

# WAVELENGTH



**The official publication of The Channel Sailing Club**  
**Summer 2012**

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Cats and  
Carbs**

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# The Nav Table

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This issue contains an article on lifejackets and buoyancy aids. Thanks to Greg O'Brien of Crewsaver, for providing the photographs for the article on pages 16 and 17, and also to the RYA who agreed to us reproducing their article from their Cruising News bulletin.

The cover picture for this edition is from the Club's photographic archive. I have always thought that the Spinnaker Tower looks like a footballer standing waiting for a penalty shot - but perhaps that's just me!

Nigel Barraclough has submitted a rather gruesome article on the Cat o' Nine Tails (see page four) and we have another sort of Cat on page eight.

There is no word search quiz in this issue. Feedback on whether it is missed would be gratefully received.

Do please keep sending in your stories and letters. Comments on Club trips, issues affecting sailing in the Solent and beyond or articles on trips you have taken elsewhere that you think Club Members will find interesting.

I would also draw your attention to the Shutter Competition.

Thank you to club members for contributions to this issue.

Editor

## Shutter Competition

Have you taken a good picture on a club event?

If so, why not enter it into the Shutter Competition?

Send your photograph to the *Wavelength* Editor with a brief description of the club event during which the picture was taken.

Photographs should be sent as a print but it would be helpful for it also to be able to be provided in digital format.

The best entries will be used for future front covers of *Wavelength*.

Deadline for entries, November 2012. Winners will be announced at the AGM in 2013.

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## Donation to RNLI

The RNLI have informed us that the Club raised £367 from Christmas Card sales.

The local branch of the RNLI would like to thank all members for their contribution and they look forward to coming again later in the year.

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## Book Sale

Thank you to Dorri Parker for organising the Fiction Book Sale on 8 May 2012 in aid of the Solent Sea Rescue Organisation. Around £70 was raised on the night.

Thank you also to members who donated books for the sale.

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## Email Amendment

Some people have been trying to send items to the Editor and have been experiencing problems. It appears that the website may be carrying an incorrect email address. The 'z' seems to be missing.

You can send articles and photographs to [Wavelength@channelsailingclub.org](mailto:Wavelength@channelsailingclub.org) or directly to Diana at [diana.coman@comancommunications.biz](mailto:diana.coman@comancommunications.biz).

# The Commodore's Cabin

It's a year for bunting and boats .. the River Pageant on the Thames for the Queen's Jubilee celebrations, the Olympic Sailing events in Weymouth and on a more surreal level, a swan pedalo is travelling from Hastings to the Olympic site in London via rivers and canals. We have club members taking part in international sailing events and our contribution to the more eccentric spectrum of sailing is Andy Lear's coracle.

It is a great time to talk about sport and sailing in particular ... and perhaps an opportunity for all of us to tell people about Channel Sailing Club.

We are starting a poster campaign to promote the club and we also have some leaflets, and your committee would welcome help in getting them out. So if you can help, get in touch with me.

As I write this piece, the final preparations are being made for the Olympics and Team GB is preparing itself for the competition. I am sure we all wish all the athletes for both the Olympics and the Paralympics every success.

Whatever you are doing on the water this year - whether taking part in your personal olympic challenge on an oceanic adventure, or just bimbly around in the Solent, I hope you are safe and have fun.



**Editor** Diana Coman

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

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## **Club Night**

Channel Sailing Club meets every Tuesday at Epsom Sports Club, Woodcote Road, Epsom, Surrey. Bar opens at 2030 hrs.

We send out **emails** which reminds members of up-coming club events. 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](http://www.channelsailingclub.org)

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.

**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**

From the Club photographic archive.

## **Acknowledgements**

To Crewsaver for the photographs on pages 13 and 14. 023 0250 5026. Survitec Services & Distribution Ltd t/a Crewsaver, Mumby Road, Gosport, Hampshire, PO12 1AQ.

To the RYA for permission to use material from the RYA Day Skipper and Watch Leader course book 2007/08.  
[www.rya.org.uk](http://www.rya.org.uk).

# The cat o' nine tails – how was it used, what damage could it do?

by Nigel Barraclough

A man would be tied, spread-eagled across a grating or on small ships (sloops etc) a capstan bar would be used. In some respects the capstan bar made things easier for the victim because it allowed them to adopt a posture that made it easier to ride the blows.

A heavy leather apron was wrapped around the lower back to protect the delicate organs in that part of the body – the blows being directed across the upper back.

Usually it would be one of the crew who would administer the punishment. The trouble was that if the man wielding the cat didn't put enough effort into the flogging then he might find himself being flogged. Also there was always the possibility that the present victim might end up flogging the man who was now about to flog him. Before starting the victim might warn the flogger that if he was over zealous he would remember that should the roles ever be reversed – leading to the expression “you scratch my back and I will scratch yours”.

