

WAVELENGTH

The official publication of The Channel Sailing Club

Summer/Autumn 2010



Crossing the Channel

Page 15

More views on Flares

Page 12

Roger thanks Club Members

Page 4



The Nav Table



Since the last edition of *Wavelength* I have actually managed to get out on the water. My first trip out on 'Christopher Robin' was

the annual Round the Island Race. Given that last year we never got to the starting line, I was hoping for better luck this year. In the mouth of Portsmouth Harbour we had another engine failure - and I thought history was going to repeat itself. You can read about how we got out of the Harbour on page 4.

The CSC Committee is keen to get members more involved in awarding club trophies. See page 18 for details.

Channel crossings are a theme of this issue with a first-time traveller telling her story on page 13 and some tips on how to plan for the trip on page 15.

During the summer we received the sad news of the sudden death of Maggie Pryce whilst on holiday with her husband, Alan. Many CSC club members attended the service celebrating her life, which was held in Bookham, near their home. Maggie was a real party girl and she had a fondness for hats, so Alan specifically asked the women attending the service to dress up and wear a hat. During the service we learnt more about Maggie's life outside Channel Sailing Club; her time at university and her career and charity work. Alan gave an affectionate and funny tribute to his wife and companion of over 30 years. Despite it being a very sad day, there was so much to celebrate about Maggie's life, her commitment to her family and friends, to her charitable interests and to making every moment of life count.

Diana

Word Search

Find the names of seas.
No prizes - it's just for fun!

- Black Sea
- Atlantic Ocean
- North Sea
- Celtic Sea
- English Channel
- Bay of Biscay
- Indian Ocean
- Gulf of Oman
- Taiwan Strait
- Yellow Sea
- Pacific Ocean
- Java Sea
- Baltic Sea
- Red Sea

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

Editor Diana Coman

News, Letters & Pictures to
[Wavelength@
channelsailingclub.org](mailto:Wavelength@channelsailingclub.org)

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

'Whisper', photograph courtesy of
Dave Norris.



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

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



The Commodore's Cabin

The first signs of autumn are now upon us and I'm sure that many of you are now thinking that the season is fast coming to the end.

However, that need not be so – especially as quite often some of the best sailing within the Solent and environs can be found in the winter months. Among the other events that we organise over the winter months is the Commodore's dinner arranged for early December in Cowes – which I recommend to any of you who have never tried it.

You will recall that I had a rant earlier in the year about flares, their confusing methods of use and the problems associated with their disposal. Not only did I raise it as a topic within the club but I also wrote to magazines, RNLI, MCA and other interested bodies pointing out some of the obvious pitfalls of reliance on pyrotechnics and suggesting that modern technology had made their carriage obsolete. Further I identified that on the market there is now available a battery operated laser flare which is simple to use and a highly effective method to enable the location of a boat or a survivor. Other than earning myself a bottle of Whisky for my 'letter of the month' I'm happy to see that official opinion is now changing on the subject of the carriage of flares. I would not want to give the wrong impression and most certainly its coincidence but recently the RYA guidelines on their website were changed to reflect this shift of opinion including recognition of the benefits of DSC VHF and epi-rb's. Most importantly I see that they have identified laser flares as recommended if the carriage of pyrotechnics was not wanted. If you are ever sailing with me ask to me to show you my laser flare. It's impressive.

During my time on watch over the last three years I've been aware of the number of new members who have joined and become established and active members of this club. Even more pleasing has been to see one or two individuals getting more involved in the club by becoming an event organiser. As my time as Commodore comes to an end at the next AGM I and others will step down and move out of the committee; although our committee works well and is effective it also important that it is always open to new faces and differing opinions and ideas. So now is your chance! At the next AGM why don't you put your name forward to become involved on the committee in the running of this fine club?

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

A huge thank you to Ken Wright and the crew of Gilken

Whilst not a club event as such, a few club boats took part in this year's Round the Island Race. Like last year, a Channel Sailing Club team was registered. The Skipper of 'Christopher Robin', Roger Roberts, tells his story.

Last year, I set off to compete in the Round the Island Race and half way across the Solent the engine failed. With oil spraying round the engine compartment, it was clear that something serious had happened. The time constraints of a crew member dictated our participation in the race and sadly we were not able to start the race. My disappointment was more acute because the previous year I took 'Christopher Robin' round two-handed and we had a really good race.

Taking part in Round the Island is a must on my sailing calendar. There is something of the London Marathon about the event - elite teams competing in the same event as the fun-runners. I am hugely competitive but I do know the limitations of 'Christopher Robin'. As a 26ft bilge keeler, she is not the fastest boat, but in recent years, I have made adjustments to the rigging and her sailing performance has improved.

I spent all winter getting the engine sorted out and doing the usual round of repairs and maintenance. The Round the Island would be the first time out on the water since the last failed attempt, so I was looking forward to it.

I crossed my fingers as I started up the engine and we pulled out of the mooring. There was not much wind and I just wanted to get across as quickly as possible and settled for the night, so a gentle motor over was the plan.

We were almost out of the harbour when there was a spluttering sound from the engine. It

seemed to recover, carry on for a bit then stop altogether. With no power we now scramble to get the sails up in the hope that what little wind there was would be enough to get us out of the way of the boats coming and going. This was history repeating itself. It was while all this was going on that I heard the dulcet tones of Pete Thomas. Turning, I saw Gilken coming towards us, Pete at the helm. What luck! someone to help get us out of the harbour entrance.

The crew of Gilken tied along side and towed us out of the harbour. They were aiming for a mooring in Cowes. We had decided to moor up in Osborne Bay, knowing that Cowes would be packed - and with no engine, it made even more sense to moor up and then sail to the start of the race the next morning.

Alan Pryce, one of the Gilken crew, offered to come on board and help me fix the problem. The spluttering suggested something wrong with the fuel supply, so we systematically went through the fuel system. It is sods law

that it will be the last item you check and it was no exception this time. As Alan pulled-off the last bit of fuel line, we found the blockage. After a bit of poking and prodding, the lump of muck stuck at the elbow of the pipe cleared. A few minutes later we had the engine working again.

