

WAVELENGTH

The official publication of The Channel Sailing Club

Spring 2010



Final Chapter of trip to Canaries

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Club Trophy Winners

Announced

Page 13





The Nav Table

This issue of *Wavelength* has a strong environmental theme.

New legislation has been introduced and

Nigel Barracough puts his take on it on page 12. The management and protection of the marine environment will increasingly make an impact

There are some environmental tips picked up from a Dart River initiative and the RYA's The Green Blue programme supported Catch the Tide with reminders on recycling whilst aboard.

There is a short report on page 14 of Catch the Tide, our annual event which promotes the seasons racing, cruising and training programme. It was well attended with around 80 members joining the Receptions which took place before the presentation on the programme and

exhibition. I know that some members took pictures of people at the event, and perhaps some of them will be good enough to submit for the Club's Shutter Competition (detailed on page 4). This competition is not only an opportunity to celebrate a club event, but can provide pictures for the front cover of *Wavelength*. I am always looking for striking pictures for the front page, so this is your chance to take an unusual, funny or scenic photograph.

I hope you enjoy this issue of *Wavelength*. Keep sending in stories and make use of the letters page to raise issues that you think the Club should consider or that members may benefit from knowing.

Diana

Word Search

Find the names of different types of boat on the grid. Words can be horizontal or vertical, backwards or forwards. No prizes - it's just for fun!

- | | |
|------------|-----------|
| Ark | Punt |
| Barge | Scull |
| Clipper | Skiff |
| Catamaran | Submarine |
| Canoe | Smack |
| Dinghy | Steamer |
| Dhow | Trawler |
| Freighter | Tug |
| Ferry | Wherry |
| Gondola | Yacht |
| Hydrofoil | |
| Houseboat | |
| Hovercraft | |
| Kayak | |
| Longboat | |
| Pedalo | |

B	A	R	G	E	W	K	R	A	S	T	E	H	H
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E	D	I	N	G	H	Y	U	H	E	O	Y	V	U
B	W	W	D	S	U	A	N	Y	A	B	U	E	S
N	H	S	O	A	B	K	T	D	M	G	M	R	E
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M	Y	L	K	L	K	D	H	O	W	P	W	F	T
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T	H	C	A	Y	S	D	E	L	O	C	R	N	M
A	A	S	F	F	I	K	S	P	N	A	T	K	L
C	Y	E	Y	A	E	N	I	R	A	M	B	U	S
F	R	E	I	G	H	T	E	R	C	S	O	K	Y

Editor Diana Coman

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Editor, Wavelength, Channel
Sailing Club c/o 1 Christchurch
Place, Christ Church Mount,
Epsom, KT19 8RS

Club Night

Channel Sailing Club meets every
Tuesday at Epsom Sports Club,
Woodcote Road (opposite The
Ladas), Epsom, Surrey.
Bar opens at 2030 hrs.

We issue an **e-sailing brief**,
which reminds members of up-
coming club events and **emails**
are also sent out with Club and
member information. If you want
to receive these, please give the
Membership Secretary your email
address. Don't forget, to inform
the club if you change your email
account.

Check out the **Club's Website** for
more information and pictures of
events.

www.channelsailingclub.org

Photographs are taken at club
events and may be used in
Wavelength or on the Club's
website. If you do not want to
appear in published photographs
please inform the Club Committee
and the person taking the
photograph if that is possible.

Cover photograph

Courtesy of the RNLI.



Thank you to the RYA for
permission to use material from
the RYA Day Skipper and Watch
Leader course book 2007/08.

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contributors to this publication are
not necessarily those of Channel
Sailing Club. Accordingly
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responsibility for such views and
opinions.



The Commodore's Cabin

It was rewarding to see that so many people
attending the 'Catch The Tide' event held in
mid February at the club house. Other than
giving us the opportunity to publicise the

sailing programme for the year it was also a chance to invite the
new members in and for them to meet informally with us.

Speaking personally I was delighted to see so much interest
being expressed in the racing and rallies organised for this year.
Indeed the May 4 day Rally to Cherbourg is already reaching the
maximum numbers that we can handle and even better, two
boats, new to the club, are also participating.

Since then we have kicked off the sailing programme for
2010 with The Frost Bite; which lived up to its reputation by being
exceedingly cold with a bone chilling slog back to home port on
the Sunday against a strong easterly wind. Despite that it was
nice to see so many boats (eight in all) and also so many people
out on the water especially - as a fair number were recently joined
members.

You may recall that I had a slight rant against flares back in
the autumn. Since then I have been in contact with MCA and am
delighted to discover that they are in the process of carrying out
an enquiry themselves along similar lines that I had argued; and
amongst other aspects they also are looking at better options.
I've also waded through the French regulations for leisure vessels
and also sought advice through contacts in Cherbourg. Although
it is not quite clear if French regulations would be applied to
visiting foreign vessels what is clear is that the French regulations
do allow minimal carriage of flares provided the vessel is
equipped with DSC radio and has a powerful spot beam light
torch available. In practice I gather all that the French club boats
carry are a couple of orange smoke. So I reckon that by the time
my large and expensive pack of flares expire in December 2010
I'll not replace them - except that I'll carry a pair of day/night
(smoke/flares). Interestingly they are pretty well idiot proof in the
method of firing and are similar to the type that I used to carry on
my person when flying over the water back in the 1960's.