Some Captains would take pride in having someone in the crew who was left handed – thus ensuring the cuts went across those done by way to right handed man thus causing more damage.

The first or early blows usually knocked the wind out of the man. Breaking of bones was rare but there would be severe bruising and permanent marks made to the man's back. Contemporary descriptions refer to a man's back being like “raw meat”. For a man who had an impeccable conduct record and might have been flogged unjustly (however lightly) the scars could also be psychological, some even committing suicide afterwards. If the man was found guilty of theft then the cat would be knotted which could only have added to the damage.

How much damage was done would obviously depend upon the number of lashes. One or two dozen being typical for the most minor crime but as many as 500 lashes were occasionally carried out – the victim often not surviving the sentence.

The victim would be checked at regular intervals by the surgeon to ensure he was fit continue to receive punishment – if necessary being rested so that the full sentence could be administered another time.

After flogging was completed the man would be cut down, taken to his mess and the wounds treated by his shipmates. Various things were used as an antiseptic: rum, salt or even urine.

The practice of flogging should be set against the customs and norms of the time. We wouldn't do it now but we don't hang people either. On shore a man might receive a far greater sentence for a far less crime. Many Captains ordered very few but there were tyrants like Captain Pigot of the Hermione who eventually drove his crew to mutiny.

So how bad or severe was the cat?

It is difficult to say with certainty – there is no one around old enough to have experienced its use! There are of course contemporary accounts and the alternative of an anaesthetised volunteer it is hardly a practical option.

An “experiment” was conducted demonstrates the power of a cat in a remarkable way.

A trestle, representing the grating, with bars 20” apart was made. Test samples were 36” long and free of knots were lashed vertically across the grating so that there was an equal overlap top and bottom. Pitchpine was used because it had the greatest elasticity of the readily available woods.

This was set up so that the centre of the test piece would be at a height of 4 feet 6 inches – about the height of an average man's shoulders.

The cat was based upon one of the last ones used in the Royal Navy – in 1867.

A preliminary strike test at about two thirds strength broke the first sample in two places - this sample being: ½ by 2 inches.

A piece ¾ x ¾ inches was substituted and a “full strength blow” delivered. The wood broke in 3 places; the middle piece was 5 inches long landed 17 feet away.

Finally a piece 1 x 1 inch was used. The first blow seemed to have no effect. The second broke it into two pieces.

This test can only be an indication of the cat's power but can I make another comparison. The cat used had rope ¼ inch diameter (about 7 mm), now think of a flaying halyard “out of control in the wind”. Once I had to go onto the foredeck to sort out such a halyard and despite wearing a woolly hat under a heavy hood the effect of the halyard hitting my head – well it hurt and you could see the marks made by the rope on my hood! I hate to think what a cat would have been like.

## Red Diesel

### Advice for Skippers

The following advice has been sent to us by Port Chantereyne.

Following the debate that has taken place in the UK around the use of red diesel outside British waters, it appears that the French authorities will continue to accept the use of red diesel bought in the UK for recreational craft provided that it can be shown that the full duty has been paid.

It is recommended that boat owners keep a record of their red diesel receipts on board as, if they are boarded by French Customs, they will be asked to present the receipts.

## Boat Jumble supports charity

What is now very much an annual event in the Club's calendar, the Boat Jumble took place in April.

The event was organised by Dave Norris and Fred Williamson. Club Members sell their own items on the evening and can donate anything left towards the Beaulieu Boat Jumble event which Dave and Fred attend. All proceeds from the Beaulieu sale go to the Jubilee Sailing Trust.

## Obituary

### Richard Sanders

On 24 April, former club member Richard Sanders passed away after a long and debilitating illness.

Long serving members of the Club will remember Richard and his boat Mellissa. He participated in many club spring cruises.

The Club sent a message of sympathy to Richards friends and family at this sad time.





# Love was in the air on Italian Night

The Italian Night, which took place on Valentines Day was a huge success.

The club house was beautifully decorated with the colours of the Italian flag, creating a very romantic atmosphere.

A special table was laid for Debbie Wiffen and David Surman (pictured right) and Keith Gibbs (pictured below) dressed for the part, entertained the gathering with a few songs.

Jo Brady organised a special raffle, with all the prizes (bottom picture) having an Italian or Love theme. Around £40 was raised for charity.

Picture middle right: Nick Hoskins with his partner Linda.





# Special mooring fees for members at Port Chantereyne

Channel Sailing Club has entered into an agreement with Port Chantereyne, Cherbourg to provide discounts to Channel Sailing Club members.

The discount will be offered on presentation of a valid membership card.