Ken Wright and the Gilken crew had planned to motor to Cowes and watch the England match in a local hostelry. Helping us meant that they did not get to see the start of the match and enjoy a pint of good ale. It was good of them to sacrifice an evening in a pub watching the England match to give us a hand. So a huge thank you to Ken and the crew, Alan Pryce, Trevor Barker, Pete Thomas and Chris Manby. And a special thank you to Alan for getting aboard and giving me a hand to get us going.



French Regulations on Safety Equipment for Leisure Craft

We enjoy a light touch with regard to national regulations governing leisure sailing in the UK.

Other States take a more authoritarian approach not only in the requirements but also in ensuring adherence to them. I'm aware of UK flag vessels being boarded and inspected by a number of continental authorities and thus thought it would be an interesting exercise to see what could be the rules that could be applied to us in the event that regulation was imposed either by the EU or locally by the MCA. The following is a précis of some of the regulations that exist in France. It is not clear whether they could be applied by the French Authorities on British Flagged vessels but it does give the skipper a clue as to what to expect in the event that his vessel is examined by the French Authorities.

Article 240-3.06 – Craft sailing more than six miles from shelter shall carry on board the sea going protection and safety equipment laid down in Articles 240-3.07, 240 – 3.08 & 240-3.09.

Article 240 – 3.07 – Basic Protection and Safety Equipment

For each Person on board an individual floatation device {Life jacket};

A luminous Tracking device {either a fixed searchlight or a waterproof Torch/spotlight capable of immersion for up to one hour};

A means of recovery for persons overboard {depending on size of craft a ladder, net or fixed handles};

One or more mobile fire fighting resources. {Detail elsewhere in the articles cover serviceability, size, positioning and (depending on the size of engine) either a built in extinguisher or an access hole to fire into the engine bay from outside.}

Article 240 – 3.08 – Coastal Protection and Safety Equipment

A life buoy or each member shall have {wear?} an individual life jacket;

3 automatic hand held red flares except when the vessel carries a DSC VHF radio {fixed or portable but provided that if it is portable it must be capable of withstanding immersion};

A signalling mirror;

A means of making sound signals;

A magnetic Compass {fixed temporarily or permanently} that is visible from the helm;

In date nautical charts for the intended sailing area either



in electronic format or in hard copy;

Copy of the International regulations for prevention of collision at sea;

A document containing navigation buoys and lights for the intended area of sailing;

Article 240 – 3.09 3 Parachute flares except they are not required if the vessel has a DSC VHF radio as described in para 3.08 above;

2 buoyant smoke signals;

One or more inflatable safety rafts in accordance with the number of persons on board;

The updated Light Book: Directory of Tides: {Should be in date.}; A Log Book, labelled as such, containing at least:- composition of crew, time the vessel sets sail, weather forecasts and weather observed, the position, the route followed and the speed at regular intervals, consumption and stock of fuel, and any incidents, breakdown or damage onboard or observed near by; A device enabling Marine forecasts to be received on board; One on-board harness per person;

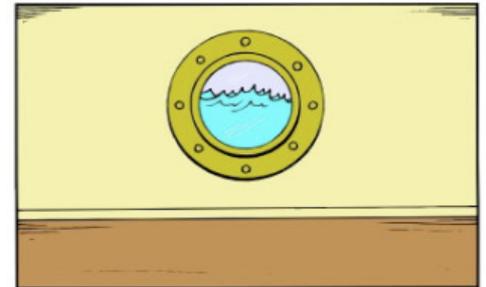
A first aid kit containing: 5 sterile gauze compresses; Chlorhexidine in 0.05% single dose aqueous solution; 1 sponge dressing gauze; 1 roll of 4m crepe bandage width 4cm; 1 roll of 4m self adhesive bandage width 10 cm; 1 box of adhesive

plasters in 3 sizes; 4 pairs of non sterile examination gloves in sizes M & L; and any other contents which the skipper deem necessary for the planned voyage;

Note: The regulations are not easy to understand and at times detail is contained in other divisions or articles. This précis is my interpretation of the regulations and may not be fully accurate.

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.



Dubarry Boots

I've had my Dubarry sailing boots for nearly ten years now and they have done many thousands of sea miles. They are by far the most comfortable and warm boots I've owned and although they weren't cheap I felt it worth the investment. This season however I noticed some leakage and the sub-soles were parting from the boot in places. The boots themselves are still in good condition and at just under £200 for a new pair it seemed a shame to throw them away. I'd heard about Dubarry's repair service so I thought I would give it a try and posted them off to Ireland.

For £45 (including return postage) Dubarry re-lined the boots with GoreTex, fitted new soles and sub-soles, fitted new leather around the top of the boots and even put new badges on the sides. The boots came back almost new and were returned within seven days.

Overall an excellent service and at well under a quarter of the price for a pair of new boots I felt good value for money. So for anyone with an ageing pair of Dubarry boots the repair service is worth considering before condemning them to the bin or boat jumble.

Peter Bridge

Change of Course 2011

After a very busy, but not glorious year, I am considering the JOG Offshore series next season, and would like to hear from any club members wishing to extend their sailing experience and commit to a number of Channel races.

This would exclude June, when I am committed to the Azores.

I also hope to compete in another Fastnet, which takes place 14th August taking about a week.

The JOG programme can be viewed on the web and the first race is 9th April. Give me a

call on 020 8394 0546 to let me know if you would like to take part, or if you want to know more about the programme and what the commitment would mean.

Keith Gibbs

Skipper

Prop Damage

'Christopher Robin's' first trip out saw the engine stop because of a fuel blockage. The journey home was also without engine, as a crack in the water header-tank lid meant the water could not be sucked up into the system, resulting in the engine overheating. So, imagine my delight when on only the third trip out on the boat I picked up a pot buoy.

I have been reading a number of reports in sailing magazines and picking up reports from local sailers, about pots in the Solent which are increasing in number, poorly marked, with plastic 5 litre cans used as floats, often on short

ropes, so that in a flood tide they bob about just under the surface and out of sight.

