

WAVELENGTH



The official publication of The Channel Sailing Club

Spring 2011

**Annual
Programme
Pull-out inside**



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Wind-farm**
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The Nav Table

This issue covers a big story that will affect our sailing in the coming years. A wind-farm, planned for off the Dorset coast, is located where club members sail frequently. See page 8 for the article. The environment is also covered on page 5. For those who did not make it to Catch the Tide, the full programme of this year's social, racing and sailing events is set out in the pull-out section in the centre pages.

Wavelength depends on Club Members for stories and reports on Club events, so don't be shy and send in a contribution. No good at

writing? Then send a good photograph and a brief description and the Editor will do the rest.

Your Committee want to draw your attention to the Training Survey on the back pages. Please take a few moments to complete the survey and return it to Committee Member Mac Keight.

This issue also confirms the Commodore's Charity; the Solent Sea Rescue Organisation (page 4).

I hope you enjoy this issue of *Wavelength*.

Editor

Quiz

Word Search

No prizes, it's just for fun.

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

Find the following words in the grid. The words will be horizontal or vertical.

Exmouth
Brixham
Plymouth
Salcombe
Start Point
Dartmouth
Weymouth
Portland Bill
Poole
Lymington
Lyme Bay
Swanage
Yarmouth
Cowes

The Commodore's Cabin

In the last *Wavelength*, I said I had introduced the Commodore's Charity and it has been agreed that this year it will support The Solent Sea Rescue Organisation (SSRO).

Information about the organisation and its work in The Solent, can be found on page 4. To reflect the Club's emphasis on training, it has been further agreed that any money we are able to raise will be used specifically for training the volunteers who work in the organisations supported by the SSRO.

Raffles and events will be designated as fundraisers for the Commodore's Charity, so you will know in advance if your participation will be supporting the chosen charity.

In March, the RYA held a Club Development Conference which I attended. Lots of information about events around the forthcoming Olympics, plus advice and guidance on club development. I also attended a Sports Forum held in Epsom, run by the local and County Council, and involving local sports groups. This network also provides some interesting information about grant funding and local events. I will be using every opportunity to get out and promote the club at local and national events, and bring back ideas that we might be able to use.

I have also been busy setting up a Twitter Account @wavelengthcsc, and will use that to report on what I am up to as Commodore and what we are doing as a Club. If you are on

Twitter, you can follow me. This won't be for everyone, but looking towards a younger membership, social media is something we need to look to use. If you want to talk to me more about this development, call or catch me at the club on a Tuesday.

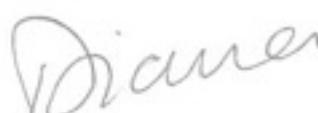
We have promotional leaflets about Channel Sailing Club. If you would like to have a couple of copies to hand out to people you meet who are interested in sailing, or to take to other clubs or organisations in which you are involved, please speak to me or Trevor Barker. More copies of the pull-out annual programme are available too, you can pick them up on Club Night, or call me and I'll send you extra copies.

This year's BBQ Rally planned for July, will be specifically for novice sailors, so a good event to introduce new people to the club and to sailing.

Some of you are getting the final bits of work done on your boats ready for lift-in. Good luck with that. I am sure we are all looking forward to the coming season. Let's hope for good conditions and some good company.

And finally, a get-well message to all our Club Members who are struggling with health problems at the moment. All your friends at Channel Sailing Club wish you well soon and look forward to seeing you out on the water or in the Club-house very soon.

Happy sailing.



Editor Diana Coman

News, Letters & Pictures to
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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 upcoming 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

Photograph provided by Roger Roberts.

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.

Solent Sea Rescue Organisation chosen as Commodore's Charity

The Solent Sea Rescue Organisation (SSRO) was set up by Hampshire County Council in 1977 in partnership with maritime local authorities around The Solent as the umbrella organisation supporting beach and sea rescue units on The Solent. The SSRO became a registered charity in 1979.