If you have not received your membership card in the post or with the last issue of *Wavelength*, please get in touch with Jane Shott, Membership Secretary, on 07812 415 939.

Berthing in the marina in Cherbourg is based upon categories of length. Members will be charged two categories below their actual category, which is the equivalent of up to 20% discount.

No discount can be offered unless a valid membership card



can be presented to the marina reception. This discount does not apply to permanent berth holders.

A copy of the agreement is on the Club Notice Board.

The marina Port Chantereyne in Cherbourg is located in the largest artificial harbour in Europe making it a very safe place to moor. The marina is a deep water marina and is therefore accessible 24

hours a day at all states of tide and weather.

Being the closest French marina to the Solent, Port Chantereyne is ideally located in the heart of the English Channel and is a perfect starting point to sail to St Vaast La Hougue and the landing beaches to the East, and the Channel Islands to the West.

Cherbourg itself is a typically French destination with its large selection of shops, bars, restaurants, gardens, parks and museums all located very close to the marina.

The friendly English speaking marina staff will be delighted to help with the organisation of your stay in Cherbourg.

For all members of the Westerly Owners Association, Port Chantereyne will offer a discount on berthing fees on presentation of the 2012 membership card. For more information about Port Chantereyne and Cherbourg, please visit [www.portchantereyne.fr](http://www.portchantereyne.fr).



*Port Chantereyne is a popular place to go for club members.*

# Charters, Cats and Carburettors

by Andy Struthers

Last year we chartered in Thailand and I wrote an article which *Sailing Today* published – the charter company were very pleased with the free publicity and invited us to come back at a cost it would have been downright rude to turn down, so off we went again in January of this year for some more time on the amazing Andaman Sea.



Rather than write a travelogue which was essentially the article last year I made a few notes as we went round on the reality of life on a 30 ft hand-built Wharram catamaran

The charter boat 'Veni Vidi Vici' is a Wharram Tiki 30 built by Makz – of whom more later. It is a wooden catamaran built from plans drawn by James Wharram who bases all his designs on ancient Polynesian vessels. It is held together by parachute cord and in a heavy sea you can feel - and hear – the boat flexing in the swell. Living is very simple – you live on the main deck which has a cabin open to the stern and is about 5 foot high. There is a rear planked deck with a swimming ladder built in. In the two narrow hulls there are berths – which we used for

clothes and food storage and a tiny galley and heads. She has a loose footed gaff rig with a small jib and a large cruising chute with a clever tack line system to keep the tack on the windward hull

## The Trip

We sailed around the Andaman Sea from Phuket to the Malaysian border. There are numerous islands ranging from well known holiday hang outs like Phi Phi to uninhabited islands large and small. You are in latitude 6 and 7 degrees. The weather is essentially hot – the odd tropical storm and overcast day but usually just blue sky and sun. The season is called north east monsoon which means that the prevailing wind is north easterly but as we all know wherever you want to go the wind is always on the nose.

I sailed last year with Steve Morris on 'Jambo' in the Fastnet – on the way to the rock we had a beat and a close reach – we had a three mile run down wind to the turning buoy and then had a close reach all the way to Plymouth.

It was the same in Thailand only you need to be very careful with a catamaran because despite attempts to persuade me to the contrary and despite hours of trimming and barber hauling and pushing as hard as you can to windward the fact is that in my view catamarans don't go to windward. So this time we were very careful to go where the wind took us – our lesson learned in a 45 mile motor into a steady wind and fairly high sea last year. The outboard at high revs means you can't hear each other and after pounding into the sea for eight hours some time was needed to regain the zen like calm we had been working on

## The Charter Company

The Charter Company charts out four Wharram cats and is owned managed and run by Makz – who also built them. Only ever seen in a dirty T-shirt he is a man to whom there is no such thing as a problem. When we left, the engine on one of his boats had stopped working



during a charter. No problem – Makz got a lift to the island they were on and then was busy sailing it – with the charterers in strong winds without an engine - to the nearest place he could get parts where he intended to take the engine apart and put it back together. His briefings are legendary – at night in a bar – where you are actively encouraged to explore beyond the beaten track and to get out there and give it a go.

The engine was a 9.9hp Yamaha out-board that pivots in and out of the water. On the second day we noticed the pin it sat on in the water had snapped. No problem – Makz had one sent out to the island we were on with a ferry captain and we fitted it. As we left that island the engine packed up after ten minutes We could only start and use it in high revs. Desperately thinking back to John Lindsay's excellent engine course we brilliantly worked out it was a fuel issue. Phone calls to Makz meant we pumped things, ran it hard in neutral and the piece de resistance had thumped the carburettor exactly twice as hard as we could. All seemed better so we set off to Lanta – 25 miles away – and there is no Sea Start RNLi Coastguard very few other yachts and the VHF is used solely by Thai fishermen. We sailed most of it and motored the final few miles without a problem but setting the anchor was fun – as soon as you went in to low revs the engine died so it was probably a little strange to the sunbathers on the beach as we shot backwards and forwards for short distances at high speed but it was slightly wearing.

