

WAVELENGTH



The official publication of The Channel Sailing Club

Summer 2011



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The Nav Table

This is the second edition of our revamped *Wavelength*. Comments and contributions won't be treated as criticism, so if you have an idea for a feature, get in touch with the Editor.

Our Club's founder writes in this issue about log books (page 11) and has made a suggestion for a new club award. This will be picked-up by your Committee but if you have any comments to make about the suggestion, you can use The Porthole to share your ideas with club members.

Club member, John White, is offering a service to club members which is set out on page 15,

On page 10, we have a first-time contribution from a new member. It is a fairly irreverent exposé of a trip on 'Change of Course' with many references to sea sickness, and which carries a reader's warning to all members of a sensitive disposition.

Editor

Quiz

Word Search

No prizes, it's just for fun.

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

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

WAVE
BRINY
SWELL
SURF
ROLLER
WHITE HORSES
RIPPLE
BOOMER
BORE
COMBER
BREAKER
OCEAN
SEA
TSUNAMI
WHITECAP
KAHUNA

The Commodore's Cabin

Your Committee has been working hard over the past few months. The Training team has been re-formed and we are looking forward to an active training programme. Thank you to everyone who responded to the training survey; it was really helpful for the team and informed the developments that have taken place.

We are conducting another survey on the Iccle Cruise. It will be sent out on email and you can fill it in on line. Please take a few minutes to go through the survey as it will help the social and sailing team to plan for the 2012 programme. If you want to receive a hard copy of the survey, please get in touch with Jane Shott.

Pete Thomas is doing a great job getting the fundraising for the Commodore's Charity. The Book Sale, organised by Dorri Parker, raised around £100 and Debbie Whiffin has been selling cakes which has also raised about £50. If you have any ideas for fundraising activities, get in touch with Pete directly or via the Wavelength email address. Thank you to everyone who has volunteered an event and contributed to the fund.

Thank you to all the event organisers who have worked so hard to get events set up for club members and to the volunteers who have worked behind the bar on a Tuesday evening. It is the support of volunteers that keep the club going for us all.

If you want to run an event, or have an idea for something the club could do, make sure you come along to the Season Feedback Session on 4 October, or send your idea to one of the committee members.

Well, there are a few more events in the club's sailing calendar. I hope you get out on the water as much as you can and I look forward to seeing you there, or at the clubhouse on a Tuesday.

Happy sailing.



Editor Diana Coman

News, Letters & Pictures to Wavelength@channelsailingclub.org

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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 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

Photograph from the CSC Archive.

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.

Spring Cruise: not all plain sailing

Steve McCarthy reports on this year's Spring Cruise

Four boats set off on the Spring Cruise this year. The weather forecast for the week looked really good with plenty of westerly and north-westerly winds predicted, so excellent for sailing to the Channel Islands and Brittany.

Coral Moon, with cruise leader Richard Brodie onboard, and Vikla set off very early on the Saturday morning for the first leg to Cherbourg. Orcella and Knight's Challenge set off a little later. Unfortunately Orcella realised they had a potential battery charging problem when they were 20 miles across the Channel and decided to turn back to get it fixed.

The other boats had a good sail to Cherbourg but Knight's Challenge discovered they couldn't start the engine when entering the outer harbour. It was 0100 in the morning and they had to sail onto a pontoon not connected to the shore - doubtless no mean feat at night. They bravely decided that the best option for fixing the diagnosed dead starter motor was to set off again at 0700 and sail to St. Peter Port (the next stop on the itinerary) to get it fixed.

Coral Moon and Vikla were unaware of all this drama when they awoke in the morning and prepared to sail to Guernsey. However text messages soon came onto Richard Brodie's phone to tell of the events that had unfolded with the other boats. Back in the UK, Orcella had her electrics checked out but also had a crew member leave the boat with a suspected grumbling appendix. They then made for Yarmouth for a start the next day to catch up with the other boats.

Coral Moon and Vikla set off for St. Peter Port motoring into a head wind which produced very large seas off Cap de La Hague, but which died down quickly as they dashed down the

Alderney Race at up to 13 knots SOG.

Unfortunately the strong southerly tidal direction meant their heading was always to windward and they continued motoring to ensure an arrival at St Peter Port when the water over the marina sill would mean an easy entry.

Coral Moon called up Knight's Challenge on the VHF and agreed to help them with a tow if necessary into the port. As it happened this was not necessary and Knight's Challenge managed to sail into the harbour entrance where the harbour master met them and took them onto a pontoon berth. Later all three crews met up for a well earned drink.

In the morning more bad news came in from Orcella. Skipper Clive Hall had been taken to hospital suffering with abdominal pain. He was later discharged having had a suspected kidney stone episode. In the end it put paid to Orcella joining back in with the cruise.

Meanwhile on the Monday morning Coral Moon and Vikla set off for Lezardrieux in Brittany, a passage of 48 miles with the Plateau des Roches Douvres to navigate around. It turned out to be a good sail and ended with the delights of mooring with the very strong tide in the Trieux river. Later Knight's Challenge called to say they were leaving at 2000 to follow, having had a new starter motor fitted.

That evening the crews discovered that in the middle of May small French towns are not geared up for 'les tourists' with many restaurants not even open - at least the weather was good.

The next day came the news that another drama had unfolded with Knight's Challenge. They had arrived at the mouth of the Trieux river at 0200 and once again found they could not start the engine. Their next big decision was to

sail all the way back to Guernsey to get another repair done. One can only imagine how the crew must have felt....

Later in the day Coral Moon and Vikla embarked on the highlight of the trip – going the 12km up river to Pontrieux through lovely unspoilt countryside. This can only be done on the rising tide as it is not navigable at low water. Even with a guide to the river Vikla managed to go aground approaching the lock below Pontrieux town quay. As the time was getting late both crews were delighted to find an excellent restaurant open just a 100metres along the quay – La Sterne, highly recommended.