It is a common misconception that all inshore rescue services are run by the RNLI. In fact The Solent is unique in having the highest concentration of independent inshore rescue services in the UK. There are around 60 other locations within the UK that have independent inshore rescue stations.

The independent units add additional resources and cover where there is no RNLI cover. The Units work with the RNLI stations in the area under the co-ordination of Solent Coastguard. The RNLI has stations at Calshot, Cowes, Yarmouth, Lymington, Bembridge and Langstone.

The charity is established to preserve or assist in the preservation of life and prevention of injury at sea, on the foreshore of The Solent and on the beaches of the counties of Hampshire and the Isle of Wight.

The SSRO brings together the eight independent lifeboat and rescue organisations that cover The Solent and its approaches.

The SSRO provides financial, training and administrative support to the units that are all declared Facilities with the Maritime and Coastguard Agency.

The eight independent lifeboats & inshore rescue services within the SSRO are located at strategic positions on the coast lines of Hampshire and the Isle of Wight. Together they are called out on average, to 500 incidents per year.



The Charity's Operating Committee includes Councillors from local District, Borough, County and City Councils and representatives of the constituent organisations.

SSRO Coverage

Gosport and Fareham Inshore Rescue
Hamble Lifeboat
Stanswood Rescue
Solent Rescue
Portsea Rescue
Freshwater Lifeboat
Sandown and Shanklin Inshore Rescue
Ryde Inshore Rescue

The Commodore's Charity for 2011 is the SSRO and money donated will be specifically used for training.

Environment News

How degrading!

The GreenBlue, a joint BMF (British Marine Federation) and RYA (Royal Yachting Association) initiative, is promoting improved environmental behaviour on the water.

It can be difficult to sort rubbish, and find places to store it, for recycling in your own home, it can be more so in the confined space of a boat.

Information provided by The GreenBlue shows just how long some common bits of litter take to breakdown in the water.

- Plastic Bags between 450 and 500 years.
- Drinks cans, around 100 years.
- Orange Peel, 2 years.
- Fishing Line, 500+ years.
- Glass Bottles, well over 500 years.
- Cigarette butts, 3-5 years.
- Plastic Bottles take 450 years.
- Kevlar rope, 600+ years.
- Polystyrene cups around 50 years.
- Apple core, about 3 months.

The GreenBlue organisation are encouraging people using the water to take their rubbish home with them and not to throw it overboard.

If you recycle aboard and have some tips for others as to how to do it - why not tell *Wavelength*.



How to use oil & fuels

A GreenBlue "How to" leaflet lets out some guidance on how to make your sailing greener.

In the booklet, it reports that only about 5% of oil and fuel pollution in the water is from catastrophic spills (although the recent disaster in the Gulf of Mexico may change that statistic somewhat).

The majority comes from everyday sources such as refuelling, engine emissions and oil leaks. The legal limit for oil and fuel in water discharge is roughly one drop of oil in two litres of water (15mg/l). Any more and wildlife and habitats can suffer.

So, what can you do?

You should always check the bilges before pumping and use an absorbent sock to control oil and fuel in the bilge. Never use detergents to deal with spills - it may disperse the fuel or oil and save your embarrassment, but they can do even more damage.

Make sure any funnel you use is large enough if you have to re-fuel on-board.

Maintain fuel lines, connections and seals to avoid leaks.

Transfer waste oil and fuel in proper containers and remember that oily or fuel-soaked materials are considered

hazardous waste so dispose of them in appropriate facilities.

Avoid overfilling the tank and allow room for the fuel to expand.

On shore, try not to use oil and fuel within ten metres of the water.

Further Information

For information about your nearest disposal centre visit www.oilbankline.org.uk.

For key facts and legislation visit www.environment-agency.gov.uk/oilcare

Incidents must be reported in England, Wales and Scotland on the 24 hour pollution hotline 0800 80 70 60.

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.

It could be expensive

The following was sent out by QHM Portsmouth: "For all members who have their boats moored in the Harbour.

