

WAVELENGTH



The official publication of The Channel Sailing Club
Bumper Spring and Summer 2013

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Day
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The Commodore's Cabin

The club only survives because people volunteer - volunteer to be on the Committee, run events or help out on club nights.

Events are successful because people put personal time and effort in making sure that everyone who takes part has an enjoyable experience.

Spreading the load means that there is less for an individual to do and people don't end up feeling put-upon.

We have a fantastic bunch of volunteers working for the club at the moment, but we need more. We have committee members who want to step down, we have jobs that need doing and things which we could get going if we had a few more hands on deck.

We will be seeking nominations for Committee places in October/November. We will be starting the process of planning the 2014 programme in September and we continue to need people to support club night events. So please - step up and help us.

Thank you.



Editor Diana Coman

News, Letters & Pictures to Wavelength@channelsailingclub.org

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

Club Night

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

The Club will send out **emails** on a regular basis to remind members of upcoming event. These are sent out via the new system using the information you provided. Don't forget that if information about you changes you can go into your personal account on the site and update it on line.

Check out the **Club's Website** for news and information about 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

From the Channel Sailing Club photo 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.

The Nav Table

It is a bumper Spring and Summer Edition of *Wavelength* this time.

We have received some interesting articles from members from this year's events. The Bastille Day event proved successful - see page 16, and the Mid Week Cruise - see page 19, also provided cultural as well as sailing interest.

Editor

Club News

Welcome to the Committee

Phil Martin was formally co-opted onto the Committee at the March committee meeting. It was confirmed he would take over the role of Treasurer with immediate effect.

A huge thank you to Phil for volunteering, and a huge thank you to Peter Denning to stepped down from this role after many years' service.

Can you help?

We are looking for people to join the Committee in January 2014.

Whether you are a long serving member or new to the Club, please see if you can give a little time to helping us run the Club.

Malcolm Keight, who has been leading our training programme for a few years now, is stepping down, so we are looking for help in that role.

Interested in the cruising? We are looking for someone to take on supporting the cruising/sailing programme as Steve McCarthy would like to step down from this role.

All Clubs and Committees need new ideas and fresh thinking, so this is an opportunity to get more involved in the life of the club and to shape its future.

If you want to know a bit more about what would be involved in either the Training or Cruising Secretary roles, speak to Mac or Steve respectively, and for more information about the role of the Committee in general, please speak to the Commodore or another Committee Member.

Application forms

Every single person wanting to go on a club sailing event must make an individual application. We ask for this so that if any issues were to arise on an event the club knows all the names of the participants. It also makes the event organiser's job much easier.

With the new online application system we are seeing quite a few members who are not following this club rule. Being a boat co-owner or agreeing to crew on a particular boat are not event applications.

If you are a skipper and have already some

agreed crew please ask them all to put in their own applications.

Please help the club administration by making applications

The Committee has agreed that everyone going on club events should from now on provide an emergency contact name and number. This has been added to the online application forms.

If you have already applied for events online it would be much appreciated if you could email the organiser(s) with your emergency contact details.

If you would like to print off a copy of all member's contact details for handy reference this is now available as a downloadable PDF file at the top of the Member Directory page.

The Members only section of the website has instructions for applying for events and also for updating your personal and boat details held by the Club.

Voluntary Contributions

Just a reminder about the voluntary contributions that crews give skippers when out sailing. This is particularly relevant for new members, both skippers and crew.

The contribution is voluntary and is quite separate from the ordinary boat expenses that are normally divided up between all the people aboard.

Skippers and crew are free to make their own decisions about the contributions, and the amount is only a suggestion. It is not a payment for being aboard, but a gesture of thanks to skippers for making their boats available.

The current suggested amount is £15 per day.

If you have any questions about this, please speak to a Committee member.

Emergency numbers

Members are asked to give an emergency phone number when attending a club event.

This number will be included on the spreadsheet of attendees' details circulated to skippers at the briefings.

Bar duty

Could members who regularly attend the clubhouse on a Tuesday, please volunteer to run the bar one evening.

The more that volunteer, the less frequently volunteers will have to do it.

Support and training will be provided for those who have not done it before, and there are always people at the clubhouse on a Tuesday who can give you a hand.

There are always two people scheduled for each shift, so you will not be alone.

Please talk to the Commodore or Janet Sainsbury to volunteer.

A big thank you to all who regularly run the bar.

Duty Officers

We are still trying to get a small group of people to develop a Duty Officer team, who will open and close the clubhouse on a Tuesday.

Duties will also include making sure the float for the bar is organised and the money is balanced at the end of the evening and that any issues around drinks stocks are managed.

Again, training will be provided.

If you can volunteer and spare an evening to help us keep the clubhouse open on a Tuesday, please get in touch with Steve Cole.

Find us on Facebook and Twitter

Facebook Channel Sailing Club
Twitter @Wavelengthcsc

Investment

The Committee has agreed to put £12,000 into a one-year investment plan. This will enable the Club to earn a little more from its money.

Lecture Programme

Roger Roberts joined the Committee in 2011, works in the training team and focusses on the lecture programme.

Over the last couple of years I have tried to expand the winter lecture series to add some more breadth to the topics.

I felt that many members had wider interests than just sailing and although I felt that we did not need to venture to far away from the interest that brings us together on a Tuesday night, a little widening of the subjects would not be a bad thing.

So we started in October with a talk by Rupert Cutler from the RNLI. He came to talk about the new lifeboats coming into service and he showed a short video of a rescue in the Channel by the Guernsey lifeboat and the wreck of the Penlee lifeboat, the Soloman Browne.