Quite often I find these days that the old ways are the best
or am I just getting cranky and joining the ranks of the 'Grumpy
Old Men'?

Happy Sailing!

A handwritten signature in black ink, appearing to read 'M. Hippi'.

Be Smart ... Protect the Dart

Helpful hints on how to be a 'Dart Defender'

The following tips were provided to visitors to the River Dart, as part of a scheme called 'Dart Defender', but they are a good discipline wherever you sail. There is an Environment Agency Pollution Emergency Hotline, 0800 80 70 60, where you can report a pollution incident - whether seen or accidentally caused. Even if you only suspect pollution eg: dead fish, excessive foaming or water discolouration.

✗ Don't rush to flush

Untreated sewage from yachts is unsightly and a health hazard to other water users. Use shore-side facilities whenever possible. Never discharge chemical toilet waste into the Estuary.

✓ Maintain your motor

Regularly service your mechanical and electrical equipment to optimise your vessel's efficiency, minimise engine emissions, cut engine noise and save money.

✗ Don't pour oil on the waters

Fill portable fuel tanks and spare fuel containers away from the water's edge. Don't overfill tanks. Provide drip trays.

✓ Be aware of wildlife

Check your speed and reduce your wash to minimise your impact.

✓ Enjoy the estuary habitat

Return any animal or plant collected by children to the

estuary preferably in the same place.

✗ Don't be a noisy neighbour

Roaring engines, flapping halyards, loud voices and music can disturb others as well as wildlife.

✓ Paint a pretty picture

Carry out anti fouling work away from water. Put scrapings in the appropriate waste collection. Use products that are biodegradable, phosphate and chlorine free.

✗ Don't go overboard with rubbish

What goes out on the craft should come back on it. Bag and bin your rubbish. Recycle and re-use wherever possible.

Do you want your photo on the front page of Wavelength?

The Club is reinstating its Shutter Competition.

Committee Member, Tony Sparling, has donated a new trophy, and *Wavelength* Editor, Diana Coman, will be using contributions for the front cover of the club magazine.

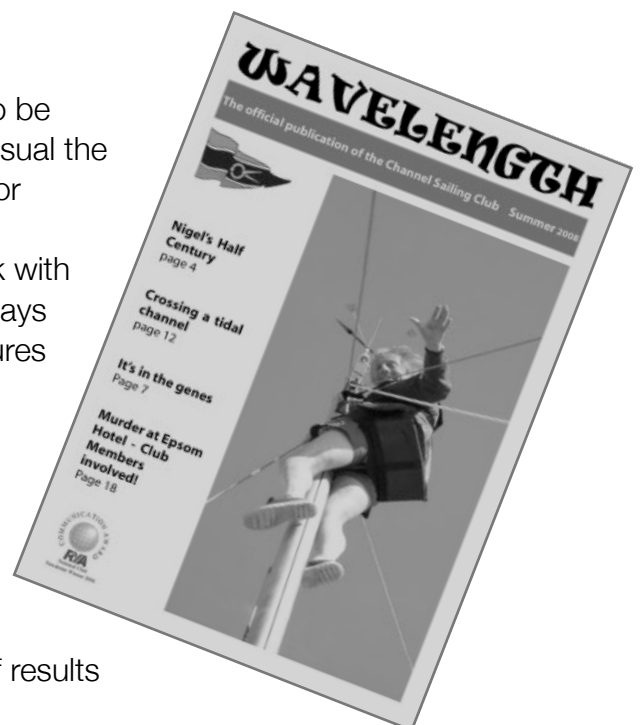
We are looking for photographs taken on club events, either afloat or ashore. It could be club members sailing or enjoying a shore-based event. An action picture of a club boat on the water or a member in full swing on the helm or hoisting

sails. Don't be afraid to be creative - the more unusual the better, we are looking for innovation and interest.

Most people work with digital cameras these days and given that the pictures will be used in the magazine, it would be better if a digital photograph could be submitted.

Deadline: 31st July.

Announcement of results 28 September 2010.