Responsibility for the safe mooring of privately owned vessels within the confines of the dockyard port of Portsmouth lies with the owner of the vessel. Any vessel breaking adrift and recovered by QHM will be subject to a fine and will not be released until such time as an undertaking is signed in which the owner agrees to meet the MOD costs for recovery."

Whilst we all make an effort to ensure our boats are moored correctly especially those on swinging mooring, failure of your mooring warps etc could start to become expensive.

Roger Roberts

Coastguard

Last summer a mayday rescue was hindered by an open mic. on ch16.

The coastguard had deployed a helicopter to try and locate the vessel concerned when the faint mayday was received and the helicopter had to be diverted from the search for the open mic vessel to try and locate the mayday signal.

It is down to all of us to ensure that we do not leave mic. switched on when we have finished transmitting.

We could be putting someone's life in danger

because we did not do a simple check.

Roger Roberts

Lifejackets

I inflated the five lifejackets I have aboard to give them the 24 hour test. Two failed immediately, one of which failed at the hammer mechanism at the seal. One lasted half an hour but was deflating. Of the last two, one lasted 15 hours and the other was still OK after 24 hours, but soft.

It is something that everyone should do at the start of each season and they should be inflated with a foot pump to avoid moisture going in.

Keith Gibbs

Change of Course

Balls

In response to John Futchers' article in the winter 2010/2011 edition of *Wavelength*, entitled "Wears the Proof", I say "balls". Laundry balls to be exact. I have been using them for the last 3 years.

Laundry balls contain small pellets made of minerals. During the wash these minerals release molecules of ionized oxygen and raise the pH level of the water. This softens the water and opens the fabric weave (no need to use fabric softener), this makes it easier for the movement of the water to remove dirt.

Each ball is capable of cleaning up to 50 loads, based on a 30 minute wash cycle (up to 60 loads if you remove them before the rinse cycle). Laundry balls do not use soap, normal detergent or harsh chemicals. They are hypo-allergenic, protects the fibre during washing, no soapy film or residue left on clothes, reduces pollution of the environment, and will not fade colours. There is no mess and no spillages.

I buy my balls from Kleeneze, currently £6.50 each, which equates to 13 pence per wash load, if you leave it in for the full cycle. Supermarkets also stock them for a similar price. They are absolutely fantastic. Go on, give them a go.

Jo Brady

Thank you

In January I received information from former club members, Beverly and Brian Thornburn that they needed some help getting their boat back from France. I made an announcement at the club AGM.

Beverly is in France investigating the yacht's condition but wants me to convey to Channel Sailing Club members how very much encouraged she was to have the support of some nine club members to the appeal for help and is extremely thankful for the response.

Dave Norris

Log books

one of my regrets, or is it an irritation?

by Nigel Barraclough

The honest answer to this question is that it is probably both!

The regret (and it is a large one because I should have known better) is that I haven't kept a better record of my sailing. Details of voyages and the names of some of the people I have sailed with have been forgotten – and I can't do much about it now.

The irritation is that the RYA logbooks contain a lot of extra stuff you don't need for a log book – a log book should be just that: a log book! If I want to know the rest of the information the RYA put in then I will go and look it up!

So sometime last year I did the obvious thing: I created my own.

Using excel I have created my own A5 sized templates in landscape format which can fit into a ring binder – I get 5 rows of entries each of which has space for 5 lines of text. Now I just print another page off when I need one.

I have also taken this a stage further and added a few extra "chapters":

Qualifying passages – those of 60 miles or more or long ones you want to record.

"Interesting" or "passages of note" – these can be where there was some odd or amusing event or perhaps some interesting weather. One of my entries is when we went aground in a JOG race soon after the start but eventually finished 2nd.

"Milestones" or "Waypoints" – the 1st entry records my first time sailing, another (much later) 365th day sailing.

- "Voyages" – a summary of longer cruises.
- Annual totals and summary.
- Boats sailed.
- Courses – a useful reminder for when repeats are necessary.
- A few photos.

What I have tried to do is take a simple record of mileages etc into more of a history about where I have been, what I did and who with.