This was followed by their usual Christmas Card sale.

We then had an interesting talk by one of our own club members, Tricia Morris, about part in the Clipper round the world trip.

Tricia had never attempted an adventure like this before, so we were keen to hear about it - and it was only that her husband agreed to it on her behalf and then told her, that we were able to get a first hand insight to what it was like to be buffeted and

battered round the oceans of the world.

What made this talk interesting was its focus on life aboard, on the details of how the crew worked and lived together.

It was great that a Channel Sailing Club member was up with the best and a real inspiration to other club members.

January saw a presentation by Cpt Lionel Hall on the Solent Sea Rescue Service. SSRS was the Commodore's Charity for 2001 and 2012.

We all put the odd coins into the lifeboat box and we have the Christmas Card sale on their behalf, but many of us forget that the majority of the work around the Solent is done by these independent crews.

It was interesting therefore to get a first hand account of the amount of time and effort this group puts in, plus all the training the boat crews go through. It was also good that we were able to give them a generous cheque to assist with their training.

Following this was an eccentric, but delightful talk by Phil Ashwin - ex Royal Marine contract milman and now Round Britain Sailor.

Only he decided to do it the hard way in a glorified dinghy with a roof, only 17ft in length.

His talk was not only entertaining but very funny and does call in to question our club definition of small boats.



Most of our boats are at least six feet longer than his. Although I gather he is now moved onto greater things and has bought himself a 20 footer. Who knows where he will go in that but if he does something interesting we will try and get him back to tell us about it.

Then for something different. A talk about the early flying at Farnborough.

Those magnificent man in their flying machines. Well not quite. It seems that they spent a lot of time only a few feet off the ground and in some cases in it La Mort

But it was interesting in that they just put it together and hoped it would fly and with some they did and from those simple beginnings we have the Royal Air Force.

When listening to the talk the thought I had was the old saying "On a wing and a prayer" was very apt for those pioneers.

Cody who progressed from building large man lifting kites for the army so that they could

observe the gun fire accurately to something from bamboo and canvass.

Very entertaining.

Then to something which we should all be very aware of Harkens talk on Safer Sailing. Having organised it, sadly I then found I could not be there..

However from what people have told me, it went down very well.

The talk had practical aspects including demonstrations of lifejackets and

and the inflation of a liferaft all of which was useful.

It is not true that the committee has decided that all boats will carry a liferaft just in case of future calamities.

Lastly for this year our final talk will be from the Jubilee Sailing Trust.

Again this is a charity that we have supported with a boat jumble and collection at the clubhouse, so it will be interesting to hear from then

how they use the money that we have raised.

If we have a summer I hope we will all have some great sailing and I will try and get next season's talk programme out a bit earlier.

If you have any ideas for talks, please get in touch with me.

Below: A packed room listened to a talk on sea safety from Harken at the Clubhouse on 19 March 2013.



Caption Competition

Our Racing Secretary celebrating St Patrick's Day on the Frostbite Rally.

Too good a picture and opportunity to miss, so we are running a caption competition.

Send your suggested caption to The Editor by 31 October 2013. The best will be published in *Wavelength* and the winner, chosen by the Committee, will get a little prize!

What shall we do with an old almanac? What shall we do with an old almanac early in the morning'?

by Nigel Barraclough

I have a feeling there was a song and connection between drunken sailors and old almanacs but not quite sure what it is. There is also the saying "Royal Marines never die they just go somewhere else and regroup!" This is the polite version and variation about what happens to "Old Soldiers" but what on earth has this to do with Old Almanacs?

Well, what do you do with your old almanac? Throw it away, pass it onto someone else to look through, put it in the recycle bin, use it as a door stop, rip it up and use it as bedding for the hamster or guinea pig?

All these are very useful second lives and I am sure the rodents appreciate the significance of their bedding, but can I suggest another purpose.

Before I start can I ask a simple question: what are the two sorts of information in an almanac? The answer is: the stuff that is out of date by the end of the year and the stuff that isn't. The former are things like: tide tables etc and can be very useful as rodent bedding. The latter is what I am thinking of now.

Much of the information will not go out of date: tidal streams and distance tables being the most obvious.

What I have done is to go through last year's and rip out the pages that are useful – in



fact I have done it twice, once for the A4 sized McMillan's and more recently the A5 sized Reeds. The A5 one is much simpler and handier.

How much you choose to extract depends upon your needs but means you can create your own book of useful stuff and write on it as you wish – useful if you are a non-boat owner and don't want to ruin the ship's copy.

It also means that you have a "deck copy" which if it disappears in a great gust of wind then at least it was a free copy and you will have a spare copy down below.

I have also added the odd page. Reeds include a pro-forma for monitoring a casualty but not one for saying how the fit person became a casualty so I have made my own. Incidentally pages like this should also be in the First Aid

kit.

Some pages I have laminated.

I appreciate that what I have suggested is something you can only do once – so next year you go back to the usual disposal choices; unless your friendly hamster or guinea pig would like have a page on light characteristics pasted on his cage wall so that he can learn them for next year. Perhaps we should have a copy on our "cage wall" or perhaps the loo wall?

Girne Ship wreck

by Colin Jackson

Looking for some pre-winter sun, we had a week in Northern Cyprus.

We came across a Maritime Museum in Kyrenia or Girne as the Turks call it.

