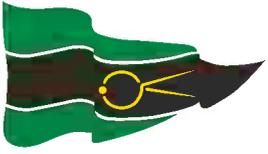


WAVELENGTH



The official publication of The Channel Sailing Club
'Catch the Tide' Special 2013

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The Commodore's Cabin

Thank you to everyone who came out on a particularly cold and snowy night to attend the AGM.

There was, as usual, an interesting range of questions and suggestions, all of which will be taken back for discussion by the Committee.

This issue is the Catch the Tide Special - produced to complement the evening and which carries details of our training, sailing, racing and social programme for the coming year.

We now have all information about our events on the new website. There may be updates to events and so please check on line. Watch out for emails too, as we will be alerting members to changes to the programme this way. It is simple to book on line too. There will be an explanation of this aspect of the new website at Catch the Tide, but if you were not able to attend, and have questions, please call Steve McCarthy.

We have a really exciting programme for the coming year - something for everyone.

Happy sailing!



Editor Diana Coman

News, Letters & Pictures to Wavelength@channelsailingclub.org

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Club Night

Channel Sailing Club meets every Tuesday at Epsom Sports Club, Woodcote Road, 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

Photograph from the CSC Photographic 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

This edition has the programme for 2013 set out - as a pull out - so you can keep it on the wall in the kitchen or study, or wherever, as a reminder of what's going on each week at the clubhouse or on the water.

This special edition also includes a story of a man overboard incident on one of our club boats during last year's season. The Skipper's story is set out on page 5 and there is

information about advice and training that the Club is recommending as a result.

There is a charming article from Mark Hitchin on page 12 and another delightful contribution from Nigel Barraclough on page 11.

We need more photographs - of boats and crews sailing - so please, if you are out this coming season, try and get a few good snaps.

Thank you! Editor

Club News

At the AGM, some members asked for the Committee to report back, through *Wavelength*, on what they are doing. This section, Club News, was introduced in the Summer 2008 edition of *Wavelength*, to provide a place for feedback on club organisation and issues affecting the club that have emerged from Committee meetings.

It is not a report on each committee and all the topics discussed, but it does pick up the key issues that are important.

Hopefully this answers the question raised at the AGM, but if anyone wants any further information, or wants to discuss this further, please contact the Commodore.

Draft Minutes of 2013 AGM. An article on the informal part of the AGM will be in the next edition of *Wavelength*.

Channel Sailing Club Limited

Minutes of the 31st Annual General Meeting of the Company held at Epsom Sports Club, Woodcote Road, Epsom, Surrey, KT18 7QN on Tuesday 22nd January 2013 at 20:00 hours.

Directors present: Flag Officers and General Committee Members

Diana Coman (Commodore and Chairman) Mac Keight (Vice Commodore) Peter Denning (Company Secretary and Treasurer) Steve McCarthy Jane Shott Mac Keight Alick Fraser Janet Sainsbury Jo Brady

The Commodore declared the Meeting open at 2000 hours and a Quorum (30 plus full members) was present. It was agreed that the Notice convening the Meeting was taken as read.

Members present: 45

Apologies: John Mimpriss, Ian & Trish Emery and Jerry Hockin, Leon Barbour

Resolution 1: The Minutes of the previous Annual General Meeting were adopted.

Proposed: Mike Holden Seconded: Tony Sparling

Resolution 2: The Company Secretary presented the Directors' Report and Financial Statements of the Company for the year ended 30th September 2012. The Company Secretary reported that:

- a) Funds had slightly decreased for the first in many years following a slight loss
- b) Subscriptions had fallen slightly again.
- c) Social events were popular and made a slight loss due to the Mince pie & Mulled Wine and Catch the Tide events.
- d) Training had carried on and created a surplus as all the course spaces had been filled.
- e) Club House Fees – the amount charged by Epsom Sports Club has increased as planned and we are about to negotiate for another period.
- f) The reserves are still large but we do need to hold around £13000 to cover 2 years costs if the Club experience difficulties.
- g) The savings account had been 'moved' to one paying better interest.

The Directors' Report and Financial Statements were adopted.

Proposed: Jerry Tagg, Seconded: Mike Holden

Resolution 3: Ian Emery has agreed to take over the role of internal account examiner. He was duly appointed. Christine Shelton-Smith and Terry Bower were thanked for having carried out this task for quite a few years

Proposed: Peter Thomas, Seconded: Steve Cole

Resolution 4 to 9:

It was agreed by all present to vote on the above resolutions all together.