How many extra chapters you want to add is up to you – you can make it into what ever you like. As I have said my only regret is that I wish I had done this sometime ago.

If you want the blank templates then let me know.

Weymouth & Portland Harbours: don't miss out on 2012 Berth & Anchorage opportunities!

The Harbour Authorities of both Weymouth and Portland have received a brisk response for expressions of interest in berthing and anchorage requirements in 2012.

For parts of July, August and September in 2012, the waters of Weymouth Bay and Portland Harbour will play host to the sailing events for the London 2012 Olympic and Paralympic Games. To enable safe and secure sailing for the world's top sailing athletes, some restrictions of use within the sailing waters will be necessary.

If you are considering visiting Weymouth and Portland by boat to be part of a 'Once in a

Lifetime Experience', you are strongly advised to register now to avoid disappointment - casual visitors are unlikely to be accommodated.

Interested parties who have registered will be invited to book their berth once the space available has been evaluated by the Harbour Authorities. The pre-booked period will run from 15 July to 9 September 2012, with precise charges yet to be decided.

Boat owners who would like to express their interest can register online at <http://harbour.weymouth.gov.uk/> or obtain a form from 13 Custom House Quay, Weymouth, Dorset, DT4 8BG.

Wind Farm planned for Dorset coast



The wind farm will be located between St Alban's Head and the Isle of Wight. It is reported that the turbines will be located further apart than on existing wind farm sites, allowing yachts to sail between them.

It won't be long before this is the sight that will greet sailors as they go west, past Swanage on the way to the Weymouth.

The proposed offshore wind farm will provide enough renewable power for between 615,000 and 820,000 homes. The site will be developed by Eneco.

In January 2010, The Crown Estate awarded Eneco a 279 square mile area of the seabed to explore the most suitable place to locate a wind farm. Over the past year, Eneco has been appraising the area and has concluded that a project of between 900MW and 1200MW of capacity could be

located in the northern part of the awarded area - a site which covers 76 square miles.

At its closest point, the wind farm will be about 8.2 miles away from Peveril Point in Swanage. The northern boundary of the site is located 10.2 miles from Bournemouth and 8.4 miles south-west of The Needles.

The decision on the wind farm location was reached after Eneco conducted a ZAP process (Zone Appraisal and Planning), which was conducted with guidance from The Crown Estate. This is a statutory strategic planning process

designed to give developers a view of their zone as a whole.

As part of the decision-making process, Eneco considered feedback from meetings with stakeholders and public information days were held in November. Additionally, findings from engineering and environmental surveys were assessed.

Now that the wind farm location has been identified, Eneco will undertake a formal consultation process in accordance with the Planning Act of 2008, on the project as a whole. Next steps include consultation on the on-shore infrastructure associated with

connecting the wind farm with the National Grid and conducting an Environmental Impact Assessment (EIA).

The project timetable puts construction starting in 2016 with the wind farm fully operational by 2019. During the months of February and March 2011, the public were engaged in naming the wind farm.

Who is Eneco?

Eneco Wind UK Ltd is a subsidiary of the business unit, Eneco Wind, which is part of the Dutch Utility. Based in Warwick, the team is headed-up by Director, Guy Madgwick. The UP portfolio includes on-shore

projects; Tulio in Laurencekirk and the rights to develop a wind farm on the Lochluichart Estate, both in Scotland.