Our trip to the Canaries - the final chapter

Leg 7: Santa Cruz to San Sebastian, La Gomera 9th December

It was not long before we were off again to our final destination of San Sebastian in La Gomera. It was to be a long day as La Gomera is about 60 miles away and little did we know the range of conditions we were going to get. So set off in lovely sunshine warm northeasterly winds just right for the spinnaker. Then 6 dolphins passed by going the other way from us. However the beauty was that they must have seen, like surfers, "the wave" because they all turned round and we saw all 6 surfing down the front of the wave together – quite spectacular and then they turned around and carried on back the way they were going. Our spinnaker run did not last very long as the wind started to pick up. We knew there are wind acceleration zones around the

of Mount Teide, the highest mountain in Spain, because it was generally covered in cloud. As we neared the south part of the Island, Pta Rasca so the airport came into view. We then knew that as we turned the corner, the winds should change from Northeast to Northwest as the wind funnels down the two sides of the island. The winds at this point were dying, but because of the reported acceleration zones, we were reluctant to shake out the reefs. Anyway we turned the corner and the wind just disappeared. We were down to 1 knot of wind ... was this the calm before the storm? ... no, it was that the wind had just died. So for the next 2 hours we went under motor. Mind you it was good to motor as then we could put on George our auto-helmer on and let him do the work because the section of water between La



island, but had not figured we were in one yet. However we rapidly got the spinnaker down, not without its little challenge as we lost the end of the lazy guy (normally the one you pull it in on), but as the sheet was still attached, we managed to winch it in. The wind changed from about 10/12 knots(F3/4) to 25+(F6) in about 5 minutes! So with the spinnaker down and 2 reefs in the main we surfed in the sun down the east coast of Tenerife Island. It was glorious sailing. We had brief views

Gomera and Tenerife is supposed to be one the best places in the world to see Dolphins and whales. We were treated on a number of occasions to pilot whales and dolphins and maybe some others but we are not practiced in reading their profiles. There may have even been sharks. It was a glorious evening and we had a good dinner as the wind started to pick up so up went the full sails. We had barely finished dinner, when a big wave caught us from the side soaking everything

and shook us out of our trance as then the wind really set in. All hell ensued as we got 2 reefs back into the main to control the boat. This was about 6 miles outside of La Gomera and for the next hour, we were lashed by pounding waves as we beat to windward (note it had all been downwind sailing until now in the same direction!) It was with welcome relief that the harbour came into sight as it was now dark. Recognised the lights and headed round the corner into relative calmness. However we got a surprise as the harbour master called us up on the radio and asked if we could get out of the main channel as a ferry was due in – it seems the harbour now has a small ships channel that was not marked on any chart or pilot book we had – whoops!

Still all was well, we have made it!

Having tied up safely, we met two other boats about to set off on their own challenges.

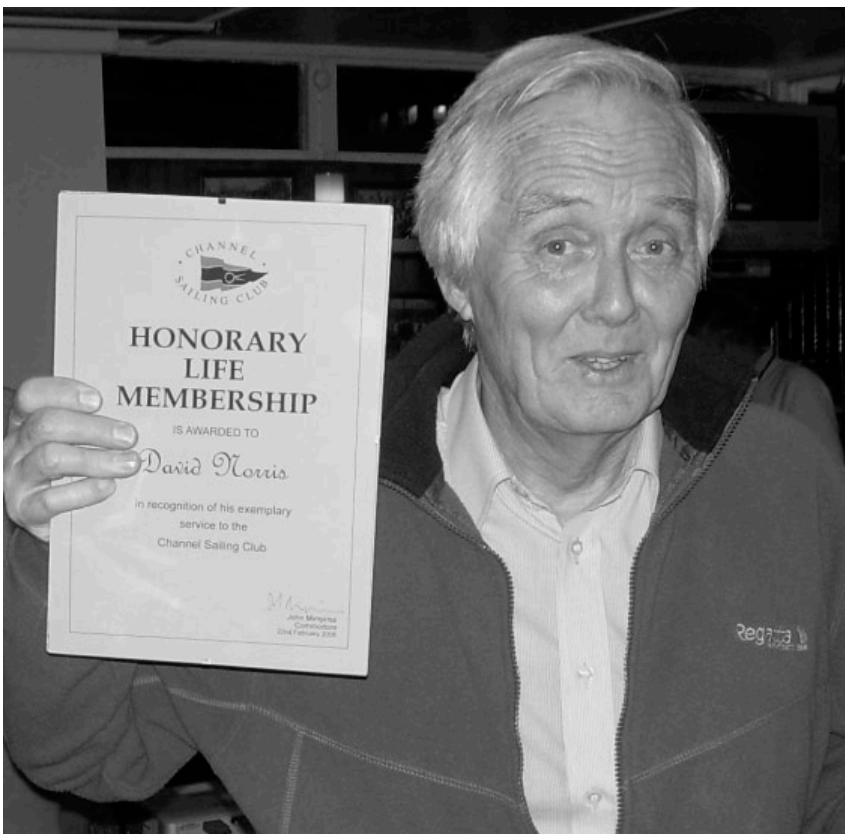
Ken and Al about to row the Atlantic to whom we gave our spare VHF antenna (their need being great than ours) and fed with bacon butties the morning they left, and Mattieus on Carma who was sailing single handed to St Lucia on a boat 5.9m long x 1.2m wide. Hmm... we just gave him a good send off along with his Dad who also took

some piccies. So both now should be somewhere in the Atlantic and we wish them well and God Speed to the other side.