This is clearly what we picked up when on the Proms Rally on our way to Cowes. High pitched squealing came just before the boat stopped dead in the water.

Initially I thought that the prop had actually fallen off, but an inspection in Cowes Yacht Haven (I got the snorkel and goggles on and dived under the boat while about seven club members stood on the bow) revealed that the prop was still attached. A fuller inspection back at my mooring in Gosport revealed that the prop shaft was twisted and an insurance inspection flagged-up further problems. Stress on the engine mounts means they have to be

replaced, and the coupling was fractured.

Fortunately the insurance company is prepared to cover the damage. The boat is now out of the water and being fully repaired. Estimate puts the work at £1000 plus parts. Ouch! Early indications are that the engine is OK - the pin in the prop shaft which is designed to snap under load to protect the engine, did its job, but it still took a huge amount of pressure to break the pin.

This is clearly a hazard that we are going to have to be more alert to in the Solent.

Roger Roberts
'Christopher Robin'

Wooden Spoon Race

After winning the Wooden Spoon Race for the past two

years, we sadly lost to Chichester Cruiser Racing Club.

But the most disappointing aspect was that we only had three entrants. Seven boats were entered but lack of crew meant four had to withdraw and three owners transferred to help on other boats.

This is the oldest trophy in the club; its been going for 35 years.

This is an appeal to crewing members to support the club programme. The club depends on both owners and crew supporting each other, so please think about taking part on some of the racing events, as well as the cruising programme.

Thank you.

Keith Gibbs
Skipper, Change of Course.

Members award Honorary Life Membership to Dave Norris

The sailing story began in the late '50s when his girl friend Jane taught him to sail an old family dingy in Suffolk. Incidentally Jane's teaching must have been effective and there was a further benefit from it: they were married shortly afterwards and have been together ever since. This developed into an old and much bigger gunter rigged mahogany plywood carvel called "Sea Piper".

Later an unpainted Mirror dinghy was brought back from Leicester on the roof of a mini. This was finished off by David during the power cuts of the 3 day weeks of the 1970s – the work being done in the dining room by candle light.

The needs of the family meant something larger was required. This came in the form of an Achillies 24 called "Andante" from the river a Deben in Suffolk This was eventually towed to Chichester by Fred Williamson after 3 years sailing the east coast.

One autumn evening David joined the beginners navigation classes at Ewell and was dragged off down to the Green Man in Ewell for a G&T thus arriving home much later than Jane expected. After a week or so the "teacher", David Evans, said: "Oh you'll do – we someone to write out the name & addresses of all the Pirates Cruising Club members on these newsletters". After a box of chocolates to a clerk and the Pirate

members addresses were added to a tape file of “retired persons” of the CEGB; the mainframe computer printing all the address labels exactly as required! David thus became an active member and then secretary of the Pirates Club which of course has evolved into the CSC we know today, he has also been the Safety Officer and Commodore.

Like many of us, David took all the RYA classes in the “usual and traditional” chalk and blackboard fashion including his Astro and RYA Instructor practical. One of his Yacht Master experiences was with Colin “Mac” Mackinlay Clarke (himself a founder member and future Commodore) on a Westerly 33 called Fizzgig. During a harbour blow David and the other trainee were hanging on to a buoy using a boathook. Mac came forward and tied a rolling hitch around the pole and they remained that way while having a brew.

As David points out this is something he would never do today!

Along the way he and Jane brought a new boat which will forever be associated with them: A ‘Rustler 36’ called “Whisper of Deben” named after the river where they learnt to sail years before. Whisper did all the Channel ports, Biscay, Holland & Southern Ireland in various weekends and holiday times. David (and Whisper) also became very involved with sailing for the blind. In a similar vein he remains an active supporter of the Jubilee Sailing Trust.

So that is the biography but what is the character of this man?

If you tried to sum up David’s contribution to the Club in one word then you probably say: “Education”. You could easily add: “enjoyment, safety and always willing to help”.

His contribution to this Club has been in his teaching and in the encouragement for others to learn emphasising that the learning process never ends. The wise sailor does not forget the ‘ancient ways’, “you don’t need charts as barge sailors could not afford them”. Then there is the

importance of knowing, recognising and using the strengths (and weaknesses) of the crew and the vessel. If one had a problem, such as “no engine” David’s reaction would often be to ask how did they used to do it before engines? Something he would demonstrate by removing the starting key from the engine of Whisper and then encouraging you to find another way.

“The GPS has gone down” someone would say, “Oh dear, David would say (as he turned the electrics off completely) – what you going to do now?”. Panic? I don’t think so! But under David’s guidance we would get home safely having learnt much along the way. “Floating is not dangerous but grounding is deadly.”

David has an “intellectual curiosity” and the practical mind of an engineer. One could easily imagine him as Harrison of the chronometer fame, developing those time pieces which first

worked out a safe means of determining Longitude. A Phd in electrical engineering from Imperial College was used in a career which included: steam turbine instrumentation and trouble shooting the computer systems of the CEGB. Retirement gave him time for research into pendulum clocks and the

opinion that Harrison could have done better by controlling the arc of a much larger swing.

A dry and warm sense of humour – jokes are shared and enjoyed, his laughter being heard on many occasions. “I remember the time when

David talks about “the tribe” that is the CSC club, the wide and diverse practical knowledge that that tribe contains and the importance of passing that knowledge on. There is also the pleasure in sharing the success and achievement of others. “Bring any problem down to the club and you will soon find someone that knows the answer” David has very much been a central part of that tribe which is one reason why we recognised his contribution (and expressed our gratitude) to him as an Honorary Life Member of the CSC.

... an “intellectual curiosity” and the practical mind of an engineer.