Resolution 4: Re-elect Diana Coman as Commodore.

Resolution 5: Treasurer – Peter Denning standing down but will carry on until replaced.

Re-elect Peter Denning as Company Secretary.

Resolution 6: Re-elect Committee Member Steve McCarthy

Resolution 7: Re-elect Committee Member Roger Roberts

Resolution 8: Elect Committee Member Mac Keight

Resolution 9: Elect Committee Member Steve Cole

Resolution 5: was split into 2 sections as changes had occurred after all the formal documents had been issued.

Proposed: Nigel Barraclough Seconded: Keith Gibbs

Resolution 10:

It was agreed to adopt revised Articles of Association to reflect the changes made to the membership and renewal dates.

Proposed: Mike Holden Seconded: Jo Brady

The Chairman declared the Meeting closed at 20:35

Man Overboard! This is not a drill!

by Janet Sainsbury

I have practiced Man Overboard drills many times on cruises, training weekends, RYA courses and exams, but when it is for real it is a whole different ball game, nothing really prepares you adequately for the real thing.

I will say what happened, and look at what went wrong and possible lessons learned

Four of us left the Hardway pontoon for the Pursuit race on 'Knight's Challenge'. It was hard to get off as the wind was pressing us hard against it. Wind was averaging 30 knots in the Harbour. Very choppy seas due to the long fetch of the northerly wind. We intended to fly 3 reefs in the main and the smallest jib. Somehow, while putting up the main and putting in the reefs, trying to keep head to wind one crew member slipped under the guard lines and was hanging there by one foot. Two people were trying to hold him there, and he asked for a line so I attached one end of a jib sheet to the boat round a winch and a cleat and the others passed him the rope. I had stopped the engine so we would not drag him and the half raised main was flapping about so there was no control of boat direction then the boat changed tack and the MOB let go and was now some 10 yards away, floating with his lifejacket inflated. We got out the rescue sling, but could not get close enough to throw it anywhere

near him with all the wind. With engine in gear again we tried to get closer when the Portsmouth 'Round the Harbour passenger boat' appeared to be heading straight for him at a constant speed, it did not appear to be coming to the rescue as there was no sign of it slowing.

We three on deck were waving our arms in the distress mode and pointing at the man in



the water.

He also started waving and shouting May Day. One passenger was busy filming and the boat stopped some way past and gave us some shelter although it was downwind. A crew person eventually grabbed a life buoy but I don't think it was ever thrown. As we again tried to reach our MOB, three motor boats arrived: a fishing boat, a police launch and the Gosport water taxi, which left us very little room to manoeuvre, so we gratefully watched the

water taxi drag him on board. They were two big men with low freeboard and it was still hard. We were glad to see him stand up as we thought he had hurt his leg when hooked up. They decided it was not safe to transfer him over, although we were now stationary and under control. So we followed the cortege to Premier.

They had moored bow on to a pontoon and we had difficulty trying to get alongside them. It would hardly move in reverse. After some discussion on how he wanted to get home, a change of clothes provided by us all was suggested but he just wanted to keep everything on till he got into a hot car. We didn't think a taxi would take him all dripping.

After a cup of tea (No medicinal brandy as this lowers the temperature) we took ages to get back to Hardway against wind and tide, getting no speed through the water. I hit the pontoon really hard as nothing happened when I put the engine in reverse.

It took him a long hot bath at home and a good night's sleep to get warm, it's the core temperature that goes down, he also felt very sick from the amount of sea water he swallowed as he could not get the spray hood down. He did say it was a worthwhile experience, but not one to be repeated I'm sure.

Lessons learned:

Portsmouth Harbour in a strong East or North wind is as nasty as it gets. We would have been better off in Haslar or even outside in the lea of the land.

I did not realise the sheet had wrapped itself round the prop. I should have guessed if I had seen the sheet when it was retrieved and folded up. I should have realised he had let go of it as he was some way away.

I had brought a hot water bottle to put under someone's clothes if they got cold during

the race, but forgot all about it. We had even discussed before we left, how to get warm after getting wet and I said I had a space blanket on board.

We did not get out a MayDay as everyone was far too busy. It is all very well in theory.

A Hardway club member saw it all from his window, and phone someone at the Club, so I don't know if that was how all the help arrived.