La Gomera has proved very windy so far and not quite the paradise expected, but a darn sight better than the freezing temperatures of the UK. We have completed our jobs as there are always jobs to do, decorated our boats including Christmas lights outside and we had a great walk over on the north part of the Island. Got the bus that wound through narrow roads along the side of the hill to Vallehermoso. We decided to do the walk i.e. it climbed 550m in about 1km. It was hard, but worthwhile for the views from the top. The conditions were perfect too – sunny, but wind to cool us. We ended up walking for about 12 km and had to hurry to catch the last bus back to San Sebastian. A great day and at least this time we could see Mount Teide on Tenerife.

It is going to be sad to leave on Monday 15th as we are just settling in – found a friendly bar who recognise us, a restaurant that serves the most delicious steak and we expect the windy weather to abate, so we could go sailing.

Oh well such is life, good job we have plenty of time to explore when we get back.



David Norris awarded Life Membership

At a special meeting held during Catch the Tide, the Club approved the awarding of Honorary Life Membership to Dave Norris.

A full report and summary of David's work for the club in the next issue of *Wavelength*.

Safe Sailing

For those revising for their RYA Day Skipper qualification or refreshing what they learned last year, before setting out on the water this coming season, here are three topics on safety from the Day Skipper Course work book.

Dinghy Safety

Back in October 2009, the Maritime and Coastguard Agency issued a press release concerning an incident in the Solent, where three men were recovered from the water after their dinghy overturned.

Fortunately all three men were wearing survival suits - a good thing since they told their rescuers that they had been in the water for about 40 minutes.

The emergency services were alerted as they managed to launch a flare which was seen by the crew of 'Mange Tout'.

Dangerous incidents occur every year where a dinghy is used between a boat and the shore.

There are safety measures that you can take to keep yourself and your crew safe.

The following represents the advice given by the RYA.

- Do not overload and risk swamping
- Load crew and gear evenly
- If using an engine, take oars as well
- Take a torch at night
- Secure the dinghy with care
- Wear life-jackets
- With an inflatable, take a pump
- Climb in and out carefully
- Consider taking a VHF and mini-flares
- Do not use when drunk

Whilst many of these recommendations seem sensible and it may be hard to imagine not doing it all, it is easy to take small risks, particularly when you are in familiar waters.

What to do in fog

There are several steps that you should take if you find yourself in a position where visibility deteriorates.

- Establish position
- Consider a change of destination
- Operate radar if available
- Put up radar reflector
- Put on navigation lights
- Put on life-jackets
- Make fog sound signals
- Wake up crew, especially if in the forecabin
- Use all instruments to the full - GPS, VHF, Echo-sounder
- Consider use of engine
- Make for shallow water, if safe
- Consider anchoring in safe location
- Have white flares ready
- Post extra look outs
- Keep to a safe speed
- Have the dinghy or life-raft ready



Drogues

You can use drogues on a lifebelt or liferaft. On a lifebelt, the effect is to reduce the leeway and on a lifeboat, the drogue gives the raft extra stability and helps prevent capsize. It also reduces the leeway.

Homework Club

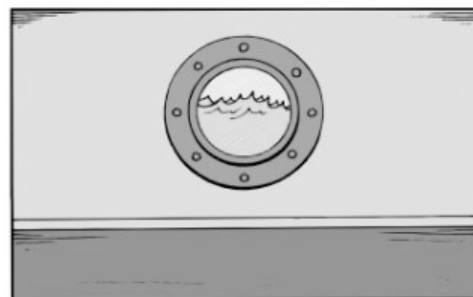
To support Club Members taking part in the RYA Day Skipper courses, Channel Sailing Club is trying to establish a homework club on a Tuesday evening.

We have had a couple of volunteers come forward to help out and if there are any other experience and qualified club members who would be prepared to work on a rota to run the Homework Club during the winter months when the Day Skipper course runs, please get in touch with Diana Coman.

A few informal sessions have taken place on a Tuesday evening, and even people with a lot of experience found the questions challenging, so taking part can benefit newcomers and regular sailors alike.

The Porthole

Highlight an issue that you think the Club or fellow sailors should be thinking about, or get something off your chest, through The Porthole. Send your letters to The Editor. For contact details check out page 3.



Crew Wanted

I am retiring in March 2010 after 30+ years in the Police Service and hope to go cruising on my yacht called "Parity", a 31 ft Moody, equipped with all normal safety gear including a Liferaft, Epirb and radar.

I am looking for a maximum of 3 further crew members, sailing experience required but can be varied. Come and join me for a week or two, or maybe the whole of my cruise, around the UK. The cruise will start in early May and end in late July, 2010.

The passage plan is to cruise clockwise around the coast of the UK in day sails or overnight sails on the longer passages, passing through the Caledonian Canal.

