbs, who was the last remaining founding member of the Club.

A good offshore season was enjoyed with race numbers regularly in double figures, although the weather played its part for the longer offshore races. Competition has been tight and honours went to a wider range of crews/boats this year, which is testament to the improvements being made. Members have enjoyed cruising throughout the South West as far as the Scilly Isles and farther afield to Brittany, the Morbihan and the Channel Islands.

The dinghy side had a rather disappointing year, with numbers varying throughout the year. However, six members successfully completed an RYA Day Skipper shore based course held at the Club using an outside provider. In addition, 2 members successfully completed RYA Safety Boat training which has boosted our complement of Safety Boat crews.

The regatta in July was marred by poor weather which curtailed much of the yacht and dinghy racing but didn't dampen the spirits of the children taking part in the crab fishing and model boat racing. The weather did improve enough by the end of Sunday to allow the barbecue to go ahead so all was not lost.

Moorings were again full, with a waiting list. More than 65 yachts are accommodated on fore and aft trots, and mud berths. The moorings officer has trialled different configurations to increase capacity, with some limited success. 76 vessels have been brought ashore for the winter and the site is completely full, even with all dinghies removed from site.

The Club House benefited from some significant improvements this year. The windows were replaced with new PVCu units along with a new front door and frame. The kitchen has been refurbished with new units and worktops. A CCTV system was installed, partially funded by the Area Association, covering the main accesses to the site and areas around the Clubhouse in a bid to discourage some of the theft that has occurred over the last few years. Additional floodlighting has also been installed. The tractor has been refurbished and the Club has benefited from an additional work boat and outboard motor kindly donated by the late Brian Earley's family.

Jumbles Sailing Club (JSC)

This year we have had another successful year with a full reservoir, a comprehensive racing programme, two sail-away events and a full calendar of social events.

The 'Laying up Supper' was held in February, in the club house and the season commenced with the Tune-up day on the 22nd March. On the 26th April there was the first of our sail-away where we were the guests of Morecambe and Heysham Yacht Club and took part in their annual 'Across Morecambe Bay' race. The Commodores Challenge, a team event with three different PY boats forming one team, was held at Delph S.C. where Eleanor Hopkins was awarded the Best Lady on the silver class of this interclub competition. Our younger sailors have been active at the club and at other venues representing Jumbles. Our second sail-away was our annual weekend in the Lake District, held this year at Windermere. The number of members attending was lower this year due to difficulties with the YMCA management who had changed their camping rules. The Lake District Trophy race was won by Stephen Foreman on a Laser.

The training section, this year, has gone from strength to strength with the use of the two new Picos such that we had to start a waiting list for the Saturday club.

We successfully applied for planning permission and Building Regulations Approval relating to our site improvements. We were not able to start the preliminary works until the beginning of October but site clearance and utility provision has been completed and in November Phase 2 commenced with the excavation of the site. The foundations have been laid and the walls built up to damp proof level but all work then ceased due to the weather.

Littleton Sailing Club (LSC)

Geoff Carveth is the reigning UK Champion of Champions through winning the coveted Endeavour Dinghy trophy for the fifth time. Sue Antonelli & Jo Lloyd won the prestigious Hamble River Winter class series in their SB3 sport

boat.

The third lake bed re-profiling project was completed by our contractors and sailors are now able to enjoy more flexible use of the Lake. The hot summer and the first year of the legislative ban on the use of herbicide resulted in increased evaporation and a reduced water level. Slipways have been re-laid and investigations into ways of retaining more water in our Lake undertaken. The Club is grateful to CSSC for its assistance in these endeavours to minimise the impact of water loss and weed infestation.

A serious fire in the neighbouring industrial estate caused estate property damage and resulted in our evacuation for three days. A large quantity of Lake water was lost to Fire Brigade use in fighting the fire.

Members continued to support the extensive and varied sailing calendar and make use of the high quality charter and training fleet. LSC hosted the inter-services Victory Trophy team sailing event as well as hosting Open Meetings for some recognised dinghy classes. Young Sailor activity was encouraged by running our own Club programme as well as providing facilities for Community Schools and Scouts and Adventure Groups. The winter shore based series of Club nights with visiting speakers continues successfully.

Netley Cliff Sailing Club (NCSC)

Once again Netley Cliff has had a successful year, running a varied programme of dinghy and cruiser events, including a number of racing series, confidence days, race training days, and cruises. Despite the weather, most events went ahead, although some last minute re-planning was necessary on a number of occasions to take account of the prevailing conditions!

Overall membership numbers remain steady. A number of recruitment events are planned for the forthcoming year in conjunction with the local CSSC Area Association, the aim being to increase awareness of the Club outside the organisations from which members are currently drawn. 2010 marks the 50th anniversary of the Club's move to the Netley Cliff site and plans are being drawn up to celebrate the anniversary with special events over the summer.