The good things were the lifejacket inflated O.K. and it was

very easy to keep him in view, although it must have restricted him when he wanted to get out of the way of the passenger boat. That was the really frightening bit. We thought he was going to be run down. No one was hurt, but not for the want of trying!

The rope pulled the cutlass bearing out of the P. Bracket under 'Knight's Challenge' and she has a very expensive bloody nose!

... so what next?

Janet Sainsbury will be making a presentation on the events surrounding the Man Overboard incident on 26 March at the Clubhouse at 8pm.

There may be some training ideas coming forward from members through the Q&A session which no doubt will follow Janet's talk, but some ideas have already been discussed by the committee.

Through the training team, we will be looking at how to

improve radio handling, for those who have not undertaken the VHF course (although clearly we would encourage members to undertake this accredited course which the Club runs).

Announcements on this to follow.

Exercises focussing on Man Overboard drill and radio handling are to be incorporated into Experience Weekends and events planned this year.

There will be safety reminders and tips announced in *Wavelength*, at event briefings and on email throughout the year.

Any other ideas and suggestions that are picked up at the talk will also be incorporated.

Thank you to Janet for being prepared to talk about this incident and give others the opportunity to learn from her experience.

The top five reasons why boats sink in the spring-time

It's a sad fact: Every spring, shortly after being launched and commissioned for the season, boats sink while safely tied up at the dock, turning what should be a good time of the year into a real mess. BoatU.S. has identified the top five reasons for springtime sinkings

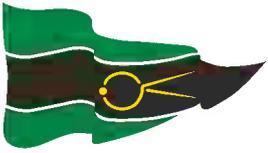
1. Missing or damaged hose clamps: These clamps are often removed in the autumn to winterize the engine, and then forgotten about in the spring when the boat is launched. Tight spaces in engine compartments make it difficult to see some unsecured or deteriorated clamps.
2. Unsecured engine hoses: Over the winter, freezing water can lift hoses off seacocks (valves).

3. Spring rains: Combine heavy rains with leaking ports, deck hatches, cracked or improperly caulked fittings, chain plates and even scuppers clogged by leaves and your boat could be on the bottom soon.

4. Broken sea strainer: Glass, plastic and even bronze strainer bowls can be cracked or bent over the winter if not properly winterized, allowing water trickle in when the seawater intake seacock is in the open position.

5. Leaking stuffing box: If equipped, a steady drip from an improperly adjusted stuffing box (the "packing" around the prop shaft) has been known to swamp a boat.

WAVELENGTH



Channel Sailing Club's 2013 Annual Programme

Wavelength introduced a pull-out section in 2009 giving you contact details for all committee members plus the sailing, social and training calendar for the season.

Updates will be issued by email and full details of all club events are on the club's website, www.channelsailingclub.org.

In order to ensure your place on a club cruise/race, members must complete an application form to be with them 7 days before the event - in order that boats and crews can be allocated. You can now do this easily on-line. If you book yourself in but then want to cancel, you must contact the event organiser directly as you cannot do this on line. Tickets will be sold for social events. Members are required to book a ticket in advance in order that catering can be arranged, and the ticket will need to be handed in on the evening.

Club Night, is held at the Club House, Epsom Sports Club, Woodcote Road, Epsom,

Surrey on Tuesday evenings. Bar opens at 2030hrs unless otherwise advertised.

We can always do with some help behind the bar on a Tuesday night. If you could offer an evening to help, please contact Trevor Barker.

No good at pulling a pint? Then perhaps you can help at a social event. Volunteers are always welcome. Get in touch with Jo Brady or speak to the event organiser or Steve McCarthy.

We hold a Feedback Session during September. This is an opportunity for Club Members to tell the committee about events they thought went well, those that were not so successful and give ideas about activities that could be put into the programme for the future.

Club members are asked to nominate club members for trophies, so if you are taking part in an event and feel that the organiser or skipper deserves acknowledgement, please keep details so you can send in the nomination at the appropriate time.