The rough passage plan is to stop at Dartmouth, Plymouth then Newlyn maybe go to the Scilly Isles and then cross the Irish Sea to a port on the South East coast of Ireland depending on the wind direction. We will then cruise north up the coast to Portrush, cross the North Channel to Islay, Jura and Mull then on to Forth William taking the Caledonian Canal to Inverness. I will then sail back down the East coast of Scotland and England stopping where we can, eventually crossing the Thames estuary and stopping at either Ramsgate or Dover, then on to Southampton.

Anyone interested please contact me to discuss the cruise further.

David White

Home Tel: 01737 554435. Mob: 07811 447522

E MAIL:

davidwhite5758@yahoo.co.uk

2500hp and 30knots along the Thames

Ever wanted to go down the River Thames at 30 knots with 2500hp in your keel? See the sights along the way? Well it is possible, what is more it is cheap. £12.50 cheap!

How?

By accident rather than by design some of us decided to add to the celebrations of a friend's 50th birthday by taking a river trip - we had already enjoyed a tour of the Globe theatre. The drawback was all bar one of us wanted to go west but one wanted to go east. We solved the problem by doing both trips.

We made one mistake: we paid for the trips separately when we could have had a rover ticket for £12:50. Part of the reason for this was the person in the ticket both had definitely not heard of "customer service" and was two marbles short of a brain cell. She could not seem to understand that the reason why she could not read my oyster card was because it was in front of her and she was trying to read

the holder I carry it in!

Incidentally it is cheaper for Oyster card users but make sure there is enough credit on your card. Everyone else we met was very friendly and helpful.

Our first trip was from Tate Modern, through the centre of London to Tate Britain and back again. There we changed boats and went the other way past (amongst other things) Greenwich to the O2 area and back again. It was on this trip they hit the 30 knots.

The boats are the normal river buses that go up and down the Thames as a means of public transport but they also make an excellent tourist trip! They do stop along the way and if you want to see a demonstration on how to lasso a bollard – just watch and admire the skill.

The boats are comfortable with an aft deck which can be a bit noisy but is an excellent place to take photos from. Going west we didn't really have a great deal of spare time whereas going east there was time to have a coffee – normal prices.

All told it took just under 3 hours including a bit of waiting.

They don't run that late so check your times. We were very lucky: it was very clear, dry and sunny. We enjoyed an excellent sunset and finished the trip in the dark – seeing HMS Belfast set against Tower Bridge is a sight I am not likely to forget!

I made one other mistake: my camera ran out of battery power – but go and enjoy it, it a really enjoyable trip and very good value for money.

Nigel Barraclough

Finding Sanctuary

Finding Sanctuary (FS) is a partnership project that is

working with sea users and interest groups to plan Marine Conservation Zones (MCZ) in the south-west.

Finding Sanctuary is working with people who use the sea to explore where these Marine Conservation Zones could be situated, identifying possible conflicts and find ways

to work round them. You can find out more about this process on <http://www.fs.no-ip.com/MainPage.aspx>.

Nigel Mortimer

Estuaries Officer - South Devon AONB Unit

01803 861 465

www.southdevonaonb.org.uk

The Interview



Tony Sparling has been a club member for 27 years. Tony used to race in the JOG (Junior

Offshore Group) passage races around the Channel on a club boat called 'Dragon Star', owned by members Maggie and Brian Yeomans. A regular at club events, committee member and keen racer, Tony has taken more to cruising of late. "One of the best decisions I ever made (without doubt) was to join 'The Pirates' club (predecessor of CSC) - because I have had an absolutely brilliant time. I've been involved in lots of different club boats over the years and have been very lucky with the generous skippers and great fellow crew I've sailed with. Bill Sandford my mentor and electronics trainer tried to teach me all sort of clever things for many years but usually I just sailed his lovely boats Black Duck and Blanik." he said.

Force 3-4 or 5-6?

"5-6"

Foredeck or helm?

"I like doing a bit of everything" but never forget the old maxim "one hand for the boat and one for yourself".

Cruising or Racing?

"It is weighted towards cruising these days - I think as you get older you have to know your limitations and cannot pretend to be a fit young crew. I think I had a reputation for being quite "sea worthy" and I am fortunate that I don't get sea sick - ever (touch wood). There is (almost) nothing quite like the feeling when the boat's engine is turned off and the sails take over".

Person you would like to sail with (can be alive, fictional or historical)?

"Ellen MacArthur who I sat next to at a JOG annual dinner/dance" just before she became very famous. Our dinner conversation is a little bar story in itself!"

Favourite meal aboard?

"Ginsters Cornish Pasties preferably prepared by Richard Brodie who is a superb sea chef amongst many other attributes"

Most memorable sailing moment?