The next day was spent in Pontrieux, an old medieval town, famous for its 'lavoirs' – public clothes washing places on the river. Meanwhile Knight's Challenge had fixed an ignition fuse problem but decided not to follow on to Brittany. In the end they went to Jersey and Dielette.

Coral Moon had to carefully time its departure from Pontrieux due to the under bridge height at Lezardrieux of 17m HAT. This was significant because it was the day of a Spring high tide. Nonetheless all the calculations in the world of mast height and tidal height don't prepare you for the 'will it, won't it' moment as you motor under the bridge. In the end it was pretty close.

Passage planning the day before on various options had persuaded the boats to return via Guernsey rather than the original plan of Jersey, probably much to the annoyance of the Knight's Challenge crew. A mix of motoring and sailing made for a comfortable passage and easy entry into St Peter Port marina. Due to the Spring tides it also seemed that the easiest way back home was direct from Guernsey because the trip on the Saturday would only take 2 hours longer from Guernsey rather than Cherbourg – the effect of the enormous lift you get as the Alderney Race throws you up into the Channel on the flood tide. As a result a leisurely day was spent in St Peter Port. Coral Moon was glad of the time because

they had developed an engine overheating problem, which was solved by connecting a hose pipe to the engine sea water inlet. This dislodged some obstruction - almost certainly weed picked up from the Trieux river trip.

St Peter Port was bustling with tourists from the UK, France and some cruise ships anchored off. The weather was glorious and there were plenty of restaurants to choose from.

On the Saturday the boats set off at 0800 on their different passages, one via the Needles, and the other via Bembridge Ledge. All day there were just very light southerly winds so it was engines on. At the same time Knight's Challenge was leaving Dielette for home. As predicted very fast passages were made of 14-15 hours.

The highlight of the passage was Vikla spotting a very funny looking grey vessel dead ahead in the 'Up Channel' shipping lane. Binoculars and then AIS revealed it to be German U-boat, U33. The crew of Coral Moon thought it was a windup when they were informed over VHF that a U-boat was heading their way - apparently it even changed course for them. On a more worrying note Vikla came across a large tanker in the Channel with no AIS transmission - a little disturbing given that it is mandatory for all vessels over 300 Tonnes and yachts increasingly rely on this technology.

During the passage a weather forecast was received giving warning of very strong winds up to F8 for the Saturday night and Sunday. Close to the Isle of Wight, around 2100, a front approached and came over like a huge grey blanket in the sky. It was interspersed with vivid yellow colours in the setting sun. However there was no wind with it initially. Later on though Knight's Challenge experienced the force of it as they moored up in Portsmouth Harbour in the early hours.

Once again a cruise to remember with numerous stories for retelling around the bar in the future.

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.

Starting to Flag!

Nigel Barraclough sent me an email the other day with a message in semaphore.

Now fortunately I learnt semaphore when I was a Cub Scout and this has proved useful over the years, not only to read messages from Nigel but also to interpret questions while taking part in the Foxhunt.

I realised that it was a little bit unfair that Nigel and I were acquainted with this means of communication but that many of the younger club members were not that fortunate. So, in the club's spirit of furthering education, I have put together a chart to let you into the secrets of this skill or remind you, if your days as a Brownie or Cub were too long ago to remember!

May you all get an extra Brownie Point on the Foxhunt this year.

Happy Hunting.

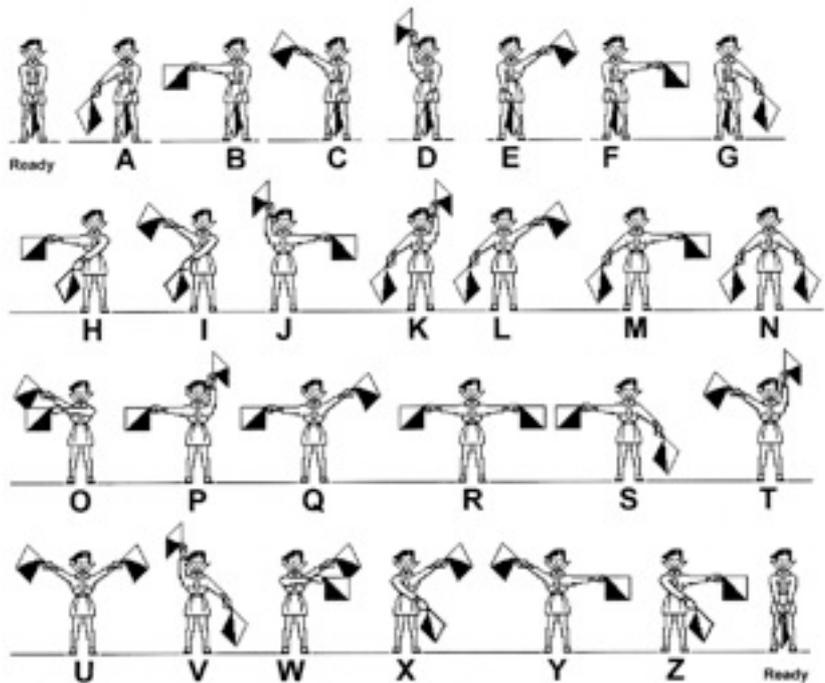
John Futcher

Could relying on GPS leave you lost at sea?