DATE	EVENT	DETAILS	EVENT ORGANISER
16-17 March	Frost Bite Rally	Beginning of season shakedown rally - destination Port Hamble with dinner at the RAF YC.	Leon Barbour
19 March	Sea Safety Talk	at the Clubhouse at 8pm.	Roger Roberts
23-24 March	Long Race (1)	Race with long legs. Berthing and dinner venue TBC	Alick Fraser
28 February & 14 March	CEVNI training course		Gerry Roper
29 March	Sea Safety Talk	Janet Sainsbury to talk about a real man overboard situation, 8pm at the clubhouse.	Roger Roberts
6-7 April	Sprint Races (2&3)	Two short races likely to be outside Portsmouth. Berthing and meet ashore TBC	Keith Gibbs
20-21 April	Rally & Experience Weekend	Rally plus opportunity to practice sailing skills - for all experience levels	Janet Sainsbury
23 April	Jubilee Sailing Trust Jumble	Bring your own items to sell at our annual Boat Jumble. Left over items will be taken to the Beaulieu Boat Jumble with proceeds donated to the Jubilee Sailing Trust. Clubhouse 8pm.	Dave Norris Fred Williamson
27 April provisional	Annual Dinner	TBC	Diana Coman
3-6 May	May Day Bank Holiday Cruise	Bank Holiday long weekend cruise to Cherbourg with meal and wine tasting	Calvin Evans
11-12 May	Two-handed Race (4)	Race in Solent area with boat crew of two people only. Berthing and meet ashore TBC	Janet Sainsbury
18-19 May	Gins Farm Rally	Rally to Gins Farm and the Beaulieu River	Martin Shott
1-9 June	Spring Cruise	9-day cruise - possibly to Granville and the Channel Islands	Steve McCarthy
1 June	Round the Island Race	Annual race round the Isle of Wight organised by Island Sailing Club - CSC enters a club team, so if you are taking part get in touch with the event organiser.	TBC
11 June	Hats and Horses	Fundraising event for the Commodore's Charity at the Clubhouse at 8pm.	Jo Brady

22-23 June	Passage Races (5&6) and Rally	Race from outside Portsmouth via south of the Isle of Wight to Yarmouth or Lymington. Boats not wanting to race can cruise direct. Berthing and meals ashore TBC Return race on the Sunday	Simon Davey
2 July	BBQ	Annual BBQ at the Clubhouse 8pm. Tickets: TBC	Jo Brady
11-16 July	Bastille Day Cruise	Cruise to Boulogne to celebrate Bastille Day on 14 July	Bill Callaghan
4-9 August	Mid-week Cruise	5 day cruise - trip to Carentan in Normandy and nearby ports	Trevor Barker
23-26 August	August 4-day Cruise	Cruise over August Bank Holiday weekend possibly to Chichester Harbour	Mac Keight
7-8 September	Fox Hunt Rally	A sailing treasure hunt picking up clues around the Solent with a deadline to hand in answers Joint event with Ashdown Sailing Club. Berthing and meal TBC	Richard Scott
21-22 September	Wooden Spoon Race (7)	Annual race against Chichester Cruiser Racing Club (CCRC). Meal ashore at the Folly Inn	Alick Fraser
24 September	Curry Night	At the clubhouse at 8pm Tickets: TBC	Jo Brady
5-6 October	Navigators Race (8) and Rally	Special race to complete a specified course using the crew's best navigation skills. Also a rally for non-racers. Berthing in Yarmouth at Harold Hayles and meal ashore	Jerry Tagg
19-20 October	Pursuit Race (9)	Pursuit race - boats have individual start times based on their handicaps. Berthing and meal ashore TBC	Steve Morris
2-3 November	Fireworks Rally	Rally to a location where there is a firework display - probably Lymington	David Bailey
10 December	Mulled Wine and Mince Pie evening	Christmas celebrations at the Clubhouse 8pm. Tickets: Free	Jo Brady

Briefings

There will be an event briefing on the Tuesday before each racing or cruising event. The briefings take place at the Clubhouse at 9pm. All skippers and crews are asked to come to the briefings to pick up instructions and make sure they are fully aware of any issues affecting the event.

Training

The training programmes take place during the winter months and the 2013 programme will be advertised soon. Yachtmaster and Dayskipper shore-based courses are offered, along with VHF, CEVNI, First aid, Diesel and Radar. Details of the forthcoming sessions will be published on the website.

Details of all events are set out on the Club website. Bookings for events can be made on line.

Your Committee

elected January 2013



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Philip Martin
Has volunteered to undertake
the role of Treasurer. An EGM
will be held to confirm his
appointment.