Eight Go Moorings in Turkey

by Steve McCarthy

Saturday 5th June

Check in at Gatwick for flight to Dalaman, Turkey, en-route to Gocek where The Moorings have a yacht charter base. It's a CSC party of eight – Steve & Marilyn McCarthy, Martin & Jane Shott, Mac Keight & Angela Walsh and Colin & Diana Jackson. Chartered two Beneteau 393

Sunday 6th June

We decide to first have a lunch stop at Tomb Bay. It's all part of a plan done by Jane, our navigator-in-chief and tour guide for the week. Papageno crew see some large tombs hewn out of the rock face and decide to try mooring up to the shore underneath one. All good fun with the



boats for a week of sailing around the Lycian Coast.

Everything goes well, no delays and the airport pick-up whisks us to the base in no time at all. There lie waiting the boats - Papageno (the bird catcher from the Magic Flute) and Sharon Denise (yes, no kidding!). After briefings and a bit of provisioning it's off to Gocek on the free marina ferry to Gocek town for an evening meal. Among the waterside restaurants we quickly choose the Kebab Hospital – we know the name from after seeing it in magazine articles and hearing about it from another club member.

anchor, and a line ashore using the dinghy. Managed to scramble up the hillside to investigate the tomb. Unfortunately Sharon Denise couldn't find any good holding so went off for a sail around the bay before moving to next port of call, Kapi Creek.

Papageno decided to sail around a large island for fun before going to Kapi Creek, which proves to be a popular place with a queue of boats trying to get into a small bay. It's the first of numerous encounters of a man waving from the shore indicating we should back the boat up to a rickety jetty and take a 'lazy line' offered by him.

This is a remote place with just a beachside restaurant, which we thought was fine when we ate there. Bizarrely late in the evening we see a large group of diners have a talk using images shown using a PC and screen projector. This was a large party of Russians who seemed to be following a very similar itinerary to our own. Later in the week we met a couple of British women who didn't like the place and renamed it by inserting another 'r' in the name.

Monday 7th June

A long sail today to get to Ekincik, the little village which is the hopping off point for a trip up the Dalyan River. Sailing upwind. we're not too



impressed with the pointing angle of the boats and the sub 5 knot speed. Managed to cover the 25+ miles in a decent time after motor sailing round a couple of big headlands. Decided to moor up on the side of the bay where there is a restaurant up the hillside with beautiful views. This place is My Marina and what a contrast to Kapi Creek. Millions have been invested in superb jetties and facilities, all to support a restaurant. It's all free (except water and electricity) as long as you eat at the restaurant, where the waiters are all dressed up and they wheel round trolleys displaying the food. It's a big restaurant and we see a long file of people come and sit down all together. It's the Russians again!

Earlier on we had negotiated with the local 'Mr Big' a rate to hire a boat to take us on the Dalyan river trip the next day. We think we got a good deal by paying for the whole boat rather than per person. It turns out the local 'men with boats' operate a co-operative, or maybe it's a cartel. There are certainly plenty of them.

Tuesday 8th June

The boat arrives and chugs off on the couple of miles to the river entrance. This is a world famous place which starts with a superb beach and then huge area of reed beds which are full of water channels like a gigantic aquatic maze. We first take the offer of seeing some of the famous loggerhead turtles which inhabit the area. We go alongside a boat that catches the unique blue crabs that only live in the mixed salt and fresh water environment. Much to our surprise the way to see a turtle is for the fisherman to toss a crab into the water with a line round it and then shout very loudly 'come on baby, baby'. After doing this a few times a large turtle appears, follows the crab as it is pulled back to the boat and then allows its head to be stroked by the fisherman – quite amazing.

Further up the river we moor up and visit the ancient ruins of Caunos. These date from 900BC. This was a city and port in a spectacular location complete with amphitheatre and acropolis and with features from both its Greek and Roman occupants. Further up the river in the cliff opposite the town of Dalyan are the spectacular huge rock tombs carved out of the cliff face, an incredible sight!

When we get back to My Marina we decide to go to the other side of Ekincik bay where there is a small village. We end up mooring against a rock shore where there are lazy lines and a man who says we must pay harbour fees of 50 Turkish Lira (about £23 plus optional electricity and water for 50% more). Later he comes back and decreases the price to 30 TL – we decide to pay up, never knowing if we are being conned or not. Who should be moored alongside us but the Russians in a small flotilla of yachts. The crew are a motley bunch - most noticeable are the range of middle aged men and the number of young people, many girls. That evening we go to a beachside restaurant and who should all appear but the Russians again. Can we manage to shake them off, this is three nights in a row! After eating we see their leader at close quarters. They bring along their own P.A. equipment, plus PC and projector. The leader stands up with a mic and starts talking, and talking, and talking. It all sounds deadly boring and lasts well over half an hour. At the end the group gives a muted round

of applause. We leave not having a clue who they really are and what their nightly talks are all about. It feels like a relic of USSR communist party youth camps.

Wednesday 9th June

Today is our longest sailing day with over 35 miles to cover. We are off to Fethiye, the local major town. It turns out to be another mixed day of early motoring and then sailing. Fethiye has a huge waterfront with dozens of large tripper boats lining the quayside. We decide against going into the very large marina and instead opt for a local waterside hotel which has a nice pontoon for visiting yachts. It turns out to be a good choice. There is only small charge as long as we eat in the hotel restaurant. This turns out to be very reasonably priced and we dine by the water's edge. The hotel has just been re-built and has beautiful new facilities available to us including a lovely swimming pool.

We all explore Fethiye which is a lively place with a fish market and also its own amphitheatre and rock tombs. We are amazed to even see a large turtle just swimming around the fishing boats at the crowded quayside – who said these are elusive creatures!

Thursday 10th June

We are off to Coldwater Bay another remote spot beloved of visiting yachts. Its name comes from the cold springs which feed into a small part of the bay. We manage to get moorings right by the springs. The water is a real surprise because there are layers of water of differing temperatures. It is also very popular with the large day tripper boats from Fethiye and Olu Deniz. They back right up to where we are moored and large numbers of people jump in the water to have the 'cold water sensation'.

In the evening we dinghy ashore and walk up a rough track to the restaurant overlooking the bay. The views are superb. Who should be waiting for us other than the man in a small boat who had supervised all the yachts getting moored up to the shore. It turns out he owns the restaurant. He has operated it for 26 years during the summer months. It is very impressive given that it is not connected to a road and everything has to be brought in by boat. After we pay for the meal we are delighted to be invited back for a complimentary breakfast in the morning.