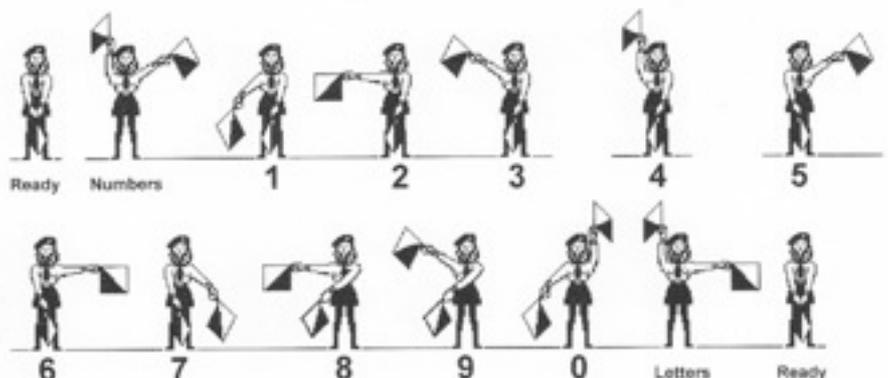
There has been a lot of chat recently about GPS jamming and the possible implications.

A recent article in Motor Boat Monthly, (<http://www.motorboatsmonthly.co.uk/news/518473/relying-on-gps-could-leave-you-lost-at-sea>) has concluded that we are over reliant and/or dependent on GPS technology for many

SEMAPHORE A Little Guide



SEMAPHORE – NUMBERS Another Little Guide



applications from boating to driving, and anything else that relies upon GPS

Since the signals received by GPS systems are very weak – the equivalent to receiving the light from a bright bulb at a distance of 20,000km – they are open to interference or corruption, either from phenomena such as sun spot activity or malfunctioning TV aerials, to purposeful disruption using jamming broadcasts-illegal in the UK.

Whilst the experts don't think that anything major is about to happen they are concerned that there is interdependence between systems that people think are backing-up each other.

A report concluded that it might well be "that if a number of these systems fail simultaneously, it will cause commercial damage or just conceivably loss of life. This is wholly avoidable."

The report also investigated the effects of commercially available GPS jamming systems on marine navigation by sailing the Northern Lighthouse Board vessels NLV Pole Star through a patch of sea blanketed by the jamming signal. This caused the Pole Star's GPS receivers, automatic identification system transponder, dynamic positioning system and gyro calibration mechanism to fail. Each of these systems was in some way controlled by or dependent on GPS. The range of results proved interesting,

Some of the readings were quite obviously erroneous, such as placing the ship doing 100 knots above the North York

moors, and the GPS software was rejecting those out of hand. But there were others falling into what we would class as the dangerously misleading category, five metres here or there for example.

The report finally concluded that: "There are several questions raised by this trial, such as the ability of a vessel's crew to quickly revert to traditional means of navigation and also the extent to which they are able to navigate with these means. Given the greater reliance on satellite navigation, in particular GPS, these skills are not being used daily and are no longer second nature."

For the yachts that we sail on, I feel that 5 metres is accurate and even in fog you can normally see further than that, but how would we cope without GPS? We should practice navigation by taking bearings and other methods without referring to the GPS

Peter Denning

Sailing around Lighthouses

I picked up an interesting item in the Travel section of the *Telegraph* of Saturday 14 May 2011, concerning cruises round lighthouses in British waters, and thought it might be something other CSC members would be interested in. The 'THV Patricia' is operated by Trinity House (www.trinityhouse.co.uk) and has six cabins. Cruises last between three and 14 days and you can book through Strand Voyages on 020 7921 4340; www.strandtravel.co.uk.

Jenny Newman

Dear Club Members

I would like to thank all the club members who wished me well and for all the cards and basket of flowers sent to me by



the club members. The flowers arrived at the convalescent home where I was staying, they were admired very much by the people staying there, this really bucked me up.

My room overlooked the sea and I could see the boats sailing by which gave me an interest and brought back memories when sailing with 'Fresh Herring' with the club ... great days.

Thank you once again.

Aunty Pat

Channel Sailing Club in its place

Channel Sailing Club has been signed-up on Google Places. This will mean that our club can be found when people are searching on line.

This move builds on our plans to promote the club more widely.

Obituary



Members were shocked at the news of the sudden death of Peter Worsfold. A regular at Club Nights, he was also a member of local sailing club The Sutton Mariners. Members of both club's attended his funeral, held in April.

Peter was due to go on the annual Easter Bunny cruise, an event which takes place over the Easter bank holiday period and which is organised by a number of Channel Sailing Club members. Those on the cruise conducted a ceremony of remembrance on the boats at the time the funeral took place.

Peter was a quiet, practical person, who was always willing to help club members with advice on their maintenance problems.

Club member Jane Povey gave a eulogy on behalf of his friends, remembering his interest in technology and all the gadgets and gizmos that he put on his boat and the times they had together.

Club boats get Round the Island

Club Boats took part in the Round the Island Race this year. Sadly the weather conditions for this 80th anniversary event were not good. Wind and tidal conditions made for a rough trip and although most club boats that took part got round, it was uncomfortable in many ways.

Below: Knight's Challenge's mainsail. It got ripped soon after the start.



Olympic Flame to go to sailing events venue

The Olympic flame and torch, icons of the Games and recognised throughout the world, will be going to Weymouth & Portland on 12th July 2012, just two weeks before the start of the London 2012 Games.

LOCOG (London Organising Committee of the Olympic & Paralympic Games) confirmed in a nationwide media campaign that Weymouth & Portland has been selected as one of 66 evening celebration locations across the UK. The evening events will offer local people the opportunity to come together and get involved in the celebrations and share in the Olympic spirit.

As part of the events LOCOG and the Presenting Partners, Coca-Cola, Lloyds TSB and Samsung, will stage exciting entertainment shows where a cauldron will be lit from the Olympic flame, marking the end of the day's proceedings.