"When the wheel steering failed on 'Dragon Star' off St Cat's on a JOG race to Le Havre on a very stormy dark night and, whilst we had to abort the race, the incident was admirably dealt with by secondary steering." Tony also recalls a fairly recent hairy trip up the Seine from Honfleur encountering thick fog. "We could not abort because we had 4-5 knots of tide under us. Large ocean going ships were passing us closely and we only knew they were there by the their bow waves and info. from Rouen Port Control."

Favourite Club Event?

"For me it has to be the Spring Cruise. Most of them have been absolutely superb. Nothing can beat a good trip to the Channel Islands or West Country with sunshine and a fair wind with ones CSC mates."

Yesterday's Yachts remembered at Icicle Cruise

Reasonable sailing conditions welcomed members of Channel Sailing Club attending the Icicle Cruise, held on the first Saturday in December.

Those who left earlier in the day had a good sail, those arriving later entered Cowes in a downpour.

Whilst boats were decorated with lights, no performances took place on the pontoon - skippers and crew had a year off!

Commodore John Mimpriss hosted drinks on his boat 'Lonke Avel' which was followed by another reception on 'Bui Bui' hosted by skipper John White. As the heavens opened and the noise of the rain hitting the cabin roof was audible below, music from Toots and the Maytals, a reggae band, brought a reminder of sunnier times.

Cowes Corinthian Yacht Club once again put on a fantastic dinner. The



barbershop singers, who are becoming a regular feature at the Icicle Cruise, entertained us again, this time with a new repertoire. They perform throughout the year at various events, with all the money they collect going to charity.

John Fatcher noted that many boats he has sailed on are either up for sale at present, or have already moved on to new owners. He mentioned 'Troscala', 'Whisper', 'Morning Light', 'Scorpio', 'JLS' and 'Farthing' - so he called for a toast to 'Yesterday's Yachts'.

This was an opportunity for all of us who enjoy sailing

because of the good-will of boat owners who let us aboard their prized possessions, to thank both skippers and boats for many hours, days and weeks of enjoyable sailing.

'Knight's Challenge' provided some home-grown entertainment.

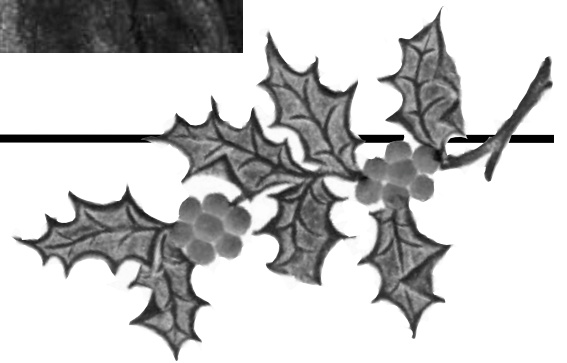
Introduced by Roger Roberts, and inspired by the Bishop of Croydon's criticism of Christmas Carols, Nicky Painter produced a raunchy variation of Silent Night which was sung by the crew - sadly, unlike the Foxhunt ditties, not something we can print in *Wavelength*.





*Bottom page 10:
The crew of
Knights Challenge,
L-R, Peter Horat,
Janet Sainsbury,
Sian Oram, Mac
Keight and Nicky
Painter.*

A bit of Magic at Mince Pie and Mulled Wine evening



Commodore, John Mimpriss with Jamie Longcake, grandson of club member Mike Ralph, who entertained members at the Mulled Wine and Mince Pie social evening held on the last club night before Christmas.

A member of the Magic Circle, Jamie confidently performed card tricks and make things appear and disappear. After his performance, he went round the tables doing close-up card tricks for club members.

With a fantastic spread of mince pies, warming mulled wine and first class entertainment, it was a good end to the sailing and social year.

The Commodore thanked all the volunteers who made the evening such a success.

The new Marine Management Organisation

by Nigel Barraclough

On the 1st April this year the Marine Management Organisation (MMO) will take over from the Marine Fisheries Agency (MFA). As might be expected the MFA was primarily concerned with conservation and control of fishing stocks, the responsibilities of the MMO will be much wider.

In a formal and legal sense the basis of the organisation comes from the Marine and Coastal Access Act which was given Royal assent at the end of last year. This Act itself being the outcome of the Marine Bill.

The Act did more than just create the MMO, for example, it also amends the Countryside and Rights of Way Act 2000 (the CROW Act) and implements requirements of the EU Marine Strategy Framework Directive.

In a sense, as a sailing club the impact of the MMO on us as people who sail will be very little – organisations like the Maritime and Coastguard Agency (the MCA) will remain unchanged.

As people who (I hope!) are interested and concerned for the marine environment then it will be a great deal.

The new organisation builds on a much wider Government agenda of environmental protection and (that horrible jargon) of sustainable development.

Environmental protection has been extended to include the sea floor and marine environment out to the territorial limit. This includes protection for wildlife and conservation and controls for the planning of off-shore installations (such as: wind farms), harbours and gravel extraction.

Gravel extraction? You mean dredging for the purposes of shipping? No! Off-shore gravel is a valuable resource which can also provide protection against coastal erosion so removal needs to be managed and controlled.