Very interested to see the remains of a trading vessel 14m long dated from about 340BC, which must be the oldest sea-going trading vessel ever discovered. It was discovered by scuba divers who noticed a number of amphorae all

standing upright. They also recovered 29 millstones –for trading and ballast, 400 amphorae, large quantity of almonds, lead weights etc.

Having been to many Greek Islands, I have often wondered how some very large stones were transported to various islands, this vessel gives a clue to their abilities of that time.

More details are on Wiki 'Kyrenia Ship'

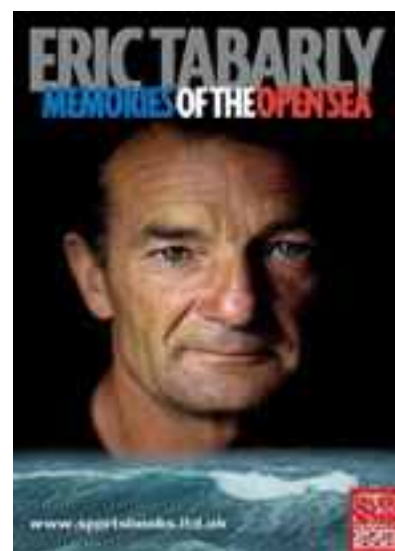


Éric the Silent, now in English

Sportsbooks has now published 'Mémoires du Large' in English. It is available in all good bookshops or can be ordered from Amazon or through website <http://www.sportsbooks.ltd.uk>.

Éric Tabarly became a legend in international sailing after he won the second single-handed Transatlantic race in 1964, a race he went on to win a second time in 1976.

He was a naval officer before taking up international sailing and has also had considerable success as an author. He died in aged 66 when he was swept overboard en route to the 1998 centenary celebrations of 'Pen Duick's' construction in Fairlie, Scotland.



Racing News

There is a good racing programme this year, and if you have not taken part yet, it would be worth considering putting in an application for one of the upcoming events.

The following article was submitted by Keith Gibbs about

the 2012 Pursuit Race. It gives a flavour of the event and the competitiveness of the racing series.

If you don't want to be part of the racing season, you can always just sail to the destination and join other crews for dinner.

Let the Event Organiser know and berthing and arrangements ashore will be made.

Wavelength's Catch the Tide Special details the racing programme and full details are also on the club website.

Elephant joins Pursuit Race

The forecast for the day was rather brisk, promising NE7/8 backing N to NW and moderating later. It looked challenging but as the mainland was the windward shore, not daunting.

When we approached the starting area the wind was already in the North and a suitable leg was planned from NE Ryde Middle leading to the pre-arranged course which led westward to West Lepe buoy, finishing in a circuit of Calshot.

Seven boats were preparing to start but 'Knight's Challenge' had an incident which meant they were unable to compete. The six remaining boats started on their allotted times and the chase was on.

'Caressa' were soon storming away in the lead and looked uncatchable.

'Change of Course' was chasing 'Eagle' which, being relatively light, were trying to avoid broaching. 'Change of Course' eventually managed to cut inside them whilst rounding the mark and lost sight of most of the club boats as they took their various courses to marks criss-crossing the Solent.

'Caressa's red hull was visible in the distance. On the final beat from Salt Mead to West Lepe 'Change of Course' made directly across and were set well down by the tide while 'Caressa' ahead chose to sail east along the island shore and tack later, and rounded West Lepe well ahead of 'Change of Course'.

Now both boats were on a seven mile reach south of Bramble Bank to Universal Marina with 'Change of Course' slowly catching up.

When 'Change of Course' came up to the Bramble, the skipper went below to check on the final four short legs but a call from the cockpit told him they were at a yellow buoy - which they tacked round. However, it turned out to be the wrong buoy, so they had to tack back, losing a bit of time, and chase 'Caressa' round Universal on starboard. It was only then that 'Jambo' appeared, reaching fast along the bank and very close to 'Change of Course',

Both boats were on starboard heading to Calshot over Bramble Bank. With only 0.2metres under the keel, 'Change of Course' hurriedly tacked, followed by 'Jamb' and then 'Caressa'.

In the North Channel 'Change of Course' set off for Calshot with 'Jambo' hard on their heels, followed by 'Caressa'.

Rounding Calshot, it was 'Jambo' first, followed by 'Change of Course', then 'Caressa, positions which did not change to the finish line.

Final positions were 'Jambo', 'Change of Course', 'Caressa', 'Papillion', 'Eagle, and then 'Tucana' after the longest Pursuit Race - five hours for the lower handicaps and 4 for Steve on 'Jambo'.

Berthing was at Elephants boat yard which has not changed since the 1950's. The meal ashore was in the Ferry Restaurant. This was a good venue for a change, with excellent food and also a nearby pub, the Jolly Sailor, which has a great atmosphere. Mooring fees were 50p per foot.

What a great finale.

The National Handicap for Cruisers (NHC) replaces Portsmouth Yardstick racing for Cruiser Racing

by Alick Fraser

For several years now, CSC has used a progressive handicap system to enable boats of widely different performance to race together competitively. Now we are not alone.

The RYA comments:

“At the End of 2012 the RYA Technical Department started to investigate a new solution to Cruiser Racing and are rolling out NHC which is a performance handicap scheme... NHC handicaps individual boats as no two cruisers are the same through elements such as sail size and configuration, number of crew, weight of the boat, equipment on board, engine type, number of berths, etc etc.

All boats taking part in a NHC race for the first time will need a starting handicap. Starting handicaps will be allocated by the RYA in the form of the “Base List”. The Base List will be created from a rating formula using “boat show” data such as sail area, hull length, beam, weight etc.