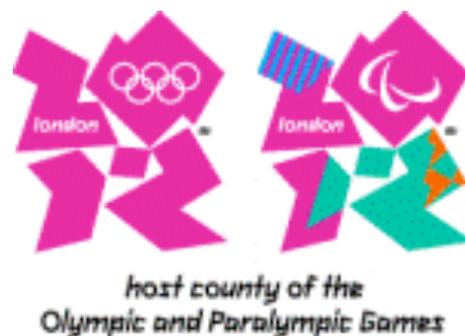
The Olympic flame will arrive in the UK from Greece on Friday 18 May 2012 and the 70 day Torch Relay will start at Land's End, Cornwall on the morning of 19 May 2012.

On leaving Land's End, the Olympic flame is expected to travel an estimated 8000 miles across the UK, giving thousands of communities and individuals their moment to shine as the Olympic Flame

comes to their doorstep. The Olympic Flame will arrive at the Olympic Stadium on 27 July 2012 for the lighting of the cauldron at the Opening Ceremony, signifying the start of the London 2012 Olympic Games.

Sebastian Coe, LOCOG Chairman said "We are thrilled that Weymouth & Portland has agreed to host the Olympic Flame on its journey across the UK. We have no doubt that the welcome Weymouth & Portland will provide will demonstrate how the spirit of the Olympic Games is reaching out across the UK as excitement builds as the start of the Games draws closer.

"The Olympic Flame will be carried across the UK by 8,000 inspirational Torch Bearers and once the detailed route is confirmed later this year, it is our aim that 95% of the UK's population will be within 1 hour's journey time of the London 2012 Torch Relay. 90% of the 8,000 Torchbearer places will be made available to the public through a number of channels including the four public nomination campaigns to be run by LOCOG, Coca-Cola, Lloyds TSB and Samsung. Each of the 8,000 Torchbearers will have a story of achievement and or contribution to their local community".



i-Coast website launched

A website that allows anyone to plan an array of coastal and water activities in Dorset was launched on 26 May 2011.

Created by the Dorset Coast Forum and web developers One Bright Space as part of the EU-funded C-SCOPE (Combining Sea and Coastal Planning in Europe) project, i-Coast makes available a range of information about water sports and coastal activities in the County.

Dorset Coast Forum has worked with One Bright Space to develop i-Coast as part of the three-year marine planning project, C-SCOPE. The programme, a partnership between the Dorset Coast Forum and the Belgian Integrated Coastal Zone Management Coordination Centre, is funded by a €1.8 million Interreg Grant.

Real-time weather, tidal and current information and sea conditions will also be available on the site.

Find out more about the site by going to www.icoast.co.uk. To find out more about C-SCOPE, go to www.cscope.eu.

Sea Sickness, Spinnakers and Milk Bottles

by Andy Lear

I am not sure that this article will even get published since it pertains to a non CSC event. If anyone wants a brief summary then we sailed to France with Captain Keith Gibbs, I got told off for getting Janet Sainsbury's knickers wet, Janet attacked Steve Cole's nose with a milk bottle and we all got drunk.

It would certainly be fair to say that without the Channel Sailing Club I would not have to spend a Spring Sunday watching the stomach contents of half the crew going over the side of a boat. Before that weekend I had not done any night sailing, nor had I sailed across the Channel to France. As a shakedown and practice session for the Fastnet, as well as a fun sail in its own right, Steve and I had been invited by Keith on Change of Course to the JOG St. Vaast race. I believed that there was only going to be the three of us sailing and for an overnight passage that did not bode well for the chances of any sleep on the way. Steve picked me up Friday lunchtime and we drove to Hardway. I was much relieved therefore to see the John 'Decrepit Mariner' Fatcher scampering about the deck and, rightly, assumed from his presence that Janet (who I had thought was going to Swanage with John that weekend) would also be on board.

There was not a great deal of wind in the early afternoon so we had the engine on for most of the way to Cowes but once we arrived the wind started to pick up and by 1700 hrs when the race started, there was a respectable force four on the gauge. We did not get the best of starts but on what was predicted to be a 12 hour crossing, a couple of minutes lost at the start was no big deal. We spent the first several hours neck and neck with a red boat called Red Zeppelin, we got the spinnaker out early at

Bembridge Ledge and with the wind on our backs were making pretty good speed.

Janet and I took the first watch. It was quite a tricky sail because we had the kite up and I was really trying to sail a bit nearer to the wind than the spinnaker wanted to go. Eventually it displayed its displeasure at this maltreatment by coming apart at the seams, quite literally. Keith was got out of bed and we wrangled it back into its bag and replaced it with a second spinnaker. After three hours at the wheel I was ready for a couple of hours kip, or at least a chance to warm up. Steve and John came on deck and I got changed for bed. No sooner had I done so, it sounded as though we were under fire with a bang bang bang going-on on deck. The boat was at all sorts of mad angles making sleep impossible and then I was required on deck to wrangle another complaining spinnaker into its bag. This one was even more grief to get back on board. Even though it had a snuffer on it, the snuffer was refusing to snuff. Eventually Keith and I managed to get the snuffer down sufficiently for me to grab the bit that looks a bit like a loo seat (I am sure there is a proper nautical term for it but I have no idea what it is) and after that it was just about possible to coerce it back into its bag. I didn't bother getting changed after that, I just slept in my oilies.

It was raining for our second shift. We handed the B shift a beautiful, if slightly chilly, starlit night and no sooner had they finished their shift but it started raining. Having nearly run out of spinnakers we were sailing on the genoa which was much easier and the second shift was fairly uneventful. I went back to bed afterwards and was woken up to be informed that the race was over. Not quite the nail biting finish I had anticipated. By now it was no longer raining but it was very foggy. I went to the bow as lookout. Eventually I could just about make out the harbour wall and we got inside St Vaast and moored up. This was one of those areas where

ignorance is bliss. I would imagine that most people know that there are two fairly substantial islands just outside St Vaast. On the way in I didn't see either of them because it was so foggy so there was some pretty good navigation going on somewhere.