Friday 11th June

This is our last sailing day. Papageno decides to visit Olu Deniz, reputed to be the most spectacular beach in Turkey. It doesn't disappoint. Unfortunately boats are no longer allowed in its lagoon behind the beach, so the crew dinghy close to the entrance and then go for a swim – fabulous; after lunch they head back to Gocek

Sharon Denise took a leisurely sail back to Gocek having a close encounter with a local gulet which was drifting whilst sorting out their sails. Then made an attempt to circumnavigate one of the islands under sail but a narrow sheltered channel foiled the attempt as the wind disappeared.

The boats met up again as they approached The Moorings marina base when it started to rain. There is plenty of it and it lasts for a few hours - very unusual say the Moorings staff. In the evening we take the ferry again to Gocek town and eat at a restaurant we picked out the previous time. We feast on a number of shoulders of lamb and a whole salt encased fish, all baked in a stone oven – delicious.

Saturday 12th June

Our flight is at lunchtime so most of us go shopping in Gocek, although we don't buy much in the end. The weather turns really hot – maybe the rain has brought a change.

Afterthoughts:

It was a great holiday in a lovely area with a good mix of sailing areas and memorable places to visit. Going in early June meant that the temperatures were quite comfortable particularly at night. It was surprising to see the large number of gulets (the traditional Turkish two masted sailing boat) – they seemed to occupy virtually every little inlet along the coast presumably all with holidaymakers aboard. We all spent less money than we anticipated even though we were prepared for Turkish prices being roughly equivalent to UK ones. Any surprises – well the local red wine was much better quality than we expected!

*Picture Page 9: l-r
Marilyn McCarthy, Jane Shott, Diana Jackson ,
Steve McCarthy, Angela Walsh, Mac Keight,
Colin Jackson and Martin Shott.
Picture Page 10: A peaceful anchorage*

Flares could be scrapped - maybe ...



The Editor of Northney Marina Berth Holders Association allowed us to print the following article from their newsletter.

The debate about the future of flares is going on across the sailing fraternity. If you have a particular view, why not write a letter for publication in The Porthole?

How many NMBHA members feel less than comfortable carrying highly explosive pyrotechnics on board? Most of us do carry up to date flares as a means to alert those sufficiently near us to render assistance in emergency. A marine flare can help indicate an approximate position of a vessel or person in distress on the water, but are these 'safety' aids really as important as they may have been in the days of poor and unreliable radio communication and the pin-point accuracy of GPS? Indeed, can they be called safety aids at all?

There have been numerous flares accidents over the years sometimes where they have not been used for emergency reasons. Let's face it, flares have a shelf life of three years

following which their manufacturers insist they will likely destabilise and must be changed otherwise they could be unsafe to use.

It is questionable whether carrying highly inflammable chemicals on board a small vessel is a risk too far. There is enough flammable material carried on vessels in any case, so any reduction must be seen as a sensible step forward.

Even in good visibility and benign sea conditions, reading the small print of instructions on flares is none too easy. At night, with heavy seas, it can be at best much more difficult. Just getting into a good position to fire the flare may not be possible. Firing one from a life raft is fraught with potential danger from causing injury or fire.

Now consider the alternative. Examine the array of top quality equipment available and often installed on most small vessels.

First there is DSC VHF connected to GPS. A continuous updated position is given immediately the red emergency button is depressed alerting all ships and coastguard of a 'concern' giving boat details and type of problem. That

seems a whole lot more accurate than hoping someone will spot a red flare 300 metres high in the sky.

Next there is the EPIRB. Once the EPIRB is triggered, a constant stream of information is being sent to emergency authorities, again with valuable information about the vessel and crew. And it goes on sending this automatically for hours!

So - you have to abandon rapidly to the life raft with no time to make a radio alert. Prudent sailors will have a panic bag containing hand held DSC VHF and either an Iridium or mobile phone as well as a PLB (Personal Locator Beacon). A PLB does not cost a great deal and some of the latest models provide global coverage. A powerful torch for signaling is essential, but there are laser light beams available these days. Some of the latest laser torches can provide a beam of three miles or more and with a beam size of a couple of inches are not hazardous to aircraft.

Somehow these modern safety aids seem a whole lot more reliable than an outdated firework, and removing flares from a vessel is one less serious flammable and unstable chemical.

A virgin cross-channel sailing

by Caroline Bailey

Are you are a new member and thinking about joining a club event and taking your first cross-channel trip? Caroline Bailey has been a member of Channel Sailing Club for a couple of years. Here she tells *Wavelength* what her first cross channel sailing trip was like.

Now that the headline has got your attention, I must confess I wasn't quite a virgin... David and I joined CSC in spring 2008. We enthusiastically signed up for the mid-week cruise to Fecamp and Honfleur and this was my first channel crossing in a sailing vessel, though with very little wind, the engine did all the work.

So when John Mimpriss offered a 4-day cruise with gastronomic feast for the following year's May Day weekend, we put our names on the list.

At the time I was in the middle of CSC Day Skipper course on Saturday mornings, so was hoping some of my newly acquired theory skills might be useful. Once again we were allocated to 'Whisper' skippered by Byron Turner, with Dave Norris and Paul Wyatt on board too.

Arriving at Chichester Marina late on Thursday evening, we joined our fellow sailors on board. I may have done the course, but I don't have a great deal of enthusiasm for the intricacies of navigation, so whilst David and Byron discussed charts, tides and wind, I made a cup of tea and stowed all the gear, food and drinks that we'd brought. Just before midnight, we slipped mooring lines and headed for the fueling pontoon – the weather forecast indicted that we should be motoring for most of the way over.

After negotiating our way to the Chichester Bar with only a brief meeting of keel on sand, watches began. Byron, Paul and I settled into the cockpit, but after a while Byron went to get some rest. Paul and I were not alarmed when it became a little foggy, but when coming back to join us, Byron was quite concerned that visibility was not as good as it had been. Having since sailed in fog from the Isles of Scilly on a boat with radar, I now realise I should have been much more concerned about crossing shipping lanes.