Seventeen new Marine Conservation Zones (MCZs) will be set up. The first of these around Lundy Island was created in January 2010 and was included in the Act. Lundy Island already benefited from some environmental protection but the new MCZ will mean this is much greater and more enforceable. The MCZs will have their own local by-laws which may impose restrictions concerning access, conservation and anchoring.

It is worth remembering that, through the Environmental Protection Regulations there are already substantial controls in place which minimise the impact of industry on the environment - including the coast and the marine environment.

Much of what the MFA is doing will continue. Some reorganisation of coastal offices has taken place and the Head Quarters will be based in Newcastle and not London.

Amendment of the CROW Act will mean greater access to the coast through the creation of a coastal margin available for access around the coast of England.

In organisational terms the MMO will be a Non Governmental Departmental Body (NGDB) – more akin to how the Environment Agency is already set up. It is accountable to the Secretary of State who can set performance objectives and provide “guidance”. It will have greater independence than the MFA which, in effect, is a sub-department of Defra. Funding will be through grant from central Government. The MMO will be directed by a Chair and Board appointed by the Secretary of State. A chief executive will be appointed who will have a more day to day, operational role.

Responsibility for the marine environment is a devolved matter so the MMO will only cover English waters, separate but similar organisations will be created in Wales, Scotland and Northern Ireland. This will inevitably cause some difficulties – it is quite possible for a MCZ to cross borders.

This article has been a very brief overview and there will be other organisations involved: Natural England and Environment Agency being just two. Also I have purposely stayed away from some of the more operational and political issues that the MMO will inevitably face, things like working with the parallel organisations in Scotland, Wales and Northern Ireland. Not everything will happen “at once” on the 1st April some things will roll out over 2010 and 2011. Inevitably it will take time for the new organisation to shake down and gain its own identity; certainly it is a step forward and hopefully its reputation will be a good one. Time will tell.

If you would like to know more (and there is a vast amount of information of various kinds out there!) then come and talk to me or have a look some websites. The Defra website: www.defra.gov.uk/environment/marine/protected. The MFA website: www.mfa.gov.uk

At the moment the MMO website is in the process of being created and will expand as the

new organisation develops.

As a footnote I need to add that although I am working for the MFA (on secondment from Defra) and involved in the creation of the MMO the views I have expressed here are my own and don't necessarily reflect those of Her Majesty's Government.

Club News

A packed AGM, held on 19th January at the Club House, saw club members awarded racing and club trophies.

Trophies awarded were as follows and pictured below are some of the winners.

Gliding Kestrel Trophy .. 'Jambo'
Le Harlequin Trophy ... 'Eagle'
Wooden Spoon ... 'Jambo'
Turner Trophy ... 'Knights Challenge'
Pursuit Trophy ... 'Change of Course'
Round the Island Trophy ... 'Cochise'
Genghis Award ... 'Gilken'
Sally Jennings Memorial Trophy ... Martin Owen and Trish Heywood

Miranda Trophy ... John White
Jacqui Sillance Memorial Trophy ... John Mimpriss
Mizzen Trophy ... Ken Wright
Commodore's Trophy ... Steve McCarthy

Cambria Ball ... Clive Hall
Amendments to the Articles of Association, set out on the agenda were deferred for further review, following feedback from a club member. The Committee will bring this back to members at a later date. However, the removal of clause 15.4 was approved by the meeting.

Appointments to the Club Committee were confirmed.

This year saw the retirement of Bill Swindell as

Training Officer. The Commodore acknowledged his enormous contribution to the Club's training programme and thanked him for his service.

John Lindsay will take over that role. A full list of the Club Committee is displayed at the Clubhouse and is available on the club website.

Once again the issue of the club making donations to charity was raised by a member from the floor, during the informal part of the AGM.

Presentations on the sailing and racing programme, social events, and issues affecting membership were made by committee members.





Club Regalia Available

Penants and burgees, also shirts, fleeces, caps - indeed anything can be ordered with the Club logo embroidered on it - including your boat name, if you want to build a crew strip or record a sailing event.

Catalogues and prices available from Bosun, Janet Sainsbury.

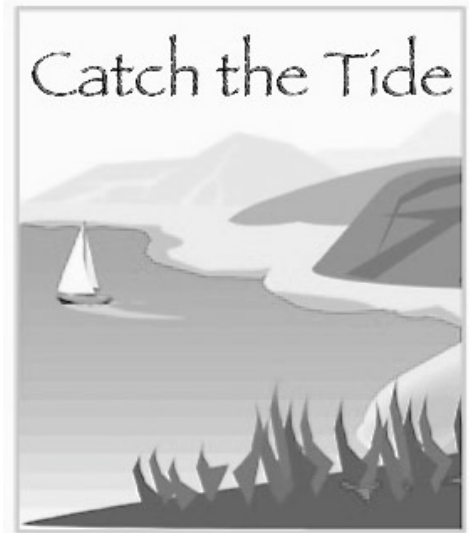
Call 07971 681 777 or speak to Janet on club nights.