Realising that the trusty thump on the carburettor may not have solved the problem we tried to find a local mechanic and were amazingly lucky. We kayaked over to the local hotel boat and luckily their English was very slightly better than our non-existent Thai so they phoned someone who I thought had clearly agreed to meet me at 6 on the floating jetty. Delighted I went for a swim and then returned and sat on the very hot jetty – apparently looking more and more morose for an hour. Nothing. More phone calls and finally the following morning three Thai mechanics turned up and were brilliant. Within a ridiculously short time half the engine was on the floor and there were bolts and other bits all rattling back and forward as the boat rolled

around. The carburettor was soon off and was blown, sucked and given a good clean. Everything back together and still no great improvement so the carburettor was taken away to meet an air pump and on its speedy return everything was sorted. Three hours work – three men – lots of laughs and all for £20. We thought that was it until just before the end and by complete coincidence in the same bay



we put the engine into neutral to lower the anchor and that was it – the gear would not engage. We managed to work out the rod from the gear cable was not connected to anything and found the bit it needed to be close to but then were struggling. Not a problem as we had kept the phone number and Joke – truly his name – pronounced Jok – was soon over and it was a 5 minute job. We tried not to think too hard of some of the uninhabited remote islands we had been anchoring off in the last 2 weeks and I really and truly will try harder to learn more about engines.

## Island

We did not go to the mainland and therefore avoided things like roads cars and just about avoided shops. This is a description of one not untypical island. Koa Adang is one of the Butang Archipelago a group of islands 30 miles from the mainland and 45 miles south of our last island. It is part of a National Park and only the smallest island is inhabited Ko Lipe which is heavily touristed – mainly by gap years but is seemed to us increasingly by 30 – 70 year olds reliving their youth and young couples with small children desperately trying to retain theirs. Adang

is about 4x2 miles and is completely uninhabited and covered in impenetrable tropical forest. We moored on the west side due to prevailing north easterlies which blow quite hard at night. The west side has a coral reef all down it extending off about 100 metres and the depth then goes straight down to 20 metres. I had found reference on the internet to a few visitors buoys although the pilot book was silent. Luckily there were a couple – the whole west side has little beaches separated by piles of rock so we moored up and kayaked to our own private beach. We snorkelled over the reef – some of the best coral we had found – colourful and fantastic shapes – and plenty of reef fish again in all shapes sizes and colours. We sat on the beach – Alison painted and I wrote my diary. The view was of the other uninhabited islands in the group and the sky was blue and the temperature a comfortable low 30s – there seemed little point in going on – which leads neatly on to ..



### **The Bar**

Wally is a Hawaiin Polynesian and the story – which I assume is at least based on truth – is that he was sailing round the world many years ago when he reached the small island of Ko Kradan and decided there was no point in going any further as it was perfect. His place is called Paradise Lost and it is in the middle of the island – so ten minutes walk to the beach either way. He has cleared a patch of jungle and built a few huts where you can stay and has a dining area with a floor and roof – who needs walls. Wally presides by sitting on a stool behind the counter and knows everything about everybody in the area. He is a large man and no longer young but

is firmly in control and a highlight of the trip is one of Wally sausage sandwiches – once eaten after 3 weeks of solid Thai food – never forgotten. Kradan is one of my favourites – a few places to stay on the west side and Wallys is all there is apart from the spectacular coral reefs and cliffs – tourist boats disgorge their load during the day but they generally don't stay long before they are returned to the overcrowded and sweaty mainland resorts leaving Kradan to its evening peace with monkeys calling and the Paradise Lost kitchen cooking it up for the few left and Kradan is just to the west of...

### **A Tourist Attraction**

The Emerald Cave is one of the few tourist attractions and is worth it. We kayaked to it from a bay we had anchored in and there were a few tourist boats anchored up at the cliff. The entrance is hard to spot but we donned our masks, put on the one surviving head torch and swam into the darkness. The tunnel is 60 metres long and you need to keep to one side to avoid going down dead ends and although we had been last year 60 metres in the dark is still a long way to swim. When you emerge you enter daylight and a perfect world. It is large enough for a beach and some trees and shrubs and then on all 4 sides the cliffs go straight up with lianas and plants clinging to the sides. Rumour has it that pirates buried treasure here and this has to be true as the spot was made for a Boys Own adventure story.