In line with its longer-term plan, the Club is moving towards becoming an RYA recognised training establishment, with the intention of being able to offer a limited number of courses in 2010. The aim is to provide on the water small boat based courses in two or three year's time, once the required facilities and procedures are in place and the necessary experience has been developed within the training team.

Rutland Civil Service Sailing Club

Rutland Civil Service SC is the youngest (and smallest) of the CSSA clubs. We have 15 members who sail Squibs out of Rutland Water, concentrating on leisure sailing rather than racing. It has been a good year with regular club sailing each weekend, visiting the CSSC dinghy section at Milton Keynes and enjoying some glorious weather.

OFFSHORE MATTERS

Summary

Trevor Drew skippered a CSORC entry in the Fastnet Race, demonstrating CSORC are recovering well from the doldrums of a few years ago. The IDOR was again a great success and attracted a record entry of 25 yachts, which represents the maximum that can be accepted for the next year or so. Well done Pete Shuttleworth.

Peter Burry continued, as Principal of CSSA's RYA accredited Sea School, to ensure that training courses were provided across the CSSA Divisions; Len Creswell was appointed Vice-Principal of the CSSA Sea School in March and several new CSSA Instructors added to our pool. After a year's experience of operating the ML5 certification process on a voluntary basis, the General Committee decided that certification will only be mandatory (and financed by CSSA)

for Instructors running formal courses, although all skippers are encouraged to obtain an ML5 at their own expense. All Divisions undertook foreign cruises and ECYD are considering longer passages which could serve as qualifying passages for RYA Yachtmaster Ocean candidates. Unsung heroes include many safe, successful and enjoyable individual cruises that involved offshore elements including the Channel and Irish Sea showing where our Approved Skipper scheme adds value to RYA qualifications by looking for robust, in depth experience as either a Yachtmaster Coastal or Offshore.

Inter-Departmental Offshore Regatta (IDOR)

The 2009 event attracted a record entry, with 10 Departments and 4 CSSA Divisions competing, involving over 200 people – but there was no wind! The fleet of 25 yachts marked a real success story for both organisers and participants alike.

The long race on Monday suffered when the wind eased and half the fleet was timed out. Wednesday's round the island was cancelled and replaced with a series of short races, whilst Thursday saw no racing at all. However, we did complete about half of the scheduled races.

The Commodore and CE CSSC sailed to Cowes on a POG member's yacht to join crews for the Regatta dinner, held in the Royal Corinthian YC. In the week commencing 7 June 2010 we do it all again.

Channel Sailing Division (CSD)

The current Sea Essay was in use on 197 days. 251 individual members have sailed on her and 22 skippers took the boat out. We have had active training and day sailing programmes which provides a gateway into offshore sailing for new comers.

A new boat for CSD – a Dufour 405 – has been ordered and will be available for use by members in early spring 2010.

East Coast Yacht Division (ECYD)

ECYD has had another successful year. Freyja spent 10 weeks or so cruising Southern Brittany. A new venture for the 2009 season was the introduction of longer legs to get Freyja to her cruising ground in two weeks instead of the usual four or five. We learnt much from this experience and intend to build longer legs into our 'long trip' in future years so that more time can be spent in our chosen cruising area.

RYA Competent Crew, Day Skipper, Coastal Skipper and Radar training courses were held at the beginning and end of the season, together with short informal Boat Handling and passage planning courses. Taster day sails were run in September after advertising specifically in the Eastern Region Newsletters and attracted a full house of prospective CSSC members.

One club rally was held in spring around the Harwich area with a meal in the Ship at Suffolk Yacht Harbour and the other rally was held in the Blackwater with a meal in the Green Man at Bradwell. At the AGM the programme for the following season was agreed, and we also enjoyed the dinner and a talk by the Curator of the History of Navigation at the National Maritime Museum.

Maintenance carried out over the winter by our Yacht Husbands dedicated team leaders with help from many club members on cold and wintry Sundays ensured the boat was in good repair for the ardour's of the season ahead.

CS Offshore Racing Club (CSORC)

The strategy of CSORC for 2009 was to provide a full and varied programme, with a view to increasing our profile

with the sailing fraternity, both within and outside CSSC. In total, the club competed in 10 events comprising about 30 races.

The offshore element comprised the Rolex Fastnet race campaign, led by Trevor Drew in the chartered Sigma 38 "Flying Formula". The campaign included three RORC qualifying races; The Cervantes Trophy race to le Havre, the Myth of Malham around the Eddystone Rock and the De Guingand Bowl, around marks in the Channel, as well as the Rolex Fastnet race itself. In the Series, CSORC came 18th in IRC3 and 81st in IRC Overall. Richard Palmer also competed in the RORC two-handed division of the Fastnet in his J109, Jangada Too

CSORC also competed in five of the inshore Sunsail Regattas, skippered by Nick Bowles. We finished second in one of the regattas resulting in a place in the Series Final. The weather varied tremendously over the course of the year in these Regattas, with some races abandoned due to the wind dying away and others cancelled due to gale force winds. The club also competed in the IDOR and did reasonably well, despite light winds resulting in a reduced racing programme.