When a boat first takes part in a club race it will start on its base number. After this it will develop its own personal club number which it will use for future races. If a boat moves to a new club it will go back to its base number and will develop a new club number as it will perform differently against different boats and in a different venue.”

Where Channel Sailing Club leads, the RYA will surely follow...

The RYA has approved three software packages for use with the NHC including the package we use, Sail100. Any boat with previous “form” in the Channel Sailing Club will continue to use her existing handicap. For any new entrant to our club races I now propose to allocate a starting handicap based on the new NHC Base List.

The sympathy extended by the Racing Secretary to members unhappy with their

handicap has hitherto been the stuff of legend, and lengthy counselling sessions have been held in pubs up and down the Solent. However, the RYA advises a sterner approach:

“Because NHC is a progressive handicapping system EVERY boat that takes part in a race WILL have its handicap adjusted by the results software. Accordingly a club should have the following clause in their SI's: ‘A boats handicap will be adjusted after every race. An adjustment in handicap number is not grounds for redress, this changes RRS 62.’ ”

Perhaps now the only way to win will be to sail faster!



The Porthole

Letters page for club members share news and information, comment on club or sailing issues. Send your letters to Wavelength@channelsailingclub.org.

A re-assuring accident

I was testing and checking my equipment for the coming season and did a battery check on my Epirb. One did not cancel immediately and transmitted for about 45 seconds.

Within a few minutes Falmouth Coastguard telephone my home, as a contact number, and I assured them I was safely at home.

During our chat they said they tried my mobile without success and I realized that this would have been one I lost overboard last season.

I am now checking that my CG66 is correct and ll details up to date including, contacts, Sat phone, Epirb etc.

I hope that all boat owners will see that they have a correct CG66 registered with the coastguard.

Keith Gibbs

'Change of Course'

Sea Safety

I greatly enjoyed the talk last Tuesday (19 March) and would like to know the name of the Ocean Safety representatives who took part.

Alex Parker

Italian Night

Well done Jo (and the team) - a great evening and a good turnout.

Peter Horat

Many thanks for arranging such an enjoyable feast for us all. It was an excellent evening, the food was great and all your hard work was very much appreciated.

Thanks again

David Murch

Sailing Safely

I have always considered sailing as the least dangerous outdoor pursuit.

Following the two excellent and interesting talks from Ocean Safety with Harken and Janet and Glen on their MOB incident, I checked p wit the Maritime and Coastguard Agency.

The reply was a complete surprise.

During the past three years there have been only 33 fatalities in leisure boating within the UK SAR area. Motor Boats 2010 = 0, 2011 = 8 and 2012 = 7. Sailing Craft 2010 = 4, 2011 = 5 and 2012 = 9.

Considering that boating is one of the most popular activities and you consider the resent reports regarding hill walkers, quite a low figure.

The RYA's training initiative and club, like ours, that promote

it are to be praised for encouraging the high level of voluntary training that is taken in the UK.

Although any loss is tragic, we should not get too paranoid about the dangers of our chosen sport.

Happy sailing.

Keith Gibbs

'Change of Course'

Wet suit outlet

For those of you who like messing around in boats – these folk seem quite good value.

<http://www.wetsuitoutlet.co.uk/bargain-typhoon-5mm-boot-300182-new-2012-p-5933.html>

Nigel Barraclough

Safety tips for skippers and crew

When you have received an order or request, acknowledge by repeating it back, naval style.

Never give negative orders, instead of saying " don't stop"-, say "keep going"; the person often does not hear the "don't" and does the one thing you do not want them to do.

When pulling on a rope, always do this with your hand on top of the rope, partly because you are stronger that way, and

also if pulling on a winch, your little finger is nearest the winch, not your thumb, which you do not want to get mangled.

Try to go swimming before the sailing season, so you are used to swimming and confident in the water 'just in case'.

Keep fit.

Drink sufficient water, it is easy to get dehydrated when sailing with unpleasant effects.

Use sun cream before you burn.

When moving about the boat keep one hand for the boat and one for yourself. Keep your centre of gravity low.

If you think you need a life jacket, put it on properly, tight enough and with leg straps, and hook on if you think it wise, Make sure all the crew are able to use the radio, and able to give their position in case of an incident.

If you notice something wrong, or a hazard tell the skipper or helm, do not assume they have seen it, even if they are rude to you. As the skipper or helm, always thank the person, even if you have seen it, also make sure you are seeing the same thing.

When you are the 'give way boat' let the other boat see your intentions early. If you are 'the stand on' boat, keep straight don't fluff about so the other boat knows where you are going. NB. If the give way boat has not seen or heard you, get out of the way!

When someone says DUCK, don't look round or get a shotgun, it's the boom not a game bird!

These are just a few tips to be going on with, I am sure people can give many more.

Janet Sainsbury
'Knights Challenge'

BBQ

Just wanted to tell Jo what a great BBQ she and the team put on in July. The food, quantity and variety was superb.

Well done.

Regards

John Durbin

Icicle frozen out?

Following the recent Round Island Race, a number of skippers and crew met in the Royal Corinthian Yacht Club, some said for a rest, others for another beer or two.

Rodney, the Steward, was delighted to see us and asked where we were last December, when the club use to host its annual Icicle Cruise Dinner.

We started reminiscing about the Icicle of recent years, encouraged by the beer.