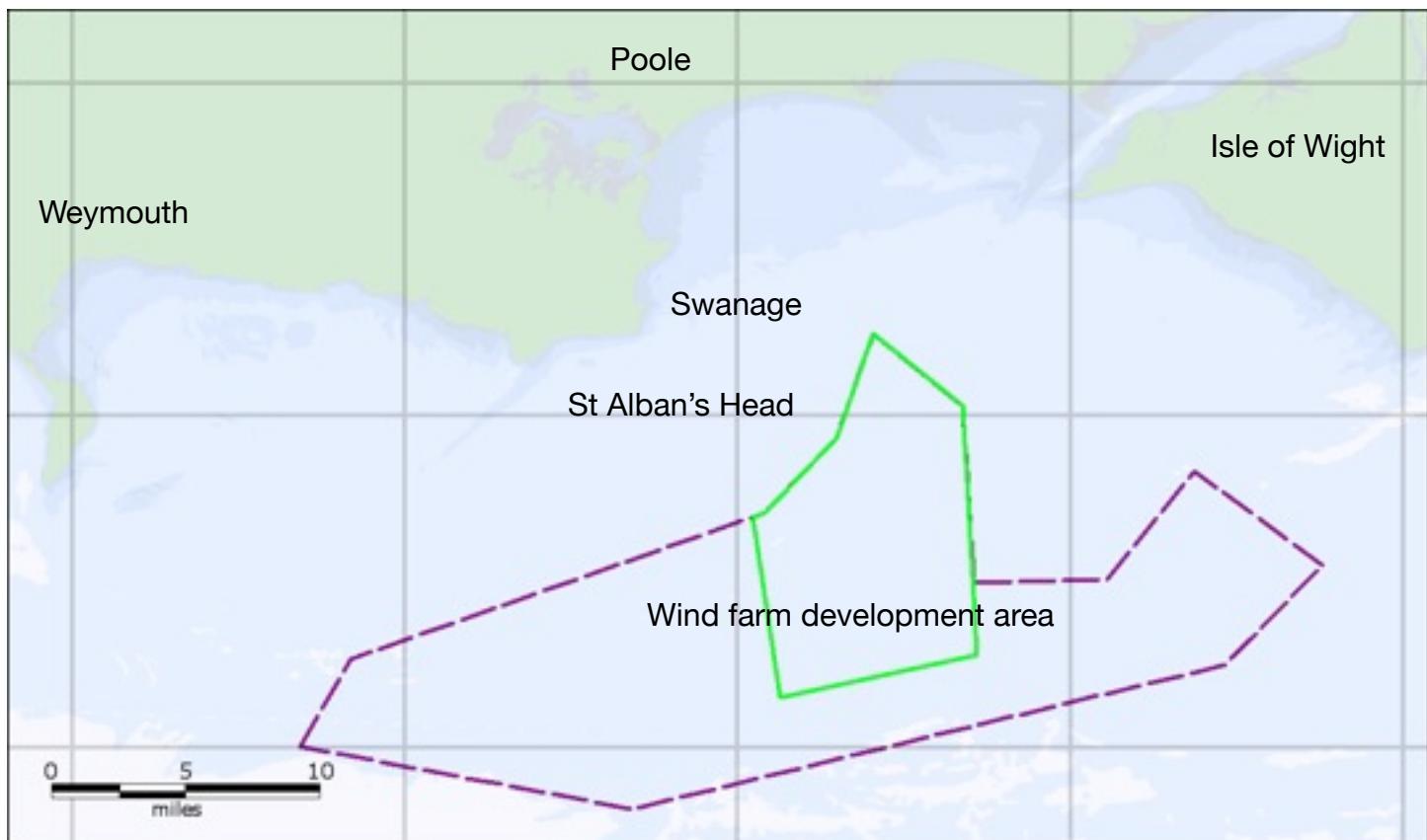
What's the impact on navigation?

Wavelength asked the company what the impact would be on navigation in the area. They gave the following statement:

"During construction shipping would be restricted from the vicinity of the operational works but not the entire zone. Safety Zones are established around operational turbines following a statutory process currently managed by

central government; it is likely that commercial traffic would therefore be restricted from the wind farm with designated shipping routes being provided around the development following consultation with the Maritime and Coastguard Agency, the Chamber of Shipping and vessel operators. Recreational vessels will be able to sail through the operational farm, as occurs at other wind farm off the UK coast. Eneco is consulting with the RYA, local yacht clubs and other marine users as part of the development process."

What do you think about the plans? How do you think it will affect sailing in the area? Do you think that environmental considerations should come first? Tell *Wavelength* and your letter will be published in *The Porthole*.