During the year, particular focus was also given to publicity for CSORC and CSSA, by way of blogs during races, race reports on our website and in Yachts & Yachting, as well as articles in Leisure Scene and our regular contributions to CS Sailing.

CSORC now charters for every event, pricing berths so as to make a small surplus. The club's finances have improved again this year and now allow us to provide security deposits without the need for personal financing.

Five Kingdoms Sailing Club (5KSC)

2009 has been another successful year for 5KSC, with more positive feedback from trainees, cruisers, racers and skippers. Although **Artful Dodger** has now done 8 years service with the Club, she continues to perform well and various upgrades have equipped her to the standard of many more modern yachts.

We enjoyed a short season of cruising in the Hebrides before transferring to the Clyde for the bulk of the season. The Clyde Muster with the Scottish Civil Service Cruising Club took place in August in Rothsay, Bute and then Tarbert, East Loch Tarbert. The late season has seen a series of taster day-sails on the Mersey and racing with Liverpool Yacht Club. The promotional T-shirts given to taster sailors has been a big hit and a promotional sailing day also resulted in very good reviews.

The Chief Instructor and his team have delivered RYA Training courses and sea-time cruises to meet members' requirements for gaining sea hours and experience without formal instruction. 5KSC entered a team in the IDOR for the second year running.

Portsmouth Offshore Group (POG)

The 2009 sailing year was another that could have been better but once more, the club was lucky in that all events went ahead on the appointed days, even if some pummelling from the weather was endured. Membership continues to be stable at just under 500 and all but a few of our 230 moorings in Portsmouth Harbour were let.

A successful launch was made in April and the corresponding layup of 50 odd boats in October also went without incident. The usual variety of rallies and races were held and very well attended as were the land based events. The work parties at the sailing centre, which have almost become a social event, were particularly well attended and it was pleasing to see so many members anxious to put something back into the club.

A great deal of effort was put into planning and getting the necessary permissions to upgrade the moorings at Wicor from piles to pontoons. This will involve expenditure of about a quarter of a million pounds and we are currently examining how the club may be able to afford this development.

TREASURER'S REPORT and ABRIDGED CSSA FINANCIAL STATEMENTS FOR 2009

TREASURER'S REPORT

2009 Results

1. The Association's surplus for 2009 was £10,732 compared with £13,893 for 2008. The reduced surplus was mainly the result of increased spending on grants (£5,140 against £250) and training (£3,026 against £1,515), partly offset by a reduction in the CSSA's magazine costs (£7,307 against £10,353). A grant of £3,000 was made to the Civil Service Offshore Racing Club towards its Fastnet campaign, and £1,000 each to Fishers Green SC and Littleton SC for facilities improvements. The increase in training expenditure was largely the result of some £2,320 being spent on RYA yachtmaster instructor courses for CS Sailing School instructors. The reduction in magazine costs was achieved by engaging a new printing contractor and adopting a new distribution process.

2009 Financial position and highlights

2. The Association's financial position remains strong and it has substantial reserves. Financial support for its clubs continues to be mainly in the form of interest-free loans. Year-end deposit account balances were some £20,000 more than expected because not all the loans approved for Association clubs were in fact made during the year (although they will nevertheless be required in 2010), and repayments received on some existing loans were more than the scheduled amounts. New interest-free loans totalling £38,632 were made during 2009. £28,632 was provided for Channel Sailing Division (CSD) to meet the deposit on a new yacht due for delivery early in 2010 and £10,000 was provided to Jumbles Sailing Club (JSC) towards clubhouse improvements. For 2010 the following further loans have been approved: an additional interest-free loan of £6,368 to CSD bringing the total to £35,000; an interest-bearing loan – also to CSD - of £35,000 financed by a loan (guaranteed by CSSC) to be taken by the Association from HSBC; and a further interest-free loan of £5,000 to JSC bringing its total to £15,000.

The Future

3. It is envisaged that future financial support will continue on similar lines. For this reason, as a matter of policy, the Association aims to retain a minimum of around £50,000 in its bank and deposit account reserves. This is to allow for any difficulties that Divisions may face in matching the repayments that the Association is committed to paying on its commercial borrowings; provide short term loan financing for divisional projects; and be a safety net against unforeseen contingencies suffered by the Association or its clubs. Within those constraints and other operational requirements the Association aims to make as much of its reserves as possible available to member clubs by way of interest-free loans, so that clubs rather than the Association receive the benefit. And to the extent that its limited annual income allows, the Association is prepared to consider making modest grants towards specific projects where there is a case to do so.

4. The joint CSSC/CSSA exercise to establish CSSA's true membership numbers is still in progress. Results continue to suggest that past figures on which Membership Grant – the Association's main income source - has been based may have been overstated. No indications have yet been given by the CSSC but its grant for 2010 has been set at 3 per cent more than provided for 2009.