Special Discounts for Club Members at Port Chantereyne, Cherbourg

Channel Sailing Club has negotiated a deal with Cherbourg Marina that enables Club Members, who show a valid membership card, to obtain 20% discount on visitors berths.

There is a link to Cherbourg Marina on the Club's website, or you can access it at www.ville-cherbourg.fr/uk.

Club Members have benefited from this offer in the past. Cherbourg is a good place to visit, whether as a destination or a stopping-off point, for a trip round the French coast.



A well-attended Catch the Tide event took place at the end of February.

With a presentation from Steve McCarthy on the season's programme and event organisers available to answer questions, it was a good opportunity for members to find out what is going on and take advantage of early booking.

The evening started with the Commodore's New Members Reception, then went into the Flag Officers' Reception.

The team organising the canapés was led by Diane Fox and provided a tasty array of nibbles and a Pimms offering a hint of the summer to come.

This year each delegate received a show bag and thanks go to sponsors, The State of Guernsey, Weymouth & Portland Borough Council, The Blue Green, RNLI, C&J Marine Limited, Seafarer Cruising and Sailing Holidays and Dean and Reddyhoff Marinas, for providing useful information and discount vouchers specifically for Channel Sailing Club members.

This event will remain a key part of the annual programme, so if you missed it this year, make sure you book it in your diary for next year.

Talking Rubbish

by Diana Coman



A walk along virtually any beach after high tide, will show just how much rubbish is in the sea.

I saw a trail of plastic cups, bottles, bits of wood, and other unidentifiable rubbish in the shipping lane when crossing the channel once. Clearly a ship had been discarding its trash as it went along and it formed an alley of litter across the sea.

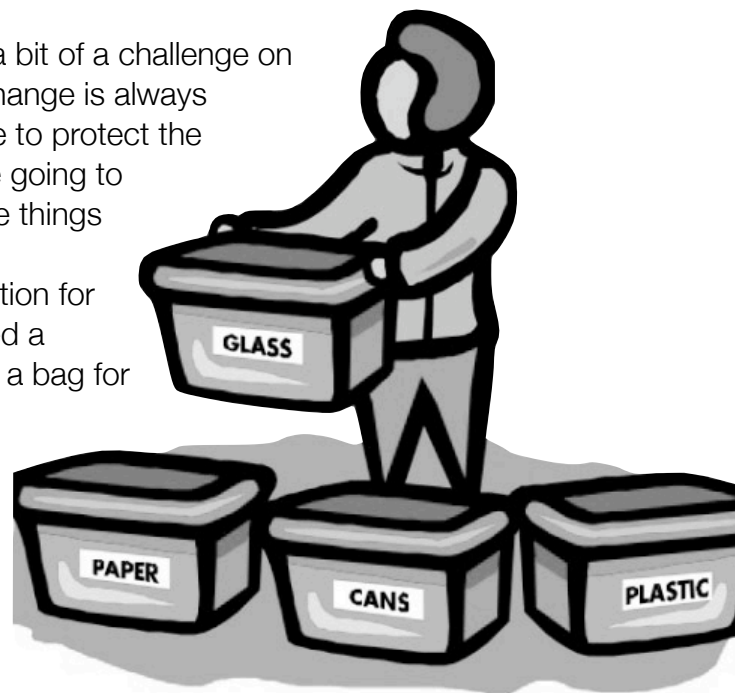
I have also been on a boat that threw anything organic over the side, including tin cans which, on one occasion, still held some of its contents, so as it came flying out of the hatch, it left bits of spaghetti in my hair as it passed overhead.

To the irritation of the skipper of 'Christopher Robin', I regularly separate rubbish for recycling when ashore. It is not the act of recycling that gets under his skin, it is coping with different bags. In a confined space managing rubbish is always a bit of a problem, particularly on long trips with few stops, so having a separate bag for paper, plastic, food waste etc, can get in the way. Many new boats have space for rubbish - friends of mine bought a new boat recently - all very posh - with built-in fridge and a bin in the galley - no carrier bag hanging off the tap. I wonder if the environmental debate will impact on boat design and we will, in the future, see a separate bin-store aboard for recycling?

Making the effort aboard is only part of the solution. More marinas are providing recycling bins, but it is, by no means, easy, and I often find I am taking a large bag of recyclables home.

It may very well prove a bit of a challenge on board, as it does ashore - change is always uncomfortable - but if we are to protect the environment we love, we are going to have to make changes to the things we do.

Now, let's see, preparation for the coming season - we need a caddy for the food waste a bag for the paper a box for the





Deal with the unexpected

Back to basics



A fine evening at Arun Yacht Club enjoying good Club Cooking

at the Littlehampton Skills & Navigation Rally on 16-17 October 2010.

Call John Mimpriss 01372 375 938 or email Johnmimpriss@aol.com