### **The Other Tourists**

In three weeks we met only one other person whose first language was English. Apart from that there were a few Germans and French tourists but very few. The one we met was Howie, who was in a tent at Ko Rok Nok a classic desert island 20 miles off the other islands inhabited by a few rangers only as it is part of a National Park. We spent a few nights chatting to Howie – he was a 72 year old American now based in Thailand and had been a High School teacher back in the US. Howie is slightly to the left of Karl Marx and was ploughing through Das Kapital volume 4 at the time. In his view Obama is an arch reactionary and he believes that the working classes will rise up and overcome what he had difficulty talking about without spitting – capitalism. So the conversation was a little



different from the usual Surrey pub chat – but in many ways more thought provoking

### **And Finally the Food**

I appreciate this is a sailing article written for a sailing club magazine but I cannot ignore the food. We ate breakfast and snack lunches on board and for evening meal ate out about half the time and on board cooking the rest. The restaurants ranged from shacks on the beach with wooden benches to smart shacks on the

the cheese is probably still going. Meat didn't keep so that was soon gone. The problem is there are no shops except on the 2 tourist islands we visited and even then there was only tins to buy. Last year we were not prepared and the cashew nut stir fry had become a little dull but this year it was only on the menu twice and we did have some fantastic fresh fried prawns in chilli and garlic and other great dishes.

To boldly go – split infinitive and all..... It



beach with plastic tables and chairs. No island we visited had roads or cars so everything is caught in the sea or brought in by boat. The menu was not varied – there was usually pork chicken fish or squid and this would be cooked in a wok with ginger, black pepper and/or garlic. Additionally there was rice and noodles. Cost about 100 baht (£2.20) per dish – cost for a meal for two with beers around 500 baht (£11.00) On board cooking was excellent and this time we were prepared. The cereal lasted 2 weeks and

is the easy way to go adventure travelling – we are always asked if there were pirates – there were none instead there were delightful friendly Thais who could not have been more pleasant or helpful. The sailing is largely by eye and the sea is mainly Force 4 or less. It is wonderfully relaxing and on return to the UK you do wonder why on earth you need all the clutter in your life as out there you need so little. Will we go again? Probably not for a year or so – but fairly certainly we will get back there one day.



# CSC Racing 2012 - some thoughts on the series so far

by Alick Fraser

In the last week of May, F1 announced with some glee that there has been a different winner in each of the six races in their season to date. In similar vein, I am delighted to report that six different boats have shared the first two positions in the three races of our series so far.

We started with the Sprint races this year, which provided the usual mix of close quarters racing and bracing weather. It is noticeable that we are getting more used to the discipline of a gate start and more of us now arrive on the start line at the desired time. After a few close encounters we also now understand that just hanging around by the start buoy is not a foolproof strategy. A boat hard on the wind, timing her run to the line has both right of way and a speed advantage.

Racing before Easter means selecting from the few buoys that are in the water and do not require us to take avoiding action from heavier shipping. This year we had the additional challenge of another fleet using one of the same buoys at the same time. All was resolved amicably, and steering a course across other yachts (as opposed to playing chicken with a container vessel) is very much part of the sport.

The Long Race started off in next to no wind, and with a long downwind leg most boats decided to hoist a spinnaker. It

was soon apparent that for many crews the coloured sail was coming out of the bag for the first time this season and I noted several

worthy entries in the hour glass competition; one at close range. Fortunately, spinnakers were all safely stowed before the wind got up to F6 and it started to hail.

The forecast for the scheduled overnight Cross-channel Race was not promising.

Wight Shipping Forecast -  
Issued: 0405 UTC Fri 04 May

Wind North or northwest 4 or 5,  
veering northeast 5 to 7,  
perhaps gale 8 later.

Sea State Slight becoming  
moderate,  
occasionally rough  
later.

Weather Occasional rain.  
Visibility Moderate or good,  
occasionally poor.

Participation in any race is  
at the sole discretion of the



skipper, and two boats chose to exercise that discretion. Sadly this meant that there were insufficient participants for the race to count but happily one race/rally became two rallies; one on each side of the channel. Members enjoyed enthusiastic get-togethers in both Cherbourg and Lymington. Je ne regrette rien!

As I write this, Keith Gibbs and Janet Sainsbury are making final preparations for their two-handed trans-Atlantic race, and Tricia Morris is taking a breather in New York before racing back the other way with the Clippers. I wonder if they'll meet!

At a more modest level, our own series is wide open and anyone can win. Whatever the shape and size of your boat we hope you will join the racing, and if you are looking for a different challenge as crew we can always find you a berth.

# The Porthole

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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.

## Italian Night

Just to say a big thank you to Jo Brady and the team for the Italian Night. My wife Sue and I had a really enjoyable evening, so did our two guests.

The food and ambience made the evening special for all of us.