I am sure that there will be some that think that half seven is too early for gin and tonics but we thought a celebration was needed. Saturday we just went shopping and at 1700 hrs there was the prize giving. As there was no prize for most number of spinnakers to go in the water on a single crossing we missed out on the bubbly but it was a really pleasant party and we got socialising. Eventually having got as social as newts we were bribed into leaving with the offer of half a box of rosé wine and we stored that in the boat, went back into town to find something to eat and so to bed.

The next day most people were leaving at 0800 hrs or so in the morning and I don't think we were much later. As soon as we got out of the harbour we knew it was going to be a horrid crossing back. Steve Cole was prone on the deck and I did not feel too clever myself. Before too long Steve was honking up over the side and when he got too cold to continue this he went below decks with a sick bowl. It was at this

stage that Janet clobbered him on the nose with a bottle of milk. I was not there at the time so I am not sure why she did this, I presume she had her reasons though. I was a bit queasy but managed to keep the contents of my stomach in place which was more than can be said for John Futchter who augmented the Channel by regurgitating his breakfast into it. He claimed that he had overheated in the cabin where Keith was cooking. Even Keith later admitted to having felt a bit green round the gills so I think I did quite well to avoid chundering (a good nautical term if ever there was one) over the side. A less charitable explanation for my managing the passage might be that once a tummy reaches a certain size it becomes self-gimballing. Perhaps there are some questions best left unasked.

Steve wanted to go back that night. Having made sure that I could get a lift back I stayed on board and after a few more glasses of rosé went to bed pretty early, about midnight.

The next morning we had to get the boat back on its proper mooring and that was no joke. The wind was still blowing all over the place and it was definitely a job to be done in life jackets. After that we swabbed the decks and tried to tidy the boat up a bit, had a swift beer in the bar and home.

Log books ... An irritation!

by David Evans

David Evans is a founder of Channel Sailing Club (then called the Pirate Cruising Club) and the Club's first Commodore.

The article in the last edition of *Wavelength* was timely in that as I was moving house the question as to what to do with my cruising logbooks going back some 40+ years was rather

relevant. After reading Nigel Barraclough's article, I sat down and looked at some of my early logbooks -- and Nigel was quite right they were an irritation in that they comprise a few pencilled jottings which tell you absolutely nothing!

The purpose of a logbook, of course, is to record the history and happenings upon a voyage to enable, subsequently, the detail of that voyage to be reconstructed. My later logbooks enable me to do just that and having kept the

Almanacs as well I can also reproduce the track of a voyage. As a result, the early sailing days of Pirates Cruising Club (subsequently Channel Sailing Club) are very well documented indeed. What is even more interesting is that the crew of 'Seamogs' developed the habit of annotating in the various cookbooks on board with details of where they were and the weather conditions when they prepared various recipes. Putting it all together some 20 or 30 years later makes the whole thing stand out. Not only does one have the narrative of the log, but one also has the navigational detail which enables you to calculate exactly where the boat was at any one time and almost relive the weather conditions as, for instance, you arrive at the head of the Race of Alderney at bang on the turn of the tide for an exciting ride down to St Peter Port.

While the logbook should be an important part of life on board a cruising yacht; it is also a legal document.

Two Logs

I know that in days gone by, many sailors kept a private journal in addition to the Ship's Log. On 'Seamogs' we changed the practice slightly by having a Deck Log or Ship's Log and a separate Navigation Log. The latter was, and indeed still is, used to prepare all the navigation information including passage plans and is also intended to record navigational information necessary to chart the passage of the yacht, in my case substantially independently of all the electronic aids currently available on board.

Digital photography has opened up many new doors for the sailor -- it is now very easy to click off a few quite high quality pictures with your iPhone which can subsequently be printed and stuck in the reverse page of the Ship's Log. One has, I think, to be a little careful, since it is a very small step to turn a Ship's Log into what is in effect a glorified scrapbook. On 'Seamogs', we maintain the rule that only material relevant to the yacht's passage and the crew activities in relation to the yacht is recorded in the Ship's Log. Over the years, however, I have maintained a firm discipline on making sure that all photographs were properly catalogued and dated so that I do know who was doing what, when and where.

The Channel Sailing Club (when it was the Pirate Cruising Club) was formed just before Spring Cruise in 1976. What is not generally

known, however, is that the very first cruise from Longmead Adult Education Centre in Epsom where it all started, took place on Saturday 1 July 1973 with a day sail in 'Seamogs' from Chichester Yacht Basin in the general direction of the NAB Tower. I have one entry in the log for that day -- that is simply the date! The only meaningful record is the one and only photograph (pretty blurred) and a few lines in my diary, which has enabled me subsequently to identify precisely when that trip took place.

Blink

When the latest 'Seamogs' was put in the water earlier this year, singlehandedly, I gingerly inched her out of the Medina River and set sail -- the habit of log keeping just fell back into place and I was amazed how straightforward it was simply to pick up the pen and record the detail of the voyage. I opened the old logbooks and carried on from where I had left off. It wasn't particularly exciting but it was immensely rewarding and it carried with it a warning. As I approached Chichester Bar, a plaintive voice was heard on Channel 16 calling the Coast Guard and asking for help since his GPS had "gone on the blink" and he didn't know where he was but he rather thought he might be in Bracklesham Bay!-- Not that I could be much help with 6 feet of keel underneath me! But at least I had a comforting line of triangles broadly following my own trek across the Solent. Blink or no blink, I knew where I was!