5. The CSSC has also indicated that it plans to carry out a review of the CSSA and its clubs, probably in 2011, as it has already done for some other parts of its operations. The aim of the review appears to be to identify activities that no longer offer value for money in supporting the aspirations of Civil Servants, and then to take steps to reduce the concomitant financial burden on CSSC. CSSA and its clubs have been taking stock in preparation for the review

but, so far as can be assessed at present, the review's impacts are not expected to affect the Association's position as a going concern or to have a material effect on the value of its assets or liabilities – with particular regard to the Association's loans to clubs.

6. A motion to reappoint CW Fellowes Limited as auditor for 2010 will be proposed at the Annual General Meeting.

FINANCIAL STATEMENTS

7. Abridged financial statements comprising the Income and Expenditure Account and Balance Sheet for the year ended 31 December 2009 are attached. They are drawn directly from the audited financial statements. Copies of the full (12 page) financial statements - including the Audit Report (which contains an unqualified audit opinion), Cash Flow Statement and Notes - will be available at the forthcoming AGM. Copies may also be obtained as follows:

By e mail request to grubbs@stcross.fslife.co.uk

By provision of an SAE (A4 envelope) to me at:

64 St Cross Road
Winchester
Hants
SO23 9PS

Brian Grubb
Honorary Treasurer

12 March 2010

CSSA 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

CIVIL SERVICE SAILING ASSOCIATION - 2009 ABRIDGED FINANCIAL STATEMENTS
Income and expenditure account for the year ended 31 December 2009

	2009	2009	2008	2008
	£	£	£	£
Income				
CSSC membership grant	24,968		24,240	
CSSC representative events grant	7,707		6,880	
Associate membership subscriptions	4,550		4,323	
Training income	-		-	
Interest on bank deposits	1,962		3,186	
Other Income	9		7	
	<u> </u>	39,196	<u> </u>	38,636
General Expenditure				
Committee costs	1,849		2,063	
Other administrative costs	1,674		1,590	
Functions	794		573	
Grants funded by CSSA	5,140		250	
Training expenditure	3,026		1,515	
Magazine	7,307		10,353	
Advertising and publicity	481		491	
RYA subscription	415		388	
Loan default provision	-		-	
Trophies and citations	71		641	
	<u> </u>	20,757	<u> </u>	17,864
Representative events expenditure				
Offshore racing	3,000		1,200	
Dinghy championships	1,523		3,235	
Victory Trophy	690		664	
Interdepartmental offshore races	2,494		1,780	
	<u> </u>	7,707	<u> </u>	6,879
		<u> </u>		<u> </u>
Gross Surplus		10,732		13,893
Loan interest and rents				
HSBC loan interest and charges	1,346		6,575	
Less: amounts recharged to divisions	(1,346)		(6,575)	
	<u> </u>	-	<u> </u>	-
CSSC rents	84,147		68,280	
Less: amounts recharged to divisions	(84,147)		(68,280)	
	<u> </u>	-	<u> </u>	-
		<u> </u>		<u> </u>
Net Surplus to General Fund		10,732		13,893
		<u> </u>		<u> </u>

CIVIL SERVICE SAILING ASSOCIATION - 2009 ABRIDGED FINANCIAL STATEMENTS
Balance sheet at 31 December 2009

	2009	2009	2008	2008
	£	£	£	£
Loans to Divisions due after one year				
CSSA-financed interest-free loans	118,109		109,692	
HSBC-financed interest-bearing loans	22,539		50,715	
	_____	140,648	_____	160,407
Current Assets				
Loans to Divisions - due within one year:				
CSSA-financed interest-free loans	16,865		28,929	
HSBC-financed interest-bearing loans	27,604		25,801	
Chandlery stock	1,375		1,474	
Sundry debtors	128,409		77,125	
Bank current and deposit accounts	155,520		138,421	
	_____	329,773	_____	271,750
Current liabilities				
Loans from HSBC – due within one year	27,604		25,801	
Sundry creditors	99,551		45,332	
Corporation tax	521		835	
	_____	127,676	_____	71,968
Current assets less current liabilities		202,097		199,782
Total assets less current liabilities		342,745		360,189
Long term liabilities				
Loans from HSBC – due after one year		22,539		50,715
Total assets less total liabilities		320,206		309,474
		_____		_____
General Fund				
Balance brought forward		309,474		295,581`
Surplus for year		10,732		13,893
		320,206		309,474
		_____		_____

Brian Grubb
Hon Treasurer – for and on behalf of the General Committee
12 March 2010



East Coast Yacht Division 25th Anniversary 2010

Come join the celebration....all are invited to an open day and lunch: -

Sunday 9th May 2010

**The Cruising Association,
CA House, 1 Northey Street,
Limehouse Basin,
London, E14 8BT**

To celebrate 25 years of ECYD yachts we are holding an Anniversary Lunch when Freyja visits London before setting off on her Round-Britain voyage.