We felt the Icicle, a good traditional Club event, was changed by the Committee for reasons we still do not understand, and decided that there were a small number of Club Members who would like to resuscitate the event.

To this end, we have booked a dinner on Saturday 7th December 2013, and wonder if any Club Members would like to join us.

Should the Club wish to make this an official Club event, we are happily volunteering to organise it, if not we will organise this ourselves.

We would like an indication of possible numbers as we need to book the correct size Dining Room, as they have three.

If at this stage you are uncertain, again please let me know and we will put you on the list

If you are interested in attending, please contact me on the email below

Peter Thomas

07785 960049

thomas.peter@talk21.com

Icicle - reasons for change

Questions about the future of the Icicle Rally were raised about four years ago.

A questionnaire was sent out to members and the feedback was that members would consider another event to replace the Icicle Rally - however, this survey failed to demonstrate what the issues were and what sort of event could therefore replace it.

A second survey was sent out and the responses revealed that there were people who wanted to attend a club dinner but felt that, particularly where people could not sail on a club boat, the cost of the ferry and overnight accommodation was too much, and that they would support a more local event.

We scheduled an Icicle Rally in the programme for the 2012 season - to be held earlier in the season, because one of the other issues that the survey revealed was that holding the event in December, clashed with other seasonal events.

This event had to be canceled because there was not enough take up.

It was agreed that this year, the programme would include an annual dinner - so we can all get dressed-up - but that we would hold the event in the Epsom area, to allow those who expressed an interest in attending a special club dinner, but could not do so because of travel and accommodation costs, to attend.

We tried to book the dinner earlier in 2013, but availability of

venues and the existing sailing and racing programme, make it difficult - so we fixed on holding a dinner in November and making it a bit special, by using the evening to present the club trophies.

Discussions about the future of the Icicle event arose because the numbers attending the event were declining year on year. However, if members are really keen to see the Icicle Rally put back on the programme, then feed that back to the Committee through the

Feedback event we hold towards the end of the season, speak to the Cruising Secretary, Steve McCarthy or talk to me.

In the meantime, if people want to go to Cowes for a Christmas event, then get in touch with Pete Thomas.

And finally, I hope that members will join in with the End of Season Dinner. Tickets will be on sale in September.

Diana Coman
Commodore

Fastnet Success

Among some 300 entries to this year's Fastnet Race were two yachts from the Channel Sailing Club. Jambo! skippered by Steve Morris and Change of Course skippered by Keith Gibbs successfully

completed the 600 mile course from Cowes, round the Fastnet Rock and back to Plymouth.

Provisional results show that Jambo! finished a notable 28th and Change of Course 65th in class.

Congratulations to both crews and we look forward to hearing the stories from the race.

Commodore's Charity 2013



Ocean Youth Trust South

adventure under sail

The Committee has chosen the Ocean Youth Trust South as the Commodore's Charity for 2013.

Club Member, Gerry Moore has some involvement with this organisation and has written the following piece for *Wavelegth*.

Ocean Youth Trust South is charity which uses Adventure Under Sail as a personal

development opportunity for young people aged 12-25, taking them to sea in their 72-foot ketch John Laing.

They sail with around 450 young people each year. Roughly two-thirds will be disadvantaged or vulnerable in some way: they work in partnership with other organisations both to select these young people and also to ensure that lessons learned and achievements enjoyed on a voyage are carried through into a long-term programme of work with each young person.

These partnerships include mainstream and special schools and youth clubs; other charities; local authorities and social work teams and many more. Examples of young crew members selected in this way might be siblings of life-limited children using a local children's hospice; children who have been bullied or bereaved or the victims of crime; young people who have been homeless; young people affected by family situations such as drug or alcohol abuse; children in local authority care; young carers and many more.

In addition - and particularly during school holidays - OYT also offer places to young people from more mainstream backgrounds. Sail training brings benefits to all sorts of young people: perhaps their lives are dominated by television and computer games and they really need an active outdoor adventure; maybe they are high achievers who need to broaden their experience beyond endless exams; or they may be doing the Duke of Edinburgh's Gold Award and looking to stretch themselves through a challenging adventure.

For all these young people, a voyage is designed to develop confidence, team-working, the ability to cope with unfamiliar situations, and tolerance and understanding of others. Young crew members not only sail the boat, keep watch and help to navigate; they also learn basic life skills such as cooking.

OYT run a self-evaluation project which shows remarkable changes in how people feel about themselves over the course of a voyage. They also award in-house certificates which record what young people have achieved; and crew members can work towards recognised RYA sailing qualifications.

To see read further information, see pictures of their boat, read comments from crew and lots more go to www.oysouth.org

Caroline White, from the OYT-South has asked Channel Sailing Club Members if they can help with clothing. If you have any fleeces or other sailing clothing that you no longer need and which you think would help OYT, please bring it down to the Club.

We are holding a collection day on 12 November.

Many of the young people who sail with us come from extremely disadvantaged backgrounds; and while we provide waterproofs for them on board, we often have young people who don't have enough warm clothes of their own to wear under the waterproofs, or who don't have a change of clothes if things get wet or if they have been seasick!

Many years ago we were working with another sailing club whose members donated a supply of secondhand fleeces which were invaluable to us; but over the years some of these have worn out or been lost.

We'd love to replenish our stocks and if any of your members has a spare fleece which they no longer wear, we would really appreciate anything in sizes to suit small 12-year olds up to extra-large older teenagers and young adults. Fleeces are ideal because they are warm and very easy to wash.