Keeping a logbook up-to-date on a cruising yacht requires a degree of dedication and consistency. It is a skill that is hard-won and in my view should be encouraged. The good logbook can easily be turned into the sort of journal to which Nigel refers in his article: however, the basic log should stand alone, tell a story and enable, if necessary, a reconstruction of the detail of the voyage including detail of weather conditions, sail changes, reefing, watch keeping and so on.

I believe that the Club should encourage this and would like to suggest that an award be established for the best cruising log submitted for adjudication by the flag officers in any one year.

The next edition of Wavelength will carry an article on the Log Book from Pokeabout.

Maritime VHF

How often do we hear, “ I called on Channel 16 but could get no reply “ There are always two or three reasons why this may happen:

- No one listening on the other vessel.
- When press to talk is pressed Battery voltage drops too low.
- No or too little power reaches the antenna.

The Club possesses a VHF Standing Wave Ratio (SWR) and Power Output tester. It is held by John White, who when it is convenient, will test your installation.

AIS

by Bill Sandford

It is quite understandable that there are misconceptions concerning both the operation and essential requirements of the Automatic Identification System (AIS) As a representative member of the IALA AIS Committee I can speak with some authority on the complexity of the issues we faced.

The following is a quote from an IMO paper:

“In response to recommendations in Lord Donaldson’s report ‘Safer ships, cleaner seas’ (May 1994), the UK Government submitted proposals to IMO for the mandatory carriage of AIS. Those proposals were for a very simple system to meet Lord Donaldson’s recommendation that coastal states should be able to identify shipping passing its coasts.”

AIS is based on a special message packaging system, a Self Organising Time Division Multiple Access system, SOTDMA, adopted in 1995. The message packages are 35 mill seconds long giving 2000 packages a minute. One may liken the system to a constantly turning Ferris Wheel with 2000 seats. The rate of turn, one revolution per minute, is rigidly tied to the GPS timing signal, so that any potential user knows precisely when the next slot is due. Carefully designed digital technology allows a vast amount of data to be conveyed in each slot.

The amount of data needed by each ship and Local Authority is such that vacant packages are soon used up. When there is also a number of small craft also trying to claim packages, the system could overload. In such circumstances Local Authorities, VTS, have the power to close the system to Class B. Also in appropriate circumstances so have SOLAS vessels. This is not a case of overruling the regulation that power gives way to sail.

It is important to note here that the RYA are looking into training to give a better understanding of AIS among other Electronic Navigation issues. See entries in the Sailing Press.

The Interview

Nigel Barraclough joined in 1991 and has sailed on over 50 club boats.

Force 3 to 4 or 5 to 6?

When I was younger, 5-6 but now its more 3-4.

Foredeck or Helm?

Foredeck

Cruising or Racing?

When I was younger, racing, now, probably cruising - I used to be a member of JOG and had a lot of fun on that and did a lot of racing but nowadays I prefer the challenge of navigating to interesting places.

Who would you like to sail with?

Henry Morton-Stanley (as in Dr Livingstone I presume)

What is your most memorable sailing moment?

Coming back from Aldernay after a JOG race in a SW F7 going stronger, we did it in under seven and a half hours. Listened to shipping forecast at 0033hrs and we went past Bridge Buoy at 0744 and we had no electronic navigation, so all done by EP.

What is your favourite meal aboard?

A good corned-beef hash.

What is your favourite Club event?

Foxhunt, and I am annoyed I am missing it this year.

Training Update

Club members who attended the AGM in January will have heard the presentation from John Lindsay about the challenges faced in maintaining the training programme.

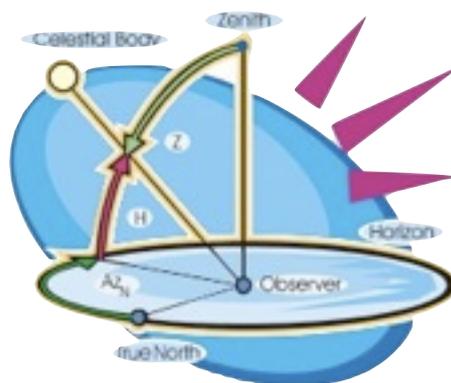
Over the past few months, your Committee has been working on plans to re-emphasise the training activities in the club.

A new team has been formed. Mac Keight will be taking over the RYA Principal role from John Lindsay in October supported by Roger Roberts, who is working on the winter programme and Martin Hewitt who, as training officer, is undertaking the administration of courses and taking over from Ken Hare.

A huge thank you go to Ken for his behind the scenes work and John, who has been leading on the training programme for the past few years. John will continue as instructor for our VHF and Diesel engine courses.

Interest in a Day Skipper shore-based course has grown and it will now take place. Some people have already spoken to Mac Keight about their interest, but if you have not, and want to do the course, please get in touch with him on 020 8330 5595 or mkeight@talktalknet.

Other courses which usually appear on the Club's training programme are detailed on this page. In addition to the accredited programme, a winter talks and



educational lecture programme will be put in place. Further information about this will come out in due course.

At the heart of the Club's origins is the promotion of sailing skills. The Club encourages skippers to use sailing and racing events to pass on their knowledge. A special skills event has been added to the annual programme. Details of how to take part in the event, run by Keith Gibbs, which will take place in November, will be announced through the e-sailing briefs.

The Committee is keen to hear from members about their specific training needs. So if you want information or training on any sailing topic, please send our ideas to Martin.

As well as boosting the overall skill level of Club Members, the Committee is keen to develop Club members to become trainers. If you are interested in supporting the training team, either as a 'training liaison assistant' (helping out during the training courses) or want to become a qualified trainer, get in touch with Mac Keight.