We arrived in Cherbourg mid-afternoon and Byron, once the author of 'Neptune's Notes' restaurant reviews for *Wavelength*, went in search of a suitable place for our evening meal. I went for a shower – a girl can only stay dirty for so long!

Byron met up with another club boat and we made a reservation for them too. Just as we were setting off for dinner, a smart yacht moored alongside us. The very friendly crew asked if we had a restaurant recommendation – thinking they were part of CSC Byron offered to book for them too!

Saturday dawned drizzly and overcast and we were feeling disappointed. However, as we prepared to leave for St Vaast, the weather quickly improved and we had a lovely sail around the peninsula. As I applied factor 30 to my face, I thought how one must remember these glorious hours under sail as they do compensate for the night sailing accompanied by the chug of the diesel engine. We dodged all manner of fishing pots, vessels and buoys to arrive in St Vaast in warm sunshine and join the other nine boats of the club squeezed onto pontoons.

The next few hours were very amiable and sociable, largely thanks to John for providing drinks on [and off] 'Lonk Avel', but also to all club members who have made us welcome. The service at our evening dinner venue was rather slow, but I preferred this as it allowed plenty of time to chat.

And so to Sunday. After a leisurely breakfast and stroll around the town, we assembled at the coach at 11.30am. Counted on by a familiar 'captain-like' voice, we were taken on a brief coach tour with commentary by John Kibble. After a photo opportunity on the hillside, where three old cars [Austin and Messerschmitt] attracted nearly as much attention as the view, we arrived at the village hall, a hastily rearranged venue as the Cave L'Enchanterie building schedule had overrun. The rosé crémant, as sampled the previous evening courtesy of the Commodore, was delicious and perfect for a warm May lunchtime aperitif.

The following leisurely lunch of local oysters, charcuterie, salt marsh lamb, frites, cheese and

strawberry tart, all accompanied by a variety of wines to taste, was a delight and remarkably good value at 22 euros. Skippers were then dispatched to the Cave with orders (and credit cards) whilst the crews strolled around the village. The short coach ride home was accompanied by a chorus of snoring.

In order to get back to Chichester in good time, after the delivery of our ordered wine, Whisper was the first boat to leave St Vaast late on Sunday afternoon. And this is where the virgin in the title appears – we sailed all the way back, my

virgin sailing across the channel! Perfect winds blew us all the way home. We arrived back in the Marina in time for breakfast, folded sails, cleaned decks and took our leave of Whisper.

We particularly appreciate the experience and advice we gained from sailing with Byron and thank him, Dave and Paul for a great weekend. Merci bien too to John Mimpriss for his organisational marathon and John Kibble too.

Club Members make it to the Caribbean

Jim King and Anne Hulbert arrived in the Caribbean - at Guadeloupe on the 22nd March after 27 days at sea.

They sailed 2,940 miles, averaging 108 miles per day. "It seems an awfully long way to go to end up in France." Anne told *Wavelength*. Guadeloupe is a French island. It is a department of France and is in the EU,

The weather on the crossing was generally very kind to them. We had no strong winds or very large seas. Their main problem was in fact the reverse, light winds - hence the slightly longer than expected trip.

Their highlight of the day was getting a weather forecast from Herb, a Canadian who for over 20 years has been providing weather forecasts for sailors doing long distance passages. They also had contact with other boats who were receiving forecasts from Herb.

Dolphins visited them during the crossing and they saw lots of flying fish. Some actually landed on deck which they had to throw back and one even leapt across the cockpit, under the spray-hood and down into the cabin, landing on Anne who was down below making a cup of tea!!!). They also think they saw a pod of pilot whales. We also saw a large creature leaping right out of the water and crashing back in again, it kept it up for at least 20 minutes.

Three weeks was long enough though, and they were glad to see land.

They planned to stay in Guadeloupe for a short while, before going on to the US Virgin Islands to meet Jim's son and daughter-in-law Rob and Christine. Meanwhile, they enjoyed the friendly atmosphere and good weather. Although it was very hot, the trade winds kept them a little cooler.

Are you in touch with Club Members currently sailing round the world? Or have you met former club members whilst out sailing?

We want to run stories about club members sailing beyond the UK shores, so if you are exploring new ports and places, or you meet up with people who have been either Channel Sailing Club or Pirate members, please let the *Wavelength* Editor know. Take a photograph (obviously make sure they give their permission for the picture to be published), and if you have a short anecdote about your encounter, all the better - but it is not essential.

Thank you.

Tips on preparing for and surviving a Channel Crossing to Cherbourg

by John Kibble.

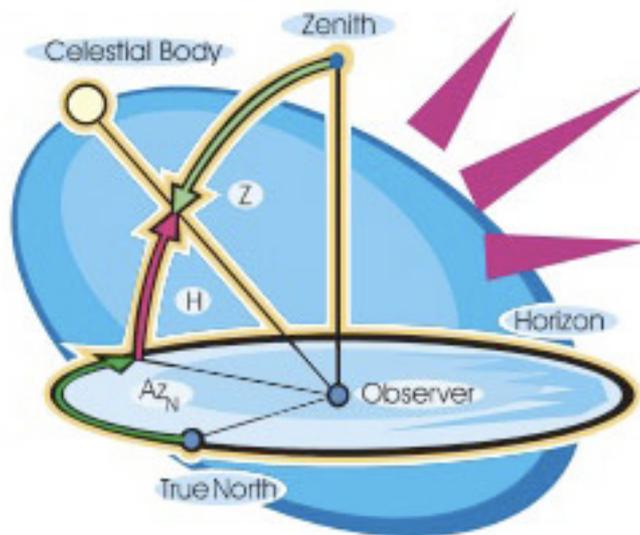
Managing the Channel crossing from [say] Chichester harbour to Cherbourg is a straight forward navigation plan and there is little to fear if thorough planning is done before undertaking the passage.