Skills Update

Using GPS

A GPS set receives information from satellites to calculate its position which is displayed as latitude and longitude. GPS updates this position every few seconds and is generally very reliable and accurate.

Sometimes GPS's can display inaccurate information. This can be caused by power failure, damage to the aerial,

transmissions from mobile phones, changes to or interruption in the signals from the satellites.

There are precautions that can be taken.

The position should be recorded in the logbook and it should be plotted on the chart at regular intervals. The GPS positions should also be confirmed from other sources.

Abbreviations:
COG = Course Overground
SOG = Speed Overground
WPT = Waypoint
XTE = Cross Track Error

Emergency Beacons

What are emergency beacons and how do they work?

EPIRBs (Emergency Position Indicating Radio Beacons) and PLBs (Personal Locator Beacons) broadcast a signal that allows the search and rescue services to home-in on your exact position.

EPIRBs are portable satellite communications units, designed to send an automated distress signal to search and rescue authorities ashore. The RNLI recommends small craft carry an EPIRB if they sail more than 60 nautical miles from the coast. You must register your EPIRB with the relevant authorities so that the rescue

services have details of your vessel.

If you believe an EPIRB has been set off accidentally do not switch it off until you have contacted the Coastguard to explain what has happened.

PLBs operate in a similar way to EPIRBs but are designed to locate a person rather than a vessel.

The RNLI provides a range of sea safety information. This advice was taken from a booklet 'Sea Safety, a complete guide' which also carries an interactive CD-ROM.

Contact details for the RNLI area as follows:

West Quay Road, Poole, Dorset, BH15 1HZ. Tel: 0845 1226999. www.rnli.org.uk, email: info@rnli.org.uk.

5 RNLI Safety Tips

- ① Wear a Lifejacket
- ② Check your engine and fuel
- ③ Tell others where you're going
- ④ Carry some means of calling for help
- ⑤ Keep an eye on weather and tides

John turns hobby into an art form



Selling 'Troskala' last year left John Coates with more time on his hands. With a talent for painting, it was an obvious step to paint boats.

This commissioned painting of a 26ft Seawolf, called 'Manrique', will be displayed at

the Epsom and Ewell Art Group Spring Exhibition held at Bourne Hall, Ewell, between 22 March and 2 April 2011.

For officianados of club regalia, the burgee denotes the Stokes Sailing Club, near Orwell Bridge on the River Orwell.

UK to cease funding Irish lights

Britain is to stop paying to fund lighthouses, buoys and beacons in Ireland. The Irish Government has agreed to pay for its own navigation aids and the UK subsidy is likely to end during the current parliament. The phase-out will start in the next financial year. The current UK subsidy is between £10 and £12m, with the Irish government contributing some £6m and the balance coming from fees.

New marina in Poole Harbour

A new marina is being built in the obsolete ferry terminal in Poole Harbour.

The £1m project is part of a bigger, £25m facelift for the port.

It will cater for nearly 60 boats between 10 and 15 metres in length.

Evidently there will also be a free RIB taxi service operating to nearby Poole Quay.

The Interview

Taking part in our quick-fire interview in this edition of *Wavelength* is John White . He has been a Club Member for just over 20 years and is skipper of Bui Bui.

He likes Channel Sailing Club because it gives people an opportunity to get out and sail.

Force 3 to 4 or 5 to 6?

"I prefer 5 to 6 - my boat does not move well in a 3 to 4."

Foredeck or Helm?

"Helm."

Cruising or Racing?

"Cruising."

Who would you like to sail with?

"Hedley Kay, because he's a folk singer and guitarist and would provide wonderful entertainment."

What is your most memorable sailing moment?

The first time I crossed the Channel and actually got into Cherbourg. I was on a boat called 'Pokeabout' with skipper Pete Thomas, and we saw Cherbourg lights for five hours before we got in.

What is your favourite meal aboard?

"Marks & Spencer Cumberland Pie."

What is your favourite Club event?

"The Spring Cruise."