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I found an old friend in the galley

by Nigel Barraclough

This being winter I decided to do some spring cleaning in my kitchen at home. It was there I came across an old friend in the form of a jar of my mum's home made marmalade – something she used to produce en-mass. This particular jar was of indeterminate age, certainly old enough to vote and would have given even the sharpest of my drill bits a worthy challenge.

So it has given me a thought: as part of the spring re-fit what might expect one to find amongst the galley stores, buried long and forgotten in the bilges and more importantly what should be there when you have finished. Here are a few thoughts.

Some decent cooking knives not necessarily sharp but a quality make with a good edge. It does not have to be many; at home I have one long vegetable knife, a short one for small stuff and carcasses, a long and thin bladed carving knife which belonged to my Grandfather and a couple of bread knives.

Incidentally: when you put them in the drawer, decide on a consistent way and stick to it - so all the knives are pointing the same way; it will save a few cut fingers.

Some new pans perhaps: preferably non-stick and ones which will fit on your cooker, also a few all metal ones for the oven.

A number of chopping boards: some wooden (a good substitute for table mats) and some plastic; having several helps with the hygiene because it will help to stop you cutting veg and meat on the same or dirty surface.

Devices for stirring and serving: if in doubt stick to wood or plastic and then you will not scrape your nice non-stick pans. If you are throwing them out – don't! Save them for stirring the anti-fouling paint. Have a range of shapes and sizes too – including things like a soup stick.

Don't forget the odds and sods: the grater, sieves, tongs, a meat fork and that most vital of items – the garlic press!

Ok, so now let us turn to the bits that make food interesting. Check the spice rack and if it isn't there; fit one! It does not have contain many: ginger, coriander, cumin, paprika, Cajun and chilli powder. I keep mine in little screw top plastic pots. Avoid the turmeric and the saffron – not only will it change the colour of your spoons (ask Alan Waller) but probably the deck as well! A few dried herbs as well and don't forget the bouquet garni and the bay leaves.

How old are the Oxo cubes: chicken, vegetable and beef. What about the Soy sauce, the Worcester sauce, the mustard (whole grain and English)? Some Olive oils (include some Extra Virgin for the salads), toasted sesame seed oil, a vinegar or two – plan and cider or balsamic. Remember a bottle or two of London Pride, Spitfire or Guinness for the stew.

By the way don't forget to check the tops: 'Fizzgig's' cupboard have been soaked in soy sauce at least once! How about that emergency meal?

Can I suggest as base of: corned beef, potatoes, peas and carrots but never sweet corn – I will leave it for you to work out why!

A few oddities: marmite, ginger bickies, regular coke – when flattened (if necessary with sugar) it is a very good stomach settler, booster and general pick-me-up. I will assume the tea, coffee, sugar and squash are so well used as not to need investigation!

Finally now the task is done let us come to the two most important items: a corkscrew - by all means (if you wish) one with a left handed thread and bottle opener.

So there we are a few ideas – and don't forget to check the marmalade!