Here are a few tips which you might not find in the usual training book for those who may be making their first Channel crossing passage.

Check that fuel tanks are full as well as the spare can and that the engine[s] has been carefully checked and serviced. Carry some tools, some basic spare parts and some spare engine oil.

Make sure:

- that the skipper and each crew member has a VALID passport.
- that the correct [up to date] boat documents are on board. [Registration details such as Part One registration, Small Ship Registration, plus vessel insurance details and a vessel VAT receipt are sometimes required for French Customs if asked]
- that the correct paper charts are on board. Don't rely on electronic charts. Have a current almanac on board.
- that each person has a life jacket and harness! [Mandatory under "Division 240" in France]
- you have your VHF licence certificate on board. [You may be asked by French customs] If you have a DSC VHF, input to the memory the MMSI numbers of the UK and French Coastguard.
- crew members know how to operate the VHF.
- you have told someone ON LAND your passage plan and ETA.
- that there is an inflatable and/or a life-raft on board. Also check that the life-raft service is in date. [Mandatory under Division 240 in France]
- that all flares are in date and do not carry out of date flares. [Mandatory under Division 240 in France]



- that a detailed written LOG is maintained of the passage. [French customs sometimes ask to see it!]
- there is sufficient fresh water on board for the duration of the passage.
- that there is a FRENCH COURTESY FLAG on board and hoist it well before entering French waters. It is proper and professional to use the red ensign when out of UK water, not a defaced blue ensign, although the French officials usually turn a blind eye to blue ensigns.
- you carry a first aid kit. Make sure that any crew member requiring regular medication has a supply. Take the European Health Insurance Card, one for each person to obtain reciprocal medical aid if required when in any EU state.
- you have a good Channel tidal atlas on board to plan the best use of tides.
- that there are the correct number and up to date fire extinguishers on board. [Mandatory under Division 240 in France]

Without FAIL, make a routine safety traffic VHF call on Ch. 67 to the (Solent) coastguard when departing or underway. Write down the time of this important message in your LOG. [Use Solent Coastguard MMSI to make initial contact if you have DSC VHF]. The ROUTINE TRAFFIC report to Solent should contain the following information:

[Write it down beforehand as a reminder of what to say if it helps.]

- Name of Vessel [be prepared to spell it phonetically]
- Number of persons on board
- Provide departure time from port and proposed destination port. For Example: "I am leaving

from ***** (I have left at**** from *****) and my destination is *****.”

- Give the ETA at proposed destination [e.g. My ETA is at **** hours local time (or UK time)]

Provide Solent coastguard with CG66 information if you have filed a CG66 safety information record that has previously been given to Solent CG. The passage plan is not difficult to set up, but again some tips that may be helpful.

Waypoints

Many sailors enter the waypoints of Chichester Bar beacon, then the EC2 mid channel and finally the East entrance of Cherbourg. That is fine, but often the biggest hazard can be the local sea fog along the French or UK coast and onto the land behind. It is wise to add waypoints from your home marina and along appropriate key positions out of [or into] Chichester harbour to lead you to the exit of Chichester harbour (or wherever you leave from). The same applies to your arrival at either the east or west entrance of the Grand Rade of Cherbourg. Remember, it is at least another 2 miles to cross the Grand Rade to enter Chantereyne marina. Do not mistake the entrance and go into the French navy port next to the marina! [Several times, I have had to lead other yachtsmen into the Cherbourg marina during foggy conditions from the outer Rade as they had no waypoint marks to cross the often busy Cherbourg outer harbour in poor visibility and they could not see or identify the marina entrance.]

It is no problem in good visibility as you can easily navigate by sight. But a nice dense coastal

mist will leave you groping around completely lost inside Cherbourg's big harbour!

It is better not to use the cardinal or can buoy positions as waypoints. Fix a waypoint close to each buoy as everyone else will have probably used the actual marks with the likelihood that all vessels are too close at the obvious waypoints.

At night time, these extra inner harbour waypoints will be really useful. The navigation lights entering Cherbourg are not very visible from seaward. But the real problem is the massive intensity of the land lighting which makes it nearly impossible to pick out the red and green entrance channel marker lights. For example: useful waypoints could be the:-

- NE. Haying red can buoy or Emsworth channel buoy.
- Marker green can buoy
- NW Pilsey green can buoy
- waypoint at the narrow entrance into Chichester Harbour.
- Chichester Bar beacon

And for the Cherbourg East entrance:

- East Entrance to Cherbourg
- La Vache red can buoy
- The end of the Petit Rade wall
- The actual entrance into the Chantereyne marina.

Maybe it is best to time the arrival from an overnight passage when it is getting daylight which will make things much easier and more relaxing. [We are normally two on board our yacht, but we never set up a watch system for a 12 hour sail either during the day or night.

There is a lot of traffic in the English Channel, so four eyes are better than two! You can always have a sleep once safely tied up in the marina. It is wise to have waypoints set up for secondary



ports in case there is a need to divert to another landing place. Eg: Omonville, Dielette, Alderney, St Vaast or Barfleur.

The Channel tides

It will probably take most yachts about 12-14 hours from Chichester bar to the entrance of Cherbourg harbour which is convenient as one gets about six hours of tide in either direction. However, strong spring tides run at 3 knots plus in mid Channel so it is important to keep this in mind when crossing the two lanes of shipping. The shipping lane on the UK side is heading west and that on the French side is heading east. At a distance, ships appear to be going quite slowly, but as they approach, their 20 knot plus speed means that they can be closing you very fast. It is wise never to cross in front of any large vessel if it means that you put your vessel on a heading into the tide. It will slow you down considerably and make it difficult to keep out of the way of fast commercial shipping. In most cases, I find that commercial shipping usually keep to the Col Regs, but never trust anyone! A hand bearing compass or a compass binocular can be very useful to check the bearing of large vessels. The best is to use the radar if fitted as one can track the speed and direction of any vessel using the EBL control. AIS is a very useful tool but radar is more important. Take lessons to fully understand radar or at least read a decent instruction book on small ship radar.