Thanks once again.

**Les Burridge**

I have met a couple of club members who were at the Italian Night and they were highly complimentary about it. So, congratulations on your first "meal evening" and I will endeavour to be at the next one AND help!

**Tony Sparling**

I am sure Jo will hold you to this Tony! **Ed**

Well done with organising the event. It was most enjoyable and well organised. Thank you. Just looking forward to the BBQ evening in July

**Peter Denning**

## Nav Warning

A Nav Warning reported a sunk fishing vessel at position 50 45.816N 001 01.78W south of Langstone Harbour entrance. The incident was reported on Radio Solent on the Monday 23 April. Evidently the lifeboat managed to reach the fishing boat within 4 minutes after they reported it was taking on water. All the fishermen were taken off

the boat but one of the lifeboat crew was still on board when the vessel sank after 6 minutes.

It just shows how quick these things can happen.

You can see the Mayday call, RNLI video of the incident and a report by the BBC at <http://www.bbc.co.uk/news/uk-17821320>.

**Janet Sainsbury**

## Ahoy All

I have just finished re-reading swallows and amazons. As with the first time I read it, my favourite part of the book was the battle of houseboat bay and this got me thinking. Not withstanding that most of us are in our respective dotages and kept going with increasingly large pots of pills, that battle did sound like a hoot. I am wondering if we might be able to manage something similar. I am thinking flower bombs, water pistols, eggs, water balloons and mess! Obviously we do not want things to get totally out of control and I reluctantly concede that grappling hooks and hand to hand combat on the decks might be going a bit far. If the criteria for capturing an 'enemy vessel' was to stick a sticker on the hull (with a long, blunt, pole that could be fended off) then that would amount to a symbolic nailing of the colours to the mast without too many fatalities

I am thinking video cameras and YouTube and a 'silly season snippet' in the

Surrey comet. I am thinking multimedia content for the web site, broadening the appeal of the club (and sailing in general) to the youth of today. If I say so myself I am quite good at coming up with such plans. I am far less good at organising things and making them happen so I thought I would just submit this to the committee as a 'discussion document' let them dip it in the think tank and see if it floats and if so, see if anyone wants to take it further.

**Andy Lear**

## Top Tip ...

Do you get frustrated at not remembering how the gas bottle was left the last time the galley was used?

Does it annoy you having to pop up and down the companion way to open the gas locker and check if the bottle is turned on or off whenever you want to put the kettle on??

Do you ever have to walk back along the pontoon to check the gas was off when you left the boat??

Well, one solution is to leave a red ribbon poking out through the edge of the closed locker lid after the gas bottle is switched on and to drop the ribbon back inside when the bottle is turned off.

No more opening the locker and turning the gas knob to get your answer!!

**Leon Barbour 'Shibumi'**

# Club News

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## Event Application Forms

Members are reminded that they must submit an application form to the event organiser if they want to take part in any event.

This is needed to assist in the allocation of crews and the booking of events ashore.

Increasingly venues are asking for deposits and confirmation of numbers well ahead of the day, so please help the volunteer event organisers who have to sort all this out, by making sure you register early for an event and send them your details, so they can make sure that boats are properly crewed.

## Bar Duty

Thank you to members who have volunteered to undertake bar duty on a Tuesday evening.

The more who volunteer, the fewer times you will be asked.

If you have not volunteered before and don't know how it all works, don't worry! There will be support on the night and you will be given instructions.

Trevor Barker keeps the volunteer list so get in touch with him on 01372 742 793 to register on the rota.

Steve Cole has joined the Committee and will focus on Club House management, so if there are any issues you want to discuss, please get in touch with him on 07542 050 522 or email [stephen.cole507@ntlworld.com](mailto:stephen.cole507@ntlworld.com).

We will be looking for volunteers to be Duty Officer on a club night. This is a new role and will involve opening and closing the club-house. More information about this will be coming out from Steve in due course, but if you are a regular on a Tuesday and would not mind volunteering to be on duty a couple of times a year, please speak to him. Again, the more that volunteer, the fewer times someone has to do it.

## Electronic Wavelength

Some people have asked if we can send them a copy of *Wavelength* by email.

If you prefer to receive our club publication electronically, can you please get in touch with the Editor.

A copy of *Wavelength* is posted on the club website.

## Facebook & Twitter

Channel Sailing Club is on both Facebook and Twitter.

You can follow on Twitter @wavelengthcsc and on

Facebook Page Channel Sailing Club. Any questions, talk to Donna Anderson or Diana Coman.

## Shared facilities

In the past we have enjoyed exclusive use of the club house at Epsom Sports Club on Tuesday evenings.

Last year this changed as the cricket and lacrosse teams either practice or take part in matches during the summer.