Please join with us and our official guests to look back over our many adventures, meet old friends and wish Freyja well as she sets off 'Exploring Britain 2010'.

Freyja is open to visitors in the adjacent Limehouse Marina, from 12.00 noon until 5pm.

Optional sit-down buffet lunch with wine at 2.00pm

Tickets are £23 per person - cheque payable to CSSA-ECYD plus an SAE and a note of the name(s) of those coming to:

Mary Reed,
53 Sipson Road,
West Drayton,
Middlesex, UB7 9DH

or contact Mary on maryreed49@hotmail.com

Freyja will be in London for the long weekend Friday 7 to Monday 10 May. Day Sails are available plus opportunities to visit the boat.

Visit the club's website for full details.

For up to date news and information about ECYD's 2010 programme, including courses, berths on the 2010 Explore Britain long-trip and opportunities to charter Freyja go to :-

www.ecyd.org.uk

CSORC

Civil Service Offshore Racing Club

CSORC's racing year is already underway with an entry in the first Sunsail regatta race of the season over the weekend of the 6th-7th March. Skipper Nick Bowles comments;

"A chilly but sunny start to the season, but fantastic to get out at last. We managed 5th out of 9 entrants, including some serious opposition and managed to get the kite out of its bag several times - and back in again in one piece."

The club will be entering more of these Sunsail weekends during the year, as they provide a very good introduction to racing for the beginner and not-very-experienced. Typically, we meet at Port Solent around 7pm on the Friday evening and sign out the boat. First thing Saturday it's down to the start line outside Portsmouth Harbour for the first of Saturday's two races. Each race is typically around 1½-2 hours and involves racing in the Solent where the waters are quite well sheltered.

There's usually some post-race practice in the afternoon before heading for Cowes and a pub dinner and overnight stop. It's an early breakfast in Cowes before heading back down the Solent to the start line. There are two races on the Sunday, one either side of lunch. The second finishes around 3pm and then it's straight back to Port Solent to hand back the boat.

There are usually four races over the weekend, in sheltered waters, with a comfortable night stop, so all-in-all these weekends represent good value.

Richard Palmer and Trevor Drew have completed the first step in a campaign for the Round Britain and Ireland two-handed race 2010. Starting on the 24th September they undertook a 300 mile qualifying cruise from Cowes to Falmouth and back (taking the long way round the Isle-of-Wight) in Richard's J109 *Jangada Too*. See <http://csorc.blogspot.com/> for some details of the race and future race comments as the campaign unfolds.

If you'd like to try racing with us, then see the club's website www.csorc.org/ for this year's programme, where there are also race reports and other club news. We offer a range of race types, from the Sunsail weekends through the IDOR in June, to the Junior Offshore Group's (JOG) races to, for example, Weymouth or Fecamp and to the Royal Ocean Racing Club (RORC) race to Cherbourg. A range of challenges to suit all types.

We hope to see you soon..

CHANNEL SAILING DIVISION (CSD)

Sea Essay Programme 2010 (see online for later dates)					
From		To		Type	Skipper
18.00	29 March	18.00	1 April	Private Charter	D Haward
18.00	1 April	18.00	5 April	Sea Time	
18.00	5 April	18.00	11 April	Private Charter	R Bone
18.00	11 April	18.00	18 April	CS/YM Prep Course/RYA Exams	
18.00	18 April	18.00	23 April	RYA CC/DS/CS Practical Course	
	24 April			Skipper Familiarisation Day	
	25 April			Commissioning	
	26 April			Maintenance	
	27 April			Skipper Familiarisation Day	
	28 April		30 April	Day Sails	
18.00	30 April	18.00	3 May	Private Charter	G Carstensen
18.00	3 May	18.00	6 May	Boat Handling Course	
	7 May			Skipper Familiarisation Day	
18.00	7 May	18.00	14 May	Private Charter	M Foden
18.00	14 May	18.00	21 May	Private Charter	D Hartland
18.00	21 May	18.00	23 May	Private Charter (J Burfoot)	A Smith
18.00	23 May	18.00	26 May	Private Charter (I Curtis)	
	27 May		28 May	Maintenance	
18.00	28 May		4 June	Summer Cruise Sea Time Delivery	
	5 June		11 June	Summer Cruise Charter	K Jolly
	12 June		18 June	Summer Cruise Charter	E Smith
	19 June		25 June	Summer Cruise Charter	H Hickson
	26 June		2 July	Summer Cruise Charter	D Haward
	3 July		9 July	Summer Cruise Charter	C Smith
	10 July		16 July	Summer Cruise Charter	P Sutcliffe
	17 July		23 July	Summer Cruise Charter	L Tait
	24 July		30 June	Summer Cruise Charter	V Crawshaw
	31 July		6 August	Summer Cruise Charter	A Dransfield
	7 August	18.00	13 August	Summer Cruise Charter	A Barnes
	14 August		15 August	In Reserve	
	16 August			Maintenance	
	17 August		20 August	Group Day Sails	
18.00	20 August	18.00	22 August	Sea Time	
	23 August			Day Sail	
	24 August			CSD Day Sail	
	25 August		27 August	Day Sails	

The new boat will not be allowed to go out of UK waters until the Registration process has been completed and, as in the past, it could be early May before the Registration Certificate is received.