RYA Diesel Engine:

Instructor: John Lindsay

Cost: £60

Dates: 5 November 2011 (full day)

RYA VHF/SRC Radio:

Instructor: John Lindsay

Cost: £70

RYA Radar:

Instructor: Keith Bater (of Skysail Training)

Cost: £90

Dates: 21 January 2012 (full day)

RYA CEVNI:

Instructor: Gerry Roper

Cost £20

Dates: Early 2012 (over two evenings)

RYA First Aid:

Instructor: Nick Pannell (of Pan Pan Sailing)

Cost: £70

Dates: 19 November 2011 (full day)

This course is a pre-requisite for the RYA/MCA Yachtmaster Offshore practical examination and the certificate is valid for three years.

RYA Day Skipper:

Instructor: TBC

Cost £235

Dates: five weekends over November 2011 to January 2012

For information about the courses, and to book a place, contact Martin Hewitt on 01372 813 368 or martinhewitt@ntlworld.com

Sextants ... how do they do it?

by Nigel Barraclough

Quite how mariners used sextants has always been an anathema to me and something I have always admired.

I learnt how to use a sextant horizontally. We were learning how to do survey work in Southampton Water using two sextants at once (two people, one sextant each) “double sextant fixes”. These were not so difficult to work out and did occasionally cause some merriment: according to one fix we (and the tanker close by) were sitting on one of the blocks of flats on the eastern side of the Water! That said when we did get it correct it was considered to be a more reliable fix than DECCA.

A number of years ago I did work out my position at sea using a sextant but by the time I gone through the sight reduction tables and worked it out (making a few errors on the way) we were a fair distance from where I had started.

Having said that sea room meant it was good enough.

On the Easter weekend we did get a sextant out to do a noon sight. It was excellent visibility, a flat calm and a very stable deck. It still took two of us several attempts, my arms ached and by the time I had actually completed the sight it was 20 minutes past noon anyway!

This brings me to the little item in the photograph. It is about 3” across compared to the more usual 8”. I have my doubts about the authenticity of its claim to be an old sextant belonging to a ship’s lifeboat. Nevertheless they were used and were part of standard equipment

in a ship’s lifeboat. The mind boggles about how one of the crew used it in an open boat, possibly surrounded by passengers in a state of shock from the same ship. Having made the sighting it would have been necessary to perform the calculations – again: how did they manage it!

Then there is the example of Frank Worsley who navigated the James Caird from Elephant Island to South Georgia (led by Shackleton); surely one of the greatest sea journeys of all time.

A semi open ship’s whaler 23 feet long in the Southern Ocean.

Sextants were still used as a back up until relatively recently. On one occasion we were coming back on the ferry from Ireland (having sailed there in Fizzgig) and chatting to the crew on bridge. Weekly practice was a requirement however the crew realised that providing they just “adjusted” their calculations in their logbooks a little they didn’t have to actually shoot the sights from the deck or work

them out. That was fine until the Captain rumbled them – hence forth “real sextant practice” became a regular feature of the daily duties.

On my shelves I still have a copy of NP401 (4) (Sight Reduction Tables for Maine Navigation Latitudes 45° - 60°) which I purchased so that I could do the RYA astro navigation theory course. It is a book which must rank alongside “π to a million decimal places” for interest. That said I would never part with it and it remains a link to times past, when navigators were navigators and possessed a skill which I can’t help but respect and admire.



Membership Renewal

All members of Channel Sailing Club are invited to renew their membership for 2011/12, effective 1 October 2011.

Renewal applications can be forwarded immediately to the Membership Secretary. Fees remain at £25 for an individual or £40 for joint membership.

Club Application/Renewal forms can be downloaded from the Club website and should be forwarded by mail to Jane Shott, Membership Secretary, Tudor Cottage, Raikes Lane, Sutton Abinger, Dorking, RH5 6PT, or electronically to membershipsecretary@channelsailingclub.org.

Please make sure to use the form to inform the Club of any changes to your personal or boat details (including sale of your boat).

Payment can be made by cheque made out to "Channel Sailing Club" or by electronic bank transfer to

Channel Sailing Club (Sort Code: 20-29-90, Account number: 80007390).

If paying by bank transfer you should:

- Enter Subs, your initial and surname e.g. SubsJShott when asked for the reference
- Send an email to the Club Treasurer at treasurer@channelsailingclub.org with a copy to membershipsecretary@channelsailingclub.org advising that you have paid your subscription fee by bank transfer, giving the date of the payment and if you have paid for joint membership the names of the two members concerned. If possible use the reference of your payment in the subject line of your email
- Forward an Application/Renewal form to the Membership Secretary if any of your personal or boat details have changed. If all your details remain the same note this fact in your email.

Club members in Fasnet Race



Club boats 'Jambo' and 'Change of Course' took part in this year's Fastnet Race.

To get into the race requires boats and crews to take part in a series of qualifying races, so there is a huge commitment before the event.

Congratulations to all who took part.

Club members go long distance

Keith Gibbs and Janet Sainsbury are both well known in Channel Sailing Club for their long distance sailing. Last year they both took part in the Round Britain event and this year, they added the AZAB to their list of sailing achievements.

Sailing two-handed in the Azores and Back race, they clocked up nearly 3000 miles. The race did not go without incident with the outward bound part of the trip punctuated with various technical failures. However, with repairs

undertaken in the few days between legs, the return trip went smoothly.

Bill Sandford sent *Wavelength* a reminder that club members Barbara Wright nee Latham with Mike Button did the AZAB in 1983 and Ken Phillips regularly sailed to the Azores during his summer breaks in the early 1980s, so Keith and Janet are continuing an established club tradition of taking part in these challenging events.