It really does make a huge difference to our young crew members – everything on board goes better if we can keep them warm; you can imagine that morale and participation really suffers if they get cold. Even if the weather is a

little warmer, the night watches are still tough for a child who hasn't got enough warm clothes.

Thank you very much.



Club members tie the knot

Congratulations to Martin Owen and Trish Hayward who got married in July.



Sixty people at Italian Night



Above: The room was laid out for just over 60 club members and their guests to attend the annual Italian night social event; a favourite in the club calendar.

Left: A big thank you to the Linda Varney, Julia Riffin, Jo Brady and Dorri Parker for getting all the food ready, and to David Surman who was 'Pasta Queen' on the night.

New Season Showcased

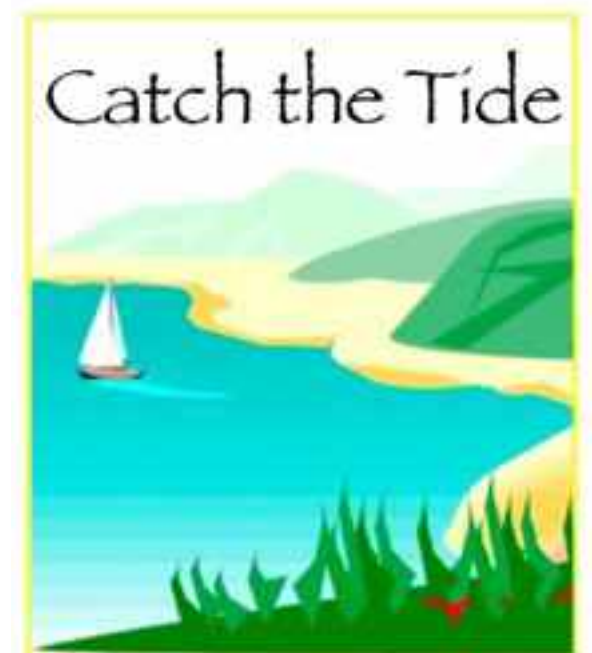
This year's Catch the Tide, held on 26 February, was well attended.

The evening started with the Flag Officers reception. A short film, about last year's Mid Week Cruise, by Trevor Barker was shown and this was followed by a presentation from Steve McCarthy on the programme for the coming season and a quick demonstration of how to book events on line.

Event organisers were available to talk about the events they are holding this season. A huge thank you to all who have taken on this responsibility. There were fact sheets to help event organisers on the club's website and Steve McCarthy and Alick Fraser are also available to help.

All events are listed on the club's website and members are reminded that they must book to attend an event.

Watch out for the Catch the Tide 2014 event - and make sure you are ahead of the game in booking next seasons's events.



Trophies awarded at AGM



Congratulations to all the winners of club trophies for the 2012 season.

Presentations were made at the Club's AGM, held in January.

The winners were:

Knight's Challenge, skippered by Alan Pryce - Round the Island Trophy. Pete Thomas collected the trophy which was for the first Channel Sailing Club boat to finish the Round the Island Race (ISC Class).

Eagle - Turner Prize, for winning the Navigator's Race

Caressa - Ghengis Khan't Trophy, for winning the Two-handed Race.

Jambo - Pursuit Trophy for winning the Pursuit Race.

Jambo - Le Harlequin Trophy - for being the boat that made the biggest progress in the handicap in the racing season.

Janet Sainsbury - Cambrian Ball for a blunder on a club event. Janet admitted to trying to leave a mooring several times whilst not noticing that the boat was still tied to the buoy.

Janet Sainsbury - Mizzen Trophy, for attending the most Club events.

Keith Gibbs - Jacqui Sillance Memorial Trophy, for organising the best sailing event.

Peter Denning - Commodore's Trophy for a personal contribution to running the Club, recognising Peter's work as the Club's Treasurer over many years.

Steve McCarthy - Sally Jennings Memorial Trophy, for the most significant contribution to Channel Sailing Club, recognising his work on the Club's new website.

David Surman - Seamogs Trophy, for long distance and racing. David took part in the ARC this year and has taken part in other long-distance sailing during the year.

Caressa - Gliding Kestrel Trophy for winning the 2012 Racing series.

Club members are reminded that the Committee invite nominations for trophies.

So if you are on an event that you have enjoyed and you think has been very well run, think that someone has made a significant contribution to the Club, or has been an exceptional skipper, get in touch with the Janet Sainsbury.

Trophies for the 2013 season will be presented at the Club End of Season Dinner to be held on 9 November 2013 at the Horton Golf Club.

Fastnet Success

Congratulations to the skippers and crews of Change of Course and Jambo for their performance in this year's Fastnet Race.

Club members were following their progress on line through the RORC website.

It is a fantastic event in which to take part, so if you get a chance in 2015 to join a crew, take up the offer.

Special mooring fees for members at Port Chantereyne

Channel Sailing Club still has 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 need a membership card 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 their current membership card.

For more information about Port Chantereyne and Cherbourg, please visit www.portchantereyne.fr.



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

Bastille Day Cruise

by Bill Callaghan

Seven boats and 28 Channel Sailing Club members and guests enjoyed a cruise to Boulogne for the Bastille Day celebrations. Most boats set out from the Solent early on Thursday morning 11 July in fine weather bound for Eastbourne. Gilken had taken the opportunity to set out the day before for Brighton. Winds were NE force 4, but later became ENE and with the turn of the tide early afternoon most had to motorsail to round Beachy Head and reach Eastbourne.