Congratulations to trophy winners at AGM

Getting everyone to stand still and look at the camera at the same time, proved a bit of a challenge for the winners of the club trophies, so this is the best picture of a fuzzy bunch and the only evidence recording the prize-giving which took place at the Club's AGM, held in January 2011.

Congratulations go to:

- Turner Prize ... Caressa
- Pursuit Race ... Celestine

- Wooden Spoon Trophy ... Eagle
- Round the Island Race ... Cochise
- Gliding Kestrel Trophy ... Papillon
- Le Harlequin Trophy ... Jambo
- Ghengis Can't Trophy ... Knights Challenge
- Seamogs Trophy ... Janet Sainsbury, John Futcher and Keith Gibbs
- Jacqui Sillance Memorial Trophy ... Mac Keight
- Sally Jennings Trophy ... Steve McCarthy
- Miranda Award ... John White
- Mizzen Trophy ... Michael Healey



Winter Lecture Programme proves an attraction

The programme of talks and educational lectures, held throughout the winter months, proved popular with club members, with each event well attended.

An opportunity to brush up on a few skills and pick up some

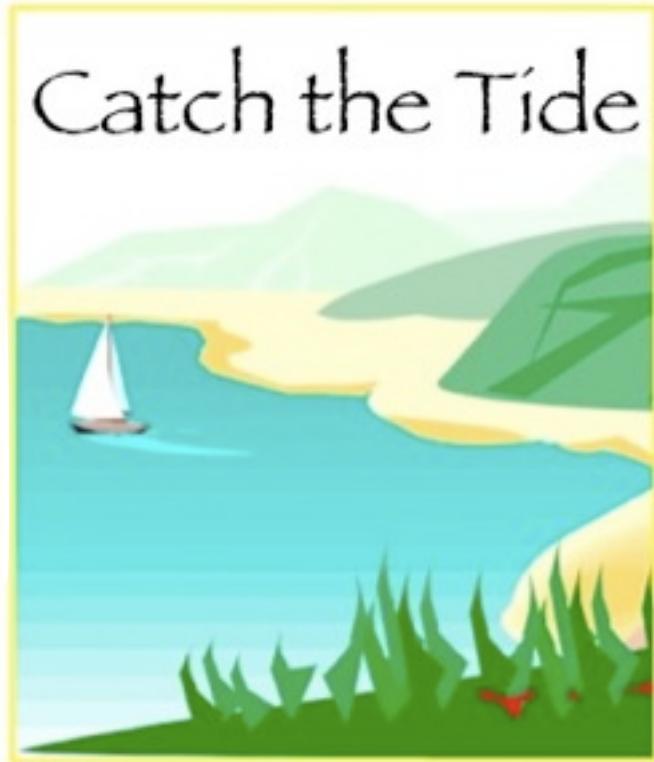
tips, the programme has established itself in the annual calendar.

Thanks go to Bill Swindell, who delivered many of the talks, Ken Wright, who organised some of our outside speakers, and Committee Member Steve

McCarthy, for getting the programme going this year.

If you have any ideas for topics for future events, let one of the Committee know.

Members sign up for events at pre-season exhibition



About 70 Members attended the Club's annual pre-season exhibition held on 1 March at the Club-house.

The evening started with the Flag Officers' reception which was followed by a short presentation by Committee Member Steve McCarthy on the programme for the year. With event organisers attending, it was a chance for Members to find out more about the planned events and register their interest.

Some people were attending for the first time. Committee members were available to provide information about the club and we had one new member sign-up on the night.

The full programme is included in this issue of *Wavelength* as a pull-out, which also includes details of how to contact your Committee.

An important date in the calendar is the feed-back session in September. Put that in your diary, come along and help shape the programme for 2012.

RNLI Donation

In 2010, Channel Sailing Club donated £122.46 to the Royal National Lifeboat Institution. In a letter of thanks received by the Club from Rupert Cutler, Honorary Secretary of the RNLI, he said that the organisation makes typically 8000 launches and saves around 300 lives each year.

There is always a donation tin on the bar at Club Nights and a Christmas Card sale is usually held around October time.