Can members be aware that there may be people in the Club House on a Tuesday who are not members of Channel Sailing Club.

If you have any comments about this change, please speak to Steve Cole or Diana Coman.

## Poster campaign planned

The Committee has agreed a poster campaign to promote the club.

The poster is suitable for libraries, community halls, office notice boards, school notice boards or stations. We are hoping that club members will help get out the message, so if you know a place that would accept an A4 poster, please get in touch with Diana.



# Experience Weekend

On a blustery weekend in April three Channel Sailing Club boats took part in a weekend trip from Portsmouth Harbour to Marchwood Yacht Club on the River Test. 'Knight's Challenge', 'Jabberwocky' and 'Gilken' with 11 crew managed to miss any rain and performed plenty of exercises to test their practical experience. Two members were "skipper for the day" to get some mileage as skippers for their yachtmaster exam in the future. Others did some navigation and planning, close quarter manoeuvring under engine and sail and a spinnaker run. Man overboard drill in the River Test was made tricky by the wind, tide and foul ground and we only ran him over once!

All gained confidence and further knowledge. Marchwood were very kind and helpful, and we enjoyed their Titanic Dance in the evening. Our club led the dancing.

Members taking part were Richard Brodie Ron Hunt and our new member, Mihaela Ungureanu McKendrick. Janet Sainsbury. Murray Russell, Paul Mathews, Debbie Whiffen, David Surman, Ken Wright, Alex and Dorri Parker.

# Cutty Sark Reopens

One of Britain's greatest maritime treasures was officially reopened by The Queen on 25 April 2012, following an extensive conservation project.

The Cutty Sark, the world's last surviving tea clipper, was launched in 1869, will open to visitors for the first time since 2006.

The complex conservation project was funded by a number of organisations including £5m from DCMS and £25m from the Heritage Lottery Fund.

Visitors will be able to walk underneath the Cutty Sark for the first time as the ship has been raised 11ft into the air to relieve the keel of the weight of the ship and preserve her unique shape.

The ship will now be under the operational management of Royal Museums Greenwich (RMG).



# Cake Sale

Just over £90 was raised for the Commodore's Charity, The Solent Sea Rescue Organisation (SSRO).

Club members made cakes and brought them to a special sale evening, organised on 13 March 2012.

Whilst some were bought to take home, there were many that were consumed on the night ... so tempting were they!

A representative of SSRO has been invited to the club for a Tuesday evening to talk about the work of the SSRO and to receive a cheque for the money raised last year. A big thank you to all members that support the fundraising.

# Lifejackets and buoyancy aids

As part of the winter lecture programme, the RNLI came to give Club Members information about lifejackets and how to check them.

Continuing the focus on safety at sea and the use of lifejackets and buoyancy aids, the following is an extract from RYA Cruising News ([www.rya.org.uk](http://www.rya.org.uk)).

In recent years, there has been some debate about when and where you should be wearing your lifejacket. Should it be made compulsory?

Obviously when you step ashore it's not really an issue, but what about out on the water? Forty years ago, hardly any of us wore one, but then forty years ago none of us wore seatbelts in cars.

Of course, the bottom line is that a lifejacket can save your life.

But it remains a thorny issue: we boaters are a fairly independent minded bunch, so the last thing we want is people telling us what to do.

On the other hand, the RYA as the governing body of boating, has a certain obligation to provide some advice on this matter. After all the RYA is dedicated to promoting safe boating and obviously lifejackets are pretty fundamentally useful in that area.

On the other hand, one of the central tenets of the RYA ethos is that boaters have an excellent safety record without regulation - we work on the theory that sailors are capable of making a sensible decision.

## Advice

That doesn't mean the RYA can't offer advice though. In particular for novice boaters who might be less capable of making a good judgment call on lifejackets.



And the advice is really as follows: 'wear a buoyancy aid or lifejacket unless you are sure you don't need to.'

## Guidelines

In addition to this, the RYA strongly recommends that you wear a lifejacket in the following circumstances:

- If you're a non-swimmer and there is any possibility of entering the water
- When the skipper deems it necessary
- When abandoning ship
- When you feel you want to wear one or if you are not totally sure that you do not need to wear one.

## Suitability

Obviously there is no point wearing a lifejacket if it is not suitable for the purpose, so here are a few guidelines.

Buoyancy Aids are suitable for:

- Using personal watercraft
- When sailing a dinghy
- Novice windsurfers
- Providing safety cover for such an activity

Lifejackets are suitable:

- When on an open boat (eg. small powerboat or RIB)
- When going ashore in a yacht tender
- On a sailing yacht or motor cruise

## Levels of Buoyancy

In addition to selecting between a life jacket and a buoyancy aid, consideration also needs to be given to the level of buoyancy that is required.