On Friday 12 July Coral Moon, Gilken, Jabberwocky, Knights Challenge, Matambu, and Moody Blue locked out of Eastbourne Marina and most enjoyed a good sail to Boulogne on one tack in NE F4 winds. Danny, chartered by Oleg, was delayed leaving Brighton because of lack of dredging in the entrance channel. (Skippers please note that entrance to Brighton Marina now dries at low tide and is now impassible LW plus or minus 1hr 30 mins.)

All boats arrived safely at Boulogne, with Gilken taking the honours for the fastest passage under sail. After some chaotic scrambling for spaces at Boulogne Marina, and much rafting up on Friday evening, all boats managed to secure a good berth on Saturday morning as a host of

Dutch and German boats moved on. On Saturday and Sunday, with warm and sunny weather, crews enjoyed the Festival of the Sea taking place on Quai Gambetta opposite the Marina, with a fine display of historic sailing boats, much singing of French sea shanties, and many interesting stalls. Many visited the markets and Boulogne old town. A very enjoyable cruise dinner was held at Chez Jules restaurant in Boulogne on Saturday and on Sunday evening



Coral Moon hosted a drinks party and 28 people managed to fit on board.

On Sunday afternoon, Knights Challenge and Danny realised that they had a very interesting berth. The French President was due

in town and just after 18 00 Monsieur Le President, Francois Hollande, arrived at the Marina to Board a customs cutter moored a few meters away from Knights Challenge and Danny. I am not sure M Hollande realised that the people waving and taking photographs were members of the Channel Sailing Club and not French citizens.

The highlight of the Bastille Day celebrations was a dramatic firework display (theme pop songs of the 1980s) set off from the cliffs and viewed from the beach below.

The fleet set off early on Monday morning motoring into a flat calm sea with no wind to speak of. The calm conditions Coral Moon's

crew spotted a few dolphins. In a brief spell of SE winds off Beachy Head Coral Moon sailed with the main and cruising chute but after 30 minutes it was all over and back to the engine. Moody Blue returned home to Eastbourne and Matambu joined her. Knights Challenge decided to return to the Solent in one leg. The other boats headed for Brighton. All of us moored there agreed that this Marina had seen better days.

Tuesday 16 July saw the remaining boats return to the Solent with conditions similar to Monday. No dolphins spotted on this leg, but sadly Coral Moon spotted the decomposing carcass of a whale in the Looe Channel off Selsey Bill. It was frustrating that by the time

some sea breezes had set in Coral Moon had reached her home port of Gosport. Feedback on the cruise from CSC members has been favourable and a repeat voyage next year is well worth considering.



*PHOTOS: Page 16 - Coral Moon
Page 17 - Monsieur Le President, Francois Hollande*

End of Season Dinner

This year the Club will be running an End of Season Dinner.

To be held at the Horton Golf Club, Horton Road in Epsom, the event will mark the end of the sailing and racing season.

The evening will include a three course dinner followed by the presentation of the Club's trophies.

The Dinner will take place on **Saturday 9 November 2013, 7.30pm for 8pm.**

The Committee received feedback that members who could not take part in the Icicle Rally would be interested in a special dinner event closer to home. We hope this new event will prove popular and, if it does, it will form part of the annual programme.

Tickets can be bought on line via the club's website or you can speak to Jo Brady or Diana Coman on a club night.

Round the Island Race 2013

This year's Round the Island Race, organised by The Island Sailing Club, took place on 1 June. The race round the Isle of Wight is a 50 nautical mile course and will see the first start at 5am. That's for the big boats, most of which are back having breakfast before the last start has barely got going.

J.P. Morgan Asset Management were again sponsoring the event and making a donation to charity. For every #raceforall tweet that is sent out J.P. Morgan donated 10p to the Ellen MacArthur Cancer Trust. The target is £3000 before June 1st.

It is a great event and we once again submitted a club entry. This year conditions were favourable and it was a great day out on the water.

For the Commodore, Diana Coman, sailing on Christopher Robin with Skipper Roger

Roberts and crew Bob Driver, it was the first time out on the water for the season. "Work and boat repairs got in the way of us getting our any earlier", she told *Wavelength*.

Photograph courtesy of Round the Island Race website.



Moody Blue

by Andy Lear

We pootle off to France and back. I learn a thing or two about Moodys (including which ones have the best breakfasts). 'Hawkeye' Price makes a few observations on French plumbing. I fail to win my usual 'well behaved crew' award. We acquire an extra crew member. Conflicting reports on Dieppe.

The midweek cruise was billed as a three stop cruise starting on Sunday but my skipper

Eastbourne which meant that Fecamp was pretty much due south and a good deal nearer than it was for the boats that set off from Portsmouth. We met up at the boat on Friday night.

Eastbourne is a 24/7 marina with a lock that opens every half hour. We caught one of the earlier openings (which was pretty early) on Saturday we were off on our international voyage of discovery. After an hour at the helm the third

crew member William was stricken with 'mal de mer' and that was pretty much the last we saw of him on the outbound voyage.

The guess artists at the Met Office had predicted all sorts of horrid weather and it was a bit lumpy and we got a few showers but my self-gimballing tummy stood me in good stead.