Georgina's First Cruise

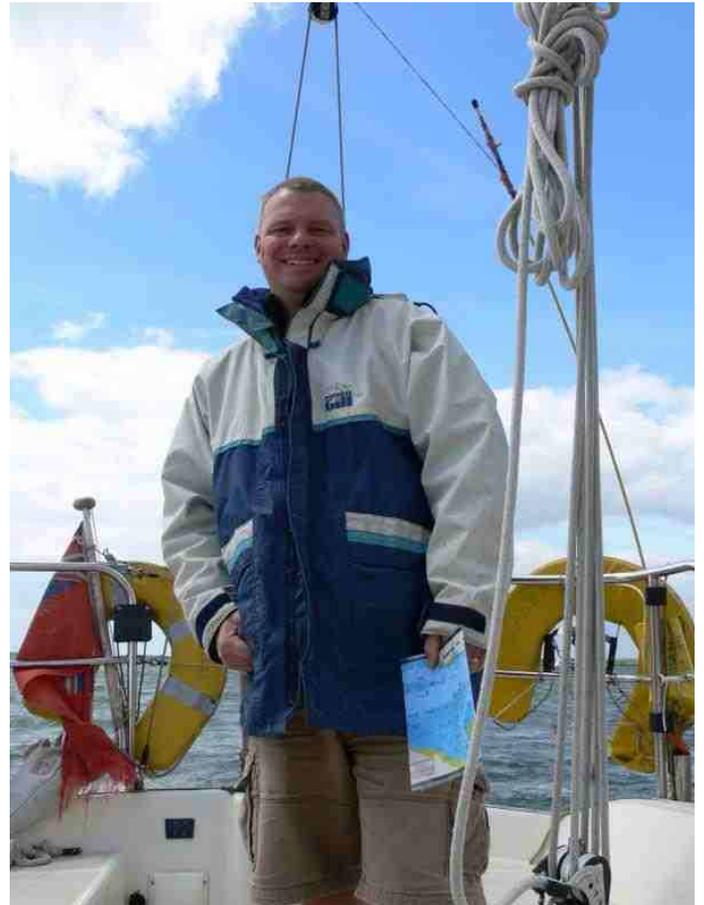
by Mark Hitchin

I read a book over winter about a bloke who travelled around the world on a beaten up Honda Moped. The puny bike provoked no resentment and seems to have been a guaranteed way to provoke conversation with strangers. It turned out travelling with our eight month old daughter was an equally good way to ensure everyone wanted to chat.

We got married this May, (In fact Trevor had already married us in a Wavelength article some years ago but it turns out Marriages carried out by sub-editing aren't legally binding!) and the original plan was to devote honeymoon time off after the wedding to working on our rather dilapidated house. In the end we both agreed that a short Honeymoon wouldn't do us any harm. It had to be cheap, 'cos we were broke & it had to be local for a quick return in case baby Georgina didn't take to sailing. It also had to be sheltered. You've probably guessed where we chose already. Not every Girl dreams of a honeymoon in the Solent, but it did tick all the boxes. (Then again, not every girl dreams of settling down to married life with "the Bloke Who looks like Martin Clunes"!)

We picked up the Sigma 33 from Haslar Marina and the first logistical problem of sailing with a baby was where to locate the Travel Cot. In fact this wasn't such a problem since there was only one place it could physically go. We put the table down to create the double berth, popped the cot on top and tied it securely in place. In a bit of sea she might roll about a bit within the safety of the cot, but the cot certainly wasn't going to move. Sharper minded readers will have spotted the drawback of using the boat's sole double berth for the travel cot: My new bride would have to sleep in the Quarter berth while I would need to sleep in the forepeak. (I assume this is perfectly normal on a Honeymoon.)

After a short sail to Hardway on the first evening we woke up to a decent breeze, Bramblemet indicated average wind over 20 knots more 30 knot gusts from the SW. The one thing we'd both agreed up front was that we'd



only be sailing in perfect weather. We didn't want to subject the fruit of our loins to a miserable battering. If needs be we'd spend the day in a harbour or visiting museums or some-such. Sticking to our pre-agreed limits would be simple, just stay in Portsmouth Harbour. The problem was when it came to it neither of us wanted to stay in Portsmouth Harbour. No problem. We'll go somewhere either sheltered by the Island or downwind. We wouldn't be able to get into Bembridge at a sensible time. So that meant Chichester. Problem is we live in Chichester, and it seemed a bit like camping in the back garden. Louise voiced what we were both thinking. "I fancy the Folly. It's upwind but the Tide will be with us for most of it. Babies don't get sea sick, she'll love it.". "Yes", I agreed, "we don't have a spray hood but to her it'll be a big baby bouncer. If she's not keen we can just come back sailing downwind.". Thus rationalizing the decision we were able to set off West. As it happened nothing could prepare us for

Georgina's reaction to waves. Strapped in a papoose to her mother's chest, facing outwards, she revelled in it. She was toasty warm and sheltered from most of the spray by Louise, but whenever the remnants of the freezing salt water touched her face her permanent smile morphed into a rather dirty rasping laugh, accompanied by excited waving of all four limbs. We were pretty proud of her.



As we drew closer to Norris, Louise was looking a little green around the gills. Able to function well with sea sickness Louise started to discuss the logistics of throwing up with a baby strapped to her chest. Now, most people will have thrown up in a heaving boat with a baby strapped to them many times but for us it was a completely new problem. Over the side was out of the question for the obvious baby-squashing / overboard related reasons. We decided that producing a technicolour yawn clear to the side of the bairn's head and into the cockpit was the optimum plan. This worked and we motored into Cowes with Louise standing at the helm, Georgina in her papoose taking in all the new sights and myself with a mop and bucket dragging my bride's puke down the cockpit drains. (Again, I assume this is normal on a honeymoon.)