All Skippers who intend to take the boat out will be required to attend a one day familiarisation before they do so. These sessions will be run by the Yacht Husband team and dates are as shown above.

All charter slots on the long Summer Cruise to South Brittany are currently full but any Skippers interested in taking part are asked to contact Idris Curtis so their names can be put on a reserve list should anyone drop out.

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 will be sent out to Candidates in strict application order.

CSD Contacts 2010 - CSD Web Site: www.channelsailing.org					
	Approved Skipper's Charters + Group Day Sails	Sea Time Berths	Training Courses	Days Sails (Individuals)	Skipper Familiarisation
Contact:	Idris Curtis	Andy Smith . CSD Crew Bureau Secretary	David Hartland	Colin Smith	David Haward
Tel:	See club website for phone contacts				
E-mail:	idriscurtis@ntlworld.com	csdseatime@yahoo.co.uk	training@channelsailing.co.uk	csddaysails@btinternet.com	davidhaward@btinternet.com

CSD Charges The following rates will apply for the 2010 season. (As in previous years CSD will reimburse skippers for fuel & gas.)							
Approved Skipper Private Charters					High	Mid	Low
Whole yacht	Charter by approved skipper	~	week		£1450	£1250	£845
Whole yacht	Charter by approved skipper	~	5 days (M-F)		£930	£800	£540
		~	week day		£186	£160	£108
Whole yacht	Charter by approved skipper	~	weekend		£590	£515	£345
		~	weekend day		£295	£258	£173
Other Club Cruises and Courses					High	Mid	Low
Per Person Per Day	RYA and CSSA YM/CS Prep (includes marina fees and fuel)				£70	£60	£50
Per Person Per Day	RYA Radar Course (includes course booklet)				£70	£60	£50
Per Person Per Day	Boat-handling Courses (marina fees <u>NOT</u> included)				£70	£60	£50
Per Person Per Day	Introductory / sea time cruises, (club skipper provided)				£54	£46	£34
Per Person Per Day	Introductory day sails, (club skipper provided) *				£34	£34	£34
	* these are 0900-1600 only; other charters and sea times start previous evenings at 1800						

5KSC - 5 Kingdoms Sailing Club - in the North West (Liverpool) has some exciting opportunities again this year - on board "Artful Dodger" For latest information on yacht and berth availability contact Dave Moran - dav3mor@fsmail.net, or see www.5KSC.com

SCOTTISH CIVIL SERVICE CRUISING CLUB

Secretary's Report - 2009 Season

The year's sailing was quieter than usual. We did not take Neptune SC's 'Scorcher IV' (Bavaria '37) this year as we could not be sure of getting sufficient crew at the time the booking had to be made, possibly due to the restrictions imposed the previous year. However Foxfire provided members with a number of sails during the year.

In May Suzanne Gillespie took me and a guest to get to know Foxfire and see what was new at Tarbert and Portavadie. It was a breezy SW wind with squally showers going around the Kyles but the sun came out after rounding Ardlamont Point as we tacked up to Tarbert. Certainly a change in Tarbert with its new pontoons, which still had us searching for a berth as it was the 'Clyde Property Challenge' weekend. However they have now dredged the landward side of the NE end of the 'old' pontoon to 2m which is handy for Foxfire. You can now call up on Ch 14 during the day and you get a 'free' electricity card when you pay your berthing fee and the showers are now free. We found the Victoria providing very good food again. The next morning was wet and after seeing a porpoise(?) just outside Tarbert we went across to Portavadie and got a guided tour - plenty of berths, free electricity, drying room, laundry, best showers on the Clyde - but not enough, sun terrace bar and fair priced restaurant serving good Scottish food. They even have holiday cottages to rent. We motored most of the way back around the Kyles and again the sun came out at the end of the day as we rounded up to Kip at Toward Point.