Icicle Rally Venue for 2011 agreed

There has been some discussion amongst the Committee about the venue for the Icicle Rally which is followed by the Commodore's Dinner.

A survey conducted last year indicated that some members would consider a change, however, it is not entirely clear exactly what members want to change about the event. Early investigations showed that whilst the event can be moved to the mainland, the cost may not necessarily be less than our traditional Cowes venue. The Committee agreed to undertake a bit more research with Members and into venues.

In order to secure a venue for the Christmas period, the Committee has decided to hold this year's Icicle Rally in Cowes, with the mooring at Cowes Yacht Haven and the dinner at the Royal Corinthian Yacht Club.

Over the coming weeks, a survey will come out and the Committee would like members to take part, whether you've been on the event or not.

Savings on ferry crossings, for those not sailing over, can be organised if a few people get together to form a group and there are concession fares too.

If this is the last event in Cowes, let's make it a blast, so book your place on this end of season event now.



Make a wish

by Diana Coman

I think there is something deeply spiritual about being on a boat at night. I am not saying that every night aboard is a dream - sometimes it's a nightmare! And I've had a few of those. But I try to forget the grim moments and reflect on the evenings I've spent on board looking up at the stars.

With no light pollution, the stars are just overwhelming. Millions of bright lights and the sheer scale of it all make you aware of just how small you are. Whilst an unimaginable distance away, stare at them long enough and you feel you could reach out and touch them.

On a particularly memorable trip round Brittany, I got to see shooting stars. I made a wish as they performed a dance in a corner of the sky.

There is no doubt that a pink/red/orange/purple sunset is a spectacular sight at sea. But there is something special about the crisp silver shimmer stretching across the water from a full moon.

I remember the first time I saw the fluorescent creatures in the water. As the boat pushed through the water, fluorescent lines formed in a 'V' shape from the bow and the sea looked like it had been smeared with glitter glue.

Of course, all this can only be seen on a clear night when you have time to watch the world go by. So, this year, if you get the chance, just sit back and look at the stars, and if you are lucky enough to see a shooting star, make a wish, perhaps for more nights like these.

Training Survey

Dear Club Member,

The Committee is looking to assess the range of, and demand for, training, in order that we can best meet the needs of Members. In order to assist in this process, we would be grateful if you could spare the time to answer the following questions. Tick boxes as appropriate.

The Club is also looking to encourage Members willing to qualify as RYA instructors and may be able to offer some assistance. If you are interested in this, please indicate in response to question 7 below.

① Your Name

② How long have you been a member of CSC? years

③ Into which age group do you fall?

under 40 40-55 55-65 Over 65

④ How many years have you been sailing?

⑤ Are you a boat owner? Yes No

⑥ Which of the following certificates do you hold?

- Competent Crew
- Day Skipper- theory
- Day Skipper - practical
- Yachtmaster - theory
- Yachtmaster - practical
- Yachtmaster - Ocean
- First aid (in date)
- VHF (Old licence/certificate)
- SRC/VHF (including DSC)
- Radar
- ICC
- CEVNI
- RYA Diesel Course
- Sea Survival (in date)
- Other (please state)

7 Do you wish to acquire any of the following qualifications over the next 3-5 years?

- Competent Crew
- Day Skipper- theory
- Day SKipper - practical
- Yachtmaster - theory
- Yachtmaster - practical
- Yachtmaster - Ocean
- First aid (in date)
- VHF (Old licence/certificate)
- SRC/VHF (including DSC)
- Radar
- ICC
- CEVNI
- RYA Diesel Course
- Sea Survival (in date)
- Other (please state)

8 In addition to the above courses, would you be interested in the club providing lectures or courses on any of the following:

- Yacht maintenance
- Yacht electrics
- Sailing instruments
- Boat handling
- Rigging
- Sail trim and selection
- Other (please state)

If you have any other comments on the training programme, please let us know in the box below.

Thank you for your time. Please return the survey to Mac Keight, 405 London Road, North Cheam, Sutton, SM3 8JH.