The Folly was deserted. Apparently they expect 30 boats visiting on a Summer Tuesday quiz night, today there were four. A little bit of

wind had put people off and the effect on business was not welcome. What was welcome was the inquisitive little bundle of cheerfulness beaming at everyone who came anywhere near her. Everyone else on the pontoon seemed to pop over and say hello to the baby on the Sigma.

During the course of an evening in the Folly it became clear an eight month old child is not an asset on a quiz team; in contrast to the

wonderful couple on the self built concrete Ketch that joined our team.

The following day dawned crystal clear with a gentle South West wind and we left the Folly pontoon for an idyllic sail over to the Beaulieu River. Georgina's limitless capacity to make new friends seemed to work at sea when two rather serious male grey heads on a Halberg Rassey broke into massive grins and waved enthusiastically as she beamed her two tooth smile and frantically shook her limbs. (Or maybe she was greeting a seabird 200 metres away, or maybe a bit of seaweed. Who

knows?)

I won't pretend Beaulieu is a difficult entrance but on a falling tide I was keen to identify No 2 red so we could come in on the transit. Effectively single handed, I was steering with the tiller between my legs, one hand balancing the open Reeds. All the while I was trying to make out which of the crop of approaching red posts was the one we were after. Georgina took the view that at half tide there was water to spare, and therefore, a cockpit family sing-song should take the place of needlessly pedantic pilotage. She was right, so under Georgina's sage supervision we trundled into the Beaulieu River with Mum and Dad singing "Wind the Bobbin Up" at the tops of our voices. I'm sure the cultured Wavelength reader will be familiar with "Wind the Bobbin Up". It is an excellent song, and has the added advantage that, like many of Georgina's favorite tunes, it requires the singer to carry out actions. I'd like to

think we've started a new tradition for vessels entering Beaulieu.

Ten minutes later found us swinging on a buoy in sunshine. The visitors moorings were uncluttered by other boats. Finding ourselves alone we rigged Georgina's "bouncer" to the boom and revelled in the sun while she cheerfully bounced in the harness on the rubber spring. For a joyful half hour or so the squeaking of stretching rubber punctuated by the familiar raspy laugh mingled with the sounds of Oyster Catchers and Curlews.

The day was still young and after lunch a decent breeze took us downwind across a sunny Southampton Water to the Harbour Master's Pontoon at Warsash. Georgina mixed well with the locals, introducing her giraffe, George to two young women packing up a small keel boat. We celebrated the end of a perfect family sailing day with hot showers courtesy of Warsash SC and a meal at the Rising Sun. A little past 9pm Georgina was sound asleep in her travel cot and Louise and I climbed into our bunks, a mere 20 feet apart.

The following morning we woke very early. A quick look at the weather forecast indicated that a strongish easterly was going to fill in during the day. We planned to go east back to Portsmouth and memories of scraping vomit down the cockpit drains made me think that we wanted to start right away before any lumpyness was stirred up by the head wind. In a very light headwind we motored out of Southampton Water and past Gillkicker. The crew feasted on Custard Creams, coffee and banana puree squeezed out of a plastic packet. (I leave the reader in suspense as to who partook of what!)

It was well before any sane person's breakfast time when we arrived at Gunwharf

Quay. Louise was busy doing baby-stuff and I'd already rigged the fenders port side. On entry the only space I could see required fenders starboard side. What would you do? Yup, we went in backwards. Wisely positioning ourselves for a quick getaway or just too bone idle to shift fenders? I wonder if any spectators reached the right conclusion?

We found it surprisingly easy to kill a whole



day at Gunwharf, so that really marked the end of the trip apart from a quick visit to the Diesel pontoon at Gosport Marina. The bouncer was hung from the boom once more and allowed Georgina to show off her prowess to a few new friends. We took a trip up the Spinnaker Tower for the obligatory walk on the glass floor and visit to the coffee shop. From our vantage point as we tucked into coffee and cake, we were able to survey the entire route of our five day sail. Reflecting that hither-to we wouldn't have considered our mileage for five days enough to make up a respectable day-sail, we also had to agree that that wasn't really the point.

Granted, this wasn't Mauritius, the Maldives or the Caribbean but we saw a side to the familiar waters of the Solent that's we'd never seen before and all three of us really enjoyed it.

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 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.



Lifeboats

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

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

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

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

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



Useless unless worn

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