Foxfire didn't go to the West Coast in June this year as between NELSC & ourselves there were not enough folk to fill the weeks necessary to make it worthwhile. However Chris Devlin & I took it for our scheduled week and spent the sunniest week I've experienced in Scotland - bright sunshine every morning for the week. Monday evening at Lochranza - surprised to find all 12 visitor buoys occupied by 17.45 so anchored near the castle and took dinghy ashore for a pub meal at the hotel. Next morning we walked up to the café at the campsite - seem to do a good breakfast, and then on to the Arran Distillery for the 10.30 tour - worth visiting. We sailed to Campbeltown for the evening and then up to Portavadie for the Wednesday evening - making good use of those excellent showers followed by an equally enjoyable meal in the restaurant/bar - char grilled salmon followed by cranachan cheesecake & raspberries! The next few days we visited Ardrishaig, Loch Gair, Strachur (exposed moor-

ings), and two good evenings at the Oystercatcher at Otter Ferry where we had use of one of the hotels buoys and their free water taxi - even taking us back to the boat last thing at night. Excellent service & banter just added to the pleasure of sitting outside the inn between the mini palm trees, with some Loch Fyne Brewery real ales looking across Loch Fyne to the sun setting behind the Kintyre peninsula - who needs to holiday abroad!

Later in June Adrian Johnston took some friends out for the weekend. In July four of our members had two day sails out of Kip to the Cumbraes one day and to the East Kyle looking into Port Bannatyne - developing - now has a light on the end of the breakwater enclosing the pontoons but there are still pontoon-less piles to avoid!

The Clyde Rally this year nearly saw two SCSCC boats attending the dinner with Paul Brereton and his crew on 5KSC's Artful Dodger at Rothesay. Ross Robertson took Chris Devlin & me in his Leisure 23' 'Jongleur' from Largs and Walter Robertson was to take Foxfire with Linda & Jim Robertson from Kip. Unfortunately en route to Rothesay a shackle pin went on the mainsheet traveller, which meant them putting back into Kip and missing the dinner. However they went to Tarbert the next day. The dinner was enjoyable & entertaining in the Black Bull where we caught up with each other's news and plans.

In September three members took Foxfire to Arran visiting Lamlash where they were made welcome even in their wet clothing! They also went ashore to Holy Island, and witnessed the Buddhist folk taking their dip in the sea.

Members also benefited this year from networking with other members and in the wider CSSC sailing - Jim Naden took a Sun Odyssey out of Oban in May, and the Greek Islands in August.

Following last year's AGM, Bill Johnston set up our own website at www.scottishcivilservicesailing.org.uk which I'm hoping to get a more permanent link to via the CSSC webpages - it did get a mention earlier in the year but disappeared! If you haven't yet looked at it please do so and if you can provide photos & brief reports of trips, to Bill, all the better. Photos are good for attracting interest and they can also be passed on for publication on the CSSC Scotland web page - so get clicking & writing!

Thanks to those who have helped during the year.

Roger Ede

Secretary

Scottish Civil Service Cruising Club

2010 Programme

This year we continue our programme of various sailing opportunities with weekend and longer trips on the Clyde, sails on the West Coast, and our weekend rally with 5KSC folk. We are also having a boat handling weekend to master those things concerning marinas and buoys that you don't give yourself time for on social sails!

Cruising Weekends: Firth of Clyde		Costs
Kip* (Westerly Tiger 25')	17-18 April (Boat Handling)	Estimated costs = £30 / day
	1-3 May	
	15-16 May	
	10 – 11 July	
	4 –5 Sept	
Clyde Rally Weekend	14 – 16 August	

* Introductory price to potential members wishing to try sailing £15 / day (first trip only – max 2 days)

Cruising Weeks: Firth of Clyde		Cost
Largs	22 – 28 August	TBA
Oban (Sun Odyssey 43')	5 – 12 June	TBA
West Coast Trip (Westerly Tiger)	5 – 12 June	£30 / day

The Westerly Tiger is scheduled to sail from Kip on or about 27 May through the Crinan Canal returning to Kip by 18 June. This will have separate legs skippered by SCSCC & NELSC folk. We have currently scheduled the above SCSCC week out from & back to Oban. Further details available from the Secretary.

Holiday Cottage on Skye: in addition there is the opportunity to rent a cottage on Skye. The terms are weekly.

Training: There is also the opportunity for RYA practical courses through our connections with 5KSC.

There may well be other sails and we can put you in touch with other Civil Service sailing opportunities in

Scottish waters. Further information regarding the Club, details of the above programme and other sailing opportunities in Scottish waters can be obtained from the club secretary; Roger Ede, 11 Hillview Drive, Dumfries, DG1 4DS. Tel: 01387 265670 (h).

Our website : - www.scottishcivilservicesailing.org.uk is being developed, so keep looking there for further information.

The Jumbles Daily Liar



OAP Scandal of Marina Development

A prestigious marina development in Bolton is being built by a group of elderly men under the control of a Gang Master known only as 'The Commodore'.

These unfortunates are working in intolerable conditions for as little as a Mars Bar a day to construct what is described as a major sailing venue for the North West. Our investigator spoke to some of the workers, who refused to be photographed because they had not used their Just for Men and the grey hairs were showing. "We nearly lost one of the lads in the mud last week", said one, "But the Commodore just made us carry on."

The men are tempted onto the site by promises of tea and days away from the wife. They are being brought in from as far as Rochdale. Another told me that he had broken his mate's spade. "It was terrible, he was crying buckets but the Commodore just asked him if he'd rather be up the supermarket with his missus."