At night, it can sometimes be easier to monitor all shipping, their direction and position by their navigation lights as long as visibility is good. These lights can be really helpful to monitor shipping direction and speed; but obviously you must swot up your navigation lights and light signals. But night time brings another problem! Fishing boats, particularly purse seine vessels fishing in pairs can be a tricky hazard and will need a very wide berth to keep away from trailing nets. Best to know your lights for fishing vessels before you set off. Personally I recommend you take an experienced skipper for the first night time passage to point out the light signals and how best to identify these for safe navigation. It does not take too much time before you can easily spot the light navigation signals and use them efficiently and safely.

Lastly, the tides across the entrance to Cherbourg run up to five knots during spring tides.

Calculate carefully the best track to arrive "up tide" at the entrance when your yacht is at least ten miles out of Cherbourg to avoid the tide pulling your vessel across the entrance leaving you to enter the Grand Rade against the tide. In strong spring tides, an entry against the tide can be almost impossible unless you have a strong engine and strong wind across the sails to power against these incredibly powerful tides. Use them to your advantage and you will cut the sailing time down drastically and really enjoy the trip.

The finger berths in Chantereyne are not long, around 8 to 10 metres max. Prepare your crew with good clear instructions for berthing having placed fenders and set up mooring lines well before finding an empty space. Report to the marina reception as soon as possible!

Eating Tips

We like to use empty plastic ice cream boxes for food consumed on longer passages. These are high sided so keep food warm and it cannot blow about in a windy cockpit; also it keeps hot food warmer for a longer time than on a plate. They are plastic so cannot break or do any damage if dropped. One can prepare food before the trip and keep these plastic boxes in a handy place ready to serve at short notice. We particularly enjoy some hot food on passage and can recommend a supermarket Quiche Lorraine for two persons. It is so easy to put into the oven and heat for 30 minutes before serving into the plastic boxes together with some salad perhaps. It makes a really tasty lunch and something hot and sustaining. Marks & Spencer or Waitrose ones are best in our opinion and in France the Carrefour ones are just as good or even better!

Happy and safe Channel crossing,

Note: In France, the requirements for sea going pleasure craft (more than six miles offshore) was changed on 15th April 2008 under something called Division 240. The previous Division was number 224 and 225 dated around 1987.

If you want to see the full details, go to Google France and type in DIVISION 240.

Season Feedback Session

If you were not able to make the feedback session on 28th September, but still have ideas that you want to share with John Kirby or Steve McCarthy, please get in touch with them.

The 2011 programme will be influenced by your ideas and suggestions, so don't be shy - send your comments to Steve or John.

Membership Renewal

The membership year runs from 1 November to 31 October. This is the last edition of *Wavelength* before the next annual subscription will be due, so this is your official reminder. Contact Jane Shott, Membership Secretary, on 01372 279971 if you have any queries.

Club Trophies Do you want to nominate someone?

Each January, at the time of the club's AGM, the club trophies are handed out.

Some are given for winning racing events whilst others are given to recognise other skills, contributions and achievements made during the year.

The Channel Sailing Club Committee is keen to get members more involved in

awarding club trophies. Last year the committee introduced a formal nomination process and again this year, the committee is asking members to nominate people for one or more of our club trophies.

The Committee is encouraging all members to take part in this process and if you think someone in the club deserves to be considered for one of the following club trophies, please use the form on the back page to submit your application.

Jacqui Silance Trophy - for the best organiser of an event or cruise.

Miranda Trophy - awarded for good all round skills as a skipper. This trophy recognises the skipper who is competent, manages the boat and crew with clam efficiency and who provides the most fun onboard.

Seamogs Trophy - awarded for boat handling skills in exceptional circumstances. This is an opportunity to recognise a club member who coped in difficult sailing conditions.

Sally Jennings Award - is given to recognise personal contribution to the club's shore-based activities.

Cambria Ball - awarded for the biggest blunder by a member who should have known better.

Use the form on the back page of *Wavelength* to submit your nominations. The committee will be reviewing the applications in December 2010.



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.

Anchor Watch!



In the year of Our Lord
Two thousand and ten
Gilken set sail for
Cherbourg again.

With a small crew of four
Into wind we did sail
And upon our nose that
Wind did prevail.

The Commodore had used
None of his clout
To contact the Almighty and
Have the wind turn about.

We started the engine
And put on the kettle
In a routine of watches
As a crew we did settle.

Our plan of the tides
Worked out very well
For we shot through entrance
Like a bat out of hell.

Spag bol on the stove and
The boat safely berthed
Pleased to be safe
As the wind did its worst.

The following day as the fleet came in
We lunched on gammon
Well ! What you expect?
This is of course Gilken

A coach was arranged
To carry crew members
To a place where a lamb
Was roasting on embers.

Oysters on trays arrived
At the table
A genuine feast for
Those that were able.

The wine was supped
Taken with glee
Some 25 bottles
It was said to me.

With Belgian Frites and
Lamb on the bone
We pitied the folks left
Back at home.

With all dues paid
And orders fulfilled
John gave thanks in French
He's so multi skilled.

With boats loaded
With wine by the case
To beat the next front
Would be our next race.

Some sailed that night
The rest followed next day
Gilken was the last
Boat to get under way.

We sailed straight
Into a northerly blow
Engine back on
The only way to go.

Awash with cold water
Big waves broke on deck
The crew heard to mumble
Something like "tish" and "heck".

Cavitation screams were
The order of the day
But thank God our little engine
Kept "donking away".

Safely at Yarmouth and all rafted up
What could we eat that was nice?
It didn't take long to make our choice
Fresh veg and chicken with rice.

The Commodore put in such effort
For this wonderful Gastro weekend
From the crew of Gilken
His work we highly commend.

Gilken - written on a lazy afternoon
on the Spring Cruise.



Club Trophy Nomination Form

Name of Trophy

Name of person nominated

Please set out in no more than 500 words, the reason for your nomination.

Nominated by

Membership Number

Please return your completed nomination form to the Commodore by the end of November 2010