Ten hours or so the French coast



Mike 'Hawkeye' Price needed to be back by Friday so we left a day early and proposed to skip the final leg of Dieppe. The boat 'Moody Blue' (it is an unwritten rule that all moodys other than Lonk Avel are called Moody Blue) was either a moody 27 or a moody 28 (the difference being apparently that the Moody 28 is 27 foot long and the Moody 27 is 28 foot long) It was a perfectly fine boat whichever it was and was berthed in

heaved (hove?) into view. Visibility was not brilliant, I put it down to the rain but an alternative explanation was that I should have gone to Specsavers. Hawkeye had spotted the French coast five miles out of Eastbourne. The man is a human telescope I swear. At one stage he asked me if I could see the blades of the wind turbines on the hill. I could not see either the blades or the

wind turbines.... or the hill, or indeed any sign of land at all and yet an hour later when I could just about make out the French coats everything was there as he had said. It was still light when we arrived at Fecamp. The harbour master had gone home but we hailed the nearest red ensign to ask where the visitor's berths were and the chap hopped off his boat, scampered down the pontoons to find a free berth and took the lines for us.

Sunday morning came and after a five course breakfast! (Grapefruit, cereal, toast and marmalade, sausage, egg bacon etc, and yogurt) I was firstly set up for the day and secondly convinced that this was the boat for me! After breakfast we went

exploring Fecamp. Mike had been there before and showed me some of the sites including the 'maritime church'. We did some shopping (mostly wine) and visited the fishing museum by the beach. They have an interesting water supply arrangement on the pontoons with the taps pointing

straight upwards. I know this because of tirade of anti-French sentiment issuing from Hawkeye who had got himself totally drenched trying to wash the cafetiere. The best bit of all was when you turn the tap off because as a final gesture of defiance the French plumbing sends a final geyser in all directions before finally consenting to shut off. I don't imagine I am in line for any 'well behaved crew' awards either as I was laughing

like a drain throughout. Coral Moon had arrived on Saturday a bit later than we had but the other two boats Knights Challenge and Jabberwocky arrived on Sunday and Sunday evening was spent on board Jabberwocky glugging wine and nibbling on nibbles.

Monday was another exploring day. After breakfast I wandered about for a while, meeting up with Janet and eventually ending up on Coral Moon for a glass of wine. Janet wanted to go to one of the old houses that I had visited earlier so although I had been told that the model museum was closed I decided to have a look anyway. Picking up David and Debbie and Ron en route the inhabitants had mistaken me for French due



to my Marie Chasse T-shirt (Marie Chasse being a sort of French yachting monthly about wooden boats) and by the time they realised I was English it was too late and I had snuck in. A long conversation ensued (in French) about the benefits of wooden boats and I struggled to convince the functionary that there was a replica of Jules Verne's yacht and that I had been on it three weeks previously at the Brest maritime

festival. Fortunately Debbie eventually lost patience and rescued me.

The highlight of Tuesday was the guided tour of the Benedictine (a strange liqueur made out of monks) distillery. The low point was the pitifully small samples they handed out at the end of the tour but I suppose that there are not as many monks available as there once were and you don't want to drink them all at once. Most of us also met up for Dinner at a restaurant called La Maree.



Wednesday morning it was off on the second leg of our international voyage of discovery, St Valery en Caux (I never did find out what a Caux was). It was a beautiful harbour, real picture postcard stuff with a huge lock to keep the water in. Although all four boats arrived

within a few hours of each other some of us ended up on other sides of the marina than others. Coral Moon ended up moored a couple of boats away from a huge (60 foot at least) Viking ship. It seemed that there was going to be a maritime festival that weekend that we were going to miss. The weather which had been a bit off and on all week turned the rain on late in the day and we got sort of rained into a bar all night. Well worse things happen at sea.

I do not want to go into any depth on the subject but it would be fair to say that some of the crew on one of the boats did not really get on together as well as they might have. The practical upshot of this was that Thursday morning we headed back to Eastbourne Moody Blue had one more crew member aboard than we had on the way out. It was a lovely sail back and though it was dark when we arrived it was not ridiculously late so I drove back Thursday night. I have had conflicting reports of Dieppe from those that made it there. Some say it was nice, others say it was crap. I guess I will have to visit it myself some time and form my own opinion. Maybe next time....





Knot Likely

by Gyn Robart

The cars on board, the gates well shut, the ferry was to leave
From Cowes to make its crossing, one chilly winter's eve
But sat there quite immobile, as the skipper called in pain
"What VERY THOUGHTLESS PERSON tied a reef knot in the chain?"

You wouldn't think it possible, each link weighed fifty pound
All welded up in solid steel and bolted to the ground.
Yet somehow, while the ferry sat and waited in the rain,
Some Very Thoughtless Person tied a reef knot in the chain.

It might have been a motorist who bore some kind of grudge.
It might have been an admiral, it might have been a judge –
But with what motivation? Can anyone explain
Why man or maid should want to braid a reef knot in the chain?

The skipper tore his hair out and called the County Press
He radioed the Council to come and sort the mess.
And they approached the Boy Scouts (as knots are their domain)
To see if they could puzzle out the reef knot in the chain.

A dozen Scouts pulled this way, a dozen Scouts pulled that,
But still the chain stayed knotted up, they couldn't get it flat.
In fact, by seven-thirty – and this is quite uncanny –
This very simple reef knot had turned into a granny.

So then they called the firemen who, when they came, said, "Please
Just stand aside and we'll soon have this knot undone with ease."
They pushed and shoved till half-past ten, they couldn't get it loose
By when, the wretched granny knot had turned into a noose!

If you wait here for what can seem like half an hour or more
And watch that ferry motionless on yonder blessed shore
Do not despair, but say a prayer – and hope it's not in vain
That no Very Thoughtless Person tied a reef knot in the chain.





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.



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