BBQ Rally



Above: Marilyn McCarthy and Dorri Parker (right).
Below: Andy Lear.
Below right: club members tucking in to their BBQs.

Photographs courtesy of Pete Thomas.

The event, run by Donna Anderson, was well attended with about ten club boats meeting up at Bucklers Hard on the Beaulieu River. Mooring on the river pontoons, everyone had to use dinghies to get ashore. The tide ran quite strongly and it was a challenge for some crews

to row back to their boats, so Steve McCarthy, whose dinghy had an outboard motor, ran a ferry service.

If you want to run an event next year, get in touch with Steve McCarthy.



Pokeabout Pete

Former Commodore, Pete Thomas, has provided *Wavelength* with a copy of *Mariner* published in 1990, in which an article on 'On-Board Recipes' detailed recipes produced on Pete's famous (or should it be infamous?) boat 'Pokeabout'.

It is rare that you can simply transplant a standard recipe onto a boat (unless you have a fully serviced galley). The option is to produce something ashore for heating-up, or use the inspiration of a known recipe, using whatever ingredients you can find in the locker or in a local shop when you moor-up.

Pete's 'Beef Surprise' was inspired by a Turkey cooked in Cider recipe. Finding that there was no turkey in the supermarket, Pete picked up chicken. Instead of cider, it was draught Guinness, then mushrooms, a pot of cream a packet of fresh herbs, some packet rice and a good loaf of granary bread. Pete forgot to buy the onions.

So, to make 'Beef Surprise', you cut up the peppers, removing the seeds, and fry in some oil in a saucepan. Dice the chicken into cubes and add it to the softened peppers. Stir so they brown evenly and don't stick to the bottom of the pan. After a while add the herbs (Pete does not specify in the article exactly what herbs to use, but sometimes supermarkets put together a pack of mixed herbs, go for that, or just pick

up oregano, rosemary and and thyme). Pete's advice is to 'throw in the green bits not the twigs'.

Now you open the Guinness - pour into a pint glass and have a Floyd-like slurp or three and put as much or as little as you like into the pan - add the mushrooms and let it bubble away on low. Meanwhile cook the rice as per instructions.

When all is ready pour the cream into the chicken, stir and serve with the rice and the bread.

Pete's serving advice includes: adding a salad or 'something' depending on time, space and conditions; keep prodding and tasting the meal until it looks ready; make sure you have enough meat to start with as it can shrink during cooking.

Final instruction to the crew is that the cook never washes up.

Pete's culinary range extends to Beef Surprise Two, Beef Surprise Three, Son of Beef Surprise, The Return of th Beef Surprise, The Beef Surprise Strikes Back, The Revenge of The Beef Surprise, The Beef Surprise Comes Home, The Cook is Sacked and God Bless MacDonalds.

If you have a favourite recipe you want to share with club members, send it to the Editor of *Wavelength*.

Bar Duty

A huge thank you to everyone who has volunteered to serve behind the bar on a Tuesday Club Night.

If you have not yet volunteered, and are worried about what would be involved, don't be, as training will be provided.

To book yourself into the rota contact Trevor Barker.

Personal Privacy

Your Committee has been asked about the use of photographs on the Club's Facebook page.

Club members are referred to the statement on the grey column on page 3 of *Wavelength*. This statement was introduced in 2008.

So, if you don't want to be identified through photographs which are published on the Club's Facebook Page, website or in *Wavelength*, please get in touch with Trevor Barker who heads-up the Communications Team on the Committee, speak to any committee member or the Commodore.

Thank you.

Trevor Barker
01372 742 793
07860 466 364
trevorjbarker@hotmail.com



Is the crew in the dog house?

by Diana Coman

I was on a boat recently and saw some dog bowls in the galley. Curious, I asked what they were for. 'The crew', was the reply. The crew! You feed the crew in dog bowls? I said, unable to hide my incredulity. "Well, they don't move about and are stable to eat in rough conditions," I was told.

Now I know that it can be difficult to sort out bowls and plates etc for a boat, knowing that it must survive being thrown across the cockpit or cabin, but I think plastic dog bowls is really a step too far.

Most boats carry the standard picnic crockery and cutlery and I've often seen the same pattern on melamine plates laid-out in the cockpit for an alfresco meal on a summer evening. Whilst its important to look for the practical, it is also nice to find something that has a sense of style about it - but perhaps that's a woman thing! I usually check-out the stands at the boat show, offering the full range of matching crockery, cutlery and table linen, more for the gin palaces that float round the Solent and beyond really.

With the usual one-pot meals that are often served up on board, a large, robust bowl is the best item to have - and a spoon works better than fiddling about with a knife and fork, particularly if you are eating on the go. Mind you, we nearly had to eat with our fingers on one trip I was on, as the knives and forks went overboard with the washing-up water. There was a horrifying moment as the clatter of cutlery rolled down the bucket and then cascaded into the water. Fortunately the spoons were spared. I now carry a knife/fork/spoon camping set in my sailing bag, just in case. Perhaps I should start carrying crockery as well!



Lifeboats

'A lifejacket buys you vital time – but only if you're wearing it.'

On average, RNLI crew members rescue 22 people a day. So they know what can make the difference to being rescued alive. The fact is, wearing a lifejacket will more than double your chances of survival in the water.*

Wearing a lifejacket can buy you vital survival time, but only if you wear it. Why not switch your way of thinking? Our advice is to put a lifejacket on the moment you board your boat. And should you want to remove it, think carefully about your decision.

For advice on choosing a lifejacket and how to wear it correctly, call us on 0800 328 0600 (UK) or 1800 789 589 (RoI) or visit our website rnli.org.uk/wearone

*Based on the findings of Professor Mike Tipton, world authority on immersion-related death.



Useless unless worn

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