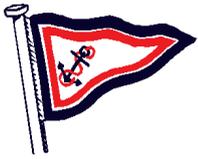
The irony is that it is rumoured that the development will benefit a group of civil servants. A spokesman said that if this were the case then there would have to be an enquiry. This would involve a lot of civil servants over a long period of time and would cost millions so there would have to be an inquiry into the cost which would involve..... at this point our investigator lost the will to live.

The elderly workforce meanwhile carry on risking frost-bite and being engulfed in mud several feet deep rather than going back to their lives of day time telly and trips to the shops.

"It's a dirty job, but someone has to do it", said one.

Vic Buckley

This is an "AGM Edition", with restricted space. Further details on current sailing opportunities can still be found online. Follow the links from www.cs-sailing.org



Civil Service Sailing - Extras

Sometimes our printed edition is short on space, or copy can “miss the tide” - as this is the AGM edition, we have an overflow here. This month in “Extras” we have :-

- A reminder from Channel Sailing Division of their **RYA training opportunities aboard the new “Sea Essay of Hamble”**. David Hartland is the man to talk to! Contact him on :- david.hartland@btinternet.com
- An invite from **Steve Whitting** of Hooe Point SC to **join in the sailing and other nautical fun at Port of Plymouth Regatta (Plymouth Week)**. See Steve’s letter to all CSSA members. Contact Steve on :- secretary@hpsc.org.uk
- Posters for the **Civil Service Dinghy Championships (10-11th June)** and the **Inter-Department Offshore Regatta, (19-20th June)** are included again this month. *Why not brighten up your sports & leisure notice board at work or add an electronic copy to your sports & leisure Intranet page?*



RYA Training on the Solent with the new “Sea Essay of Hamble”

E-mail or call for last minute vacancies on our Spring Courses; david.hartland@btinternet.com or follow the telephone contact details on www.channelsailing.org

Sunday 11- Sunday 18 April , 5 or 7 days	RYA YachtMaster Coastal & Offshore plus RYA External Examiner for Certificate of Competence
Sunday 18- Friday 23 April, 5 day	RYA Competent Crew & Day Skipper
Be first to reserve a berth in the Autumn programme!	
Friday 10 September-Monday 13 September, 3 days	Boat Handling
Sunday 19 September- Friday 24 September, 5 days	RYA Competent Crew & Day Skipper
Friday 1 October- Wednesday 6 October, 5 days	RYA Competent Crew & Day Skipper
Sunday 10 October - Wednesday 13 October, 3 days	Boat Handling
Sunday 17 October - Sunday 24 October, 5 or 7 Days	RYA YachtMaster Coastal & Offshore plus RYA External Examiner for Certificate of Competence
Sunday 31 October- Friday 5 November, 5 days	RYA Competent Crew & Day Skipper

Hooe Point Sailing Club
Plymouth

March 2010

Dear CSSA member,

Port of Plymouth Regatta (Plymouth Week)

The Port of Plymouth Regatta (Plymouth Week) is being run from 24th July to 1st August this year. The regatta features a variety of sailing in and around Plymouth with yacht and dinghy racing spread over the week-long event. The regatta continues to go from strength to strength and includes plenty of entertainment ashore to supplement the sailing which takes place in and around Plymouth Sound.....a great sailing venue if ever there was one!!

Visiting yachts can benefit from free berthing in Sutton Harbour marina in the middle of the historic Barbican area of Plymouth. As well as the more serious racing for IRC, PY A and PY B boats there will also be white-sail racing for the less competitive yacht crews, more relaxed and informal and still great fun.

Dinghy sailors can also benefit from free dinghy parking close to the centre of town or we can accommodate you at Hooe Point with easy access to the racing areas and safety boat support for escort and recovery. For the first time there will be a rookie series for dinghy sailors which will also include optional coaching sessions with the support of the RYA OnBoard program.

You can find full details here: <http://www.plymouthregatta.co.uk/index.php>

Please don't hesitate to contact me if you require more information; want to discuss berthing/parking at Hooe Point or need to know the location of the best pubs!!

Regards,

Steve.

Steve Whitting
Hon Secretary HPSC

secretary@hpsc.org.uk (+ see our club website for other contact info)



DINGHY SAILING CHAMPIONSHIPS



19 - 20 June 2010

**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

For further details, please e-mail champs@ncsc.co.uk

www.cssc.co.uk



Get Active

Closing date for entries:
Friday 30 April 2010



CSSSC
SPORTS & LEISURE

NATIONAL EVENT

SAILING



**Inter Departmental
Offshore Regatta**

7 - 11 June 2010

Cowes, Isle of Wight

Teams of 8

For further information, please contact **Pete Shuttleworth** on
01908 250359 or email **PETESHUTTLEWORTH123@BTINTERNET.COM**

www.csssc.co.uk



Get Active