Buoyancy aids and lifejackets have different levels of buoyancy. These levels of buoyancy should be considered and influence your choice.





There are four main buoyancy levels: 50, 100, 150 and 275. In general terms, Level 50 is a buoyancy aid designed for when help is close at hand, whereas Level 150 is a general purpose lifejacket used for offshore cruising and motor boating.

Specialist life-jackets are available for infants and children.

### Things to look for

You should also consider fitting or buying a lifejacket that is fitted with:

- crotch straps to stop the lifejacket riding up over your head

- spray-hood to stop waves and spray entering your mouth
- lights, dye-markers and personal locator beacons to aid location
- harness D ring for harness attachment to stop you falling off in the first place

Crotch straps, spray-hoods and lights are frequently not fitted as standard to a lifejacket, but are really essential to actually keep you alive in the water and aid your location.

Just remember the unfortunate crew of the yacht Ouzo, which mysteriously disappeared off the Isle of Wight in 2006. All the crew were picked out of the water several hours later. All were wearing lifejackets, but without crotch straps holding them out of the water, they eventually drowned.

### Conclusions

Hopefully this advice is useful to you. Even if you are an experienced boater, it is sometimes easy to overlook something like lifejackets. After all, you don't go out boating

pondering the fact that it is inherently dangerous.

And that's the point, It really isn't inherently dangerous. Recreational boating really does have an excellent safety record, but if there are means to make it safer, then that is great.



## Olympic Screening in Weymouth

Weymouth and Portland Live, which will be free to enter, will be based on Weymouth's golden beach overlooking the spectacular bay where the Great Britain Sailing Team will compete against the world's top sailors.

Weymouth and Portland Live will predominantly focus on screening the London 2012 sailing events from 29 July to 11 August (typically from noon to 6pm each day). The site will also be used to screen other Olympic sporting competitions, especially in the evening when some of the key athletic events will be held.

The venue will have the capacity to entertain up to 15,000 visitors at any one time, broadcasting live BBC coverage of the 2012 Olympic Games on two giant screens (60sqm). The site will also be the focal point for the region's cultural events as part of the 'Maritime Mix London 2012 Cultural Olympiad by the Sea'.

Adjacent to the Live Site there will also be an interactive sports arena running from 27 July to 12 August, 10am to 6pm daily, offering an opportunity for up to 2000 people per day to try out some favourite sports including volleyball, bowling, sailing and kayaking.



# Stranded

Andrew Barwick took these pictures from 'Papillon' when we were coming out of the Hamble before heading down to Browndown for the start of the Long Race on 21 April. High Water was at 1230 that day so they had a few hours to go before they could float off - you can just see the shingle bank in the photos. 'Papillon' heard later that the husband and wife crew remained on board the whole time, staying very still and close to the centre line, and she stayed upright until HW!



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## Trip to RNLI College in Poole Proposed

Roger Roberts is looking into organising a trip to Poole to go round the RNLI college, where the RNLI volunteers are trained. This would be part of the winter education programme.

If you would be interested in joining a Saturday trip, on a coach, to tour this new facility, please get in touch with Roger. Costs are still being organised, but the trip round the centre is about £7, and they can put on a two course meal for parties at around £12, plus there will be the coach cost. We don't have to have the lunch option.

It would be a good opportunity to see how those who help us out when we get into a pickle are trained.





## Soup of the Night

by Nigel Barraclough

'T was a dark and stormy night.....

We were returning from Poole, up the western Solent heading for Cowes, it was blowing a hooley (F7 going 8) from the north west, the rain was coming down heavy, the seas were rocking the boat and we were doing 7 plus knots, over canvassed under at least a reef in the main, but what was the real problem?

It was one of great difficulty and critical to the safe completion of the passage. The crew had ordered soup so how should it made! Tinned? No, in those seas that would have probably gone everywhere - mainly the chart table (opposite). So out came the good old standby: Cuppa soup.

"What flavour would you like? - the chef asked. "Not fussed" came the reply. Now we came to the real problem! Only five sachets and six crew so who would go without? Skipper? Helm? Navigator and Chef? Not likely, we were making it!

It was duly made and delivered safely to the deck and enjoyed with many comments of satisfaction, gratitude and joy.

Later on when we had found shelter and the seas were calm, we posed a question: did you enjoy your soup and what flavour did you have?

"Chicken" said one, "vegetable" said another, "chicken and sweet corn" was another view, "mushroom?" expressed another".

So we explained our dilemma about who should go without - but as you will recall: none did!

So what did we do? How did we solve the difficulty? It was easy! We just put a little from each sachet in each mug and served! five flavours in six mugs became "Soup of the Dark and Stormy Night!".





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](http://rnli.org.uk/wearone)

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



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